



Welcome to the **JERSEY AERO CLUB**

January 2018 Newsletter

Happy New Year...

Hoping that 2018 will be peaceful and bring happiness and good health to you all.

Let's hope that it will be a very successful year for the club!

Social news...

Quiz night... December saw the return of the quiz night with Quiz Master - Matthew Pugsley.

A very entertaining evening with 4 teams taking part: The 6 of us...Two point two children...No name!...and the Kitkatklub who won the quiz. They are now tasked to organise the next one hopefully for the March club night.

Dinan... Of course, the weather had to play it's part and try to ruin a perfectly good week end!

However, we were not beaten and although it turned out to be a day trip to Dinard with a quick visit to the supermarket and lunch at the airport restaurant, everyone had a great time...so, who's willing to give it another try this year?



The 6 of us...looking quite relaxed.



Exhausted...all this excitement sent Edwards to sleep!



Two pictures above sent to me by Steve Cummins.

Fatima's beautifully decorated Christmas Tree and Ops desk last shift before moving downstairs. A very relaxed John Torrell behind the desk and flying instructor Neil Dyke.

A sad loss... Many of you will remember John Smith. John sadly died in an air crash on Monday, January 8th. Whilst John worked at the JEC, he joined the club and learnt to fly in 1997. Flying became a passion and he went on to become a flying instructor at Aeros Flight Training in Coventry.

Both he and Janet kept many friends here in Jersey and visited regularly. They were true club stalwarts!

John used to be the light and soul of any parties and we will keep very fond memories of him as he was a kind, generous and gentle human being.

Our thoughts are with Janet and their families who will be going through very difficult times.

Your story... by David Esterson

TRISLANDER BN-3 G-BBYO to South Africa.

In December 1979, I was asked to take one of Aurigny's Trislanders to Johannesburg where it was being leased to operate to and from South Africa's equivalent of Las Vegas – Sun City.

The aircraft was readied for me in Guernsey on 5th January 1980 and that day was slightly unusual inasmuch as I flew two different three engine aircraft on the same day. A DC10 in from Boston early in the morning, and 'YO' from Guernsey to Jersey in the evening! Aurigny had fitted it out with the standard Britten-Norman ferry kit, comprising 6 x 45 gallon drums strapped onto a wooden rack which is then in turn attached to the seat rails. Dual electric pumps feed the selected drum to all engines with a selector panel positioned just behind and between the two driver's seats. The passenger seats were stacked and lashed down at the rear of the aircraft. The ideal fuel management was to take off using the aircraft's main tanks and then change to the ferry tanks, leaving as much fuel in the normal tanks as possible so that in the event of a problem with the ferry tanks, you still had almost full 'normal' endurance to sort things out. There are no fuel gauges on the drums, and one became very quick at moving the tank selectors at the first 'cough' of the engines.



An early start the next morning with full tanks and a mere 7 hours 35 minutes later I arrived in Kerkyra, Corfu. Both the Islander and Trislander are very stable aircraft and once trimmed, maintain heading and height easily. I have never flown either version that was fitted with an autopilot. After a quick refuel, it was then a further 6 hours 5 minutes on to Cairo. This leg was where one of the unusual features of the Trislander became apparent. 'YO', like most of its 3 engined family, had spent most of its life being flown around below 2,000 feet and was very reluctant, even when very light, to climb above 9,000 feet. The Greek controllers were adamant that I cruised at FL100, despite the minimum level showing on my chart as FL80, and my apologies for my rate of climb (or lack of it) simply made them more insistent. This was not helped by numerous thunderstorms which I requested I went round, whereas they wanted me to remain on the airway and go straight through them. It was with relief that I was eventually handed over to Cairo control, not quite ever reaching my assigned cruising level, and was then cleared down to a more Trislander acceptable cruising Flight Level!

