



Welcome to the
JERSEY AERO CLUB

September 2018 members newsletter

Update from the chairman...

Ladies and Gentlemen,

For those of you who were able to attend the recent briefing at the Club, we have to say thank you for attending, for those who were not able to attend there follows a short summary of the points presented with one or two updates.

The Clubs new aircraft:

The new four seat Tecnam aircraft is now at the Club and the Instructors will now get acquainted with it's various systems and handling characteristics and pass those skills onto the Club members. The two, two seat training aircraft are in the UK whilst the CAA Airworthiness Division stare at them for an appropriate length of time before issuing the necessary permits to fly. There are examples of these aircraft operating in the UK including the Royal Air Force flying Club but each one is subject to thorough inspection.

It is hoped that they will arrive in Jersey at the same time that you receive this newsletter.

Channel Islands Engineering services:

This company is owned by Jersey Aero Club and until the 31st of August 2018 was managed by Bob Wrights company Polestar, and this is an excellent opportunity to thank Bob for the splendid service he has provided to us over the years. Bob has built up a splendid aircraft engineering company with a group of very professional engineers and administration staff and it is the hope of the committee to build on that success for a very bright future for the staff of that company and it's customers. Bob has very kindly agreed to stay on as a consultant for the vital advice and guidance required for the transfer back to us for what we hope will be a seamless transition.

Air Expo 2018:

The venue for this event was Wycombe air park probably well known to you as Booker.

We were invited to share a stand, free of charge with the Tecnam aircraft company to extol the many virtues of Jersey Aero Club and the training facilities we can offer and naturally Chris and I met all our expenses.

At the show we came across WINGLY, take a look at it on the web, it's basic principle is to unite Pilots with people who wish to travel and the conveyance of Cats and Dogs. There is a leaflet in 'ops' but it is just too easy to look them up.

On the back of the purchase of the new aircraft Chris was able to secure various benefits from Tecnam's partners: Bose gave us four new headsets to be used in the four seat aircraft for our trial lessons and the ability to bundle the A20 headset within our pre-paid PPL student package.

Garmin gave us 12 months free subscriptions and updates for the G1000 NXi in the P2010 and three months for the P2008 aircraft, we hope to obtain a discounted subscription for Garmin pilot for members which includes the ability to Bluetooth transfer flight plans directly to the equipment in the P2008 aircraft, this may become possible in the P2010 but is subject to some certification points.

Jeppesen will be working with us with regards to ATO training accreditation programmes and will supply a set of their material free of charge for our review, as well as offering possible discounts for members on their suite of packages such as mobile flight deck

Pooleys as part of their CAA approved syllabus have included free instructor information and display cases with the confirmation that we will be using their materials for our PPL training for the coming year.

Tupper Loans - Following on from the weekend at AirExpo Chris was able to secure preferential rates to allow the club to pay the interest on any courses undertaken by instructors to further their qualifications and discussed in principle being able to offer the PPL course in monthly instalments for up to 24 months for new PPLs.

The Airport Social Club:

The airport has not renewed the lease on these premises because sometime in the future they intend to site a fiendish machine that can manufacture cement at a truly phenomenal rate, known as a 'Cement batching plant'. The site for this is where the Social Club is now and the devilish device will be used to supply a steady flow of cement as part of the airport improvement works. This is not conducive for a jolly night with drinks and a game of darts and as a consequence the Social Club membership are looking for a new home and it has been suggested that they may wish to relocate to our Club but that would be subject to our established joining criteria.

The Car Park:

Paul Troy and I recently met with Mr Peter Page, one of the senior engineering officers from the airport, to discuss the matters of electric string and the underground ducts that they like to route along. This included a visit to the eastern sub station, that fenced off facility bang next door to the western side of the Club and then into the Club to confirm all was well for the operation of car parking barriers. It was! The next move is to look at the appropriate barriers for us, methods of payment and funding. Although here we have a cunning plan, more of that later!

Air Training Organisation:

This one is very important and we need to become one to carry on the functions of all flight training and if you do not achieve accreditation then you cease to operate and it is as simple as that.

Martin Willing, Director of flying, is the project officer for this particular tricky exercise and he's set to a while ago with great enthusiasm and I am pleased to say other people off Island from other Clubs have offered their help as they have already accomplished it.

