



Welcome to the
JERSEY AERO CLUB

NOVEMBER 2015 MEMBERS NEWSLETTER

For those of you who didn't attend the AGM, let me introduce you to your new committee and their rôles:

Chair - Alun Griffiths

Treasurer - Steve Ross

Secretary - Mally Richardson

House/Bar/Kitchen - Mike and Ann Fleming

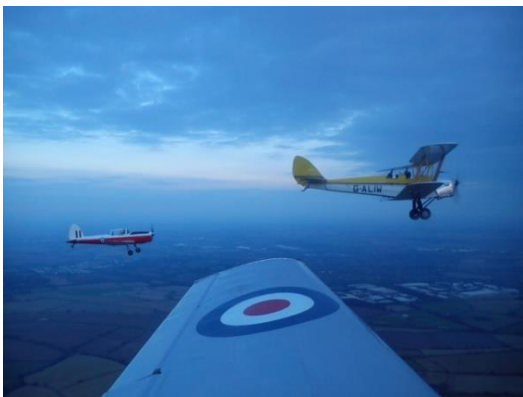
Engineering - Christen Bouchet

Flying/GA - Rupert Maddox

Committee Members - Geoff Clarke, David Marrani

If you need at any time to contact the committee, the easiest way is to email them on committee@jerseyaeroclub.com

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



Picture taken at sunset one evening in September at Sywell, Northamptonshire, by Joe Brown flying his Chipmunk in formation with James Evans flying Edward Moore's Chipmunk and Edward Moore/Frank Curry leading in Franks Tiger Moth.

After a good summer flying season, the clocks have gone back and the evenings are darker, meaning more opportunities for night flying. As long as you are in current flying practice, all you need to do to revalidate your night qualification is fly a circuit on your own before you can carry passengers. If you would like an instructor to accompany you (always a good idea)

give us a call, the team will be happy to oblige.

The night qualification is very useful skill to have, and as a qualification rather than a rating, you can never lose it. The course is only 5 hours so please feel free to pop in or call to discuss.

Following a recent conversation with the CAA, it appears that across the UK there are pilots operating unknowingly with out of date or invalid licences. This has come to light following the introduction of the EASA PPL, so if you are in any doubt at all, please give me a call and arrange for me to check your licence and I will advise you accordingly. I will go through your licence with you and if necessary put together the application for a new EASA licence. There is no charge for any of this. I am simply keen to see that all pilots have the correct licence and paperwork in place.

Finally, if there is enough interest I would be very happy to run a pilots evening, covering subjects such as online flight planning, customs and immigration requirements, flying in France, the latest ATC requirements etc, or any topic that the membership feels is relevant. Again feel free to give me a call or an email to register your interest or ideas.

SOCIAL

What a great evening the October club night was. Not only was the quiz organised by Mike Illien a huge success but it was followed by a very enjoyable dinner! Thanks to Mike for a splendid quiz and to all who joined in for making the evening such fun!

There were 6 rounds of 10 questions each. Each team had to choose a joker at the start of each round and all the points in their joker rounds was doubled.

Mike then asked for each team to work out the combined age of all the competitors in the room – some very interesting answers!

Below are the results:

1.	Fuss Pots	62
2.	Generals of Knowledge	51.5
3.	City Till I Die	50.5
4.	The Newbies	49
5.	RAFA	46
6.	Far Queue	44
7.	Semi-detached	43
8.	Kai Tak	42

So, there were 8 teams and 34 competitors with a combined age of 1742 (Average age of 51.24!!)

--City Till I Die (an avid Man City supporter) estimated 1740!

So, now, it's over to the winning team – Fuss Pots to organise the next quiz, hopefully on the January club night.

Two ***SOCIAL EVENTS*** to look forward to:

Friday 4th December is the Christmas Fayre. It is now in its third year and has proved very popular. So, this is your chance to do some early Christmas shopping whilst having a chat and a drink with fellow members. So, spread the word and bring family and friends to this enjoyable evening.

Saturday 12th and Sunday 13th December – Club trip to Dinan. This has become a great favourite. The Dinan Christmas Market is on that weekend and the atmosphere is brilliant. Contact the desk on 743990 if you wish to join in.

AOPA news ...by *Richard Hawkin*



The UK Met Office's new general aviation service went live in October. It is designed to be tablet and mobile friendly. You'll need to register to use it at -

<http://www.metoffice.gov.uk/aviation/ga>

The previous service will be switched off on the 31st December. For me, there are pros and cons. The new map feature looks good and allows you to look at whole areas, giving a good indication of the weather en-route and at and

around your destination. The usual charts are there too. If you're going further afield though, the map seems to show a selection of METARS/TAFs for France but nothing for Spain, Italy, etc. On the positive side, a click of a button brings up winds, storm activity, rain, etc.

The site carries advertising which is a bit annoying but, it is a free service. Upgrade to the premium service and you get more comprehensive features and lose the ads. One year's subscription will set you back £57.60 (incl VAT).

NOT AN AOPA MEMBER ? JOIN TODAY AND ENJOY THE BENEFITS AT

<http://www.aopa.co.uk/thepilotstore/index.php?app=ecom&ns=catshow&ref=AOPAMEMBERSHIP>

WELCOME TO OUR NEW MEMBERS

7 new members joined the club this month. Welcome to you all. We hope that you will enjoy being part of our busy and friendly club.

