



Welcome to the
JERSEY AERO CLUB

November 2018 members newsletter

News from the CFI...Mike Owen

16 years after I passed over the CFI 'Baton' to James Evans in 2002 he has passed it back.

For those more recent members of the club I learned to fly at the Jersey Aero Club in the summer of 1989.

G-BOXA and the rest of the PA28 fleet were only a year old then and had that new car smell and feel about them. I began instructing as an AFI with Border Air Training at Carlisle in 1995 and took up an offer of a full time instructor position in Jersey in May 1996.



We have entered a new era with the departure of the last two Warriors and the arrival of the Tecnams. The main differences are the 'glass cockpit screens' replacing the conventional 'six pack' analogue instruments and the 2 seater P2008s having a ROTAX engine instead of a Lycoming. The Rotax has carburettors and therefore a carb heat lever but no mixture lever for shutting down the engine, that is done with the ignition key. It also has a choke lever for cold starting similar to an older generation car.

The 4 seater P2010 has a 180 hp fuel injected Lycoming engine with injectors replacing carburettors therefore no carb heat lever. It does have a conventional mixture lever for leaning and engine shut down.

I will also bring your attention to the doors which are light weight compared to the PA28 but with familiarity and TLC , operating the aircraft will become routine.



All 3 aircraft are hangared and the engineers will put them in the hangar before they finish work. If manoeuvring with the tow bar on the hard surface or grass, the 2 seater is relatively light (427 kg) and can be manoeuvred quite easily. Do not try to pull / push the 4 seater single handed, it is noticeably heavier. I have already torn a muscle doing just that, get assistance.

Two people have already gone solo on the P2008 - [Christian Nielsen](#) from Stockholm is following his sister in doing his PPL in Jersey and did a first solo on [19th October](#) and [Kobi Le Cornu](#) who had previously soloed on the PA28 're soloed' on [20th October](#) .

I look forward to catching up with everybody in the weeks ahead .



[ATC cadets](#) are also enjoying the new fleet - Pictured above are [George Marriott](#), [Tom Masterman](#) and [Finlay Baker](#) after their trial flights on the new Tecnams.

DATES FOR YOUR DIARY...

Thursday 15th November Club night - 19:00 Talk by new DCA Dominic Lazarus

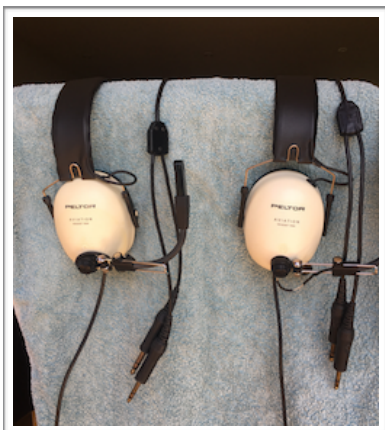
Thursday 6th December AGM - 19:00

Postponed MAF (Mission Aviation Fellowship) presentation
by Bryan Pill **(date to be confirmed)**

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

Christmas is coming....looking for a present?



For Sale

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

£45 per headset or £80 for both.

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.

From last month's **Your story...** Hastings TG533 242 OCU by David Nicholas



With my apologies to Davis Nicholas...a rogue paragraph appeared last month at the end of his story when it should actually been a paragraph concerning the history of RAF Thorney Island...so, here it is!

RAF Thorney Island

In 1938 the RAF airfield on Thorney Island was built, the runways being paved in 1942. Among the aircraft based at the station during the war years were Avro Ansons and Consolidated Liberators of RAF Coastal Command. Post war the airfield was utilised for training navigators, until the 1960s when 242 OCU of Transport Command moved in, flying the C130 Hercules as well as No.46 Sqn with Andover C.Mk.1 transports. These remained at the base until closure following defence cutbacks in 1976. Subsequently the Royal Navy expressed an interest in utilising the base, but accommodation availability and logistics eventually saw control handed to the Royal Artillery in 1982, who remain based there to this day. Under Army control, the former airfield is maintained as Baker Barracks.

