



Welcome to the
JERSEY AERO CLUB

April 2019 Members Newsletter

News from the C.F.I ... by Mike Owen

Kobi Le Cornu has passed his skills test , the second person to do so in the Tecnam 2008 and Marek Grzadziel has gone solo . The student progress board in the bar is starting to look less 'spacious' .

This week we also welcome a new PPL student . Christian Dwyer is a maritime lawyer based in the UK but with Jersey connections . His mother lives locally and he knows the island well . He is looking forward to studying Aviation Lawand is enjoying the flying as well .

My wish list for Brexit deal or no deal , Europe can stop sending all the free pollution associated with high pressure and easterly winds . Great to get a change of weather and some heavy showers of rain yesterday (2nd April) and to be able to see Noirmont from Corbière when flying the circuit .

Happy flying !



Jersey Aero Club			
← 2019 →			
Current Student	1st Solo Tecnam	P.P.L	I.M.C
	MYLES DRYLAND	CHRISTIAN NIELSEN 25/2	
	KOBI LE CORNU	KOBI LE CORNU 14/3	
MYLES DRYLAND	MAREK GRZADZIEL		
HAYDEN SLEIGHT			
MICHAEL			
ELLIOT CWINNELL			
M. SHUTLEWORTH			
FYNN MASON			
W. DE FREITAS			
KOBI LE CORNU			
MAREK GRZADZIEL			
TOM MASERMAN			
CONAN HUGHES			
MIKLOS CASSAI			

Congratulations to Marek Grzadziel
on completion of his first solo...!

A new life for our Aero Club...By Martin J. Willing, Director of Flying

I have really good news with regard to our need to become a fully qualified ATO by 10th April, 2019. It has been a long and odious period trying to establish the need, and to find a way to obtain ATO status for the Club, but at last, an economic and very suitable way has become available and we should be able to achieve our aims within the timescale required.

It became clear early on, that a suitable and legal method of obtaining ATO status was to agree with a training organisation that had already achieved ATO status, and to join them, and in effect, to 'hitch a lift' that would obtain CAA approval. This would save both time and money, but how to do it, and with whom? In the meantime, it appeared that our only recourse would be to seek ATO status through an expensive and very time consuming application to EASA in Brussels, and thereafter to enjoy annual expensive visits from the same organisation. Steve Powell and his wife Tracy kindly prepared Manuals for us, and at the 11th hour, Steve Powell suggested that we contact a company called Aeros Flight Training at Coventry to see if they might be interested in our joining them as a 'Satellite' Training Organisation

This is a large company whose core business is PPL training, and it already has four satellite outstations at Gloucester, Doncaster, Nottingham and Cardiff, with a Central Base at Coventry. It has grown by taking over smaller training organisations, and thus has a very varied fleet of oldish aeroplanes. It has begun to realise that it's core business should be in tutoring potential pilots for the commercial scene, and training them to CPL standard and also 'frozen ATPL' ground qualifications. To this end, it is beginning to 'hive off' its PPL training to its Satellites, who train pilots up to PPL standard, and then send them on to Coventry for completion of their training to CPL standard. This has proved to be a good game plan, but it is beginning to falter as each Satellite is being constrained by the arrival of more restricted airspace, and busier home bases, both factors which limit successful completion of PPL training.

I contacted Aeros Flight Training, and arranged to have a meeting with them at Coventry to discuss our mutual way forward. Jim Buckley, Chris Brook and I flew to Coventry on Tuesday 22nd January and had a most productive meeting, which culminated in our agreeing to contact both the CAA and the Channel Islands DCA, to seek their support. Aeros could immediately see the advantages of inviting the JAC to be a satellite training organisation for them. Their core training aircraft is the Da42 twin, and with Jersey as a destination, it means that their pupils can gain experience in joining, and flying Airways to Jersey, and upon arrival, to train to IFR level with our excellent Instrument Approaches, and in particular our RNAV approaches (we are one of the few UK airfields to have an approved one for each runway)! In addition with cheaper fuel and training costs here in the Islands, the situation becomes increasingly attractive, and Aeros have now confirmed their offer to place us on their ATO, and for us to join them in their PPL training efforts.

