



# Welcome to the **JERSEY AERO CLUB**

## April 2020 members newsletter

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### **A few words from the Chairman ... Jim Buckley**

Dear Club members,

The following is a short report to keep you abreast of the situation at the Club.

The Club must sincerely thank Andrew Renouf for his detailed survey and report on the present condition of the hangar and his clear advice on any remedial action that is required. Copies of the report are available at the Aero Club for your perusal.

St Peters honorary police now regularly check the vehicles in our car park and have been contacting vehicle owners who are not displaying evidence that the vehicle is properly insured. In some instances the owners cannot be traced and in some cases it is known that the owner left the Island over two years ago and therefore further action will be instigated. Not only will proof of insurance always be required but there is the need to display your Aero Club car parking permit and this will be essential when 'Pay by Phone' is installed in the near future.

Strictly following Government instructions, the club is now in lock down including the engineering department.

The Heads of Terms and the Standard Agreement documents are still being written by the two professional companies charged with producing them to facilitate the two nine year leases, one for Engineering and the other for the sale of the Flying Department.

The Corona virus has hampered progress because these companies are having to organise as many of, if not all of their staff working from home and naturally this slows progress.

Please take care and the committee looks forward to seeing you all again when everything returns to normality.

Regards,

Jim.

## C.F.I's Blog ... by Mike Owen

And Finally .....as they say at the end of a certain news bulletin we have our first entry on the solo board for 2020 .

After weeks of delays due to weather the wind dropped and the cloud base went up and Chris Ward went solo on the 16th of March . After a lunch break ( sounds almost French) he completed an hour of solo circuits to consolidate the instructor less experience and add a second entry to that P1 column in his logbook .

On March 5th Frank Snepvangers made his presentation at the club on becoming an Airline pilot . It was well attended and in spite of non communication issues between laptop and projector the audience were enlightened with the different potential career paths to the cockpit and the different options of modular and integrated courses and the relatively new Multi Pilot license which is favoured by some airlines .

Frank himself had the distinction of being the oldest First Officer in RyanAir in 2009 aged 41 . He no longer holds that title as the current oldest career change FO at RyanAir is 53 .

The world pilot shortage which pundits and industry experts have been predicting for at least 40 years finally seemed to have arrived . What the immediate future of a very changed post C Virus airline industry will be in terms of employment prospects is now very uncertain and we can only offer our best wishes to the next generation of young pilots in the years ahead .

Theoretically this morning ( 30 March ) there is nothing to prevent members solo flying as part of their government recommended approved exercise ( pulling a 4 seater aircraft out of the hangar is exercise ) . However we wait confirmation from the airport of whether the flying room is to shut down completely in the month ahead so that might change .

Maximise the isolation time with that job list we've all been putting off ( in my case for years ) and get ready for a post C virus life ahead .

Sanitise as required !

## **Social ... by Sandra Carroll**

The Club recently hosted a group of Air Cadets for a dinner. The cadets were taking part in a senior leadership training weekend, which had been training them in core skills of communications, teamwork and how to lead groups of others. They were treated to a dining-in at the club on Saturday along with the staff and senior cadets that had been helping to run the weekend.

Flt Lt Leighton Jenkins said; "It was great to be welcomed to the club for our dinner, it was a magnificent meal and everyone thoroughly enjoyed themselves and we are very grateful to the Club for letting use the facilities".

## **Your story ... From the terminal balcony - Recollections of the '50s by David Nicholas**

An almost sepia-toned photo, home-processed in the school photo-lab and too indistinct for reproduction here, brings back memories of Jersey Airport in the late 1950s and in particular the elevated viewing platform on the apron side of the 1937 terminal building. Daily, and particularly at summer season weekends, a cornucopia of DC3s (of BEA, Jersey Airlines, Cambrian Airways, Channel Airways, Starways, Dan Air, Morton Air Services, BKS Air Transport, Rousseau Aviation, Westpoint Aviation and others), in three or four columns, each facing to windward, the sun reflecting from their wings. Although the Vickers Viking also appeared, in the livery of Channel Airways, and a handful of Bristol 170 Freighters, DH Herons and Dragon Rapides, the DC3 was then the ubiquitous mainstay of the scheduled operators. The future, in the form of occasional early-series Viscounts of BEA, was there to be seen as a curiosity, but (a little like the age of steam on the railways) there was a sense of timelessness that seemed as if it would last forever.

