



Welcome to the  
**JERSEY AERO CLUB**

## March 2018 Newsletter

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### Important message from the chairman...Jim Buckley

The Committee has reached a defining moment in our plans and it is now time to discuss these plans and hopes for the future of the Jersey Aero Club with you.

We have been working on various schemes to not only prevent further loss of revenue but to try and plan for a stable financial way ahead.

Our intention is to 'lay out our stall' before you so that you may challenge, offer up ideas, decline, modify or agree to the plans we are proposing.

Chris Brook will appraise you of the current financial situation reveal to you the costs of going forward and you will have the opportunity to ask any questions.

Apologies if this is rather short notice but I will explain why at the meeting and I urge you to attend because there are important matters to discuss which may involve large sums of money.

We really hope you can attend this important meeting which will be held on **Tuesday, March 6th at 19:00 at the club**

### News from the flying desk...by James Evans

**REMINDER** - Spot Landing Competition is scheduled for 25 March.

Bookings for the Spot Landing can be made by calling the flying ops dept on 743990 or by email at [info@jerseyaeroclub.com](mailto:info@jerseyaeroclub.com).

## Social news...

**Club night...** The weather being what it is, we made what we think is the sensible decision to move the club night and quiz to March 9th. Surely, by then, spring will be well on the way.

So, if you want a bit of fun, join us for the evening. Food will be available from 6pm and the quiz will start at 7pm.

**The GASCo safety evening** was once again very well attended and we all learnt some very sobering facts which we hope made us even more aware of safety both in the air and on the ground.

Thanks to James for organising the evening.



**Looking forward...** MAF pilot Bryan Pill will be visiting us on Thursday 11th October for an evening presentation.

Those of you who have attended before will look forward to a very entertaining and informative evening.

## Your story... A great day out by Richard Hawkin

I'd never given any thought to enter a flying competition before but something about the Royal Aero Club's Dawn to Dusk competition appealed. Maybe it was because the emphasis seemed to be on showing a innovative and good use of a light aircraft rather than something more structured like an air race.



The official wording for the competition says - *The Objective of Dawn to Dusk is to encourage the most interesting employment of a Flying Machine within the limits of competent airmanship and to demonstrate the capabilities of pilot and machine in a day's flying, during the hours between Dawn to Dusk, in terms of furthering some original and praiseworthy objective.*

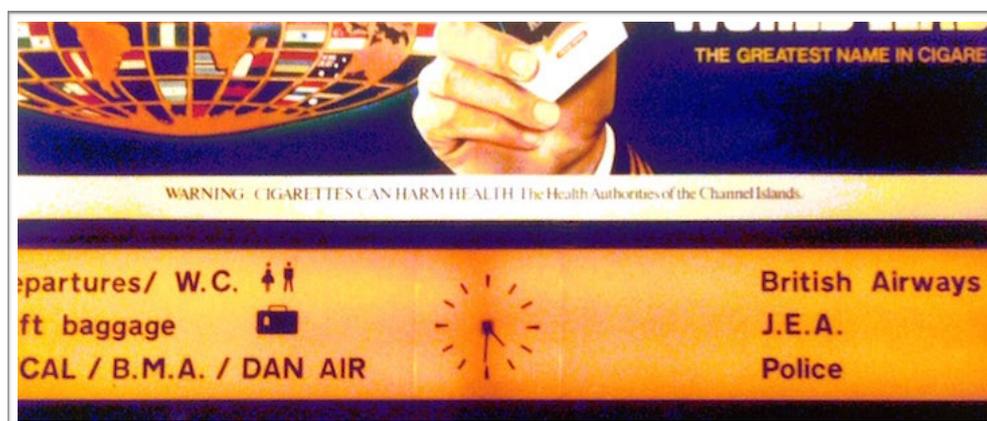
So back to 1985, the year I persuaded fellow pilot, instructor and met officer, Malcolm Fosse, to join me in the venture. Importantly Malcolm had a share in Piper Cub GCUBJ which we thought might add interest to our application. But there was a lot of preparatory work to do before we went anywhere near the plane.