This is not a 'take-over' by Aeros Flight Training, and we remain an independant Approved Training Organisation with CAA oversight, but it offers us a guaranteed and increasing PPL training stream, and an almost cost-free method of achieving ATO status. In addition, Aeros Flight Training will probably base a couple of Da42's here in Jersey for long periods at a time, and this will enable pilots here, with multi-engined ratings to renew, a cheaper and easier method of so doing. There is no 'down-side' to this arrangement, except of course that we will be added to the Aeros Flight Training approval, and have to abide by their approved Operations Manuals and methods. It will enable us to offer through training to local potential commercial pilots, who will be able to consider a career in their home island, with their home airlines, and we may even be able to negotiate sponsored pilot schemes with these very airlines – who knows.

We are going to be able to recover the downstairs area currently occupied by Skydive by the end of August, and it will be converted into a first class briefing and training facility from which everyone will benefit. It seems to me that at long last, there is an opportunity for the JAC to return to perhaps what was its status in the 60's and 70's, when we were a thriving training organisation.!!

The business arrangements are being excellently dealt with by Chris Brook, and the operational aspects are being dealt with by Mike, myself and all the Flight Instructors. It is very pleasing to note that the local ATC squadron have given their blessing for us to utilise their Flight Simulator, which will be re-configured to reflect a Tecnam P2010. Although this Simulator is less than ideal for teaching flying skills, it does pass on a good deal of familiarisation with the basic idea, but above all, it will be an excellent fixed-base procedures trainer. The latter ability will be most useful for ab-initio students and those who are about to advance into I/R work and beyond.

We are now facing a much brighter future, and I thank you all for your support, and encourage you all to advance with this new opportunity, and the latest news is that the agreement has been signed and we just await the CAA's blessing. The latter should be with us very shortly.

Onwards and upwards !

Engineering Update...by Alan Gay

Engineering

As you may be aware, the engineering department has been under some pressure following the recent departure of Graham Nears. Bob Wright continues in his role of consultant.

We are pleased to announce that Channel Islands Aero Services (CIAS) has taken on a licensed engineer who will become the new Manager and help to take the company forward - he is due to start work in May once he has served his notice period with his current employer. There are also other licensed engineers contracted to CIAS that we can call on to work as and when needed, for example when an aircraft requires an Annual or other maintenance. The objective is to eventually sell off the engineering function when a suitable purchaser can be found.

Aircraft Handling

With regards to aircraft handling, sadly, there will be times when CIAS is unable to be relied upon to move aircraft in or out of the hangar; this is due to there being a lack of staff in the short term. For reasons of Health and Safety, CIAS cannot allow members of staff to move aircraft on his/her own. However, there will be times that there are sufficient members of staff available to move aircraft in/out of the hangar and they will continue to supply this service. I would suggest that a 'phone call to engineering will determine whether or not you will have to conduct your own handling. Likewise, we ask all pilots to please check with the engineers (if available) to see whether you need to put your aircraft away yourselves, rather than leaving it on the pads or outside the hangar door when flying is finished for the day.

It is envisaged that this situation will only be temporary, and as soon as we have more full-time staff, the aircraft handling service will revert to permanent week-day cover as has been supplied in the past, with the requisite notice period.

Aircraft Parking at JAC

We would like to remind all pilots that the concrete pads in front of the hangar are there to assist the effective manoeuvring of aircraft that in and out of the hangars; please do not park aircraft on the pads for longer than is necessary. If you are not a hangar user, but you need to park there for fuelling, loading or unloading, please return your aircraft to the grass parking immediately upon completion.

Hangar

The aircraft hangar has recently been tidied, and we will endeavour to keep the area clean and tidy.

