



# Welcome to the **JERSEY AERO CLUB**

## March 2016 Newsletter

Welcome to the March newsletter. Hopefully, we are going towards better weather which will entice everyone to shake off the winter gloom, get up in the air and enjoy some flying! Maybe it's time to get the Pilot's Lunch Group going again on Facebook...any suggestion for the first outing? Remember that social members can join in too, subject to availability of seats of course!

### News from the Flying Desk ... By James Evans



Above are 2 pictures of planes being put together in the hangar prior to their first flight any time now. The white one is a Pitts Special which arrived in a container from Florida, and the yellow one is a Sherwood Ranger being built by its owner/pilot David Brown.

The airport has introduced its 'ring of red' procedures from 24 February. Essentially this means there will be red stop lights at all times at all entrances to the runway. This is to help protect against runway incursions and while Air Traffic Controllers will switch them off to allow you to taxi onto the the runway when cleared, if the lights are not switched off then the pilot should challenge ATC before proceeding.

The Spot Landing Competition was postponed due to fog, and has been rescheduled for the 20th March. I think we have spoken to everybody but if we've missed you or you would like to have a go, please feel free to call. It's great to see so many pilots entering, thank you all for you're support!

Guernsey Aero Club were lucky with the weather and were able to hold their Spot Landing Competition in Alderney on Saturday 27th February. The winner was Jersey pilot Chris Winch in his Piper Cub G-AWPW...Many congratulations to Chris

**Are you the owner of a drone...** if so, read the leaflet below to ensure that you are flying it legally! For more information visit: [www.cidronessafety.co.uk](http://www.cidronessafety.co.uk)

**DRONE CODE**

**You are legally responsible for the conduct of your flights**

**FLY**

Make sure you can see your drone at all times and can avoid collisions

Do not fly your drone in any way that could endanger people or property

Don't fly higher than 400ft (122m) or within 2 nautical miles of the airport without the permission of Air Traffic Control

**LEGAL**

**SAFE**

**Use your common sense and fly safely; You could be prosecuted if you don't**

**DRONES FITTED WITH CAMERAS MUST NOT BE FLOWN:-**

within 50m of people, vehicles or structures

or

over or within 150m of congested areas (towns, villages etc) or large outdoor gatherings such as beaches, concerts and sports events

**You need a 'Permission for Aerial Work' to use a drone commercially**

## Your story...Confessions of a Rookie Second Officer (*Another in a never-ending series*)...Dangle The Dunlops Please... by Willy Weber

T'was in the year of '69. (Lots of boring stories start like that!) Early morning scheduled service Jersey (EGJJ) to Southampton (EGHI).

The ship that fine morning was a delightful RR Dart powered Vickers Viscount 802 c/n 253, on the British register as G-AOHW. In those days a significant amount of maintenance work was carried out in Jersey. 'Hotel Whiskey' had been in the hangar for several days.

The Captain that fine morning was Ken. He was a respected pillar of the Jersey crew base and always a good guy to fly with. Ken's turn to drive.

Payload that fine morning was light – about 17 guests and a few mail bags.

The flight progressed without problem until passing the Fawley oil refinery, on finals for 03 at SOU (it's called 02 nowadays – some clown has moved the North Pole!) A polite request from Captain Ken for 'gear down please' triggered a chain of events which rather spoiled our day.

Only two green lights – one bright red. Oh dear. Try the spare set of bulbs – same result. Re-cycle the gear up/down – same result. Check the mechanical indicator on top of the wing – same result. The right main gear was definitely NOT locked down. Oh dear. By this time the bit of concrete ahead was looming up rather quickly, so Captain Ken made the first really good decision of the day – 'GOING AROUND'.

Oh deary deary me (expletive modified).

We stooged around the Southampton Control Zone raising and lowering while arguing on the wireless with 'Maintrol' at LHR. They were of little help with few suggestions other than to wish us luck. The guys in the tower at SOU were magnificent – 'come down for a slow flypast, we have our field glasses ready'. However, the result was inconclusive (it usually is in these circumstances).

There we were, 21 souls on board, endurance about 3 hours (Jet A1 was cheaper in Jersey so we were 'tankering') what do we do now? By this time the airfield top management had arrived in the tower and the whole atmosphere changed. It was made quite clear that we were not welcome with our elegant but crippled aeroplane. 'Please go away and multiply in fine pitch' (to misquote an old military cliché).

Sod you then, we'll go to Gatwick. We made it as far as the Haslemere fan marker (remember them?) before we were asked if we were declaring an emergency. Not wishing to frighten ourselves any more than we already were, we said no, not yet. 'In that case Gatwick will not accept you'.

Sod you too - we'll try Stansted.

We were about to join the stack at Brookmans Park NDB when the message came through loud and clear 'the Stansted duty manager says you can't crash here'.

B\*ll\*cks to the lot of you.

Manston (EGMH, with their huge runway and excellent facilities) were on 'reduced fire cover' that fine Sunday morning so we were negotiating a clearance to climb up and head north for Prestwick (EGPK) when someone in our operations department must have thrown a hissy fit on the phone to the Home Office.