More details will emerge as he continues his efforts.

Flying Instructors:

Firstly we must thank, Garry, Simon, Ian and Neil Dyke for holding the fort whilst we have been trying to recruit and for often coming in whilst they had other plans but came in for the sake of our Club. Thank you gentleman and thank you to the Operations staff for their dedication and indeed persuasive techniques!

Things are looking up, to reinforce the gallant gentlemen above, Mike Owen has agreed to be the new Chief Flying Instructor, which is superb and to the extent of triggering spontaneous applause at the briefing!

Other instructors have come forward, two from Blue Island Airways, James Evans and Duncan Laney, the latter, a British Airways pilot living in Jersey.

Last, but by no means least, it is congratulations to Dale Curtin who took the first step on his instructors career gaining his CRI qualification, so he can now complete renewals and check-outs.

This I hope encapsulates everything from that evening and I shall continue through this excellent newsletter to keep you informed as events unfold at this heady breathtaking pace.

Jim Buckley.
Chairman.

DATES FOR YOUR DIARY...

Sunday 9th September Channel Island flyer BBQ at 1pm in Alderney

Thursday 13th September Jersey International Air Display

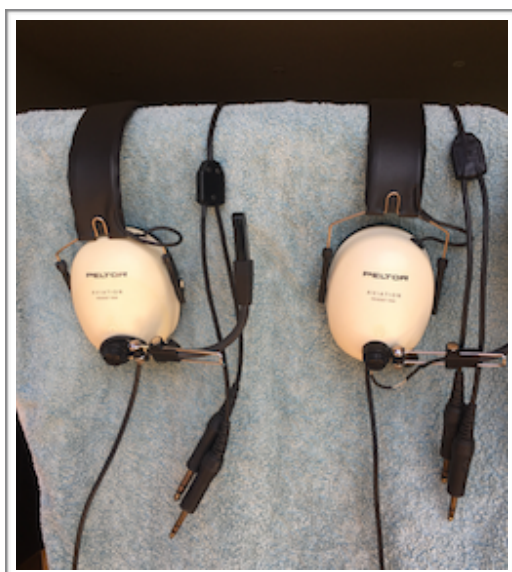
During the whole period of the air show please ensure that you have your membership card on you because G4S security will ask to see it.

Saturday 6th October HW 10th anniversary & HW day for young children

Thursday 11th October MAF presentation by Bryan Pill

Saturday 8th/Sunday 9th Proposed Christmas trip with overnight stay in
December Dinan

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...First words by David Nicholas

David and his wife are overseas members and David revalidated his PPL with James just before he stepped down as CFI



A dark wet afternoon in 1952. With my hand tightly grasped by my mother I scampered out of the door of Jersey's rain-lashed terminal towards the swaying Dragon Rapide. Clambering first up the wooden step and inside the cabin (catching for the first time that indescribable aroma of leather, oil, and who knows what else?) I sat as far forward as possible, on the right side, just behind the cockpit (the Rapide had a half-partition on the left side behind the pilot, but the front row right side passenger seat was perfect for aspiring pilots such as I!).

Outside the small wind-driven generator on the upper wing leading edge spun rapidly in the strong gusts, and I excitedly examined the silver fabric, running with rivulets of rain, as the aircraft rocked from side to side. A slammed door behind, and then footsteps as the hero of the hour, swathed in blue gabardine, a white scarf, brown gauntlet gloves and dripping hat, squeezed between passengers seats (only 7 of them) and into the tiny cockpit.

No fear or apprehension, just excitement which had been building ever since the tickets were bought for this Cambrian Airways flight to Rhoose Airport, Cardiff. Not my first flight, I have since learned, but the first one that I can remember in any detail, at the age of 5.



Rapide cockpit

A couple of adjustments to switches and levers, a shout through the side window, and the engines roared into life, the aircraft rocking even more enthusiastically. The pilot, headphones firmly over his ears, spoke into a brown Bakelite microphone and with a glance left and right released the brakes and turned us across the wind, his legs dancing on the rudder pedals and holding the control wheel hard over as we trundled across the otherwise deserted apron and around the corner of the terminal towards Runway 27.