To this month's **Your story...** Guardian Angel by Mike Le Galle

Aviation is always challenging in many ways, and most of us have had some experience when we think, wow that was close I won't do that again, and from these we learn, and learn to look for threats to avoid, keeping us safe. However, whatever your experience level sometimes fate takes a hand and you look back, thanking your Guardian Angel, for making it back safe.

This is such a story.

I first meet Ed just before Christmas 1994 when he joined our airline and it was my job to guide him through learning the ways of the Fokker 27. Ed was from the light aircraft air charter world but having previously spent many years in the RAF as a fast jet pilot.

You would not have realised his military background, as his manner being humble, but also showing a fast mind and sharpness when in the cockpit. It was not long for me to see that I was not going to have to work too hard with Ed.

Ed must have in his previous flying life encountered his Guardian Angel before, but he never spoke about them, and it was only one evening relaxing after several hours battling the Fokker27 simulator that he spoke about one incident.

The aircraft he was flying was a PA31 Navajo Chieftain being operated by an aerial survey and public transport operator based at Birmingham.

Ed commenced duty at Norwich early on the day of the accident. It was the first time that he had flown that particular Navajo G-BMGH. He carried out an uneventful morning service to Birmingham, and went off on a split duty rest period from 0910 until 1530 hrs. He then returned to duty and commenced the return flight to Norwich, during which seven passengers were boarded for the return flight to Norwich. One passenger occupied the front right seat, alongside Ed.



The aircraft took off at 1731 hrs, and climbed to flight level 50 for the transit. Ed noticed that the right propeller rpm indication showed small fluctuations throughout the flight, as he had also observed on his previous earlier flight on the aircraft, but there was no yawing associated with these fluctuations. The right propeller pitch lever was also difficult to move when attempting to adjust for propeller synchronisation. The left propeller lever was therefore used to synchronise the propellers. This had also been the method which he had employed on the previous flight.

During the en route climb, Ed had also noticed some vibration which manifested itself through the control column and through the airframe as a high frequency vibration. He had not previously experienced such vibration on either this aircraft or other aircraft of the same type and was not aware that it was possibly indicative of a potentially dangerous defect on one of the propeller systems.

The vibration continued to the top of the climb, and for about the first 10 minutes into the cruise, before it ceased. Ed noted that the vibration did not alter when he adjusted the engines and propellers to their cruise settings at the top of the climb, and did not appear to be associated with any engine indications. The vibration did not recur during the remainder of the flight.

Ed contacted Marham Military Aerodrome Traffic Zone Radar for a Radar Information Service at 1757 hrs. At 1800 hrs, he informed Marham that he was commencing a slow descent towards 3,000 feet, in order to be at that level on reaching the Norwich non-directional radio beacon (NDB). Cruise power had been set up to this point, which he recalled as being 31 inches of manifold pressure with slightly over 2,200 propeller rpm, giving an indicated airspeed of around 160 kt. As he slowly retarded the throttles towards 25 inches of manifold pressure, in order to commence the descent, there was a loud 'bang'. The aircraft rolled to the right and entered a steep spiral dive, or spin. Ed managed to regain control of the aircraft after two rotations, initially by use of full left rudder, eased the aircraft out of the steep dive, and reduced the airspeed towards 100 kt, a speed that he considered might be a reasonable glide speed. However, on reaching around 120 kt, the aircraft again began to roll to the right, despite the application of full opposite aileron and rudder. The dive angle was therefore increased to give a minimum satisfactory gliding speed of around 130 kt, which gave a steep glide angle but enabled adequate control for manoeuvring. The loud bang was caused by a blade, that had detached from the right propeller, penetrating the aircraft's nose baggage bay and exiting through the upper left fuselage structure. This blade then struck and removed the front of the left propeller assembly. During the descent Ed saw that the right engine had separated, and there was damage to the nose of the aircraft, and that the blades of the left propeller had stopped and were bent backwards at their roots. He issued a hurried 'MAYDAY' call at 18:34 hrs, but did not initially indicate the nature of the emergency. The Marham Zone Radar controller immediately passed a heading to steer in order to reach the airfield, which was some 6 nm southeast of the aircraft's position. A second 'MAYDAY' call was transmitted, advising that there had been a double engine failure. The noise and vibration levels were high, however, and prevented Ed from hearing the reply transmissions from the Marham Zone Radar controller.



