



Welcome to the  
**JERSEY AERO CLUB**

## MARCH 2015 MEMBERS NEWSLETTER

Gosh...! What a busy month February has been. Between David Brown's Sherwood presentation, Bryan Pill's MAF talk, the Flying Awards Presentation and the GASCo safety evening, we've kept you all busy and are delighted to see those events so well attended!

In the mist of all this activity, James, Lois and the team even managed to organise beautiful weather for the Spot Landing Competition. Thanks for all your hard work!

### WELCOME TO OUR NEW MEMBERS

Three new members joined the club this month. So, we would like to welcome Craig Bowers, Mark Le Bourgeois and Trevor Casey-Williams. We hope you will enjoy being part of the club and look forward to meeting you.

### NEWS FROM THE FLYING DESK.....by James Evans

Thank you to all our pilots for supporting the annual Spot Landing Competition on 8 February, we had 40 entries, a record as far as I am aware... With 40 entries having two attempts at the competition each, that's 80 landings, so thanks also to Lois, the Instructing team and ATC for helping the day run smoothly. Congratulations to the winner, Tom Evans, his third victory and a great score of 85/100!

On Saturday 28 March we held our annual awards night and dinner here at the club, a very relaxed and informal affair with a great atmosphere helped enormously by listening to all the stories of flying adventures from the past year.

#### **1<sup>st</sup> Solo** – Harry Gardiner

Sarah Mallet  
Peter Le Fol  
Chris Brook  
Conor Whelan  
Joe Waudby  
Dave Dorgan

#### **PPL -**

Andrew Renouf  
Mike Pownall  
Dan Edmunds  
Harry Gardiner  
Will Paine  
Marc Haslam  
Conor Whelan  
Sarah Mallet



**IMC Rating** – Stephen Ross  
Christin Bouchet  
Mandy Wootton

**Night Qualification** – Mike Pownall  
Noel Whelan

**Youngest Solo Award** – Harry Gardiner

**Spot Landing Competition** – Tom Evans

**Longest Distance Flown in a JAC Aircraft** – Paul Davies (272 nm)

**Longest Distance flown in a Private Aircraft** – Simon Young (4658 nm)

**Most Promising/Improved Student** – Stephen Ross

**Airmanship Award** – Conor Whelan

Congratulations to everyone!



*Tom Evans & James (above)*

G-BOXA is due to return from Elstree on the 10<sup>th</sup> March after her complete internal refit and installation of a Garmin GNS430 Nav/Comm unit. If anyone would like instruction on how to use a GNS430 or some refresher training, please feel free to contact me at the club.

## **SOCIAL**

David Brown certainly had a captive audience at his recent presentation of his homebuilt Sherwood Ranger . By the time David gets her in the air, hopefully this summer, it will have taken him 3 years to build the Sherwood Ranger. What an achievement!

Not only did David give us a very detailed explanation of the construction but he actually brought the aircraft to the club on a trailer with the aid of his son helping him to navigate all the narrow lanes...!



*David in full flow!*



We were delighted to welcome MAF (Mission Aviation Fellowship) bush pilot Bryan Pill who entertained us with some great stories and some wonderful pictures. MAF does incredible work throughout the world. Bryan made us realise how important some of their missions are, very often bringing emergency relief to areas incredibly difficult to reach by land.

GASCo's representative Micheal Benson gave a very interesting and thought provoking presentation on flight safety. Those of you who were unable to attend can check out their website on [www.gasco.org.uk](http://www.gasco.org.uk)



## **YOUR STORY.....this month..Memories of a Flying Boat Captain...by Diane and Willy Weber**



CAPTAIN RICHARD C.S. REID

(1912 – 2006)

Early in WW2, Dick (a South African national) was seconded from the Royal Air Force to fly for a newly formed British civil carrier called BOAC. This Corporation was formed by the merging and nationalisation of the former Imperial Airways and British Airways. In 1943 he was flying as Captain on Shorts 'C' Class 'Empire' flying-boats.

Despite the war footing, these were civilised times and air travel was a bit different from today. When darkness approached the aeroplanes were 'anchored' for the night and everyone was

tendered ashore to the finest accommodation available. Black ties and posh frocks were the norm at some places.

In July of that year, Dick and his crew were operating a service from Egypt to Durban, splashing down at several places on the way as part of the 'Empire Horseshoe' service. This service originated in the Antipodes and terminated at Durban where mail and passengers would board a ship for the rest of the way to UK. The aeroplane would then turn round and operate the return service to Auckland. For obvious reasons a direct air service from Egypt to UK would have been a non-starter in 1943.

