



Welcome to the  
**JERSEY AERO CLUB**

## June 2020 members newsletter

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



*Transition team... from left to right... Derek Fage, Claire Lilley*

*David Brown, Andrew Renouf, Matt Palmer*



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



## Aircraft and Pilots association... update...by *Richard Hawkin*

*Are you a private pilot, maybe a student or a well-experienced PPL ?*

Recently, AOPA has taken on a leading role, both in the U.K. and here in the Channel Islands, in getting G.A airborne again. It has engaged with government and civil aviation authorities to get pilots flying again, safely, to get licence extensions agreed when qualifications would have lapsed, and to give pilots the best advice on how to look after their aircraft.

These benefits are available to all. AOPA works for the benefit of all G.A. pilots.

Now that we can fly again, this is the time to consider whether you should become a member and support the great work done by AOPA, year in, year out.

Here are some good reasons for joining the largest private pilot association in the world. AOPA membership offers you several benefits, not least is representation at international regulatory level so that your flying remains safe yet affordable.

You can join AOPA UK for the equivalent of little more than £8 per month. For that, you'll get insurance and hotel discounts, the bi-monthly General Aviation magazine and much more.

As a Channel Island resident, you'll also receive the monthly AOPA CI Newsletter, keeping you up to date with local matters. AOPA CI is a part of AOPA UK and provides local representation with ATC, fuel companies, the airport authorities, and the Director of Airspace for the Channel Islands. What's more, you'll get a 5% discount every time you buy Avgas in Jersey and Guernsey. In Guernsey, the discount applies to Jet A1 as well. For a typical flight from the Channel Islands to the South coast of the UK and back, the discount is worth around £5 every time, at current Avgas prices.

By joining AOPA, you'll be helping to support AOPA's work on increasing GA awareness, fighting against unnecessary legislation and regulation, challenging costs, improving safety, and continued representation at a European level. A one year pilot membership costs £99. For £230, you can join for two years and get an AOPA Air Crew Card. *If you're a student pilot, you only pay an admin fee of £20 but get all the benefits ( excluding air crew card ) straight away. Student membership lasts for up to two years or until you get your licence, and when you join as full member, the £20 admin fee is deducted !*

For more information about AOPA and how to join, go to [www.aopa.co.uk](http://www.aopa.co.uk).

## Your story ..... by David Brown

The second approach didn't feel any better than the first ... I was so far behind the aircraft .. everything was happening and I just didn't seem to have a clue ...it was like I was sitting in the garden .... the inevitable bounce beckoned ..

The delights of pulling up into a lovely loop and bottoming out before the pull over into a roll 15 minutes earlier felt a lifetime away now ... John shouting over the slipstream that it would be "OK ... just check forward, level and flare again"

But ... no ... still an awful jar as the bungees in the undercarriage strained again at my hopeless attempt to put the 1936 piece of antiquity back down .. at least in one piece.

The Stampe SV4C is a beautiful aircraft .. this one spotless after a major rebuild many years before .. and fairly forgiving with its reasonably generous 150 Gypsy engine growling away ...my left hand on the throttle .. wondering when to close that last inch of throttle and when to save the aircraft (and my dignity) and firewall it and pull away.



And so my love affair with biplanes began ..a sort of love - dread.. you can never hate such a machine but the landings were simply awful. After about 5 attempts over a couple of flights Greg stepped in and watched my first scary attempt from his prone front cockpit seat, me flying it from the P1 rear seat. The next time around he said .. "Don't land it .. just get the throttle where it will just hold her a few inches above the runway" .. we duly went the length of the Jersey runway with the tyres making the odd squeal left or right but Greg then shouted " Now .. look at the aspect of the wings ...that is what you need to be looking for at round out"

And that was it ... given my new found reference point ... touchdowns became an increasing pleasure and not the bottom clenching moment they had been.

Many years followed with every flight bringing more and more knowledge and skills. The flight to Antwerp, the accidental tail slide at 3,000 feet over the Minquiers, the work trip to Guernsey dressed in business suits with a projector on our lap, the trip to Coventry for the 50's air show and being talked down an imaginary ILS into Southampton on the way back when it suddenly went from CAVOK to BKN 200 .... the session in the U.K. to practice adverse crosswind landings in about 15-20 across .. subsequently getting told to land and get a dressing down in the tower by the CAA examiner who was watching us .