There is a lot in the papers these days about the prevalence of bribery and people getting into trouble on both sides of the bribe, but in 1980 (and I suspect little has changed since in Africa), you soon learn the meaning of the Arabic word 'Baksheesh'! Flying non-scheduled aircraft through Africa requires a very deep back pocket full of US dollars. This starts with the Cairo Customs man who wants a tip for issuing a visa. The landing fee man then requires dollars and surprisingly has no change. The refueller also has his hand out after the all \$100 bills that you settled his bill with. Eventually the paperwork is paid for, tomorrow's flight plan filed and off to the airport hotel for minimum rest. This is planned for just one leg to Khartoum in Sudan as I had no wish to fly into Nairobi at night with YO's 9,000 foot ceiling! A fair proportion of Africa actually starts at over 5,000 feet, and there are numerous ranges of hard pointy bits rising to well over 10,000 feet, mostly disguised under their resident Cbs.

So not too early the next morning, I set off on a lovely day, south along the Nile to Khartoum, just 6 hours 30 minutes of easy map reading with views of the numerous pyramids along the river. The Nile is an amazing river with a narrow lush green belt either side, abruptly ending in sand for as far as the eye can see.

Once parked on the apron at Khartoum, I asked for fuel. 'No Avgas in Khartoum!' A shrug of the shoulders when I ask why there was no mention of that in Notams. When was fuel expected? Another shrug and 'perhaps next month'. 'However, I can get you some from the United Nation's private supply'. An hour later a truck arrives with 4 x 45 gallon drums which I hand pump into my ferry tanks. Having done all his work for him, he only charges me double the going rate for the fuel.

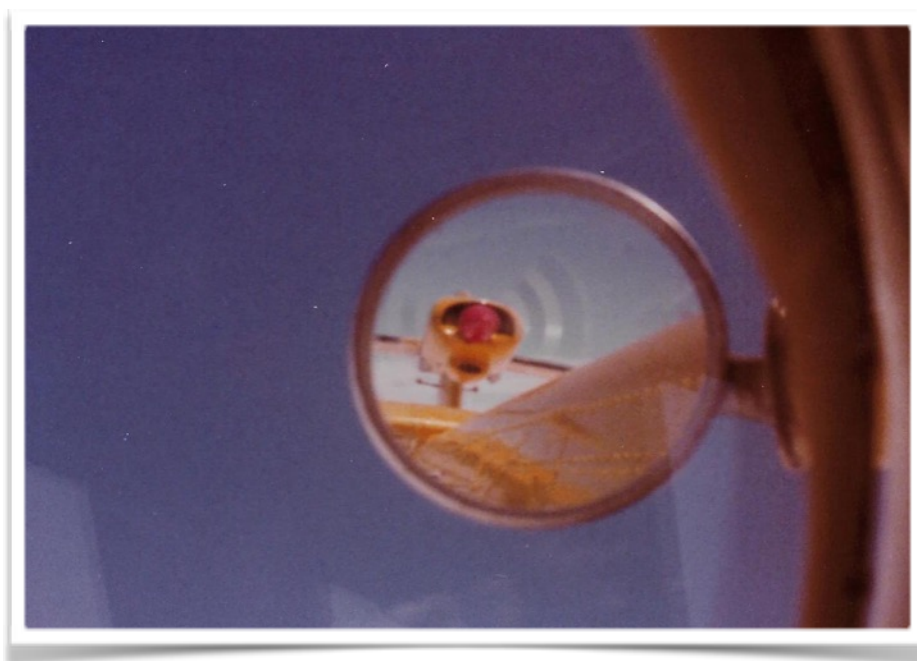
7 hours 35 minutes south from Khartoum to Nairobi's Wilson Airport is fairly straight forward apart from avoiding the usual lumpy bits in the north of Kenya, but after landing, I am asked to remain in the aircraft as their military want to question me.

The Trislander must be listed in the Kenyan Air Force's recognition books as a photographic reconnaissance aircraft as they seemed to think that I was spying on all their top secret military installations. (I had seen a couple ex WW2 DC3s parked at an airfield north of Nairobi as I passed.) Fortunately my camera was in my bag at the back, and since they couldn't find any built in cameras, they let me go. Fuelling and paperwork at Wilson was like being at home as they are all geared up for executive/light aviation.

