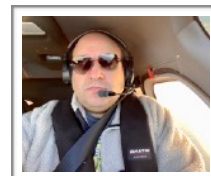




Welcome to the  
**JERSEY AERO CLUB**

## August 2020 members newsletter

### **Update...** *from the transition team*



Hello members

Since our last update, the transition team and committee have been busy progressing a number of areas of the club's restart plan. Please read on for the details.

We'd like to invite members to a Zoom information and Q&A meeting:

Date: Monday 17 August

Time: 7pm

Meeting ID: 913 2492 1178

Passcode: 229581

This is a great way to share more details about what we're working on and, importantly, to hear from you.

We hope to see you there.

Jersey Aero Club **Committee** and **Transition Team**

### **Ports of Jersey/GA Handling licence/Business plan**

We have had two team meetings with the Ports of Jersey team regarding handling and funding. We have since drafted a working proposal which covers a range of aspects from reparations to GA handling and Airport security. A number of items are being progressed to make it easier for not only local pilots but visitors too. Everyone recognises that the volume of people wishing to get airside is increasing as COVID restrictions change and we are working hard to find cost effective solutions.

### Hangar rentals

The hangar is slowly filling to capacity. Aircraft are added in order of the hangar waiting list, taking into account the aircraft size, wing position and other factors.

The waiting list is now open. If you would like your aircraft to be considered for future hangarage, please get in touch.

Electrical testing has just been completed and a replacement distribution board has been fitted with full RCD protection and sub-metering so that we are now fully compliant with our obligations.

### Bar/cafe

We received a proposition from an outside party to rent the kitchen space and provide a level of service to members. We have taken advice on rentals from Commercial Estate Agents and also discussed the operation with a professional caterer who runs coffee shop/food operations.

Club members and those who have been involved in the kitchen in the past have given invaluable feedback.

We are progressing matters and will shortly have a firm proposition to present to members as part of a full consultation.

### Training

We've created a Request For Information document which has been sent to four companies who have expressed an interest. We also placed an advert in Flyer which has generated one more expression of interest. So far, we've had two responses, which we'll be reviewing in due course.

### Tenants

We have started discussions with an air operator who is interested in using the club buildings as their base, which would provide additional rental income.

In addition, if any club member would like to rent the administration office on the ground floor, please contact Andrew Renouf [andrew@boscobelproperties.com](mailto:andrew@boscobelproperties.com). This space is 225 square feet. Due to the facilities on site, it should attract a premium over normal office rentals. We believe an annual rental of £5625.00 is reasonable.

Any rental is subject to Ports of Jersey approval and discussion with Aero Club members. We'll keep you updated with progress.

### Committee/Constitution/EGM

Marcus Pallot of Carey Olsen continues to work on guidance for a new, modern constitution including committee formation.

We are hoping to make speedier progress on this on the coming days and weeks and will of course keep members updated.

### Membership

Our membership list is now open. People can apply for Club membership using this online form:

[https://forms.office.com/Pages/AnalysisPage.aspx?AnalyzerToken=bdN1MuRoLkfJASnTTxlezY0A9cmhVneW&id=DQSIkWdsW0yxEjajBLZtrQAAAAAAAAAAAAAAIAIZ\\_6UdUMFZBUKRPRTdXRTM5WIZONDZVMTJCNkpaWi4u](https://forms.office.com/Pages/AnalysisPage.aspx?AnalyzerToken=bdN1MuRoLkfJASnTTxlezY0A9cmhVneW&id=DQSIkWdsW0yxEjajBLZtrQAAAAAAAAAAAAAAIAIZ_6UdUMFZBUKRPRTdXRTM5WIZONDZVMTJCNkpaWi4u)

Whilst we establish new banking arrangements, we remain unable to take payment. However, membership applications will be reviewed by the committee and payment details will be provided as soon as possible.

As per the current constitution, membership will formally take effect once the application has been accepted and payment received.

We will action all new membership applications in the order received and look forward to welcoming both former and new members to the Club as soon as we can.