It was inevitable when the Stampe was sold I would yearn for another chance to fly an open topped biplane but at what cost. Costs for these machines was in the region of £70k and with 3 children I wasn't about to get the ok to spend that on the slightly impractical whim of a vintage biplane.

Years before, before I left the U.K. I had the pleasure of meeting Dave Cook and was seriously interested in building a CFM Shdow .. he kindly arrived at a local cricket ground, pulled the aircraft out of his trailer, took off in the length of the wicket, perform the most amazing flying stunts, landed and pushed it back.



The relocation to Jersey prevented the next steps of purchasing a kit but the thought never went away. So, once the Stampe was sold, research began.

It soon became apparent that a kit purchase at below £20k would be a better proposition and the research showed the Sherwood Ranger, out of the wonderfully named Little Snoring airfield in Norfolk offered some fantastic Stampe like attributes and more. Flapless, 4 aileron, generous elevator and rudder and swing wing to boot. With a VNE in a dive of 100mph and an expected cruise speed of around 60mph it's not the fastest thing around but the FUN you get out of such a machine is immeasurable.

I won't go into the full build story here as it would fill a book but will highlight a few moments

Starting with the undercarriage seemed like a good idea. I could then move things around more easily however, it introduced some key learnings all at once. What was this thing called a Cleco ? It turned out to be amazingly helpful .. you get your two pieces of metal prepared, shaped and treated and then drill through. Now you have this sort of temporary rivet that you pop in and it has the effect of gripping the two pieces together like a vice .. now add any more and build up until you have the whole joint and associated parts in situ and lined up nicely.



Then remove a cleco and replace it with a rivet. Not an ordinary alloy rivet but a Nickel one, dipped in gooey yellow jointing compound so that the joint is pretty much waterproof. Pulling the first nickel rivet needed what seemed like super human strength. By rivet 100 it got easier .. not technique ... just muscles built up !

Wheels of course demanded huge accuracy and the end of each main undercarriage leg had a block of alloy that would introduce massive toe in or toe out if riveted out of line. Each main leg needed the centre steel shaft cutting with an accurate slot each side to allow full leg extension to the stops. Axles needed preparing, brake shoe and return springs assembled and hubs prepared and drilled for the inner tube valves. So many opportunities to get it wrong !

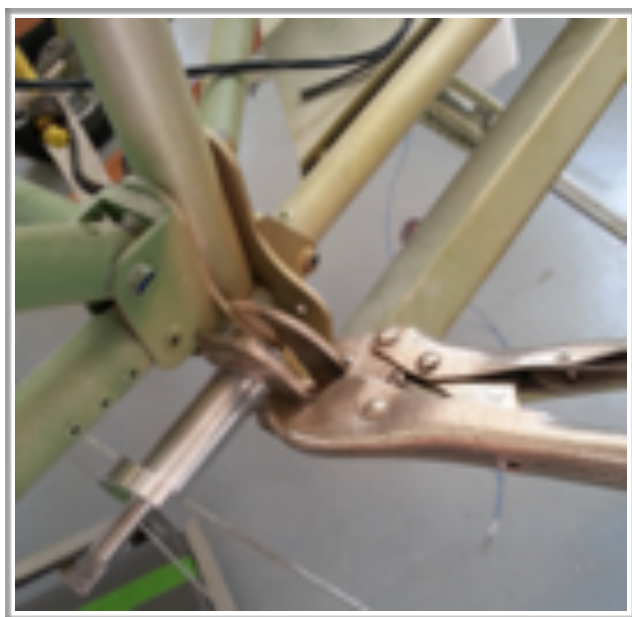
The tail end was one of my favourite parts. Not only the metalwork but the chamfering of the 1" aero alloy bars which met at odd angles that needed to dovetail and then have gussets shaped and drilled before cleco and then eventual riveting once the whole thing was aligned.

Much much later .. you get the acid test of measuring the alignment of your build. Measurement is taken from the trailing edge of each tailplane to the trailing edge of each requisite wingtip. You are "allowed" 25mm .. mine was 2mm :) you probably heard the scream of delight in the St John barn late that night.

