



Welcome to the
JERSEY AERO CLUB

June 2016 Newsletter

Flaming June....! Not much sight of it as yet but hopefully it will not stop those of you who are looking forward to a trip in the Harvard, during the week end of the Flying Awards presentation, to enjoy a bit of fun!...and hopefully very soon to witness the first flight of David Brown's home built Sherwood Ranger!



A UNIQUE FLYING EXPERIENCE IS COMING YOUR WAY

On 18th June 2016 you will be able to book an experience flight in the amazing Harvard....

Call the operations staff to book your space now... 743990 or mail to info@jerseyaeroclub.com

As mentioned in a previous newsletter, we can now confirm the Harvard flights will be on offer all day on the 18th June. Please call or email to book your flight! This will be followed by the annual awards presentation and dinner in the hangar the same evening, along with a talk from David Brown on how to build and fly your own aeroplane. Both the Harvard and David's Sherwood Ranger will be in the hangar as centrepieces for the dinner and presentation. Everybody is very welcome to attend, £16 per person, free drink on arrival, please contact us to book.

News from the Flying Desk ... by James Evans

Congratulations to Jack Harper for completing his IMC (IRR) in May in 4.5 days from scratch! Jack is 19 years old and is a ground to air radio operator at Stapleford airfield with very strong ambitions to become a commercial pilot. Judging from how he flew the aeroplane during his training with me, it won't be long before he achieves his ambition. Best of luck to to you Jack.



St Brieuc Air day - Sunday 12th June

If anyone is intending to visit the air show, one of our club members has offered to facilitate customs requests and permissions etc.

Please send your aircraft and passenger details to the operations staff on info@jerseyaeroclub.com and we will forward on to him for you.

The Jack O'Sullivan Memorial Trophy...by Kat Tiefenthal

'Has anyone got a protractor?' I suspected I might need one for the Navigation Competition but assumed it was where I left it after my skills test some years ago, at the bottom of my flight bag. Asking for a protractor around the club was as good as announcing that I didn't do 'proper flying' anymore. Who needs a ruler and a stop watch when you can fly by Iphone? Hey my Skydemon App took us to Casablanca last year when all else failed (that's another story).

But this was serious. Organiser Mark Dravers from Guernsey had already given us our bit of map, a list of turn points and the times we were supposed to be there, AND THE CLOCK WAS TICKING... Frank Curry and I were not going to win that nice shiny Jack O'Sullivan trophy without knowing which direction to fly in.

Ok, let me not drag this out. I found my protractor and also the whizzy wheel (remember that?) and plotted our track with wind drift and appropriate speeds to fly the different legs, to ensure we would arrive over our turn-points with military precision. Frank, as you may know, has a hard-earned reputation for punctuality. We were going to be a good team.

Mark wasn't as confident of our success from observing our planning operation, so kindly hovered over us, making suggestions. Then just when we thought we'd got it, he gave us eight mystery photographs of things which we would see beneath us somewhere along the route, if we were in the right place that is, which we should mark on the map. I had a quick look: some power lines, some farm buildings, a railway bridge, a main road, some more farm buildings... YA RIGHT, Mark ! He then handed us some sticky tape and a small GPS tracker which would record our exact route. And a spare. There was clearly going to be no cheating.

