



Welcome to the
JERSEY AERO CLUB

October 2018 members newsletter

Update from the committee...by Jim Buckley

Flying

We are pleased to inform you that the CAA Airworthiness Division have released our third new aircraft and that it is now in Jersey, so the fleet is now complete.

G-BOXA and G-BPDT have both been sold and are now with their new owner, G-XA has left the Island and G-DT is awaiting collection and we think that their new home will be in Poland.

Martin Willing our Director of Flying has held the first of what will be regular meetings with the Instructors and he will keep all of the flying staff abreast of developments concerning that department. We are also very pleased to say that we have nine flying instructors and the possibility of two more joining us.

Congratulations to Daniel Gotel and Abbigale Austin our new PPL's, as of last month and we are also very pleased to announce that Abbigale has started working for us as an Operations Officer.



Engineering

Working with Bob and all the staff we are sure we have achieved a seamless transition from Pole Star back to the Aero Club and it is business as usual.

If you wish to book your private Airbus 319 into engineering, you go about it in exactly the same manner as before and you will find the staff waiting in eager anticipation.

Graham Nears is at the Tecnam factory at Capua, near Naples undergoing the Tecnam engineering course, he has taken two examinations already and will be back in Jersey next week. We hope to become a Tecnam service centre in the near future.

Congratulations to Harvey Dellarcrone who has secured a formal Aeronautical engineering course leading to the qualification of licensed engineer with Channel Island Aero Services.

Car Park

We are starting to get somewhere with this ongoing problem, in that we have had a very helpful meeting with the Airport and we are due to meet them again soon. We have ensured that all the ducting and other paraphernalia is in place to fit the barriers, watch towers and machine guns.

A few words from Sandra...

2018 Air Display



**Red 1 - Team Leader Squadron Leader
Martin Pert**



Our new PPL Abbigale Austin meets this years three new Red Arrow team

On Wednesday 12th September, JAC welcomed the Red Arrows back to the club thanks to Hettich and Breitling who chose to host a prestigious welcoming function at the club.

Their guests and club members watched as the Red Arrows landed and were treated to champagne and a presentation by Red 1.

Air Display day was a busy day at the club as members enjoyed watching the take off and landing of some unique aircraft.

Everyone enjoyed the good weather and the burgers and steak sandwiches provided by Sandra with help from Eveline and Emma. Fatima as always did an excellent job at the bar.

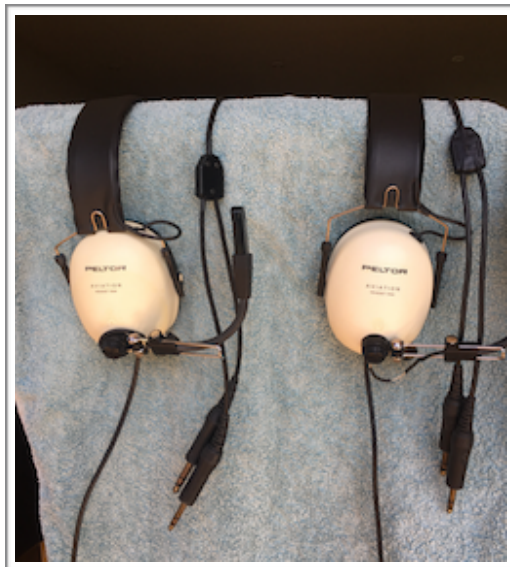
James Hancock who is a regular overseas visitor sent us some excellent photos . Below is the link to his website:

<https://drive.google.com/drive/folders/1ckG69MU9EeKXFxjCIX4z-YENZVuSQ9EW?usp=sharing>

DATES FOR YOUR DIARY...

| | |
|----------------------------------|--|
| Saturday 6th October | HW (Helping Wings) 10th anniversary & HW day for young children |
| Postponed | MAF (Mission Aviation Fellowship) presentation by Bryan Pill (date to be confirmed) |
| Saturday 8th/Sunday 9th December | Christmas trip with overnight stay in Dinan. Dinner at the St Louis restaurant. |

For sale and wanted items... If you would like to advertise items you have for sale...send me an email on evelinehawkin@gmail.com



For Sale:

2x Peltor 7004 headsets. Good condition.
Dual plugs. Pre-owned.