Wing fitting – ie to make them hinge was scary .. get this wrong – as others have .. and your wings become fixed OUT ☹

Always handy to have a friend engineer on hand to advise





The LAA provide you with all sorts of useful, if not a little scary material. Some of their material covers the nasty things that can happen to you when using build materials and glues and equipment, another document talks about your family and how engaged and supportive they must be !

The leading edge of the wings was another highlight for me .. not just the finish but working out how to steam curve 1.2m long 1mm Finish ply into a tight offset leading edge curve. Gave up on the steaming idea and put each panel in a bath for 2 hours then 1 hour more to allow a curve without cracking. Then made a jig to leave each section to dry over thoroughly over 2 days. Boy was I popular at home .. a dining room with wing leading edges in for weeks. Once dry and in shape they needed to be chamfered to an very smooth overlap ... a process called scarfe





One of the numerous new things learned was how to cover the aircraft – something I almost didn't want to do .. it looked amazing as complete see through !! and covering ALL that hard work ... Anyway, to go fully traditional .. clothe, dope, stitch, fuel proof, paint ... or Oratex ? a new German designed glue/ heat shrink. It took a lot of learning (and its not cheap to make mistakes on very large wing size one piece sheets !) They don't do a see through version just yet



Also, covering the top deck, as you can see, takes some strength of character as it looks like a complete crumpled mess and then you tease it out with a heat gun and iron ... being careful not to overheat and distort the body.



Et voila .... Admission time ...I have genuinely lost times of the number of times I have stroked



The Blog was an early idea .. never having created one before, it was a sort of 'message to self' and oddly has become a source of reference to me post build for maintenance as well as useful to other builders. To date it has over 500 posts and around 45,000 hits. I've kept it up, post build, as i find it useful to put into words and pictures a particular event or change or challenge.

Would I do anything differently .. heck yes ... my stock control was rubbish and meant I was looking for things that I knew I had but hadn't put it in the right place.

Workshop .. I should have not lifted a rivet until I had a proper setup and had some additional tools .. a bench grinder, a bench polisher would have saved hours on what they call lineshing .. getting the fie marks out of a piece of metal you have just cut.

So what next .. fly as much as I can, give us many peoples look and feel of the enjoyment such an aeroplane can bring ...

Would I do it again .... I have a plan .. to reinvigorate youth flying ... to give them something to write on their CV ... to help plan, budget, engineer, electronics, build, document, fly ...getting 20+ youngsters through a kit build, learning new lifetime skills ... giving them something to say at an interview when the employer says "So what have you done" ... "I've built and flown my own 'plane"

Would I do it again ... in a heartbeat ...



Pulling away on the VERY FIRST circuit ..... what was I thinking !!! (did I tighten up those 1000 bolts ...)



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

Part two of two of Bob's photos from the 1980's at PFA Rallies Cranfield.



*SE-CKX Piper PA.18-150 Super Cub.  
5 July 1985 Cranfield*



*G-AIHH Piper J.3C-65 Cub  
Cranfield*



*LN-NPJ Auster 5  
Cranfield*



*SE-XEN Druine D.31 Turbulent  
4 July 1982 Cranfield*



*SE-IGR Saab 91B Safir.  
3 July 1983 Cranfield*



*G-BHKA Evans VP.1 Volksplane  
4 July 1984 Cranfield*



*G-BWFJ Evans VP-1 Volksplane  
1 July 1986 Cranfield*



*G-AFPN DH.94 Moth Minor.  
Cranfield*





*G-ASFK Auster J.5G Cirrus Autocar  
Cranfield*



*G-AJYB Auster J.1N Alpha  
4 July 1987 Cranfield*



*F-BKOI Morane MS.733 Alcyon  
1 July 1987 Cranfield*



*F-PYFY Pottier P.80  
4 July 1987 Cranfield*

## Temps passés...by Sue Falloon

**Memories...** Thanks to Sue for sharing her pictures from her visit to Avranches Val-saint-Père's aérodrome during the weekend of 28th and 29th September 2019. It was one of the very high tides of the year which covers the airfield. Very interesting to see the water surround the clubhouse!!!!



...and finally...

I look forward to receiving your stories and/or anything you may wish to share with the membership. To contact me, just send me an email to: -

[evelinehawkin@gmail.com](mailto:evelinehawkin@gmail.com)

Please remember to send your photos separately. Thank you.

Take care and stay safe!

*Eveline*