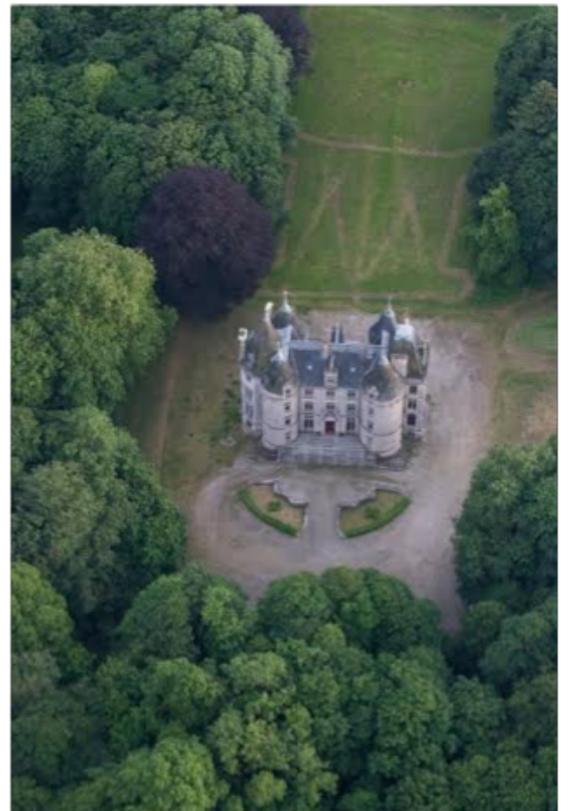
Oscar Tango got away on time and we were soon bumbling along at 1000ft towards Normandy looking for the first turn point: a circle of caravans on the beach at Rozel. I took the required photo and off we went. Easy peasy. This was really fun. The second turn point was a dark green V1 rocket launch ramp in a green field, next to a farm building. This was less fun. After circling around and around, wasting time, we abandoned our mission and headed for the next. Fortunately Mark saw us coming with this one and started the timed section at the next, more obvious turn point. This was the church spire of St Mere Eglise which commemorates the poor paratrooper who landed there with a highly visible white parachute! I was beginning to like Mark's D-Day theme until we were trying to find an old WWII airfield. Apparently it had a metal grid runway of 1400m that was constructed in 5 days after D-day - compare that with resurfacing the Guernsey runway! Fortunately it was right next to a beautiful Chateau, nestled at the edge of a forest clearing. It was great fun looking for it though, swooping low, circling around while checking the map, taking photos out of the window, with no GPS or radio work at all. It all made a refreshing change from following the pink string flying A to B as fast as possible. This was proper flying.

Conclusion and next year

Frank and I came second. This was excellent news. First place comes with an obligation to organise next year's race and I just couldn't guarantee that I wouldn't lose my protractor in all that time. However, I am really looking forward to taking part again, especially as Eveline has suggested making it more sociable with an overnight in Granville. Pourquoi pas? VFR flying with a map and compass may be something of a dying art but it is great fun. Maybe we could invite some French clubs to join in? After all, Rally and Precision Flying is an international sport. Check it out: http://www.precisionflying.co.uk/?page_id=42.



This V2 rocket launcher is on a direct track from Pointe de Rozel to Cherbourg. Let me know if you see it!



Easy to spot these from the air

The route was just 70 miles (+transit to French coast) and was designed to be suitable for anyone from student pilots to the most experienced and route passed some interesting landmarks over Normandy.

Rather cheekily, Mark suggested that next year, Jersey needs to bring their A team out of retirement in the form of Chris Winch and James Evans to return the trophy to its rightful home.

Enormous thanks go to Mark Dravers for organising such a fab event. And apologies to my co-pilot, Frank Curry, whose excellent precision timing won us second place. He was only let down by the rather wobbly pilot.

The Results

5 teams entered and 4 took part, 3 from Jersey and 1 from Guernsey. In the end the Guernsey team of Jeremy Hibble, Frank Hopkins and Nigel Dufty in N210AD were declared the winners, thanks to some good timings. But second place was a tie between two Jersey aircraft who were within the 5 second logging accuracy of the GPS loggers.

Reg	Type	Pilot	Time	Photos	TOTAL
1		N210AD	C210	Jeremy Hibble & Frank Hopkins (G)	93 120 213
2=					
G-ATOT	PA28	Kat Tiefenthal & Frank Curry (J)	245	100	345
2=					
G-AYPU	PA28	Richard Hawkin & John Gardiner (J)	289	60	349
4					
N35AL	DA42	Michael Balston Trevor Dorman (J)	900	80	980

Special credits:

35AL- Michael - best photos from the fastest aeroplane

PU- Richard - great first leg and nailing the V1 site. Best photo score 5 out of 8

OT- Kat and Frank - second best times but wobbly last leg.

AD- Jeremy Frank & Nigel. Very good times thanks to ATC delay time shift.