£45 per headset or £80 for both.

Please phone John on 07797 850927

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

Your story... Hastings TG533 242 OCU by David Nicholas

A damp and gloomy late May morning in 1963. On the western fringe of the apron at Jersey Airport sits Hastings C1 TG533 of 242 Operational Conversion Unit, RAF Thorney Island. Some 30 members of the RAF Section, Victoria College Combined Cadet Force, disembark from their coach and are hustled through the terminal and out onto the otherwise empty apron. We march as smartly as possible (given that each of us carries a kitbag) to the seemingly enormous aircraft, towering above us on its long undercarriage. Boarding is accomplished by climbing an almost perpendicular ladder lowered from the doorway, and then a steep uphill climb to our grey, rearward facing seats. With practically no soundproofing or insulation, and a bare metal floor, this machine is not built for comfort, and although I am sitting more or less over the main spar the idea of flying *backwards* does not greatly enthuse me. A missing rivet, whose hole is almost large enough for me to push my little finger through, adjoins the large, yellowing perspex window. I decide not to put my finger in the hole. Within a couple of minutes of boarding, the Air Loadmaster walks through the cabin delivering the nearest thing that we get to an emergency briefing (pointing out the location of the door, overwing exits, lifejackets and the dinghies) and then enters the cockpit to, presumably, inform the crew that we are all tied down!

The four Bristol Centaurus engines, each of over 2000 horse power, once started and idling, do not seem too noisy, and we are soon trundling along the taxiway to the Runway 09 holding point. At this point, reality comes crashing in as each engine in succession is run up to maximum power, the variable pitch propeller exercised and the magnetos checked, before returning to idle. Without further delay, we roll out onto the runway, the throttles are opened to an intermediate power setting, then takeoff power....and the noise is incredible. A roaring, booming, all-enveloping racket fills the aircraft, my ears and my whole body....the vibration is colossal, and my feet are being massaged by the reverberating floor. Only the acceleration seems pedestrian. On the port side of the aircraft, I see the spire of St Peter's church and although the tail is now up we are still rolling down the runway, on and on, towards the end of the paved surface and.....we lift. The airport boundary flashes past the wing trailing edge and the wing dips as we start a slow climbing turn to the north, and enter cloud. Conversation is impossible. Even when power is reduced to cruise rpm, the noise is practically unbearable, and to think these workhorses fly all over the world for RAF Transport Command.....

The flight to Thorney Island takes just 40 minutes, during which each of us gets a short (30 second) visit to the cockpit. Apart from two pilots, who studiously ignore us, and the navigator (standing in the astrodome the better to avoid us) only the NCO flight engineer quickly explains the main features of his panel before, all too soon, we are descending over Hayling Island on final approach to Thorney Island. A gentle landing and we are soon excitedly disembarking for our weekend stay with the RAF, eager to see the Beverleys and Argosys of the Conversion Unit based at this former Coastal Command airfield.

That evening, I walk around the coastal boundary of the airfield, on the south side of which there is no perimeter fence, just the beach. Just short of the north/south runway, half buried in sand, lies the remains of an aircraft. Examination suggests that this might have been a Mosquito (it is largely wooden) or Vampire (only the forward fuselage is visible). Back at the airfield to an unappetising supper, nobody knows what the unfortunate aircraft was, except that it was not a recent crash! I never find out for sure.....



The following morning, assembled into three ranks outside the wooden hut in which we had rather less sleep than we should, we march smartly to the airmen's mess for breakfast, of which I remember nothing except the embarrassment of seeing the third rank (of which thankfully I was not a part) wheel right when the remaining ranks of cadets correctly wheeled left. The apoplectic features and picturesque vocabulary of the Flight Sergeant in whose care we had been placed remains with me to this day, as does the amused faces of the regular airmen who looked on.