Two of these unarmed civilian flying-boats operating this 'Horseshoe' route disappeared without trace. Post-war investigation into war records in Tokyo revealed that they had been deliberately shot down.

The aeroplane that day was an S23 variant, on the British civil register as G-AEUE and named 'Cameronian'. She was powered by four Bristol Pegasus poppet-valve radial engines of 920 HP each. Max take-off weight – 18,370 kgs (40,500 lbs).

They had departed that morning from Dar-es-Salaam in what is now Tanzania, routing down the coast to Lumbo in what was then Portuguese Mozambique. Before departure, they had been asked to look out for survivors from the Merchant Marine ship 'City of Canton', which had been torpedoed a couple of days earlier.

Dick's First Officer, Mr Hackett made the first sighting – an empty open lifeboat. Continuing on southwards they saw another – this one full of people. Some of them were standing, arms linked; the remainder lay at the feet of those standing. A few had the strength to wave.

Dick and First Officer Hackett were puzzled by this sight – until they realised that those standing were providing shade to the others.

Dick instructed the purser to put food and water into a waterproof mailbag and attach it to a line. With F/O Hackett doing the flying, Dick would drop the bag from the forward door with the purser hanging on to his ankles as they flew low overhead.

The drop was a success in that the line straddled the boat, but no-one on board had the strength to pull it in. Circling overhead, Dick was left with two options – either climb away and leave the scene, or splash down and pick up as many as he could. Dick, of course, held ultimate responsibility for the safety and well-being of his passengers, crew and aircraft.

The Indian Ocean that hot day was flat calm so he decided to try a rescue mission. The landing was uneventful and they taxied across to the lifeboat. The passengers, who well understood the situation, had been briefed to remain seated.

As Dick and the purser were opening the forward door, a bearded gentleman dressed in civilian clothes came forward. Dick impressed upon him that his return to the cabin would be appreciated. The passenger immediately obeyed.

Dick climbed through the top hatch and hailed the lifeboat with a megaphone, but was unable to make himself heard over the noise of the idling engines. To stop these four hot, air-cooled Bristols while wallowing on the open seas and then expect them all to start again soon after on internal batteries would be a HUGE leap of faith.

However, Dick called down to First Officer Hackett "Finished with Engines".

The survivors were transferred with some difficulty. Aeroplanes are fragile and heavy lifeboats can be clumsy.

To the relief of all concerned, the four Bristol Pegasus engines started OK and the now heavily overloaded Cameronian took off, having taken ages to 'unstuck'. They reached Lumbo safely but somewhat late.

That evening Dick was taking a beer with the Station Superintendent when a visitor was announced. It was the same bearded gentleman from the afternoon. He apologised to Dick for going against instructions issued by the Captain of a vessel.

It transpired that he was a military man - Commander-in-Chief, South Atlantic Fleet. He heaped praise on Dick's command decisions and extreme bravery earlier that day. A few more beers were consumed!

*Post script: Dick went on to fly lots of aeroplanes for BOAC, retiring in 1952. He then worked for the Shell oil company in Venezuela, flying mostly DH Doves and Herons. In final retirement he settled in Jersey and held an Aero-Club membership. He was a staunch supporter of and regular guest on G-AORG, the ex-Jersey Airlines Heron. He died suddenly in Lloyds TSB Quennevais branch on 4<sup>th</sup> December 2006 aged 94. This short but true story was researched and compiled after his death. RIP Dick.*

**Next month.....I learnt about flying from this....by Chris Winch**

**PRESS RELEASE..... from RAFA.....by Martin Willing**

***The story of the Lockheed SR 71 Blackbird at The Pomme D'Or hotel – Thursday 12<sup>th</sup> march 2015***



The Jersey Branch of the Royal Air Forces Association, in conjunction with the Channel Islands Group of Professional Engineers, is hosting a talk about the world's fastest manned aircraft - The Lockheed SR71 'Blackbird'. Given by Colonel Richard H. Graham, USAF, who joined the SR71 programme in 1974, this promises to be a talk not to be missed.