BEA (British European Airways Corporation) called their DC3s the Pioneer Class, individually named after pioneers of greater or lesser prominence in a various fields of endeavour, and those were modified with a smaller airstair-type passenger door which hinged at the bottom and was supported by cables either side of the steps. The other DC3s retained their ex-military freight doors, with integral passenger door – those operated by BEA were the Pionair/Leopard Class. I don't recall ever seeing a Dak (for that's what everyone called them) with the door on the starboard side. That was a peculiarity of the early DC3s built for US airlines before the advent of war diverted production into the (C47) military variant which, now demobilised, flew in more peaceful skies.

A peculiarity of the DC3 when viewed from the ground on take-off was that one wheel would retract (semi-retract would be more accurate) and then the other. I lost count of the number of times I overheard spectators, some with loved ones aboard the aircraft, express anxiety and concern until the second wheel was also tucked away.

(there was only one hydraulic pump on a DC3, and for weight saving this was designed to retract one wheel first, then then a simple transfer switch would direct the hydraulic pressure to the other wheel).

Hardly a day passed without a DC3 engaging in training at Jersey, the locally based pilots of both BEA and Jersey Airlines conducting most of their base training “at home”. The site of a DC3 in the circuit with one engine shut down and prop feathered was so common as to hardly warrant a second look.

(Downstairs, the check-in area, with wide “bays”, each with a tall red Avery baggage weighing scale, extended along the side of the terminal opposite the public entrance door, and the tannoy announced both arrivals and departures – no computers or TV screens. Check-in would involve presenting your ticket at the appropriate desk, the weighing of baggage in mysterious “kilos” and being given a boarding card showing the flight number and date only. No seat allocation – it was all “free seating” in the fifties and early sixties. Meanwhile, your bag would have a proper label attached with string and be placed on a roller-bed behind the desk from whence it would be transferred onto a flat-bed truck for conveyance to the waiting aircraft. After that, there was little to do except wait for the flight to be called to the gate adjacent to the departure lounge. No security search and with the exception of a newsagent, no shops.)

One sleepy lunchtime, nothing was stirring on the almost empty apron. A Channel Airways Viking (G-APOP) stood in the middle distance, awaiting its passengers for the return flight to Southend.

BING-BONG! The tannoy crackled: “Channel Airways – will the stewardess of the aircraft Oscar Papa contact the Channel Airways traffic office immediately.”

Moments later, hat tied firmly onto her head with the standard white scarf, said stewardess appeared on the apron below and, tight skirt and high heels notwithstanding, ran about 150 yards to the waiting aircraft. As she reached the door, her passengers started walking to the aircraft.....

Most of my early flights between Jersey and the mainland took place in Dakotas, and I have fond memories of them. One vivid recollection is the room with a view (aka the “washroom”). This was at the rear right side of aircraft and the outside wall followed the curvature of the tapering fuselage. It contained a small toilet, wash basin and mirror, but for me it contained something of greater interest if not necessity – a small perspex window, about 8 inches by 4, in the upper part of the curved fuselage. If you stood facing inwards, and peered upwards and back through the window, it was just possible to see the fin with quivering radio aerial wire running forward out of sight to its other end just aft of the cockpit. This always attracted me; I felt that I was seeing something that I wasn’t supposed to see, and this small window was in part, I am sure, responsible for my life-long fascination with flight.



Jersey Airlines G-ANTB in the foreground was to be lost in a fatal landing accident at Jersey on 14<sup>th</sup> April 1965



Pionair Class G-ALCC shown here in BEA service was sold in 1961 to Cambrian Airways and is seen here at Manchester)





G-ALXN served BEA as a Pionair/Leopard Class DC3 and was one of two fitted in 1951 with Rolls Royce Dart turboprops for operational trials prior to the Viscount entering service with BEA. In this form it was known as a Dart Dakota and operated cargo services only between 1951 and 1953, afterwards being converted back to standard configuration before being sold to Channel Airways).

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

Bob's homage to flyBe



G-JEAA Fokker F27-500 Friendship

On 22 May 1988 Jersey

G-JEAC DHC6-310 Twin Otter

on 4 June 1988 Jersey



G-OBOH Short SD3-60 J

On 1 April 1990 Jersey



G-JEDZ DHC8-201 Dash 8

on 21 August 2003 Jersey



G-JEDF DHC8-311 Dash 8

on 6 September 2003 Jersey





G-JEBC Bae 146-300

on 20 September 2003 Jersey



G-STRE Boeing 737-36N

on 14 May 2005 Jersey



G-JEBF Bae 146-300

on 6 May 2006 Jersey



G-JEDJ DHC8-402 Dash 8

on 29 April 2006 Jersey



G-EMBH

on 14 July 2007 Jersey



G-JEAD Fokker 27-500 Friendship

on 28 January 2007 Jersey



G-FBEG Embraer 190-200LR

on 26 May 2007 Jersey



G-JEDP DHC8-402 Dash 8

on 9 June 2007 Jersey



**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)



Interested in either of the aircraft below?

