



Welcome to the  
**JERSEY AERO CLUB**

## May 2016 Newsletter

### A bit of fun...

Two gentlemen looking very serious...What could they be discussing?...captions please....the best ones will be published next month!



### FLYING DESK NEWS ... By James Evans

April has been a fantastic month for flying, good weather, lots of hours flown and lots of people coming in to renew licences, ratings etc after the awful winter weather. 2 new PPL students started with us during April and we have a UK based pilot coming to us for a residential IMC (IRR) next week.

The highlight of the month for me was the annual Spot Landing Competition, held on the 17 April, it was third time lucky as we had to postpone twice due to the weather in February and March. It was a very successful event, extremely well supported by members and guests, with 34 entrants flying in the competition itself where they each had 2 attempts at gliding from 2000ft overhead the airfield to land as close to the centre of the allocated mark as possible. The wind was very light and changeable throughout the day resulting in 2 changes of runway and challenging conditions for the pilots, however we finished the competition with 5 pilots sharing joint second place with 50/100 points : Steve Page, Paul Berry, Tom Evans, Richard Price and Lucy Almeida. The winner with 80/100 points was Ashley Johnson, a student currently preparing for his Skills Test. Congratulations to the winners and thank you to all competitors and members for your support of the club and the event.



Chipmunk G-APPM losing height during the last stage of an approach during the recent spot landing competition, no doubt much to the amusement of the crew of the holding B717!

If anyone is in any doubt about the current state of their Licence or associated ratings, please feel free to pop in or call me for a chat and I will check everything out and renew/revalidate/advise accordingly, no charge!

## The Jack O'Sullivan Memorial Trophy...

This competition has been held since 1998 in the memory of Dr. Jack O'Sullivan who as well as being an AME for many of the local pilots, was a very keen flyer, a fierce competitor winning many rallies such as the Transatlantic Air Rally - Paris to New York, Paris to Dakar and of course the famous Cognac Rally winning his weight in cognac quite a few times!

Jack was a well loved club member and a very respected aviator who sadly passed away far too young!

The Jack O'Sullivan competition was originally for local pilots only. However, ex-chairperson, Sandra Carroll extended it and invited the other Channel Islanders to participate.

However, the trophy has remained far too long over in the friendly island of Guernsey and may be we should have a "Muratti" flying experience and bring it back to Jersey this year!

## JACK O'SULLIVAN NAVEX - Saturday 14th May 2016

This year there is a D-Day theme and you are being tasked to carry out a photo reconnaissance sortie of various reported 'targets' (which are all the turning points on the route) and take your own photographs of these.

These photos are not scored but there may be a best photo merit prize.

The main task is to fly a route of about 60 miles according to a given time schedule and see if you can locate 8 numbered 'en-route' photos which can be anywhere on the route.

You choose your airspeed you want to fly the route, and your start time – that is the time you would like to be over the start (Cap Rozel). Up to 2 hours before this you will be given the following:

GPS logger – position this in view of the sky in the cockpit, slow flashing light means it is tracking.

Time schedule based on the forecast wind to be over the various turning points in UTC. You can shift your start time if you are delayed (or early) but you would then need to recalculate all your etas yourself.

Allow plenty of time to plot the route - suggested time about one hour. Before going out to your aircraft please check that your flight plan is in the system and be sure to collect a GPS logger and. Your take off is not timed so allow plenty of time to reach the START point. Once clear of the CI CTR you will have the option to call Brest Information 134.20 or Deauville App 121.425..

Suggested height for the outbound transit and for the whole route is 1000 feet agl. The finish is at Cap Carteret where you can call Jersey App for entry to CI CTR..

If using 26 we hope to have a JUDGED LANDING photographed from the balcony - as briefed.

After landing please go as quickly as possible back to the club to hand in the GPS logger and camera card and debrief with the location of the photos.

KEEP A VERY GOOD LOOKOUT ... FLY SAFELY ... GOOD LUCK

The Aviator Cafe will be open for those essential refreshments!

Contact [markdravers@gmail.com](mailto:markdravers@gmail.com) or [info@jerseyaeroclub.com](mailto:info@jerseyaeroclub.com) to enter.

## Your story...A young man and a Cessna...by Mike Le Galle



Look at the route above, do you think you could do this? It was in fact the route taken by Mathias Rust between 13<sup>th</sup> and 28<sup>th</sup> May 1987. It's a route that would challenge any pilot, but Mathias was just 18 years old with only around 80 hours flying experience, and the aircraft was a rented Cessna 172 D-ECJB.

Mathias had learnt to fly in Germany, and had convinced his father to fund a trip to build his flying hours towards obtaining a CPL, not only that but he managed to hire the Cessna 172 with the rear seats removed and long range fuel tanks installed.

His original intention over the two weeks was to make the final legs Helsinki to Stockholm and then back to Hamburg. However, during the trip Mathias decided he wanted to create an "imaginary bridge" to the East, and he has claimed that his flight was intended to reduce tension and suspicion between the two Cold War sides of the USA and Russia by

It was the last but one leg Helsinki to Stockholm and he had still not made up his mind to do it or not, the risks were huge, one moment he would think they will shoot me down for sure, but then the next he would think well I have just got to try it. He departed Helsinki at 12:21 with a flight plane to Stockholm and then just a few minutes after departure he made the decision, I'll do it.

Mathias said nothing to ATC but turned left towards the Estonian coast, descended as low as he dared over the Baltic Sea, turned off the radio, and took up a heading towards Moscow.

What followed has gone down in aviation folk law. With the series of errors that started, allowing Mathias to reach his destination.

Helsinki ATC lost him on radar and assuming he must have ditched started an air and sea search for the aircraft, they found nothing. But continued to assume he had ditched.