With the aircraft under control, Ed entered a gentle turn to the left in order to identify a suitable place in which to make a forced landing. The approach to the most suitable field was obstructed by a line of high-tension power lines, but in the limited time available and in the absence of a more suitable landing site the turn was reversed towards the field, which was cultivated with a standing green crop. Ed managed to manoeuvre the aircraft so as to avoid the obstructions on the approach to the field. The landing gear was not extended since there was no time to operate the hand pump, and both hands were required to fly the aircraft despite the application of full left rudder and aileron trim. A successful forced landing was carried out into the chosen field, Ed having managed to level the aircraft off just above the surface and allowed the speed to decay until the aircraft sank gently into the crop. The fuselage touched down just as the right wing began to drop with the loss of airspeed. During the subsequent ground slide, the aircraft slewed to the left and continued to slide sideways until it came to a halt. The aircraft remained upright, intact, and there was no fire.

Ed had attempted to reassure the passengers once control of the aircraft had been regained in the dive, and had shouted "BRACE, BRACE" just prior to the touchdown. He noted that the passengers had adopted the brace position that had been covered during his pre-flight passenger safety briefing. All the occupants quickly vacated the aircraft through both the rear left cabin door and the right over wing hatch. There were no injuries, with the exception of one passenger who subsequently complained of whiplash neck pains.

Ed returned to the aircraft shortly afterwards and transmitted to the Marham Zone controller that he had landed in a field and that the occupants were uninjured. A Royal Air Force Tornado aircraft which was recovering to land at Marham was requested to search the area in order to ascertain the exact location of the landing site. The crew located the aircraft in the field some 5 minutes later.

Fate had intervened, and what started as a normal routine flight changed to a near disaster, however all on board survived, due to Ed's superb flying skills and no doubt his Guardian Angel.

In May 1994 Captain E.W.R. Wyer was awarded the Queens Masters award for an outstanding act of valour and service in the air.



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



G-ORVE Van's RV-6 on 19 October 2018



G-CGJP Van's RV-10 on 10 October 2018



D-EUPC Diamond DA40D Star on 17 October 2018



D-MPPW Ramos GX on 3 October 2018



HB-PRT Piper PA18-150 Super Cub on 3 October 2018



F-GEVV SOCATA TB20 Trinidad on 5 October 2018



68 Embraer 121AN Xingu on 9 October 2018



089 YJ Embraer 121 Xingu on 9 October

Social...



104 participants entered the Philip's footprints charity run on Thursday 25 October. Everyone gathered in the bar until 22:00 when they were able to enter the runway. The last runners finished just before 23:00. They then all enjoyed a well deserved drink. The room was really buzzing and everyone seemed to have fun whilst supporting a very deserving charity.

Other news...

Interesting article about the beginning of the club sent by Jim Buckley.

The Aero Club

"Jersey is to have its own flying club, based on the Island's Airport and if the plans of a proposed new company are carried to fruition, the air-minded young Jerseyman will not only be taught to fly, but may be examined, passed out by local, qualified examiners and granted his licence by an island authority."

So ran the opening paragraph of an article in the "Evening Post" in July, 1946.

Unquestionably, if the Second World War had not intervened so soon after the Airport had been built, a similar paragraph would have been in the paper several years earlier but, once the island had its own Airport (uncluttered by German troops) the setting up of a local flying club was inevitable.

The newspaper forecast was slightly wrong, though, because the first person to learn to fly a few weeks after the club was formed was not a Jerseyman at all—it was a 17-year-old girl.

The guiding light behind this first aero club was R.J. Martin, whose company, Island Air Charters, was meant to be enjoyed by everyone. As Martin explained, with tremendous optimism:

"The day is not far distant when folk will be flying through the air in the same way as they drive through the streets in their motor cars' but it wasn't until six years later, in 1951, that an independent, self-financing aero club, formed by local aviation enthusiasts, began and flourished.

In November, 1951, a handful of islanders keen on flying met together at the Old England Hotel, Cheapside.

