



Welcome to the
JERSEY AERO CLUB

September 2017 Newsletter

Latest news from the committee...

Welcome to Paul Sabin and Colin Wright of Isle-Fly. They are taking over the "RAFA" room and will be starting operating from there very shortly.

Isle-Fly is a private air charter company. www.isle-fly.com

Disappointedly, after working very closely with the JAC committee, RAFA decided to withdraw their offer of help with the funding of the extension.

We are also working closely with Waves and hope that they will start their operations from the club imminently.

Waves will be offering daily flights between Jersey and Guernsey. www.flywaves.gg

News from the flying desk... from James Evans

The flying department has had a busy August and the aircraft flew a total of 117.2 hours. Lots of ppl's in the pipeline but no new completions.

Preparations are well on the way for the Aero Club/Helping Wings participation in the air display!

2016 Helping Wings formation

Photo taken by 11yr old Seb Bisson



Social News...

It was great to see so many of you on the 4th of August BBQ. Many thanks to Sandra Carroll for all her hard work ensuring yet another successful club night.

Charles with fellow pilots and friends from Germany



Les Smallwood and Richard Price had a very attentive audience during their recent presentation at the club when they updated local pilots on SERA (standardised european rules of the air) which came into force on August 17th. For further information go to www.cicz.co.uk, then to [downloads](#) and then, [SERA implementation ,Jersey Aero Club Brief](#)

Some of the club members attending the ATC presentation last month.



Sunday 29th October will be an early one for some of us! We will be opening the club at 6 am in support of a runway event organised by the Philip's footprints charity (philipsfootprints.org)

After the run, we will be serving teas/coffees and croissants to about 100 people. So, if a couple of volunteers were happy to give us a hand, it would be greatly appreciated! Let me know on evelinehawkin@gmail.com

Your story...Flying the Britten Norman Trislander, by Mike Legalle.

Climb on board by the front starboard door and settle into the left seat, the cockpit is an ergonomic nightmare, identical switches randomly placed all over the place. You would expect the flight instruments to be behind the control column and in front of the pilot, no this is the Trislander, the basic six instruments are three inches offset to the left, you get used to it but it takes some time.



Cockpit offset instruments

Engine starting was neat, and if sitting behind the pilot you had to pay attention, as it seemed just a blur of the left hand over a row of identical switches. After pushing in the green mixture levers at the top of the flight panel, unusual as they are nowhere near the other engine controls, and priming all three engines together by the throttle levers, no priming pumps, and after a thumbs up to the ground crew outside it was start all three in about 15 seconds, no starting each in turn followed by checks just all three as quick as possible.

Generators on then start taxing, the nose wheel is steerable, after a fashion, as it is steerable from the rudder pedals for a few degrees then became castering, all good in theory but on all the Trislanders this was incredible stiff and no matter how hard you pushed nothing moved. Eventually you got the knack, and you would always see Trislander pilots thinking ahead and parking with the nose wheel pointed in the way they wanted to go when taxing away.



Pilots checklist on side pillar



Lower panel carb heat controls

Take off is straight forward and only needs a short runway, however the noise both inside and out is high. You may have thought the wings provided the lift, however there is a theory apparently provided by BN:

How the Trislander fly's is a question that has puzzled aerodynamicists and pilots for many years, theory has it that actually its noise which causes the Trislander to fly. The vibration set up by the engines, and amplified by the airframe, in turn causes the air molecules above the wing to oscillate at atomic frequency, reducing their density and creating lift. This can be demonstrated by sudden closure of the throttles, which causes the aircraft to rapidly descend. Theory of flight according to BN is, lift is proportional to noise, rather than speed, explaining amongst other things the aircraft's remarkable take off performance. To summarise, throttles forward more noise more lift climb, throttles back less noise less lift descend.

G-BEVT



Take off and climb performance when empty is reasonable but when heavy demands attention. Centre engine failure is hard to identify, monitoring climb performance and keeping an eye on the rear view mirror (1960 Triumph car part) will help. Port or starboard failure is far easier to spot, however whichever engine it is vital to maintain the correct airspeed 80kts, if you became distracted and allowed the aircraft to slow below 80kts there was no way to stop the aircraft turning, it demands high concentration and discipline. Altitude is critical as at max weight you can only expect a two engine ceiling of 1750 ft. So identify then feather the engine otherwise you're not going anywhere.

