



Welcome to the  
**JERSEY AERO CLUB**

## October 2017 Newsletter

### News from the flying desk... from James Evans

September's weather has been highly changeable but we have managed to continue with our busy summer schedule, and we currently have 4 students rapidly approaching final skills test.

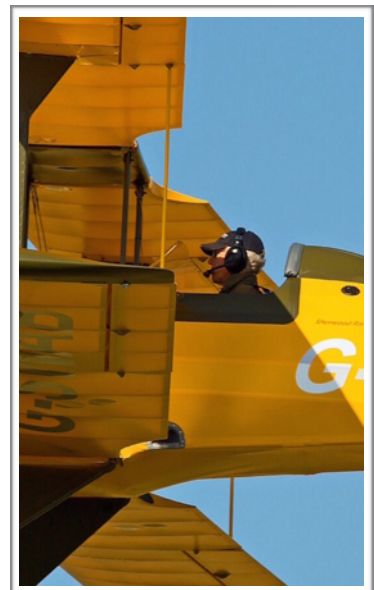


**Air Display Team**

**Dave, Cody, Jack and James**

I must make a special mention of David Brown, who flew in the display after us in his home built Sherwood Ranger, and did a tremendous job showing off the aeroplane in extremely windy and challenging conditions. Well done David and all the other crews who worked hard to fill the vacant slots of aircraft grounded by the weather.

The Air Display was a highlight as always, as David Jandron and I had the pleasure of opening the show while flying with 2 of the current Helping Wings students, a great experience for all of us!



**David in his Sherwood Ranger**

On Monday the 25th, James welcomed to the Aero Club the 10th Oak Colony Beaver Scouts who are working towards their Airport and Aviation badges. After a talk and some time in an aeroplane (on the ground!) the beavers were educated and entertained by the Airport Rescue and Fire Service



## Social News...

Thanks to Sandra who yet again volunteered and cooked a lovely lasagne for last month's club night. About 30 members came along and it was great to feel supported!

Talking of club night, don't forget the November fair coming up. We have changed the date to Thursday 9th November as there is a very big fair in Trinity the previous week. It will be held between 18:00 and 21:00 upstairs in the club room. That will be your chance to start thinking of Christmas presents! During the evening, there will be a raffle with proceeds going to Helping Wings.

By December, the long, gloriously warm summer evenings will be gone...so, may be, that will be the month to re-introduce the Quiz night. I seem to remember Matthew Pugsley won the last one....so, may be he will volunteer to be the Quiz Master that night?

I wonder if it's time to plan a Christmas trip? Anyone fancy an overnight in Dinan? Any taker, email me on [evelinehawkin@gmail.com](mailto:evelinehawkin@gmail.com) and we can have a chat about hotel etc...

A few people have mentioned that they would prefer the club night on a Thursday, so, we will try that for a couple of months and see how it goes.

## Your story...61N to 41N, by Chris Winch

It all started when on one of my liaison visits to the engineering department, Bob Wright showed me an advert on the internet of a PA28 for sale at a very modest asking price to which Bob had expressed an interest, but the aircraft was in Scotland, would I be interested to go and pick it up if Bobs offer was accepted. Of course I agreed and awaited further developments...

After a couple of weeks Bob contacted me and said the owner had sorted his hangarage issue out and the aircraft was no longer for sale. I was disappointed having worked out how to get to Glasgow and onto Cumbernauld (where Bob thought the aircraft was situated) by Easyjet, train and bus. As both Bob and I were going on holiday we thought nothing further would happen.

A couple of weeks later I received a message from Bob that the owner had decided to sell her again as the hangarage issue hadn't been resolved as had been originally thought, so plan B was implemented, it was now discovered that the aircraft was actually in the Shetland Islands, which bizarrely was easier to access from Jersey than Cumbernauld, Flybe direct to Edinburgh (2 hours) a one hour stopover and then Eastern Airways direct to Sumburgh (1hour). Bob had the first refusal on the aircraft and his offer was accepted and the job was on...