Just doing a lot of flying in one day was clearly not going to cut it with the organisers. How we used the plane was going to be critically important. Our location in Jersey made us look towards France for our inspiration. Flying nearly an hour and a half each way, over water, between Jersey and the UK didn't seem like a particularly interesting way of using a light aircraft so France it would be. In particular Normandy seemed like a good choice with the shortest sea crossings. Our theme would be the creation of a pilot's guide to airfields in Normandy made by visiting every airfield or, at least, those we would be allowed to land at.

Normandy is big, probably bigger than you think, stretching from the coastline south towards the Loire Valley and east almost to Paris. We counted 25 airfields and we hoped to land at every one. In fact, we made 23, never getting permission to land at the French Air Force base at Evreux and receiving a "non" for Vauville.

The total distance we calculated, Jersey back to Jersey, was 567 nautical miles. Using an 80 knot cruising speed, it was going to take about 9½ hours flying time with the 5 minutes we were allowing for circuit procedures at each place. Then we needed time on the ground at each airfield to get some form of proof that we had actually landed - and we needed to eat and drink ! We would also need longer stops for refuelling. It was going to be tight but we reckoned that if we could get permission from Jersey Airport's Director, Mike Lanyon, to take-off at 0545 in the morning, we should get back with 30 minutes to spare before the airport's closing time at 2130.

We wrote letters to every airfield to make sure that there would be someone there to stamp our journey log, checked to make sure that fuel would be available where we needed it and we got that all important permission to leave Jersey early.



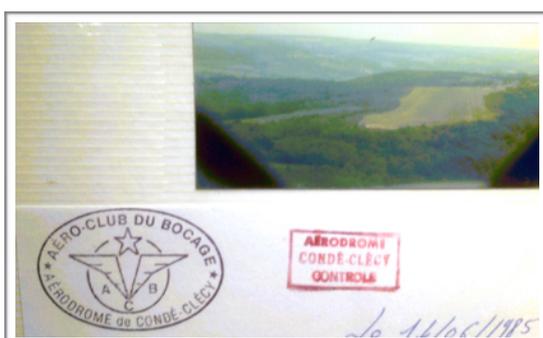
With a good forecast we chose the 14th June as the date for our flight. The weather was good and was to present us with no difficulties throughout the whole day. Malcolm and I met at the airport for our met briefing at 0430 . We were in the days before general access to computers and no internet to speak of, so all the flight planning was done manually and had to be submitted to the organisers for scrutiny - no corner cutting.

Just after 0540 BST we were at the holding point of runway 27 and our log shows that we were airborne at 0446 z and heading towards our first stop in Granville. Our route followed a fairly logical anti-clockwise "circuit" taking us through the south of Normandy - Avranches, Flers, Bagnoles ( where Mr Buisson had left a souvenir for us to collect as evidence of our landing ). Malcolm and I changed seats at every stop. Mortagne nearly caused us a problem with a truck on the runway. We buzzed overhead for a few minutes which we didn't really have to spare. Just as we were about to give up, we spotted the driver running out from the clubhouse. He moved the truck to the side of the runway so we could land. We carried on towards Paris stopping at all our planned destinations before heading north and up to Etrepagny and Rouen for lunch.



Further north still were our next points of call, Eu-Mers-Le Treport and Dieppe. We're almost half way round and heading south-west ( St Valery, both Le Havre airfields, and so on ), homeward bound but still with another 11 Normandy landings to go. No time to waste but the timing is looking good. South now to Bernay, on to Falaise and Caen where we land spot on our eta of 1705 z. We've been on the go more than 12 hours !

Lessay is next with Jersey temptingly visible on the horizon but we then turn north to circle over Vauville before landing at our last airfield in Normandy, Cherbourg.



Finally it takes us 33 minutes for the last sector of a long day to land back in Jersey with the setting sun at 1955 z, a few minutes ahead of our schedule.

A well deserved pint at the aero club followed by a good night's sleep. The paperwork can wait until tomorrow - and there's lots of it !

We didn't win, that's for sure, coming 12th out of 15 entrants. But we were first timers, many of the entrants having participated before and, most importantly, we'd had a great day out.

The awards ceremony was held at the Royal Aeronautical Society in London with HRH Prince Andrew making the presentations. For one brief moment I felt like a real pilot !



And what will be your story next month...?