Before the first of a number of extensions, the runway commenced more or less opposite the Jersey Airlines hangar and was suited only to the DC-3s, Vikings and Rapides which constituted the bulk of the traffic in the early fifties.

Back into wind again and each engine was run up in turn, the aircraft shaking and shuddering, and the noise precluding any conversation. At last all was ready, and we rolled forward onto the end of the rainswept tarmac, and without stopping, accelerated away towards the unseen end of the runway.

We were airborne in seconds, and in cloud before we passed the airport boundary. I did not know what to expect, and my recollection – quite clear to that point – ends with the pilot turning to me, passing me a white paper bag of barley sugar sweets, and shouting “Take one and pass it back...”. *The very first words words spoken to me by a pilot (but certainly not the last!)* as we flew on, still in grey wet cloud, over the unseen waters of the English Channel, towards Devon, and Wales.

Reflections – no cabin staff, no safety card, no safety briefing, no sound insulation, just No Smoking! Walking across the apron was the usual, indeed only, way to reach an aircraft before the advent of the jetty (airbridge or, in transatlantic parlance, jetway). Usually this involved closely following a member of the airline traffic staff, who (if female) would have a white silk scarf tied tightly around her head to avoid the hat being blown off in wind or the propwash of aircraft. This presented a first class opportunity to photograph aircraft, as well as overtake slower passenger to enable a better choice of seat once on board as seat allocation at check-in was still a decade in the future.....!

Next month... Hastings...by David Nicholas

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

Ultralight and LSA visitors in August



**G-CIDX Sonex Aircraft Sonex
on 03 August 2018**



**F-JYWE 57-APV Fantisy Air Allegro
on 05 August 2018**



**F-PJEJ Jodel D18
on 07 August 2018**



**OO-G38 Flight Design CTSW
on 11 August 2018**



**D-MBIH Aeropro Eurofox
on 11 August 2018**



**D-MIEM Fklight Design CTLS
on 11 August 2018**



**F-HYFC Tomark Aero SD-4 Viper
on 17 August**



...news

Helping Wings day for young children and our 10th anniversary...

Saturday 6th October will be a busy day at the club with around 36 flights taking place flying around 90 people around the island with flights thanks to our volunteer pilots.

It will also be a very special day as we will be celebrating our 10th anniversary!

Jersey International Air Display

Having been invited to take part in the Jersey International Air Display, 2018 scholarship winner Ross Le Noa and 2017 scholarship recipient Emma Le Seilleur were meant to be sitting alongside their instructors doing a fly past in the club's brand new Tecnam aircraft.

Sadly, for some unexplained reasons, the club's insurers decided otherwise and have refused cover for Ross and Emma. As you can imagine, we were very disappointed by their decision but certainly not as much as Emma and Ross for whom it would have been an extraordinary experience.

Hand controls...

Another unfortunate item of news, to say the least, followed G-BOXA's recent mishap which meant that the aircraft was grounded until the committee had heard back from their insurers.

Having originally been offered XA , we were extremely disappointed to be told that both XA and DT had been sold off island.

That now leaves us without an aircraft to fly 4 of our lower limb disabled students but we are actively seeking alternatives.

Other news...

Dr. Robert KISCH

We sadly said good bye to Dr. Robert Kisch, a long standing and very respected club member who passed away recently and we send our sincere condolences to his wife Astrid and family.

Doug Bannister...

I am sure that you have all learnt by now that Ports of Jersey CEO Doug Bannister has resigned.

We will be very sorry to see Doug leave Jersey and we wish him all the best in his new role as CEO of Port of Dover

From club member Trevor Stafford...

A Guernsey pilot has set up a Facebook group for Channel Island pilots called CIGAR which stands for Channel Islands General Aviation Room and is designed for pilots and other interested parties to share information or flights or for people to ask for transport to get dogs or cats and other pets from the UK.

Christmas club trip to Dinan - Saturday 8th & Sunday 9th December

Tammy Fage and I will be making arrangements for the club trip. We are looking at booking the IBIS hotel in Dinan and organising an evening meal for the Saturday night. If you wish to join the trip, please let me know on evelinehawkin@gmail.com

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