### Contact the transition team leads

David Brown

Ports of Jersey/GA with Richard Hawkin and Brian Heath, Training  
[dbsreflex@gmail.com](mailto:dbsreflex@gmail.com)

Derek Fage

Committee/constitution with Tom Quigley  
[derek.fage@gmail.com](mailto:derek.fage@gmail.com)

Matt Palmer

Treasurer, financial planning and management  
[matt@mattpalmer.net](mailto:matt@mattpalmer.net)

Andrew Renouf

Property, tenants, hangar with Alan Gay  
[Andrew@boscobelproperties.com](mailto:Andrew@boscobelproperties.com)

Claire Lilley

Communications  
[Clilleyjersey@hotmail.com](mailto:Clilleyjersey@hotmail.com)

## Your story ... *The 'Other' Italian Job March 2001 by Mike Owen*

In January 2001 club member Dario Di Bernardo , a local hotelier mentioned that he was planning a trip in a club aircraft to visit family in Italy starting at his sister's in Rome and then on to Venice the area where he grew up .Would I be interested in accompanying him ?

Having recently been engaged and ever mindful of maintaining the balance of domestic credits I leapt at the opportunity on the condition I could bring my 'other half'. It was a done deal and his wife having declined to accompany us, not being a fan of flying in light aircraft he was happy to oblige .

Over the next few weeks he renewed his single and multi engine piston ratings and the planning went ahead . Flight plans were filed Jersey to Bordeaux in the club Aztec G-MLFF . I had suggested a more direct route across central France but based on a previous experience of icing over France at altitude in winter Dario was keen to take a coastal route .

We started and immediately went 'tech' . The recently replaced right engine alternator refused to come on line so we shut down . Two hours later the engineers were still head scratching so plan B was activated . Back to the flying desk and with a generous application of that functional business tool - rubber and pencil - PA28 Archer G-BJOA week's bookings were reallocated and flight plans refilled .

We headed south past familiar airfields Dinard , Rennes and Nantes then the whole world changed . It was as if the overcast cloud layer had been peeled back and we entered a different world of a southern spring . After 3 hours numbness in the legs was becoming noticeable and we landed at Bordeaux to refuel and pay a visit to the facilities . It also gave an opportunity to check the fuel burn compared to the POH figures but even with leaning the mixture the consumption was a standard 8 imp gallons per hour . After a suitable break to stretch the legs we decided to night stop in Toulouse as there was thunderstorm activity further to the south east near the high ground before the mediterranean coast . Two hours later we were parking at Toulouse and mesmerised by the sight of the Super Guppy aircraft on the other side of the airfield . The ultimate aircraft transporter these drag monsters are a key part of the Europe wide AIRBUS construction logistics bringing the major assemblies and components from place of manufacture to Toulouse for final assembly .

Day 2 After our night stop at a nearby motel we checked weather and notams for the day ahead Cannes was the original choice for a midday stop but the forecast was showing IFR conditions and at that time there was no IFR approach aid so we filed for Nice . After crossing the high ground we descended and flew along the 1000 ft VFR corridor which follows the coast . The Cote d'Azur blue of the sea was stunning . I could understand why for centuries painters have based themselves in the south of France . Nice vectored us onto final between an Airbus and a Boeing 767 after landing we taxied in between these two larger cousins and were parked in a remote corner of the airfield near the flying club which was definitely closed . It took 2 hours for a fuel bowser to find us but we were just grateful to get some avgas at an airport which didn't seem geared to visiting GA aircraft .

On departure we were routed back west along the coast to a VFR reporting point before being allowed to turn towards the Bastia VOR on the northern tip of Corsica . Approaching Bastia the scenery is spectacular with the VOR on top of the high ground at 3600 ft then a vertical drop to the the airfield at sea level . We continued south east towards the Italian coast . The approach to Rome is spectacular through the winding valleys across the Tiber river towards Aeroporto Roma Urbe the GA airfield to the north of the city . There was even a rainbow as we approached the field. After parking and entering the clubhouse to pay landing and parking fees we were confronted by a familiar sight . Two Jersey Aero Club stickers adorned the visitors wall placed there on previous trips by Jack O Sullivan and Ashley Gibbs .