Julian Bennett -	Overseas
Frank Venton -	Social
David Nicholas -	Overseas
Rozalia Nicholas -	Overseas
Yann Le Tallec -	Student
Harry McNamara -	Student
Ryan Cummins -	Student

YOUR STORY.....this month....*Partition ...by Bernard Gardiner*



Watching a recent BBC programme "Who do you think you are?" with Anita Rani looking back on her ancestry in India, I was reminded of the very small part I played during the partition of Pakistan from India in 1947. On both sides of the new border many massacres were taking place and there was considerable loss of life. The British government decided to try to help by providing an airlift of Hindus from Pakistan and Muslims from India. Accordingly they chartered a fleet of mainly Dakota aircraft to fly out to New Delhi and base the operation from there. I was, at that time, flying as a First Officer with Scottish Airlines based at Prestwick and some 5 or 6 Dakotas were chartered from that Company.

So, on the 14th of October we set off for New Delhi in Dakota G-A JYV with stops at Marseilles, Malta, Nicosia, Baghdad, Sharja and Karachi . We were a crew of 4 with Jack

Eglin, Captain, me as First Officer, Tammy Martin as Radio Officer and Davy Thompson as Flight Engineer. A flight engineer was necessary as the stops in Pakistan airfields were without any ground support. The cabins were stripped of all seats etc. and the refugees were to sit on their bundles of personal belongings.

Flights into Pakistan were required to land at Lahore for Customs clearance and then on the various ex RAF airfields such as Dera Ismail Khan, Chakwala, Peshawar, Risalpur and Multan. The return flights all landed at Ambala to disembark the refugees for a large camp which had been set up there.

One flight I will not forget was to Quetta. There were no radio aids and navigation was map reading and

eyeball only. The way into Quetta was to follow a road and railway until they turned into the mountains. It then became important to follow the road only as the railway ran through a



tunnel and Dakotas are not noted for their ability to fly through tunnels!. So map reading was important. The days were long so we carried packed lunches to eat during the flight. This meal ended with cheese and cream crackers. The map on my lap gathered the inevitable crumbs and to get rid of them I opened the side window and shook them out. There was a loud whoop and the map was gone. Jack was very cross with me! We had remembered enough to get us to our destination.



One aircraft, G-AGWS, was due to return to Prestwick for servicing, so on November 17th we left Delhi for the return via Karachi, Kuwait, Nicosia and Malta. From Malta the intention was to land at Marseilles for fuel but as we approached the aerodrome went out in fog. Never mind, we will carry on to Le Bourget. Once again, out in fog, so all that was left was Northolt, then London Airport. This was stretching endurance very close so some very careful navigation was called for. There were no airways and precious few radio aids and our flight engineer was doing his best with playing with mixture controls etc. We landed with enough fuel to taxi in anyway after 8 hours 34 minutes.

Next month.....Chipfest 2015by Joe Brown

HELPING WINGS.....by Richard Hawkin



*Helping Wings volunteer pilot, Neil Dyke with Harvey and his carer Clare.
It looks as if Harvey might have enjoyed his flight!*

Oh - what a perfect day! Over the years since we've been running our annual event for younger children, the weather has certainly been a mixed bag. Twice, all flying had to be cancelled. The children still had a great time though, enjoying all the other activities organised for them but

This year, however, the weather was perfect, allowing the day to run to schedule without any problems. 32 children were enrolled for the day. Together with their parents or carers, brothers and sisters, nearly 100 passengers flew around the island of Jersey in light aircraft flown by our Helping Wings volunteer pilots.

When not flying, the children were able to climb over fire engines, watch a display by the police dog handlers, be mesmerised by Chicano's magic and generally have a great day. Lunch was provided at the Jersey Aero Club which was the base for the entire day. New for this year, the children were asked to draw aircraft. These pictures will be used to decorate the Helping Wings Christmas tree which will form part of the St Peter's Church festivities.

It was great to see so many familiar faces but also pleasing that we're now reaching more children through the various charities and states departments, particularly the youth service. Helping Wings Day may only be one day in the whole year but its impact can and does last much longer.

Days like this clearly don't just happen. For the second year, the Collas-Crill Island Walk provided funding. A huge amount of organisation and work is required both before the event and on the day. The Helping Wings team would like to say an enormous thank you to all its helpers, pilots and ground crew, to Jersey Airport's air traffic controllers and fire and rescue service, to the States of

Jersey Police Dog Handlers, to the staff of the Jersey Aero Club, and most importantly to the children themselves. Without them there would be no Helping Wings Day.

If you want to join our team of volunteers, go to our website www.helpingwings.jersey.org

DATES FOR YOUR DIARY

- Christmas Fayre - Friday 4th December
- Christmas Club trip - Dinan - Saturday 12th & Sunday 13th December
- Quiz Night - Friday 8th January 2016 (tbc)

THE PLANE SPOTTER'S CORNER.....by Bob Sauvery



A few of the more unusual types spotted by Bob in October.

VISIT TO AIR TRAFFIC CONTROL.....

11 people are booked for a visit to the Control Tower. Thanks to John Le Ruez for organising it. I hope that someone will find time to write a short report of the visit which I would publish in next month's newsletter. Of course, it would be good some photos as well.

If you are interested and have missed out this time, let me know. I am sure a future visit can be arranged.

AND FINALLY....

Although I am no longer on the committee, I have offered to carry on with the newsletter and would be grateful to receive anything you might think of interest to other club member.

Please send to the email address below.

Looking forward to seeing you all at the club!

Eveline

evelinehawkin@gmail.com