I checked the flights and Tuesday 19/9 was mutually convenient for everyone etd Jersey 1230 Flybe Dash8 eta Edinburgh 1430 and Eastern E170 etd 1530 to Sumburgh eta 1630 where the owner would meet me and take me to the aircraft for a look over and then to a hotel for the night.



**My transport from Edinburgh with about 15 other pax!**

On arrival at Edinburgh early (1415) we were bussed to the terminal, I had hoped there would be a flight transfer desk which would mean bypassing the security checks again, but to no avail we ended up straight into the arrivals area which meant I had to find the departures area and go through the whole security business again...

time was ticking by....

eventually I found the departure and security search area which was heaving with strangely attired ladies? in full burkas who were travelling on a Qatar airways flight to Doha, these of course were attracting much more security issues than normal so the queues were immense and nobody seemed to understand what was required...

time ticking on.....

Eventually I negotiated the security system and my bag full of I pad chargers, maps, headset, and of course my dutifull clear plastic bag with my toiletries was cleared without any further investigation (one of the very few) . I saw that my flight was departing from Gate 19, and joined the hoards that have to route to the gate areas through the duty free shopping, there is no short cut....

time ticking on.....

Having cleared the duty free shop I was confronted by a T junction, I think that I'm pretty savvy when travelling through airports, but there seem to be a dearth of the usual black and yellow signs, looking left and right all I could see were shops and eateries it was more like a shopping mall than an airport! Eventually a airport worker was spied pushing a wheelchair bound passenger to the right and I thought he knows the way I'll follow him..

time ticking on.....

Luckily after about 100 meters a gate sign appears (gate 1) only 18 to go... I was going the right way....

The gates are about 50 meters apart so after nearly a kilometer I arrived at the gate at 1515 and joined approx 15 other pax, we boarded and was told by the crew to sit anywhere as the flight was far from full

After a uneventful 50 minute flight we arrived on 27 at Sumburgh.

### Short final 27



I was met by Henry (the owner) and after a quick cup of tea we set off to find the aircraft, I assumed it was hangared at Sumburgh but after driving around the airport on the public road which crosses the runway at the 09 end with traffic lights, I discovered that, in fact, it was hangared at Tingwall about 30 miles further north!!

During the drive I discovered that Henry had actually learnt to fly in Jersey in 1991 and we reminisced over sadly departed instructors ( Geoff and Phil) and aircraft (GBOXB) but he was relieved to hear both XA and Louis Jouault are still flying...

After about an hours drive on fairly deserted roads we arrived at Tingwall airport, it is operated by the local council and I had to have a full safety and security brief and sign the required form before I was issued with a visitors pass!! There are two flights a day with an Islander!!! After meeting the only engineer ( who comes from Guernsey) we opened the hangar doors to see the aircraft. It was as good as the photographs had shown, the spinner was like a mirror.



After a quick inspection it was to the hotel, evening meal and a bit of flight planning. At least with the aircraft being further north than originally thought I had at least 25 miles of land under me before crossing the cold North Sea for 70 miles to Orkney, it's a long way North!! In fact during December and January there is only a couple of hours daylight per day and in June/July it is possible to read a book outside at 0200!! I flight planned SUM KWL WIK ADN SAB NEW dct EGCJ flt time 0330 at FL065.



The next morning Henry picked me up from the hotel (where I was the only guest that night, eating dinner and having a beer on my own was an unusual experience) and we drove to the airport to get TL out of the hangar, we went thru the same procedure to get our passes and eventually got the aircraft out. During this time an Islander departed with 6 pax for Foula. At least we didn't have to wait for them to embark....

