



Welcome to the
JERSEY AERO CLUB

December 2017 Newsletter

Below is the list of members elected for committee at the AGM which was held on Thursday 23rd November.

As the Chairman, treasurer and secretary positions were uncontested, **Jim Buckley, Chris Brook** and **Sandra Carroll** retain their positions.

Other members re-elected were:

Martin Willing, Peter Coe, David Jandron, Estelle Burns, Eveline Hawkin.

New committee member is **Paul Troy** - Welcome to the team!

Marc Haslam decided not to stand and we would like to take this opportunity to thank him for all his work in the past year.

News from the Flying Desk ... by James Evans

In November the flying department moved downstairs to a newly enlarged and refurbished office which is working very well for our students, and as the initial point of contact for visiting pilots and passengers, it is making their entry to and from Jersey much smoother. Thank you to our members who helped so much to make it a nice seamless move, you know who you are!

In order to welcome everybody to the new Flying Department, especially those that have not seen it yet, I am holding an open evening at 1900 to 2100 on Wednesday 10 January, to which although aimed primarily at pilots, everybody is invited. There will be (free!) cheese and wine, and the instructors will be on hand all evening to answer any questions you may have as a student, newly qualified pilot or seasoned pro, as we go into the New Years flying season. Feel free to bring along licences and log books if you would like any advice about flight currency, further ratings or need ratings revalidated or renewed. To answer a question I've been asked a few times recently, we do still offer the First Reserve course which is aimed at giving confidence and some basic flying skills to a pilot's regular passenger. It's normally around 5 hours but can be tailored to suit the individual. I hope to see you all there. Happy Flying and a Happy Christmas from all in the Flying Ops Department.

Your story...Christmas with 29500 day old chicks and a 35yr old DC-3 by Mike Le Galle

Intra trips always seemed to start with a last minute phone call, this one however was a little unusual in that the call arrived about 10.00 am. Try and get some sleep today Mike, we want you and Chris to fly tonight, taking MPO down to Naples stopping on route at Le Mans to pick up a load of day old chickens.

It was the 19th December 1977 and Derek's first words of "don't worry Mike we'll get you back by Christmas Eve", led into the next part of the trip. "Have at least 12 hours rest in Naples whilst Alan and Peter, who are positioning by BEA to Naples, take over PO on your arrival and continue on to Izmir, unload the Chickens (most still alive we hope) and then position back to Naples for you and Chris to then bring it back to Jersey, you should be back in two days!!"

The thought occurred to me that a DC-3 and 29500 live day old chicks was not going to be a *Silent Night*.



G-AMPO ready to go

Chris and I departed Jersey that evening at 20.30hrs, being empty MPO felt light as we lifted off runway 09 and set course southeast to Le Mans. Levelling at 3000ft and after being cleared direct by French ATC, we settled into the night positioning flight.

We soon picked up the Le Mans NDB and arrived overhead 80 minutes after departure. The airfield had stayed open for us and as we turned overhead the controller turned on the runway lights for runway 02, no approach lights of course and the controller advised caution runway dry but areas of the grass taxiways waterlogged and in the same breath, cleared to land.



Runway 02 Le-Mans

We slid onto runway 02 and turned left at the end onto the parallel grass taxiway leading to the apron, as we turned we saw what he meant as highlighted in the landing lights was a Jodel half submerged and stuck in a huge waterlogged area. Keeping the DC-3 clear of this, we splashed onto the apron and parked next to a couple of ancient looking Citroen trucks.

We asked for the boxes of day old chicks to be loaded from front to rear and spread evenly over the whole cabin, following that we tied the box's down with nets. The heat and noise from 29000 chicks was incredible, you would not want to stay in that cabin for long. As soon as loading finished the loaders and Citroen's sped away, leaving us to shut the doors, *do they know it's Christmas!*

It was important for the survival of the load that we keep them as cool as possible so with no delay we started up and taxied out for departure.

The DC-3 was perfect for this load as it had so many holes and leaks there was always some sort of airflow through the cabin.



Box's of Day Old Chicks

We both kept our sliding side windows open for as long as possible if for nothing else but it kept us cool, and we departed Le Mans forty minutes after landing, turning right and heading for the Nice VOR and a long night flight to Naples.

After a long night, 5hrs later we tiptoed around Mount Vesuvius to land on Naples runway 06 at 04.30hrs. Ice had been an issue during the flight not on the outside but inside on the windscreens due to the humid air from the chicks freezing on the screens. A *Frosty* flight.

Handing over to Alan and Peter who met us on the ramp, Myself and Chris headed off to the local hotel for our 12hrs rest. Little did we know it would be three days before we saw MPO again.



Naples Mount Vesuvius

Naples 04:30hrs



Alan and Peter refuelled PO and departed within the hour with a flight plan to route from Naples via the Brindisi VOR direct to Izmir.

However, as they overflowed the VOR Italian ATC advised that due to the political situation at the time, ATC of the then Yugoslavia and Greece would not allow the flight to route direct from Italian airspace to Izmir. Alan negotiated a compromise that he would turn north towards Dubrovnik and then east towards Skopje and finally Thessaloniki where they would stop and review the position.

This was approved and throughout the remainder of the night and following morning MPO with 29000 chicks flew on over the mountainous terrain of the Yugoslavian states.

Landing at Thessaloniki and after refuelling all attempts to obtain a clearance to route direct to Izmir failed, and it was only by chance that Alan recognised a face walking through the terminal, it was the local BEA station manager, and Alan recognised him from his previous job as a BEA Viscount Captain. The manager as a favour to Alan sorted it and arranged for a flight plan to be accepted. Alan agreed to route back from Izmir to Thessaloniki where they would night stop.