Without premises or a plane they nevertheless decided to form the Channel Islands Aero Club, elected a chairman (Captain Tommy Froggatt, a BEA pilot) and rented a clubhouse (a room on Patriotic Street).

It was hardly the best place from which to run an aero club or the best month in which to initiate it but within three years they had acquired a small, timber

red-and-white hut near the Airport's playing fields.

By 1955 they had acquired their own, single-storey clubhouse which was complete with veranda, parquet-style dance floor and bar. This looked out on to the flying field and, parked outside on the grass was the club's own Tiget Moth. A new Auster had been ordered and to complete the early success, Wing Commander M. Pickford DFC, was taken on as full-time flying instructor. He served the club for the next eight years.

The Aero Club continued to prosper. Jersey Airlines (latterly BUA) loaned them a hangar, helped to maintain members' planes and, after Pickford retired, provided an instructor.

By 1964 about 40 pilots had been trained locally and obtained their licences. There were 430 members and, for the last ten years, the CI Aero Club had hosted one of the most prestigious air events in Europe—their international air rally.

And the club had not stopped growing. Through the sale of club bonds and careful saving, 10,000 was raised to build a new, better clubhouse in 1965, "a building consisting of two wing sections, splayed at 40 degrees with the main room located between them".

Their own clubhouse, planes and instructors helped to make the Aero Club popular and their growth has gone hand in hand with the island's own rise in prosperity (in 1964 there were only three privately-owned planes in the island. By 1969 there were 25).

Without the Airport the Aero Club could not have developed to the stage at which, by 1987, it has three Cessna 152s, two PA-28 Archers, one PA-28 Warrior and a Chipmunk. The club also normally employs three full-time instructors and has a total membership of 1,500. Not all of these members fly, of course, but the time is coming ever nearer when Mr Martin's statement about "flying becoming as popular as driving a motor car" will turn from fancy into fact.



Ian Filsell has a lesson from W/Cdr Pickford in 1961



An air rally in the 1950s...



and more modern aircraft in the 1970s

News from...

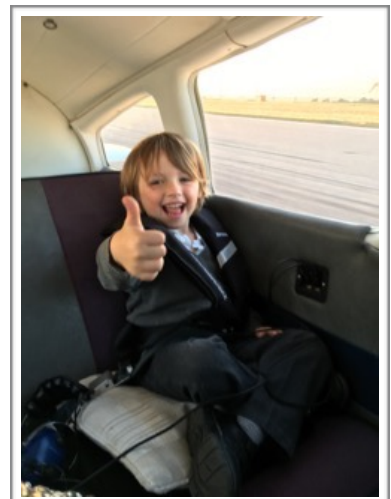


As well as being our special day for young children, Saturday 6th October was also our 10th birthday.

Unfortunately, this year's weather prevented the flights to take place but the children and their families still had a wonderful time as several activities took place throughout the day including drawing competitions, a magic show by Chicano, the chance to see the aircraft and, most importantly, a visit from the airport's fire service - always a highlight of the day.

During the afternoon the charity's patron, His Excellency Sir Stephen Dalton and Lady Dalton paid a visit. Spending time talking with the children and their parents, their visit culminated in Sir Stephen cutting the specially made 10th anniversary cake.

After such a successful day, it now only remained to arrange the flights for everyone but as the summer returned, quite a few have already taken place.



For sale...

Helping Wings Christmas cards

Only £3.95 per pack of 10.

Available from the Bar and the Ops Desk.

Tower visit...

Last chance to put your name down for a visit to the Control Tower in November. It will be either a Saturday or a Sunday morning - Interested?

email me at evelinehawkin@gmail.com

Where I fly...

A suggested new addition for the newsletter for our overseas members. We'd love to hear from you. There are always some interesting flying stories going round...so please share yours. Also, let us know all about your airfield and why we should come and visit!

May be there are some interesting memories of past Jersey rallies?

Dinan Christmas Trip

Saturday 8th and Sunday 9th December

If you want to join in, email me on evelinehawkin@gmail.com so that I can add you to the dinner reservation.

You will need to book your own hotel, Some of us are staying ay the Ibis in the town centre and others at the Mercure by the harbour.

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