After a thorough pre flight I started up, back tracked the single runway and got airborne at 0850z and set course south. The first thing I discovered was that the auto pilot was u/s so it meant hand flying for 6 hours!! Apart from that the aircraft performed well and cruised quite happily at FL65 at 140 kts, Sumburgh ATC cleared me thru their airspace towards Kirkwall, I was in the clear until leaving the south coast of Shetland when I encountered cloud from an advancing warm front. Approaching the Orkney's I got the occasional glimpses of the outer islands before being in cloud yet again until overhead Wick



Having contacted Aberdeen they wanted me at FL70 to cross their airspace towards St Abbs I remained at 70 overhead Newcastle and Teeside before commencing a slow descent under the watchful eyes of the Leeming controller as he had a few Hawks and Tucanos training in the area. Eventually I transferred to Linton and they gave me a traffic service through the lower layers of cloud till I broke out below at 1800feet. Sherburn were using their tarmac strip 28 which with a southerly wind looked a bit short but I landed OK and taxied to the pumps for some fuel.



Waiting in turn for fuel

The refuelling was carried out by the local ground staff and after 168 litres they towed the aircraft to the grass parking area next to C210 N210AD Jeremy Hibble from Guernsey! I decamped to the clubhouse for a quick sandwich and a cup of tea (£2.50!) and after a loo stop, started up for the next leg to Jersey. Basically I flight planned to route overhead Doncaster then East Midlands to DTY, Middle Wallop, Bournemouth then direct Jersey, flight time 2.5 hrs. Initially stayed below at 2500 feet until clear of the TMA around DTY and then climbed to FL045 and eventually FL60 from Bournemouth to a point west of Ortac clear of Q41. I received a traffic service from all the radar units and had no difficulty in negotiating crossing clearance through the various class D airspace.

After Alderney I commenced my descent and was positioned number one from at least 20 miles North, the airspace is so much quieter nowadays!!

After landing on 26 turned thru F and parked at the Aero Club glad to be back after flying from the third most northerly airfield in British Isles to the most Southerly, over 700 NMs.

FL60



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

Well of course, Bob was bound to have some excellent shots of the Air Display. I selected 7 for this month's issue and the other 7 will be published next month. All the pictures were taken on Thursday 14th September.



G-RGUS KK527

Fairchild F24R-46A Argus III

F-AZLT 32 Morane

MS760 Paris



F-AZYI 59

Breguet 1050 Alize



G-BRSF RR232

Vickers Supermarine

361 Spitfire HF.IXc



G-EWIZ Pitts S2S

The Crazy gang



Baltic Bees



**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](mailto:evelinehawkin@gmail.com)

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

## Dates for your diary...

Saturday 7th October      Helping Wings day for young children

Sunday 29th October      Charity event - Runway run

Thursday 9th November      Club night - Welcoming Winter Fair

Thursday 7th December      Club night - The QUIZ is back!

AGM      Date to be confirmed

Jersey Airport of Yesteryear - Postponed

## News from...



James mentioned HW's participation in the Air Display this year. We were so pleased for Jack and Cody who, thanks to the Air Display committee were able to enjoy - a once in a life time experience, of actually being part of such a prestigious event.

There will be plenty more from us next month as we will be reporting on our day for young children on Saturday 7th October.

So, if you are around on Saturday, be warned...it will be a noisy day!

## Airport of the month...

Last month's airport was Midden Zeeland. Two correct answers - Martin Hayter who won a bottle of wine and coming second ( only by 1 hour...) Jacco Groothuizen.

So, who will send me the first correct answer this month and win a bottle?



*and finally...*

### LE BAR A CAF' - DINARD

Dinard Airport has a new bar/café, Le Bar à Caf'. Open seven days a week, the new team is offering menus du jour from €8 to €18.50 and à la carte.

If you're passing through Dinard, maybe to clear customs before going on elsewhere, remember that there's a special rate for aircraft under 2 tonnes which covers the landing fee and up to 3 hours parking - plenty of time for a bite to eat.

Looking forward to seeing you at the club,

*Eveline*