**For sale and wanted items...** If you would like to advertise items you have for sale...send me an email on [evelinehawkin@gmail.com](mailto:evelinehawkin@gmail.com)

**Happy to fly/want to go...** In the same veins, if you are going somewhere with spare seats or would like a lift, email me and I will ensure it's publicised.

News from...



## IRV LEE'S MASTERCLASS

Here's a reminder of the proposed Masterclass in Jersey.

The date set for the masterclass is Saturday, 12th May. The venue will be the Radisson Blu in St Helier. The cost, per person, will be £150. This will include snacks, lunch, teas and coffees, etc plus, of course, the cost of the course itself, including handouts. The course will run from approximately 0915 to 1645.

Irv needs a minimum of 9 attendees to make it viable. Maximum numbers would be around 12. If numbers warranted it, there might be second session on the 13th. A key part of the ethos and enjoyment of the masterclasses is the small number of attendees.

Clearly, Irv will need an early indication of attendance as flights and room hire at the Radisson will need to be booked. This is an opportunity not to be missed with value going way beyond the cost. If you would like to attend and are prepared to make a commitment to do so, please go to Irv's website and follow the booking instructions - - [www.higherplane.co.uk](http://www.higherplane.co.uk)

*Full refunds if Masterclass does not go ahead.*

## News from your local flying charity...



*A message from Charlotte Harman who yet again is supporting Helping Wings...*

I am going to be making cupcakes and the prices will be:  
*1 for 50p, 2 for £1, 5 for £3, 8 for £4, 10 for £5*

Of the money raised, a quarter will be going towards Helping Wings a fantastic charity that I have raised money for in the past.

If you would like to buy some of them please text me on the HW Facebook page.

When they are made then my Dad and I will take them to the Aero Club for collection on Saturday 10th March. Hope you buy some!

**Saturday 21 April - Our day for young adults and teenagers.**

We are always looking for volunteer pilots. If you are interested, email us on [hello@helpingwingsjersey.org](mailto:hello@helpingwingsjersey.org)

Also for sale at the bar...Jersey adventures of Captain Rupert by Alan Jeffries

Set of 11 - £29.99

Sold individually - £2.99

25 % of each sale to Helping Wings

You can order the books either at the Jersey Aero Club bar or email us on [hello@helpingwingsjersey.org](mailto:hello@helpingwingsjersey.org)



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



G-OMDB Van's RV-6A

02 February 2018 Jersey

G-AVCM Piper PA24-260B Comanche

16 February 2018 Jersey





G-BZRO Piper PA30-160 Twin Comanche  
01 February 2018 Jersey

F-JAPI 67-BXM Aerospool WT-9  
Dynamic

21 February 2018 Jersey.



G-CGMV Roko Aero NG4-HD

23 February 2018 Jersey.JPG



N129EW Piper PA28R-200

Cherokee Arrow II

15 February 2018 Jersey.



## DATES FOR YOUR DIARY...

Tuesday 6th March -	MEMBERS MEETING AT 1900
Friday 9th March -	Club night /QUIZ
Sunday 25th March -	Spot landing competition
Friday 6th April -	Club night (ideas welcome...)
Saturday 21st April -	HW day for teenagers and young adults
Wednesday 6th June -	HW day for Les Amis residents
Saturday 6th October -	HW 10th anniversary & HW day for young children
Thursday 11th October -	MAF presentation by Bryan Pill

**A reminder...**It's time to renew your membership.

**Don't forget** - One of the advantages of being a member is the 10% discount on food and drinks at the bar.

Full member single	£105.00
Full member joint	£155.00
Overseas single	£50.00
Overseas Joint	£75.00
Retired single	£52.00
Retired Joint	£77.00

## Airport of the month...

Congratulations to Tony Harris for the correct answer...

St Mary's on the Scilly Isles.



Tony has come up with one of his own...



*and finally...* Anything you want published especially your flying stories, please send to my address: [evelinehawkin@gmail.com](mailto:evelinehawkin@gmail.com).

But, if you wish to contact the committee directly, please use the following email address: [committee@jerseyacroclub.com](mailto:committee@jerseyacroclub.com).

Looking forward to seeing you at the club and to hearing from you.

*Eveline*