Mathias crossed the Baltic coastline over Estonia and turned towards Moscow. At 14:29 he appeared on Soviet Air Defence (PVO) radar and, after failure to reply to an IFF signal, was assigned combat number 8255. Three SAM divisions tracked him for some time, but failed to obtain permission to launch at him. All air defences were brought to readiness and two interceptors were sent to investigate. At 14:48 near the city of Gdov one of the pilots observed a white sport plane similar to a Yakovlev Yak-12 and asked for permission to engage, but was denied.

The fighters lost contact with Rust soon after this. While they were being directed back to him he disappeared from radar near Staraya Russa. Air defences re-established contact with Mathias Cessna several times but confusion followed all of these events. The PVO system had shortly before been divided into several districts, which simplified management but created additional problems for tracking officers at the districts' borders. The local air regiment near Pskov was on manoeuvres and, due to inexperienced pilots' tendency to forget correct IFF designator settings, local control officers assigned all traffic in the area friendly status, including Mathias Cessna.



Near Torzhok there was a similar situation, as increased air traffic was created by a rescue effort for an air crash the previous day. Mathias, flying a slow propeller-driven aircraft, was confused with one of the helicopters taking part in the rescue. He was spotted several more times and given false friendly recognition twice. Mathias was considered as a domestic training plane defying regulations, and was issued least priority.

Around 7:00 p.m. Mathias arrived above downtown Moscow. He had initially intended to land in the Kremlin, but changed his mind: he reasoned that landing inside, hidden by the Kremlin walls, would have allowed the KGB to simply arrest him and deny the incident. Therefore, he changed his landing spot to Red Square. Heavy pedestrian traffic did not allow him to land there either, so after circling about the square one more time, he was able to land on a bridge by St. Basil's Cathedral. A later inquiry found that trolley wires normally strung over the bridge, which would have prevented his landing there, had been removed for maintenance that very morning, and were replaced the day after. After taxiing past the cathedral he stopped about 100 metres from the square, where he was greeted by curious passers-by and was asked for autographs. When asked where he was from, he replied "Germany" making the bystanders think he was from East Germany; but when he said West Germany, they were surprised. A British doctor videotaped Mathias circling over Red Square and landing on the bridge. Mathias was arrested two hours later.



Mathias Rust's trial began in Moscow on 2 September 1987. He was sentenced to four years in a general-regime labour camp for hooliganism, for disregard of aviation laws, and for breaching the Soviet border.

He was never transferred to a labour camp, however, and instead served his time at the high security Lefortovo temporary detention facility in Moscow. Two months later, Reagan and Gorbachev agreed to sign a treaty to eliminate intermediate-range nuclear weapons in Europe, and the Supreme Soviet ordered Mathias to be released in August 1988 as a goodwill gesture to the West.



Mathias flight through a supposedly impregnable air defence system had great effect on the Soviet military and led to the dismissal of many senior officers, including Minister of Defence Marshal of the Soviet Union Sergei Sokolov and the Commander-in-Chief of the Soviet Air Defence Forces, former World War II fighter ace pilot Chief Marshal Alexander Koldunov. The incident aided Mikhail Gorbachev in the implementation of his reforms, by allowing him to dismiss numerous military officials opposed to him.

Mathias Rust's rented Reims Cessna F172P (serial # F17202087) registered D-ECJB, was sold to Japan where it was exhibited for several years. In 2008 it was returned to Germany and was placed in the Deutsches Technikmuseum in Berlin.



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



## SOCIAL NEWS

### International Fellowship of Flying Rotarians

Fellow pilots Charles Strasser and Gregory Guida will be welcoming 80 IFFR pilots and guests during their visit to Jersey between the 16th and the 19th of June.

They've organised a full timetable for their guest, from optional shooting at Crabbé, to a visit to the Museum, lunch at Durrell's, the war tunnels and more...

They will be attending 2 lunches at the aeroclub, firstly on the Friday and again before their departure on the Sunday.

So, the club will be buzzing and hopefully, Charles and Gregory's guests will return home with wonderful memories of our beautiful island and it's warm hospitality.(well, let's hope it will more than the hospitality which will be warm!)

## DATES FOR YOUR DIARY...

Saturday 14th May	Jack O'Sullivan Competition
Sunday 15th May	Guernsey Aero Club Open day
Friday 3rd June	Club night
Sunday 12th June	St. Brieuc Air Day
Friday 17th - Sunday 19th June	Guernsey Air Rally
Saturday 18th June	Flying Awards
Friday 24th - Sunday 26th June	Alderney Fly-in
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
Saturday 10th - Sunday 11th Dec	Dinan Christmas club trip



G-ACMA DH85 - Leopard Moth

Air Rally 1964

OO-PHS - Chipmunk

Air Rally May 1966



OY-DII - Mooney

Date of visit not known

D-ENMY - Cessna 172

Air rally May 1964



## NEWS FROM



16th of April proved to be yet another successful day for the Helping Wings team, their pilots and helpers with a wonderful day of flying and entertainment.

It was a busy day at the club with over 70 people having a round the island flight. With the added visit to the control tower, the chance to look around David Brown's homebuilt Sherwood Ranger and light refreshments served at the club, everyone had a wonderful time and went home happy and smiling.

I believe one person is still smiling... Our first ever flyer, Melissa Alves who took to the air with CFI James Evans using the hand control unit. Melissa absolutely loved her flight and is now wanting to complete her PPL!



So, yet again, our very grateful thanks to everyone involved in making the Helping Wings day such a success.



*and finally...*

If you have anything you would like published, please sent it to my email - [evelinehawkin@gmail.com](mailto:evelinehawkin@gmail.com)

Thank you and see you at the club!

*Eveline*