Security and Health & Safety

The engineering hangar and workshops are legislated by the Health & Safety law; access to the engineering areas is now controlled. The door from the Flying Ops to Engineering is kept locked; if you have legitimate business please use the bell and a member of the Admin staff will assist you. Please do not enter engineering via the sliding hangar doors.

These measures have been introduced to protect the engineers, Club members and passengers, and the security of aircraft under our control.

Hangar users must not use the Engineering Dept. as a walk through, all pilots and passengers must use the Flying Ops door to go airside or return from airside.

The Committee would like to thank you for your cooperation in this matter, over the coming months you will see positive changes which will benefit us all.

Your story...Where I fly...sent by Tony Scott Warren

I have been enthusiastic about aviation for as long as I can remember. Mum told me that I watched Spitfires in the circuit at Little Rissington from my pram. We moved to Jersey in 1952 in a BEA Dragon Rapide – my first flight at 3 years old. I was plane-spotting by the age of 6, and became a member of the Channel Islands Aero Club when I was in my teens.

After leaving school, I joined the RAF as an Assistant Air Traffic Controller, trained at Shawbury, and posted to Honington where we re-opened the station to become the base for the first RAF Buccaneers. Moving a few miles to Eastern Radar at Watton in Norfolk, I then went down south to Thorney Island where I worked in Operations with the Hercules and Andovers and finally at the London Air Traffic Control Centre at West Drayton. After 9 years in the RAF, I came back to Jersey with my wife Celia and three young children and worked at Baylee Air Charter for a short time before the company went into liquidation, followed by another operations job at Intra Airlines. However Channel TV made an offer I couldn't refuse, so I decided to leave aviation behind for the world of television, becoming an announcer/newsreader/presenter and Oscar Puffin's mate for two decades, before moving to a third career to establish L'Office du Jèrriais in 1999, taking me through to retirement this Easter.



51 Red is a Soviet-era Aero Vodochody L-29 Delfin which alternates between guarding the gate to Brighton and sitting on the apron - sadly no longer airworthy!



G-BVEH Jodel D.112 built by Wassmer was formerly F-BMOH (it still carries the French registration in small letters on the rudder)

The aviation bug never left me though, and I finally managed to find the funds to learn to fly – I had always said that I wouldn't embark on training until I could afford the whole course, which meant that I missed out on years of flying enjoyment... wrong decision, dammit!

Despite gaining my PPL in 2007, I found that increased responsibility at work gave me little free time to fly – it took me ten years to complete 100 hours in my log-book. However, the one chance that I have had to get airborne is when Celia and I visit our elder daughter in East Yorkshire. She lives around three miles from Brighton, the home of the Real Aeroplane Club.



G-BVXJ Bücker Bu.133C Jungmeister built in 1937 flew in Spanish Air Force marks in 2012 - it's now registered in Austria



G-ID11 departs to its Leicestershire base - it's a Dan Rihn DR-107 One Design, an aerobatic homebuilt

The airfield started out like so many in the East of England as a bomber base – construction started in 1941, and became home to squadrons operating Wellingtons, Manchesters, Lancasters and Halifaxes – there is a memorial to all the aircrew lost on operations in the clubroom and a Halifax engine recovered from a Dutch crash site on a plinth outside. In the 1950s Brighton became a base for part of Britain's nuclear deterrent, with Thor Intercontinental Ballistic Missiles being based here, but the RAF vacated the site in the 1960s and it returned to agriculture. However one small part to the south of the old runways was used by a crop-spraying company. In 1989 the Real Aeroplane Club moved in and regeneration of the airfield began.



Dart Kitten II G-AEXT received its Authorisation to Fly on 30th April 1937. It was rebuilt after being seriously damaged in 1964 and moved to Brighton around 2012.