Col Graham is a USAF veteran of 210 combat missions in F4 Phantoms over Vietnam and is the holder of the Legion of Merit, the DFC and 3 Oak-Leaf clusters and the Air Medal with 18 Oak Leaf clusters. Richard served as a pilot on the SR71 for 4 years. Following a tour in the Pentagon, he was selected to command the 9th Strategic Reconnaissance Wing at Beale AFB in California, home of the United States strategic reconnaissance assets, including all the SR71's, U2's, 35 KC135Q's. Writer of many books about the SR71, no secrets are hidden in Richard Graham's lavishly illustrated talk.

This incredible story will be told at the Golden Apple Room of the Pomme D'Or Hotel on Thursday 12th March from 7pm. (Doors open at 6.30 pm.) Tickets at £25.

## SKYDIVE JERSEY...by Mally Richardson

Skydive Jersey has been quiet again this month, whilst our C206 GATLT has her annual service, which this year includes a propeller overhaul. This has taken an extra couple of weeks, as the propeller has to be removed from the aircraft, and sent to the propeller overhaul workshop. Mally is hoping to fly over on Saturday (tomorrow) to collect her from the UK, in time for the first jumps of the season on Sunday. Fingers crossed that the schedule is kept.



We often hear tales of heroic action from the past, and here is such a story involving a DeHavilland Rapide, similar to those that use to frequent Jersey in years gone by, very versatile aircraft, which also not surprisingly, lent itself to parachuting.

On 15<sup>th</sup> July 1972 a man called Mike Bolton boarded an BN Islander aircraft, similar to the Channel Islands search and rescue plane, for a skydive above Halfpenny green near Bridgnorth. At approximately 10,000 ft, he made his leap with seven others. The jump was an attempt to set a new formation skydiving European record, and involved 14 people linking up in freefall. The other 6 people were exiting from a Rapide, which was flying in formation some forty feet behind the Islander of Bolton's.

Mike was the last to exit, "As I came out of the door, I just saw the thing there, and I couldn't do much about it. I put my hands up to protect my face, crashed straight through the roof and landed inside. My legs were through the door."

For a moment he considered jumping out to catch the formation, but luckily decided not to, as he had broken both wrists, and in the days before automatic openers, he would surely have perished, if unable to deploy his own parachute.

"The pilot looked around and wondered what was going on. I put my thumbs up to indicate that I was ok, and he proceeded to land.



It was discovered after the jump, that the jumper preceding Mike also hit the Rapide below. He landed just in front of the tail, and sat astride it for a few seconds, before rolling off, and opening his canopy. He landed some two miles from the intended landing place, in a cornfield, with a broken leg. Both survived after spending some time in Stourbridge hospital, and Mike went on to continue parachuting until the age of seventy six. That made for an interesting insurance claim, from the owners of the Rapide.

*Mike Bolton Today !*

### Diary dates for Parachuting.

Sunday 8 <sup>th</sup> March	Parachuting beach times 1050-1740
Friday 20 <sup>th</sup> March	Parachute training ground school 6-9pm
Saturday 21 <sup>st</sup> March	Parachuting beach times 1000-1650
Sunday 22 <sup>nd</sup> March	Parachuting beach times 1050-1730
Monday 6 <sup>th</sup> April	(Bank Hol) Parachuting beach times 1120-1800
Saturday 18 <sup>th</sup> April	Parachute training ground school 9-5pm
Sunday 19 <sup>th</sup> April	Parachuting beach times 1040-1725

### GUERNSEY INTERNATIONAL AIR RALLY

The Guernsey Air rally is open to all competitors and takes place from Friday 19<sup>th</sup> June to Sunday 21<sup>st</sup> June 2015. You can download the application form on [www.guernseyaeroclub.com/air-rally/](http://www.guernseyaeroclub.com/air-rally/) Anyone not wanting to enter the rally but wishing to join in the Hangar party on the Saturday night is welcome to do so. The cost is £29.50.

To book for the Hangar Party - ring Guernsey Aero Club on 01481 265267.

### DATES FOR YOUR DIARY

RAFA	- Thursday 12 <sup>th</sup> March at the Pomme d'Or Hotel.
April Club Night	- Friday 3 <sup>rd</sup> April
May Club Night	- Friday 1 <sup>st</sup> May – Film night - Colettes Labey's local production of "That's Life" . Free entry but donations in aid of Jersey Diabetes please.
French RT	- TBA

### AND FINALLY....

Thank you to Bob Sauvary for two wonderful shots of the Airbus A400M....1 Mile south of Jersey on February 24<sup>th</sup> .



*Looking forward to seeing you at the club!*

*Eveline*

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