The day passes quickly, with a visit to the control tower from where we watch the Argosies and Andovers bashing the circuit, a hangar where we are allowed to crawl all over the enormous and cavernous Blackburn Beverley, and finally a similarly forgettable lunch before we rejoin our old friend TG533 for a late afternoon return flight to Jersey. Somehow it doesn't seem quite as noisy the second time around, but we are treated to low flypast across the airfield before climbing away to the south west towards home.

The Handley Page Hastings

The Hastings was rushed into service because of the Berlin Airlift, with No.47 Sqn replacing its Halifax A Mk 9s with Hastings in September-October 1948, flying its first sortie to Berlin on 11th November 1948. The Hastings was mainly used to carry coal, with two further squadrons, 297 & 53 joining the airlift before its end. A Hastings made the last sortie of the airlift on 6th October 1949, the 32 Hastings deployed delivering 55,000 tons of supplies for the loss of two aircraft.

100 Hastings C.Mk 1 and 41 Hastings C.Mk 2 were built, and they served both on Transport Command's long-range routes and as a tactical transport until well after the arrival of the Bristol Britannia in 1959. An example of the latter use was during the Suez crisis when Hastings of 70, 99 & 511 Squadrons dropped paratroops on El Gamin airfield.

The Hastings continued to provide transport support to British military operations around the globe through the 1950s and 60's, including dropping supplies to troops opposing Indonesian forces in Malaya during the Indonesian Confrontation.

The Hastings was retired from Royal Air Force Transport Command in early 1968 when it was replaced by the Lockheed Hercules.

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

Air display 2018



F-AZER Dassault MD311 Flamant on 13 September 2018

F-AZFE 237

Dassault MD312 Flamant

**13 September 2018
Jersey**



N32CS A46-139

**Commonwealth CAC-13
Boomerang**

on 11 September 2018 Jersey

G-SHWN KH774

N.A.P51D Mustang

on 13 September 2018 Jersey



PA474 Avro Lancaster B1

**on 13 September 2018
Jersey**

F-AZVM 105 SNCAN

Nord 2501 Noratlas

on 13 September 2018 Jersey



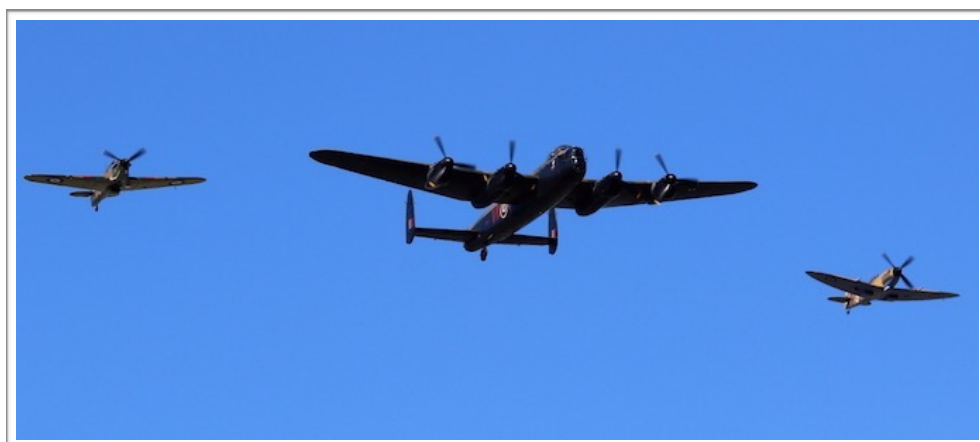
G-THUN 549192

Republic P47D Thunderbolt

on 13 September 2018 Jersey

F-AZZK Yakovlev 3UPW

on 11 September 2018 Jersey



BBMF

...and of course...the grand finale



RED6



RED23

Other news...