Colosseum in Rome

Dario's brother in law had come to meet us and drove us through the evening traffic to his Casa Mia . It is quite common for Italian families to have their extended family residing nearby in the same street and in this case many of his relatives occupied adjacent apartments in same Art Deco apartment block . There was even a small chapel in the grounds and a priest came from the Vatican to conduct mass each Sunday .

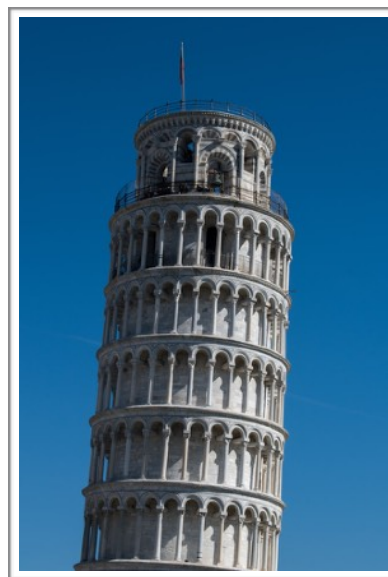
Due to a shortage of visitor accommodation in Italy apart from hotels the Vatican gave permission for Convents and Monastries to provide Bed and Breakfast . After dinner the two of us were taken to a nearby convent . We were shown to our twin room and settled in . An hour later we had a visit from the Mother Superior , a lovely Indian lady called Suoero Urselina to return our passports which we had left at the desk for registration . She suggested we push the beds together and make ourselves 'cosy'. This caused some amusement as we were only engaged at the time with different names on the passports . Clearly Vatican standards had changed with this customer friendly money making opportunity .

We spent the next two days exploring and familiarising ourselves with the delights of Rome and visiting all the usual tourist haunts the Coliseum , Spanish steps , Trevi fountain and the Vatican . It also gave an opportunity to indulge in Italian cuisine . Even a sandwich seemed like a work of art .

On Friday the departure day for the next leg of our epic journey another change of plan . There were extensive thunderstorms over the Apenines making a VFR flight to Venice unadvisable . Pisa was chosen as an alternative night stop but the flight guide showed a requirement for 48 prior permission. In Italy it helps if you are Italian . Dario picked up the telephone and after an exchange of words worthy of an episode of Inspector Montebani he replied 'If we report field in sight at six miles there shouldn't be a problem '.

After zigzagging up the valleys for 15 minutes the GPS flagged up poor signal coverage and went to sleep . The Cloud base was covering the top of the high ground so there was no chance to climb to get a ground beacon signal either . The sea and coast line appeared at the head of the valley and we turned north towards Pisa . The airport at Pisa didn't seem particularly busy and we were allowed to night stop on a commercial stand .

Leaning Tower...!!!



After checking in to a local motel we set out to explore the city . The leaning tower was closed to visitors as it was having maintenance . Due to an increase in 'the lean angle ' an English company had been hired to underpin it and make it more vertical . A system of wires and pulleys had been fitted to reduce the angle of lean from 9 to 3 degrees . Vertical would have been unacceptable as Pisa would no longer have a leaning tower. The city atmosphere was fantastic . A University City, the bars and cafes were still open after midnight and no hint of any alcohol related behaviour which has blighted any attempt at a relaxed street cafe culture in the UK . There were even late opening corner shops to sell stamps and postcards .



## AUGUST 2020 MEMBERS NEWSLETTER

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The following morning we were dwarfed on stand by a Ryanair Boeing 737 parked on the stand beside us . We departed North West tracking towards the NDB at Albenga near the French border . After leaving Pisa's frequency nobody seemed interested in talking to us . We entered French airspace without being able to free call anybody and eventually made contact with Marseille as we proceeded west along the coast . Approaching Monte Carlo we were instructed to orbit in our present position due to opposite direction traffic and spent 10 minutes 'superior sightseeing' as we orbited the harbour .

We continued west and landed at Montpellier to refuel . I was given a free choice for the next leg so decided on a night stop in La Rochelle a place I was familiar with and only a short 2 hour flight back to Jersey .