Contact Derrick Ings as per email address below:

[sales@derrickings.com](mailto:sales@derrickings.com)

Dear all in Jersey

At this very difficult COVID-19 time most will have their thoughts on anything other than aircraft, but I truly believe a semblance of 'normality' will return, and when that happens I aim to be ready to help those who wish to buy or sell.

Throughout continental Europe all that many have is hope, many also have faith, but whatever it is that will help them, and us outside of the continent, indeed the whole planet pull through will make us stronger as a community.

Sadly, you on the island have seen this before, but you came through it. No doubt you fear what is upon us so I wish you strength, safety and tolerance. Help each other like you did before and once again show the rest of us how it should be done.

My very best wishes to you all.

***Derrick Ings***



### **PIPER MALIBU MIRAGE (1999)**

TTAF 1931. Eng 1470. Prop 452. FAA N-Reg, UK based. Just coming out of a Fresh annual.

Deiced, G500, 2x 530W, A/P, Mode S, ADF/DME, Traffic, Weather Radar & Lightning Detection.

**GBP £325,000 VAT Paid**



### **TECNAM P2010 (2016) Superb glass cockpit single**

TT 500 Hours. A one owner, Iceland based aircraft with modern avionics and made with Italian flair.

G500 EFIS, GTN650, GNC255A, GTX33 w/Mode S, 406Mhz ELT. Heated pitot.

**EUR€179,000 Plus Import VAT where applicable in Europe**

Following last month's Sark Lancaster forced landing, Jim Buckley sent the following update...

### **Postscript to the Forced Landing of Lancaster W4107 of 49 Squadron from RAF Scampton**

Ian Le Gresley (former RAF Sqdn Ldr and commercial pilot) went to Sark for a short break accompanied by his wife whilst there, Ian was keen to visit and inspect the former crash site where 49 Squadron Lancaster W4107 had forced landed after a bombing raid on Stuttgart. Ian, as a keen aviation historian had researched the incident and knew approximately where in Sark the aircraft had landed.

Confirmation he was searching the correct area came when he noted indentations in a bank of earth surmounted by a hedge and he continued his search into the next field. In the undergrowth he discovered the undercarriage strut and other parts of the aircraft, probably also from the undercarriage.

He ferried all he could find back to his hotel room and on leaving Sark brought all the artefacts back to Jersey. They were stored for many years in his garage and during this time he made contact with 49 Squadron Association because he was anxious that they be restored to the care of the most appropriate museum.

The most ideal was the RAF Scampton museum where the aircraft had departed on the night of 22/23 of November 1942. The parts needed to be conveyed and the method presented itself at the Jersey International Air Display when we had the unique occasion of having two Lancasters here.

Ian conversed with the Captain of the Battle of Britain Memorial Flight Lancaster who readily agreed to fly the parts of W4107 back to the UK in the Lancaster. They were then collected by a representative of 49 Squadron, this was confirmed to Ian that they had them and they should now be in the museum at RAF Scampton. Those parts are very probably the only remains of a Lancaster bomber that took off from RAF Scampton in WW2.

## **Happy to fly/want to go...**

Sadly...with the island on a complete lock down for the time being...this section does not apply...but, once things get back to some normality, remember that there are members who are always happy to share!



## News from...



Like everyone else on the island and around the world, we have had to postpone our event which was due to take place on April 4th.

However, we will keep everyone updated on our Facebook page and so, keep a look out as and when the Jersey Government lifts the isolation order.

From all the team at Helping Wings, take care...stay well and keep yourselves busy...and...keep smiling!

*and finally...*

A contribution from Vin Cadigan - No story this time but thought I'd send this photo of Russian Kamov 32A with contra-rotating coaxial rotor, two three blade all composite rotors of 15.9m diameter and no tail rotor.

Taken at Marina di Campo, Isola D'elba in 2009.



David Nicholas's story was my last in reserve and so, get writing (plenty of time on your hands...so no excuses!) and let me have your stories for future editions.

please email me on [evelinehawkin@gmail.com](mailto:evelinehawkin@gmail.com) with pictures separately.

If you wish to contact any committee members, the email address is:  
[committee@jerseyaeroclub.com](mailto:committee@jerseyaeroclub.com)

Hopefully, it won't be too long before the club opens again!

**Eveline**