This year there was a D-Day theme. We were tasked with carrying out a photo reconnaissance sortie of various reported 'targets' (which were all the turning points on the route) and took our own photographs of these. There were bonus points for the best photographs.



Your story...Confessions of a Rookie Second Officer...Libya...by Willy Weber



CONFESSIONS OF A ROOKIE SECOND OFFICER

(Another boring episode in a never-ending series)

TYPE	RR DART SERIES	NUMBER OF TURBINE DISCS	NOMINAL SHAFT H/P
Viscount 802 & 806x	510	2	1,600 -
V806 & A/W Argosy	520	3	1,600 +

A bit of engine history

RR Darts use a single shaft layout and feature centrifugal compressors. Dart power is fed into a 10/1 reduction gearbox, usually with a Dowty-Rotol four-bladed propeller hung on the front. Some later designs of turbo-prop using a multi-shaft layout can be started while hanging on to the propeller, holding it stationary.

Don't ever try that with a Dart!

Reliability is legend – some variants reached TBOs of 5,000+ hours. Your rookie S/O has personal experience of a 510 which carried on pulling without complaint even though several turbine blades had made a successful bid for freedom.

The Viscount 806s, when new were fitted with 520 series engines. However, in the early sixties BEA operated a growing fleet of Armstrong Whitworth Argosy 650 freighters which were suffering more than their fair share of problems with this same 520 series. The way they were installed may have had something to do with it but that's another story.

To build up a stock of spare 520s, a decision was made to remove all 520s from the V806 fleet, fitting 510s in their place and re-designating them as V806x. This, of course, gave them a much less spritely performance, very similar to the V802.

Some Viscount variants were fitted with a water injection system to enhance take-off performance when necessary. This water was mixed with methanol to prevent freezing and corrosion problems. Water-meth is nasty stuff, difficult to store legally. I suspect the 'elf & safety' police would classify it as HAZCHEM and do their level best to ban it these days. The V800s on the BEA fleet were fitted with two water-meth tanks, capacity 35 gallons each. Since it was only needed at hot and/or high airfields, standard procedure was to load only 7 gallons in each, keeping the weight down. Months could go by without any being used.

Read on, MacDuff: -

'DODGING THE DHOWS'

(Or should that be - 'always double-check your flight planning')

T'was in the spring of '65 and having only recently joined the company I was crewed up with a highly experienced senior captain named Desmond (not his real name).

The ship that day, on the northern fringe of the Sahara desert was a Vickers Viscount 806, on the British register as G-APEX. This elegant lady had been flown in the day before by another crew, so we came to her cold. That is, if you can call ISA+20 'cold'! My pre-flight jobs were to prepare the fuel and ATC flight-plans, aim an ARB approved size 12 boot at the Bridgestones and prepare the tech-log for Captain Des (nhnr) to sign. Where are Flight Engineers when you need them?

The plan that day was to operate a service from Tripoli (Idris) to Rome (Fuimichino), on a sort of 'code-share' wet lease arrangement with a newly formed outfit called 'The Malta Airlines'. Logo stickers with Maltese crosses were stickered everywhere.

The payload that day was a group of oily Texans. They were a super bunch of big chaps, plus baggage, interlining with TWA on their way home to Dallas/Fort Worth.

The weather at Tripoli – wind calm, cavok, +35°C (sodding hot) R/W 36 in use.

Captain Des (nhrn) very astutely asked the station duty officer if we could uplift some extra water-meth. He fell about laughing – none was available. Oh dear.

The book said we were legal at an all-up-weight close to max structural, which was 29,257 kgs (64,500 lbs) for these early V800s. Perhaps we should have smelt a rat.

Off we blasted, Captain Des (nhrn) hanging on to the stick. Full power - 14,500 RPM with water-meth pumps a-pumping. It took ages to reach rotation speed, very close to the Libyan kitty litter at the end. 'Positive climb – gear up please'. Oh dear – there we stuck at about 30 feet in ground effect, wheels up but NOT climbing.

Palm trees whizzed past as we weaved carefully around oases. After about 5 minutes of this at full power, climbing slowly, Captain Des (nhrn) called for 'flaps up please'. Another minute or two as a 'clean machine', then the water-meth ran out. Back down we went into Libyan ground-effect. Oh dear.