Heading North west we passed over the high altitude VOR at Garenne . Unknown to me at the time my main student the following week was John Butler a recently retired BA Pilot who had just purchased a Beech Baron and was renewing his MEP and Single Pilot Instrument rating . He also had a house a mile from the beacon at Garenne .

At la Rochelle we had a pleasant unwind and reminisce on the past week's activities at the Jean D'Arc Hotel and returned to Jersey the following morning .

In total 18 hours flying via Bordeaux ,Toulouse ,Urbe Pisa Montpellier and La Rochelle ... not bad for a working week !



Final stop - La Rochelle

**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:

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

***PERCIVAL PROCTOR 5 (1948)***

A classic British aircraft, fully and meticulously restored over 10- years for former owner Air Atlantique on a 'no-expense-spared' basis. The work packs include 7 volumes of detailed documentary evidence backed up by colour photos of all the work. G-AKIU had a fresh Permit to Fly in May/ 2020 and is ready to fly away to a proud new owner.

This is an iconic piece of Britain at its very best.



***FIRM PRICE: GBP £110,000 No VAT***



***BONSALL MkII REPLICA MUSTANG (2011)***

An amazing replica of a P-51 Mustang. TTAF 128 Hrs. Engine & Prop both 35 Hrs. This is a UK LAA Permit to Fly aircraft. w/8.33 & Mode S. This is a stunning aircraft, with a 300HP Lycoming IO-540.

***GBP £96,000 No VAT***



## Plane spotter's corner... *from Bob Sauvary's collection*

Part one of two of Bob's collection from EAA ( Experimental Aircraft Association )Convention Oshkosh 1998



**6750 Monocoupe 70**



**N62143 Hawker Sea Fury T.20**



**NC14768 Fairchild 22C-7D**

**N1187V Stinson AT.19 Reliant**



**N35MK RS712 DH.98 Mosquito 35**



**NC99K Lockheed 12A**



**N60330 FJ827 Boeing Stearman  
A.75N-1**







**N95DR Nardi FN.222 Riviera**



**NC38922 Monocoupe 90A**



**N1114V DHC.1 Chipmunk  
(Super Chipmunk)**

## Temps passés...

**Memories...** The photos below were sent by Jon Guegan, courtesy of the Jersey Evening Post which will be published later in the week in the JEP with a small write-up.

Many of you will have fond memories of the Jersey International Air Rallies when literally, there were over 100 aircraft attending!

So, here is a little memory teaser for you...who can you recognise on the pictures ? Please let me know on my email address at the end of the newsletter so that I can pass this on to Jon.

First clue...the first picture is from his father Gerald Guegn who used to work in the ATC clearance office. Jon said...*"I remember Dad being absent for the whole time of the rally from dawn until dusk at the hangar and went with him on one occasion as a youngster."*



Gerald Guegan



Photo 1

?



Photo 2

?



Photo 3                      ?



Photo 4                      ?



Photo 5                      ?



Photo 6                      ?



Photo 7                      ? and John Such



### ***Peter Harrison...***

A very sad good bye to Peter Harrison who passed away on Sunday 2nd August. Peter was well known in the local aviation community. He flew for BEA and of course will be remembered by his peers for flying his Rapide G-AGSH

Our sincere condolences go to his family at this very sad time.



### ***A message of support from Derrick Ings...***

#### ***TIMES CHANGE BUT GOOD INSTITUTIONS LIVE ON***

People come, people go; aeroplanes come, aeroplanes go, but ancient, respected and internationally renowned institutions can and should live on forever, and I hope this is the case with the new Jersey Aero Club (2020). The Club is a name that simply seems to have been around forever. In days gone by I had many a great welcome, a meal, a drink, a smile and a genuine 'please come back again'.

This historic Club, on a historic island will rise to the top again, and very soon, of that I am sure.

### ***and finally...***

A little reminder...I have no more stories to publish and know that some of you will have some amazing experiences to share!

I feel the newsletter is an important method to keep the membership involved and informed of the club's developments.

So, I look forward to receiving your stories and/or anything you may wish to share with the membership.

Please remember to send your photos separately. Thank you.

Take care and stay safe...and let's hope it's not too long before we can share a cup of tea (or something stronger!) at the club...

***Eveline***