Alan was mindful of the nature of the cargo, and departed without any extra delay and arrived in Izmir 3hrs later, the chicks were unloaded and much to the delight of all only a small percentage failed to survive the long flight. Fatigue and duty hours now became an issue but using all his allowed discretion Alan and Peter set off back to Thessaloniki to take a deserved days' rest.

Meanwhile back in Naples myself and Chris had no idea of all the troubles, arriving at the handling agent at Naples in the evening expecting to meet MPO and fly back to Jersey there was no sign of the aircraft and no one seemed to know anything. On calling Intra in Jersey they also had no idea in fact they were asking us where it was.

For the next two days we waited enjoying the local Pizza and some *Mistletoe and Wine* hanging around the airport and hotel, finally early evening of 23rd December MPO arrived back in Naples. Alan and Peter looked shattered and I said do you want to night stop in Naples, or stay on board and fly back to Jersey tonight. Without any hesitation they both said get us back to Jersey Mike. So, we refuelled and departed at 22.00hrs for Jersey.

There were still a few surprises to come for as climbing out from Naples we changed fuel tanks to the outers, there was immediately a huge bang and vibration, rapidly we changed it back to the inners, just then there was a tap on my shoulder, it was Alan, sorry Mike forgot to tell you don't use the Starboard outer tank we picked up some dirty fuel somewhere!!

This then changed the fuel planning and we decided to stop in Nice on the way up to refuel. Nice was deserted and there was a long delay waiting for fuel and all four of us must have looked a rough bunch of pilots hanging around the terminal Christmas Tree, *it's beginning to look a lot like Christmas*, looking for a coffee machine.

On the last leg back to Jersey Alan and Peter were asleep in the back and as Chris seemed more awake than me I asked him to fly the leg into Jersey, we arrived just after opening time early on 24th December, well yes Derek we did make it back for Christmas, just.

Luckily, it was early in the morning as Chris who must have been as tired as all of us, made the biggest bounce on landing you will ever see, and no one saw it other than the controller.

Trip complete, DC-3 G-AMPO back safely in Jersey and 29500 chicks delivered. Time for a day off then back to work again on Boxing Day.

News from...



Still need to buy your Christmas cards?

Why not buy them from Helping Wings ?

Only £3.95 per pack of 10.

Available from the Ops Desk or the Bar

Social News...

Cherbourg - Luc and Edith are having a well deserved holiday “en famille” in the UK enjoying their grand-son Léon.

So, if you need some wine for your Christmas lunch, you still have time to pop acrobat be advised that Le Coucou de Fourchette will be closed between the 23rd of December and the 18th of January.

Dinan... This week end is the Christmas trip. So far, we have 15 people booked but it's not too late to join in.

Claire Lilley is going in OT and has 2 spare seats.

Vanessa Thierny had booked a room at the Ibis but unfortunately has had to cancel. The hotel won't refund her so she is happy for anyone to use her room.

Let me know if you are interested in either offers as soon as possible.

Happy to fly/want to go... In the same veins, if you are going somewhere with spare seats and would like a lift, email me and I will ensure it's publicised.

For sale and wanted items... If you would like to advertise items you have for sale...send me an email on evelinehawkin@gmail.com



Ceri Twiston-Davies has a life jacket for sale.

Offers...

Contact me if you are interested.

C.I.A.S...

After 18 years working with Bob and his team in the engineering department, Lin decided it was time to retire to pursue her hobbies and generally take life easy!

Her smiling face and her efficiency will be greatly missed and we wish her all the best in her retirement.

So, it's good bye Lin but welcome to new staff member Franky.



News from...



GASCo

General Aviation Safety Council

SAFETY EVENINGS

Both the Guernsey and Jersey Aero Club's will be hosting GASCo safety evenings in February. The Guernsey event will be on Thursday 8th and the Jersey event on Friday 9th.

The evenings are designed to examine the six areas of greatest concern to General Aviation in the UK - the **GA Safety Six**. These feature in the CAA's Safety Plan for 2014 - 2017 . It includes information, ideas and thoughts from all the different forms of flying found in the General Aviation sector, as well as some from other useful sources.

The evening are scheduled to last for 2 hours. There is normally a short refreshment break during which the GASCo safety officer will be pleased to endorse log books. If you forget to bring your logbook, please ask for a pre-signed log book certificate on the evening.

DATES FOR YOUR DIARY...

Saturday 9th - Sunday 10th December - Dinan Christmas club trip.

Tuesday 12th December - Committee meeting at 19:00.

Thursday 4th January 2018 - Club night.

Wednesday 10th January - 19:00 to 21:00 Open Evening - Flying Department.

Friday 9th February - GASCo evening (time TBA)

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

An interesting selection from Bob. Not all taken in Jersey this time



G-ASKK HPR7 Dart Herald 211

on 05 September 2017

Preserved at Norwich

G-BHMY Fokker F27-200

Friendship on 5 September 2017

Preserved at Norwich





NC9048 Curtiss-Wright Travelair 4000
on 4 October 2017 at Shoreham

M-BETS Rockwell 695A

on 13 November 2017 Jersey



G-AVEH SIAI-Marchetti S205-20R
on 27 October 2017 Jersey

G-ABWP Spartan Arrow

on 4 October 2017 at Redhill



Airport of the month...

Only one reply this month...and the correct answer. It is Corvera airport in Murcia (Spain)

Congratulation to Yann Le Tallec...bottle of wine left for you behind the bar.



so...this month's is?



and finally... I've had a request from club members to organise another visit to the control tower. John Le Ruez has provisionally pencilled in Saturday 27th January in the afternoon. If you are interested, please send me an email.

If you have anything you would like published, please sent it to my email - evelinehawkin@gmail.com.

Eveline