The three 260 hp Lycoming O-540 engines had carburettors, and many pilots developed the technique of applying carb heat on all three engines together. This resulted in many cut knuckles at first, but did reduce the out of sync engine noise upsetting the passengers.

Engines were leaned at any altitude (BN flight manual instruction) and coupled with the constant need to sync the engines kept pilots very busy. Syncing the three Trislander engines was an art, one which I don't think any pilot really mastered, but nothing is more satisfying than the three engines purring away in sync, even if only for a few minutes. Leaning the engines of course would produce out of sync engines, so do it first, and at night Trislander pilots have the joy of leaning the rear engine by the exhaust colour as seen in the rear view mirror.

Bring the aircraft onto downwind at cruise speed and slow as you come onto finals, selecting flap gave a high nose attitude so there's an excuse to fly a "spitfire" curving approach. Flare for landing and hold off gave a smooth, if you were lucky, landing. The challenging approach was an ILS to minima, as the pilot knew he had 18 eyes peering over his shoulder watching the instruments and looking for the runway. More than one had after a go around from minima, the passenger behind him tap his shoulder and say, I saw the lights why did you go around!



Passenger view

I heard over the years many clichés said about the Trislander, *the last bastion of true aviation, bush flying with runways, the yellow peril*, however alas the Channel Islands have seen and heard the last Trislander.

For me, I look back at a great aircraft, a joy to fly, the single pilot operation was demanding but slick and an aircraft which even today, I would like to think I could jump in and fly.



G-RLON

Plane Spotter's Corner ... from Bob Sauvary's collection

A great selection of August visitors from Bob including a picture of Chris Winch Hornet Moth returning to Jersey for a short visit.



G-LCMW TL2000 Sting Carbon

27 August 2017

F-BTLJ Wassmer WA52
Europa



G-KAOS Van's RV-7

26 August 2017



N888EF Piper PA46-310P Malibu DLX
Jet Prop conversion

20 August 2017

N182K Cessna 182Q Skylane
Peterson King Katami conv

28 August 2017



G-LGNK SAAB SF340B

07 August 2017



N450JS Gulfstream 450

12 August 2017





OY-JME Tecnam P2006T

22 August 2017

G-ADKC DH87B
Hornet Moth

25 August 2017



Dates for your diary...

Thursday 14th September	Jersey International Air Display
Saturday 7th October	Helping Wings day for young children
Friday 6th October	Club night - Wine tasting
Sunday 29th October	Charity event - Runway run
Friday 3rd November	Club night - Welcoming Winter Fair
AGM	Date to be confirmed

Jersey Airport of Yesteryear - Postponed

For sale and wanted items... If you have anything for sale which you would like to be advertised, please let me have the details on evelinehawkin@gmail.com

Happy 70th Birthday PW!
Shares available in a real aircraft.
Contact Alan Gay for details on 07797 717468



Happy to fly/want to go... Going away with some spare seats ? Hoping to get a lift somewhere? Let us know on info@jerseyaeroclub.com and we'll put it on the board at the club.

News from...



We are delighted to have been invited for the third year to take part in the Jersey International Air Display.

Four of our 2017 scholarship recipients will be flying Jersey Aero Club aircraft - G-BOXA, specially adapted with a hand control to enable a lower limb disabled to fly and G-BPDT.

Cody Crocker and Jack Brown will be flying alongside their instructors whilst Stephen Cerioli and Emma Le Seilleur will be watching the crowd from the back, hopefully taking some great photo shots for us!.



From left to right - Stephen, Jack & Cody



Emma with Sir Stephen Dalton

Saturday, October 7th is our traditional day for young children. Now in our 9th year, this day is proving so popular that we sadly had to turn away some families last year!

We are always in need of pilots and so, if you would like to offer your help on the day, we would love to extend our pilot base. The only requirement is that you must have 100+ hours in command.

Please let us know on hello@helpingwingsjersey.org if you can help. Thank you.

Airport of the month...

Last month's airport was St. Sebastian which didn't inspire any of you! So, may be I need to offer a bottle of wine to the first correct answer this month...This one looks a bit flat!!!



and finally...

Please remember that your club needs you and we would love to see many more of you there!

Just a reminder...we now have a selection of hot meals available as well as sandwiches, wraps and salads

Any questions/queries, you can contact me on evelinehawkin@gmail.com but I would much rather have a chat at the club over a cup of coffee!

Hopefully, see you at the club!

Eveline