Heathrow (EGLL) reluctantly agreed to accept us on condition we used their short runway 23 (now closed and built over) but please try not to crash at the intersections with 28R or 28L (27R or 27L nowadays – see above). Oh deary deary me.

The Viscount 'Emergency Landing' checklist included an item 'break cockpit door'. This door was supposed to be 'frangible'. While stooging around southern England for another hour or so burning off as much Avtur as prudent, we delegated Purser Bill to do the honours with this door. Purser Bill is a sturdy rugby-playing fella from north of Hadrian's wall. However, he was unable to break this aforementioned door. He did manage to bruise two shoulders trying. Soddit – we'll just have to wedge it open and hope for the best.

We eventually made an approach to runway 23 at LHR under full emergency status. The media, who of course, had been monitoring our company frequencies, had plenty of time to organise themselves. Camera crews were ready on the top floors of the car-parks and keen aircraft 'spotters' were lining the boundary fence along the A30 main road.

Captain Ken 'greased' her on, left wing low, followed by some very gentle braking.

Even before we had come to a halt there was a sudden flurry of activity - HP cocks SHUT, LP cocks SHUT, fuel booster pumps OFF, fire bottles DISCHARGED, generator switches OFF, radio master switches OFF – battery master switch OFF.

There followed an eerie silence, broken only by Captain Ken hollering at full volume through the open cockpit door 'NOBODY MOVE'. Nobody moved.

(Shades of Sir Michael Caine in the closing sequences of 'The Italian Job'!)

We were all still alive. A brave engineer came up and inserted gear safety pins.

A knowledgeable guest sitting with a view of the right wing said later that he saw the mechanical indicator pop up as we touched.

If there is a lesson to be learned here, it is:

*When you have a problem that is shaping up to spoil your day (assuming you still have a wireless set that works) do not hesitate to*

### **DECLARE AN EMERGENCY**

*It's the only way to be sure you and your problem will be taken seriously.*

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**Post script** – Captain Bourn (Cambrian Airways) had a similar problem with a similar aeroplane a year or two later somewhere up in Scotland. In his case the gear did collapse on landing...



**Next month...**Sun, Sand and Sea with Zulu-Delta and Me.....by Olaf Blakeley

## Social news...

Having recently become aware of the new menu available at the club, I thought you would all be interested to know that we are returning to a fuller menu.

### The Aviator Café & Bar Menu

Bacon or Sausage Roll	£3.25
Beans on Toast	£3.00
Scrambled Egg on Toast	£3.00
Poached Egg on Toast	£3.00
Soup of the Day Served with fresh bread and butter	£3.95
Jacket Potatoes with Ham / Cheese / Tuna or Beans	£4.95
Choice of freshly made Sandwiches Ham / Cheese / Tuna or Egg Mayonnaise	£3.75
Salmon	£4.95
Baguette or Portuguese Roll Ham / Cheese / Tuna or Egg Mayonnaise	£4.25
Salmon	£5.25
Any additional items on the menu	0.80p

## News from...



As per the picture on the right...the long awaited control adaptation has arrived and has been fitted in G-BOXA! So, after James has familiarised himself with this new toy, any lower limb disabled person will be able not only to enjoy a trial flight but actually learn to fly!

**Reminder** - Closing date for the 2016 Flying scholarship for the disabled is **Monday 18th April 2016**.



## Plane Spotter's Corner ... By Bob Sauvary

*This month...* something completely different, Aurigny Trislanders... temps passé.



## AOPA news ...by Richard Hawkin



### **NEW CORPORATE AND GENERAL AVIATION DEVELOPMENT MANAGER, JERSEY.**

A new position has been created by Ports of Jersey and filled by local man, Lee McConnell. Lee has a considerable track record in airline and business aviation, in both flying and management rôles. Lee describes his new position -

*I am primarily tasked with development and cultivation of Corporate & GA aviation here so any ideas suggestions and contributions to my efforts would be most welcome.*

*There is a different landscape at Jersey Airport now after incorporation and it is my duty to help assist increase activity and engage a pro-active dialogue with flyers and organisations to make it a hub of aviation across all dimensions.*

*In particular, my deep passion in seeing the Jersey Aero Club evolve into a respected element and core focus of the GA activity, as it was so pivotal in spring boarding my fantastic flying career!*

We look forward to a great working relationship with Lee in his new position. For anyone who'd like to contact Lee, his e-mail is - [lee.mcconnell@ports.je](mailto:lee.mcconnell@ports.je)

## **DATES FOR YOUR DIARY...**

**Movie night** - Friday 11th March 2016 - **Disney Planes (2) Fire & Rescue at 19:00**

**Spot landing Competition** - Sunday 20th March 2016

**Club night** - Friday 1st April 2016

**Helping Wings Day for Young Adults** - Saturday 16th April 2016

### *and finally...*

*To enable me to work a little more easily on the newsletter, I would appreciate if you could send me your articles in an email with the photos references but send the photos as a separate attachment. Thank you.*

*See you all at the club!*

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