The Duchess of Brittany is back...



A few words from Willy Weber

Chairman - Duchess of Brittany (Jersey) Limited

The Aeroplane

On the UK civil register as G-AORG. DH114 (Heron) 2D. Powered by four DH Gipsy Queen 30s. 10.18 litres, 250 hp (unsupercharged). Max all-up weight 6.123 tonnes. 14 passenger seats + 2 pilots. Toilet (Bucket & chuckit). Full tanks - 316 imperial gallons (1,436 litres). Average consumption - 44 gph (200 lph). 150 knots cruise. IFR Nav-Comm. Private category Certificate of Airworthiness. *(No charters allowed)*.

Year of build 1956. First owner – Alares Development Company (Jersey Airlines). Second owner – UK Ministry of Defence (Royal Navy). Acquired by a group of local enthusiasts (us) – 1989. RG is the only example of its type still airworthy.

Crewing Policy

An aeroplane of this type really needs captains who have professional qualifications. To sit an inexperienced pilot in the captain's seat would be showing questionable wisdom. The right seat is a different matter. Although RG is certificated as a single pilot aeroplane, our policy is to have the right seat occupied by a shareholder who is capable of carrying out a safe landing should the unthinkable happen. PPL holders qualify, of course. It is company policy to carry volunteer cabin attendants.

Finance

A small number of shares are for sale: £3,000
Annual Subscription 2018 was: £3,000 (this varies year on year).
A charge is made for actual use of the aeroplane to cover direct operating costs.
This is kept low to encourage utilisation.

Important: We are a non-profit company and are not in the charter business.

Highlights of previous years

We have visited: - Alderney, Angers (picnic on the river), Angouleme, Auxerre, Belfast, Bergerac, Biggin Hill, Blackbushe, Blois, Bournemouth, Brest, Caen, Cherbourg, Cognac, Cork, Coulommiers, Cranfield, Culdrose, Deauville, Dinard, Dublin, Duxford, Exeter, Goodwood, Granville, Guernsey, Hamburg, Isle of Man, La Baule, Lannion, Laval (picnic on a different river), La Rochelle, La Roche sur Yon, Le Havre, Liverpool, Londonderry, Lorient, Luton, Lydd, Morlaix, Paris (Le Bourget & Toussous), Perigueux, Peterborough (Spalding Tulip Festival), Plymouth, Poitiers, Quimper, Redhill, Rennes, Saumur, Shoreham, Southampton, Southend, St. Brieuc, St. Mawgan, St. Nazaire, Stansted, Vannes, Wroughton, Yeovilton, & Zurich.

Plans for the coming season

It's all up to the members. We have pencilled in a few – Blackbushe, Caen, Deauville, Duxford (IWM), Goodwood (Revival), Nantes, Old Warden (Shuttleworth), Perigueux, Poitiers, Shoreham, and Yeovilton (RNAS). There will be many more. *(Charters are not allowed).*

Or how about making up your own party of family and friends to take the whole aeroplane away somewhere. (Golfers please note).

More information

Contact the Chairman, Willy Weber 01534 741590 willy114@me.com



Tower visit...

I am planning to organise another visit to the Control Tower. Having spoken with ATC, they are proposing either a Saturday or a Sunday morning - Interested?

email me at evelinehawkin@gmail.com

Where I fly... a suggested new addition for the newsletter from our overseas members - quite a good idea I think...so, who will be first?

The suggestion came from David Nicholas who flies at Prestwick as he feels that it might entice some of the folks to head north next year, and encourage others to share their local experiences.

Dinan Christmas Trip

Dates as per diary above. If you want to join in the fun, email me on evelinehawkin@gmail.com so that I can add you to the dinner reservation and give you details of accommodation

Reminder...

Anything you want published especially your flying stories, please send to my address:

evelinehawkin@gmail.com. *(please send images separately)*

Should you wish to contact the committee, please use the following email address:

committee@jerseyaeroclub.com.

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

Eveline