Apron view on a late afternoon with Evans VP-1 Volksplane G-BVAM in front of a varied line-up

Brighton is an amazingly friendly place. During one of my earliest visits, I was chatting with some of the locals when I was asked "Have you been up today?" When I answered in the negative, I was invited for a flight in a Piper PA-12 Family Cruiser for a flight round the local area. It turned out that the pilot had flown in the Malaysia conflict, so when we spotted a passing train on the line to Hull, he did a wing-over, armed the rockets (imaginary!) and we mounted an attack! On another occasion I helped to push an Auster out of the hangar, at which point the pilot asked if I'd like to come with him to refuel. Thinking it would be worth being in it just to go to the pumps by Auster, I accepted, at which point he told me that his fuel was only available at Sherburn-in-Elmet, a short flight away. On return to Brighton we had an interesting crosswind landing – well, we landed into wind but across the runway!



The International Bucker Fest takes place at Brighton. The largest gathering of the type in the UK is in July this year - it's biplane playtime!



Brighton also hosts the Maclean Aerobatic Trophy - G-EVIL is an Xtreme Air Sbach XA-41

I've also been flying a number of times in Cessna 150s and 152s with the York Flying School, who are also based here. I usually request general handling over the Yorkshire Wolds and some circuits. At Brighton it's a tight 700ft circuit so it goes rather quickly with barely time to do downwind checks before turning finals – avoiding the HT cables on approach. Brighton has a grass runway which is just 2790 ft long with no visual aids like PAPIs. However you do get an idea of the wartime layout from the air – there's even a T2 hangar which once serviced Halifaxes but is now used for storage.

Another ex-warbird is Cessna O-1 Bird Dog N134TT seen in US Marines colours, complete with rocket tubes! It has now been repainted in its original French Army scheme.





Some TLC for DHC.1 Chipmunk G-BTWF which is based here and still flies in its RAF uniform.

Over the last autumn several new hangars have been built, and they house some fascinating aircraft. The Real Aeroplane Club encourages classic and vintage types both to visit and base at Brighton, so there are taildraggers and homebuilt aircraft, pre-war classics, former military and aerobatic types. If you want to see a Fokker Triplane (replica), Comper Swift, Luton Minor, Topsy Junior, Miles Magister, Bücker Jungmann or Arrow Active, they and other classics are part of the Real Aeroplane collection and will often be seen in their proper environment. A number of events and fly-ins take place through the year, with no landing fees during fly-ins. To find out more, visit the website at realaero.com and have a look at the live webcam – or better still fly in. As we are planning to relocate later this year to be close to our family, you may bump into me at Brighton



The Red Baron prepares for departure! Fokker DR.1 Triplane G-BVGZ wears the First World War identity DR.1 152/17 - it's a replica built in 1994 by Vic Bellamy



Piper PA-12 Super Cruiser is based at Brighton and was the aircraft which took me to attack an unsuspecting train!

In memory of...Percy Thorne from his son Nick



Percy and Nick had to sit in the back whilst young Seb had this first lesson with Neil Dyke in August 2017 - hence getting the 3rd Thorne generation airborne at the controls and in a plane Percy flew lots and the very one Nick did his first solo in!

Percy Thorne sadly touched down for the final time peacefully at home last Tuesday. His celebration of life service will be at **the crematorium at 2.30pm on Wednesday 10th April** once he arrives by virtue of a round the island trip on a 1947 Norton motorbike, tooting as he passes his beloved Club. This will be followed, by kind agreement of Jim and Sandra, with his wake at the Club.

Please come and enjoy some memorabilia and photos and let him buy you a spread and a few drinks to say thanks for coming.



Many members will have fond memories of Percy and he will be sadly missed.

Our thoughts are with Nick, family and friends in these very sad times.

Social...

The Ultimate Reconnaissance Aircraft. The SR71 Blackbird ...by Jim Buckley, Chairman



From its top secret roots with the CIA in the 1960's to its 1995 reactivation into the United States Air Force, the SR-71 Blackbird is undoubtedly one of the most incredible aircraft in the history of aviation.

The Blackbird was the fastest and one of the most advanced aircraft ever built, with normal operating speeds in excess of Mach 3.7 flying at 86,000 ft gathering intelligence information.