Still heading north at full power, jet-pipe temperatures nudging into the red, we learned quite a lot about the behaviour of frightened camels after they had unseated their payload. While jamming the four throttles firmly against the proverbial fire-wall with one hand and fiddling with the fuel trimmers with another, I remember asking 'Des, can we play another game now please?'

There was no immediate reply and looking up I saw why. One of Generalissimo Benito's solid-looking sea-walls was looming up ahead. As he eased the struggling aeroplane over it he answered quietly 'OK, this one is called Dodging the Dhows'.

Out over the water now, four Darts screaming (as only Darts can) we dodged round a few dhows. And some big tankers at anchor. White knuckle stuff – a foot for a knot – we've all been there!

Des (nhrn) looked at me and I looked at Des (nhrn) and we quietly agreed 'if we can stagger as far as Malta we'll call it a day and go for a beer'.

Thankfully, over the Med the temperature dropped a bit so we could climb to safety height and ease back to 13,800 RPM (max continuous). As the fuel load reduced, the climb continued and we did actually make it past Malta, all the way to Rome for that well-earned Peroni. The Texan self-loading cargo, who were all regular fliers and not stupid, gave us a big cheer on landing.

At the inevitable enquiry, it transpired that 'Echo X-ray' had been modified a couple of days previously. The four Dart 520s had been removed and 510s installed in their place, converting the V806 into a V806x with much reduced performance. The rookie second officer had not noticed.

He had used all the wrong performance data, so we were seriously over-weight. Good job those four magnificent Darts kept turning and burning faithfully, despite the grossly unfair treatment thrown at them.

'Report to the Headmaster' (with a book stuffed down the back of knickers).
Oh deary deary me.

Your story next month... NO more in reserve I'm afraid.....can't wait to see what **YOUR story is !!!!**

DATES FOR YOUR DIARY...

Sunday 12th June	St. Brieuc Air Day
Friday 17th - Sunday 19th June	Guernsey Air Rally
Friday 17th - Sunday 19th June	IFFR visit to Jersey
Saturday 18th June	Flying Awards Presentation Dinner
Friday 24th - Sunday 26th June	Alderney Fly-in
Tuesday 28th June	HW flying scholarship presentation
Friday 1st July	Club night
Friday 5th August	Club night
Friday 2nd September	Club night
Thursday 8th September	Jersey International Air Display
Saturday 24th -Sunday 25th Sept	Alderney Air Race
Saturday 1st October	Helping Wings day for Young Children
Wednesday 5th October	JAC AGM
Friday 7th October	Club night
Friday 4th November	Club night
Friday 2nd December	Club night

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



D-EFTY Orlican L40 Meta Sokol, Jersey - May 1965

F-BESH Ryan Navion, Jersey - July 1963



G-ADDI DH84 Dragon, Jersey - May 1965

G-AREY Bellanca 14-13-2 Crusair, Jersey - May 1965



NEWS FROM



The Sir James Knott Trust -

We are very proud and very excited to announce that the Sir James Knott Trustees have approved a donation of £5000 for 3 years to launch our second scholarship - **to enable a lower limb disabled person to obtain a Private Pilot's Licence.**

For this, we must thank our patron, His Excellency the Lieutenant Governor, Sir John McColl who supported our application.

We will keep you updated as to who this year's winner is. This of course is also excellent news for the club who can now advertise "flying for the disabled"

Flying scholarship.....

Funded for the 4th year by Ports of Jersey, this year's winners are William De Freitas and Val Gavey who be starting their flying very shortly . We look forward to following their progress.

The awards presentation will be held at the Jersey Aero Club on June 28th at 18:00 in the presence of our Patron - HE Sir John McColl and Lady McColl and Myra Shacklady. We would love you to join us over a glass of wine.

Some happy smiling faces from our 16th April day for young adults. Again, all our thanks to our volunteer pilots and ground helpers! Without you, there would be no Helping Wings days...



and finally...

*If you have anything you would like published, please sent it to my email - evelinehawkin@gmail.com. Thank you and see you at the club! *Eveline**