Due to the altitude and daytime temperatures, I thought it prudent to make an early start the next morning, and so in that cool misty period, just as the sun was rising, 'YO' struggled reluctantly skywards en-route to Chipata in Zambia. The first half of this leg is over totally featureless terrain. Just over half way is the 'MB' Mbeya NDB. I have flown up and down Africa many times during the course of my career, mainly above 30,000 with the benefit of Doppler, triple inertial nav and latterly, GPS, but have never once found 'MB' actually working! It is situated on an east/west road and railway line so one has a good time check, but since the previous 3 hours had been flown purely on 'dead reckoning', based on winds from an African route forecast, I had no idea whether I was East or West of the non operating 'MB'. (How I wished that a portable GPS had been available in 1980!) Ahead were 2 mountains, one supposedly slightly higher than me, the other slightly lower. One was in Zambia, the other in Malawi. Flying alongside identified which was which, and a 45 degree right turn took me out of Malawi and into the correct country. Zambia was (and I hope it still is) a breath of fresh air in Africa. Very friendly people and as I later found, has some of the best wild life anywhere in Africa. After 5 hour and 40 minutes of not really knowing which country I was over, I eventually landed at Chipata where everyone came out to welcome me and I was fuelled and ready to leave within the hour.



The last leg to Jan Smuts in Johannesburg (6 hours 30 mins) was very straight forward with good communications and even radar coverage for some of the way. I arrived late evening and stayed the night, since Rand Airport, where the aircraft was to be based, was closed. 15 minutes to Rand the following morning and I was ready to catch the British Airways flight back to London that evening. 'YO' had not missed a beat in 41 hours flying. Six days round trip, Jersey to Jersey!



The Trislander rear view mirror!

Your story next month...Once more, I have no more stories in reserve I'm afraid...so, get your pen out and get writing. I am sure there are plenty of stories out there and we would love to read them!

Please remember to send the photos separately. Thank you.

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



N2738G DHC2 Beaver at Lake Winabago

July 1986

N208GT Cessna 208 Caravan I

22 May 2004 Jersey



N5JT Cessna 337G Super Skymaster 28

November 2008 Jersey



F-AZAT C.C.F.built N.A.AT6G Harvard 4

6 May 1986

N205AB SIAI 205

29 October 2005 Jersey



N743AS Cessna 337H Super Skymaster

Jersey 4 July 2011

N542MP Honda HA420 Honda Jet

23 December 2017 Jersey



DATES FOR YOUR DIARY...

Saturday 27th January - Visit to the Control Tower. (provisionally booked for an afternoon visit)

Friday 9th February - Club night - GASCo presentation at 1900.

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



For sale...proceeds to Helping Wings

YUPITERU multiband receiver MVT-7100,
including new rechargeable battery...

£60

Still for sale...Life jacket as per picture.

Offers...

Interested? Drop me an email on
evelinehawkin@gmail.com



Interesting information from club member Steve Cummins - Peter Bertram (07829 722 722) who supplies 8.33 compliant radios is an official supplier for the likes of Icom and Yaesu, . All products carry full UK warranties and are VAT free. Handhelds, land mobile and aircraft panel fit radios are all available.

Product details are available at [ICOM UK](#) and [Yaesu UK](#)

Also of interest - Icom UK have a scrappage scheme running until the end of January 2018 with money of offers. Details are on their website.

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

News from...



2018 is a very special year for Helping Wings as we are celebrating our 10th anniversary!

Somehow, it does not seem possible that 10 years have passed since our very first day for young children!

Our events dates are as follows:

Saturday 21 April - Teenagers and Young Adults day.

Wednesday 6 June - Les Amis day.

Saturday 6 October - Our traditional day for Young Children.

Date TBA - Joint event with Wetwheels.

Airport of the month...

December's airfield was [Haverfordwest](#).

Congratulations to Martin Hayter for sending the only correct answer.



A bit of a change this month...Which airfield does this terminal belong to?



and finally... We have a provisional date for a visit to the control tower on Saturday 27th January in the afternoon. To get on the list, please send an email to: evelinehawkin@gmail.com.

Eveline