The aviation world had never seen anything as exciting, powerful or sublime as the SR71 before and this will be your opportunity to watch and listen to a superb presentation by one of its former pilots and instructors Colonel Richard Graham, USAF. [Rtd]

Our guest speaker, flew 210 combat missions in Vietnam in the Phantom F-4C/D as a 'Wild Weasel' pilot electronically suppressing and destroying radar installations at Surface to Air missile sites.

He was selected to enter the SR71 program in 1974 at Beale Air Force Base, California. After several years as a SR71 pilot, he became an instructor on type and in 1978 he was selected as the chief of the Standardisation /Evaluation Division, which included the SR71, U2 and T38 aircraft.

Rich Graham was a command pilot with more than 4,600 Military flying hours and after leaving the USAF went on to a successful Civil Aviation flying career.

This really is a great opportunity that should not be missed and if you wish to attend it will be at 19:00 hrs on the 3rd of May 2019 upstairs in our café at the Club.

That room because of structural reasons is restricted to 100 persons. So if you wish to attend, please telephone 'Ops' on 743990 and add your name/s to the list and entry on the night will have to be restricted to those on the list.

We are making a small charge of £5 for members and £10 for non-members. Understandably, by virtue of this excellent newsletter, members are being notified first but after Monday the 22nd of April if there is a shortfall other interested organisations will be notified.

Top-Tip, book early.

We hope you will support this presentation because we feel sure you will really enjoy it.

Quiz night ...with quiz master Heather Cummins

30 members and friends made up the 6 teams who took part in the Quiz on Friday 29th March, with the winning team receiving a cash prize of £50 !

Thanks to our excellent Quiz Master Heather Cummings who put some challenging questions to the teams covering cartoon pictures of artists, films, music, food & drink and general knowledge.

Thank you also to Sandra preparing an excellent evening meal.

It really was a fun evening and Sandra is planning another one in the near future.

Next members night will be Friday 26th April.

Martin Willing will complete his talk on his flying experience and, as our Director of Flying, he will bring us up to date on the club's ATO status.

Book with the flying desk on 743990 if you would like to join us for a curry.

News from...



helpingwings

FOR SALE - As good as new!

Lightspeed Tango wireless headset

Donated to Helping Wings by Peter Coe.

Worth over £600. Sensible offers please to:
hello@helpingwingsjersey.org

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

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

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



G-EUPJ Airbus A319-131

on 7 March 2019 Dusseldorf.



G-EUPJ Airbus A319-131

on 7 March 2019 Dusseldorf



HB-JCA Airbus A220-300

on 9 March 2019 Dusseldorf

Jean Pierre and friends in F-GBAI Robin DR400-140

Dauphin 4 on 24 March 2019



G-IZZT Cirrus SR22T

on 27 March 2019 Jersey

ZZ172 MCD C-17 Globemaster III

on 21 March 2019



N30VT Beech V35B Bonanza

on 23 March 2019



N10CD Cirrus SR22

on 27 March 2019 Jersey

F-GXYZ Robin DR400-120 Dauphin 2+2

on 26 March 2019 Jersey



G-ATSZ Piper PA30-160 Twin Comanche B

on 25 March 2019

G-DYNA Aerospool WT-9 Dynamic

on 25 March 2019 Jersey



A message from our sister island...



Dear Jersey Flying Club,

Please see attached flyer.

Last year aircraft came from as far as Sweden!

40 aircraft so far confirmed for 2019. Nearly all repeats from last year so it must be good!

We'd like to see some **new** faces so please consider joining us!

For further details please visit:

<http://guernseyaeroclub.com/air-rally/>

To book please use the tab on the link above or e-mail Chrissie on

manager@guernseyaeroclub.com

We suggest looking on trivago or [booking.com](https://www.booking.com) or similar for accommodation.

Hope to see you soon!

Kind regards

Paul Guilbert

and finally...

Please keep sending me your stories. The June edition will mark 5 years since I started the newsletter with one of your stories in each and every edition!

Of course, please also send anything else relating to aviation which you think might be of interest to members. Address them to my email with pictures sent separately.

Eveline