



Welcome to the  
**JERSEY AERO CLUB**

## June 2020 members newsletter

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### **Latest update...** *from the committee*

Dear Members

Further to the last communication to you, the Committee has been very pleased to be approached by a number of parties with offers of assistance and proposals for re-developing the Club. We therefore want to communicate the current position to you, together with a number of related matters with a view to holding a members' meeting before the end of June.

#### **Confidentiality**

The Committee, and the Working Party assisting with the potential re-organisation of the Club and its affairs, wish this communication to be treated with **strict confidentiality** between members and not divulged outside of the current, paid up, membership. If we can rely on you for this, we can communicate as openly as possible on matters that the members need to be appraised of.

The re-positioning of the Club will best be done in an atmosphere of trust between us. Communications to the press or outside bodies are unhelpful and, importantly, may be damaging to the Club's interests. In particular, such communications could be damaging to the Club in its ongoing discussions with the Ports of Jersey with whom we need to repair and strengthen our relationship in due course. Please conduct yourself accordingly.

#### **Future of the Club**

There are a number of very positive activities that the Club might develop, given the right governance structure, management team and resources. The Committee has been greatly encouraged by offers of assistance and ideas received in the past week. At present the Club is without senior financial leadership or oversight, or an operating management team with the financial resources to develop the Club's activities; however, we believe that these may be brought to bear to give the Club what it needs to re-develop as a thriving centre for general aviation in the island. There is certainly a great deal of goodwill from our stakeholders for this to be the case.

### **Working Party**

From the number of expressions of assistance with proposals for the future of the Club we are very pleased that a group of Club members have come together to form a group of 5 people willing to draft a Strategy proposal document for your review. This group is focused on the potential that the Club has to re-develop its activities in a clear, financially sound, manner for the benefit of its members. The Working Party will be forward-looking and not diverted by the history of the Club. The initial members of the Working Party are:

Tom Quigley, Derek Fage, Andrew Renouf, Matt Palmer and David Brown.  
This group will be supported by Grant Thornton.

### **Club premises**

Initial discussions have taken place with Ports of Jersey concerning the continued occupancy of the Club premises. These were triggered by Jersey Airport's removal of the General Aviation handling function from the Club at a point where the Club's subsidiary company became unable to continue to service that contract. Ports of Jersey has been informed that no decision on the Club premises will be made before the Club members have had an opportunity to understand the state of the Club's finances and whether it should continue to trade and re-develop its activities by retention of the premises. However, the initial view of the Working Party is that the Club premises should be retained for the benefit of the Club as part of a wider economic and governance discussion with the Ports of Jersey.

### **Members' meeting**

The Committee wishes to call a meeting of members as soon as possible. This meeting will include an explanation of the current financial state of affairs of the Club and then be presented with an overview of the options available for the Club, with a recommended strategy and way forward from the Working Party.

The strategy proposal document, when ready, will be presented at this meeting. This will take 2-3 weeks to complete. We therefore propose a meeting of members to take place on 22 June, 2020. Due to current restrictions on large gatherings, we propose that the meeting take place using the Zoom meeting platform.

It is important to note that this meeting will only be open to attendance for current members. No other persons permitted to attend and vote.

### **Winding up of Channel islands Aero Club (Jersey) Limited ('CIACJL')**

We confirm that, unfortunately, the board of directors of CIACJL has had no alternative but to cease trading and this company will formally be placed in to liquidation on 12 June 2020. There will be a meeting of creditors on that date. This is not open to members but only valid persons with a claim against CIACJL.

### **Conclusion**

Any future of the Club must be based on goodwill to the Club and a forward-looking view of what can be achieved. History, good or otherwise, is not something that has a place in these discussions. We therefore hope that you, as Members, will join the meeting on 22 June 2020 in this spirit and with a view to plotting a positive future for our Club.

Best regards

The Committee

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

I am still in shock after what has been an unforgettable week for the worst of reasons for the Jersey Aero Club .

To have the worst non flying winter weather on record followed by two months of near perfect weather in which we couldn't fly due to COVID lockdown become a cash flow tipping point is a total injustice .

How many businesses go 'to the wall ' with a full order book .

Many thanks for the supportive messages I have received from students . I can assure you that a sizeable portion of any instructor's day (and middle of the night ) is spent thinking and worrying about students . Nothing has changed on that account . Many of you have money on account which is effectively gone but if paid for by Credit Card should be recoverable from the card company .

Thankfully the days of people turning up to start learning to fly with thousands of pounds in a paper bag are a thing of the past .

As to the future , you will be aware of a new group on social media forming from the membership to reestablish a Flying Club . Whether this if successful would initially include a flying training capability is unknown .

For the hundreds of hours I've spent with you all in and out of cloud and in and out of trim many thanks . I hope a repeat experience is on the not too distant horizon .

MIKE OSCAR WHISKY ECHO NOVEMBER



## **Flying currently approved in the Channel Islands...by *Richard Hawkin***

### **GUERNSEY / ALDERNEY**

#### **Recreational Flying and GA Maintenance Flights**

All flights should continue to be arranged with a minimum of 24 hours' notice through their appointed fixed based operator or the Guernsey Aero Club.

All flights require prior permission with a minimum of 24 hours' notice using the published 'Prior Permission Required' (PPR) process.

All flights will be operated within the current published operating hours of Guernsey and Alderney Airports. Airport extensions are not available.

Aircraft must have a valid airworthiness certificate (CofA, Permit or Permit Flight Release Certificate) before flights can take place. (Reminder – Aircraft operated on a Permit to Fly also require an exemption from the DCA to be operated in Channel Islands Air space).

Aircraft owners and pilots may be accompanied by persons, subject to maintaining the appropriate social distance between individuals, as set out in the current public health guidelines.

Surfaces and objects that are touched regularly should be frequently cleaned and disinfected thoroughly using appropriate products and equipment on board the aircraft.

Pilots are no longer limited to the frequency and duration of flight although the restrictions to leave local air space remain.

All flights are required to take off and directly land back at their airport of origin unless an alternative flight plan has been specifically authorised

#### **Aircraft Maintenance Ferry Flights**

Ferry flights are permitted for the purpose of aircraft maintenance subject to the following conditions:

All ferry flights are subject to Guernsey border control requirements and, as such, the Port Critical Worker Scheme application process must be followed. Further information is provided as follows:

<https://www.airport.gg/criticalworkertravel>

All ferry flights require prior permission with a minimum of 24 hours' notice using the published 'Prior Permission Required' (PPR) process.

*In clarification, the following statements have also been issued -*

*Areas for flying extended to around Jersey and training approaches at Alderney. Landing in Alderney WILL be allowed with 24 hr PPR to Alderney Tower 822851.*

## **JERSEY**

### **Ferry Flights**

A relaxation of border controls has been introduced to permit aircraft ferry flights for the purpose of aircraft maintenance.

Criteria for Ferry Flights: Ferry flights remain subject to the Government border control requirements and as such Pre-Travel Authorisation and Prior Permission Required (PPR) is required for these flights. (Pilots will be subject to Government Restrictions on return to the island. i.e. 14-day self – isolation etc.)

### **Local Area General Aviation Recreational Flying.**

A relaxation of the current General Aviation restrictions in order to permit local owners / operators of private aircraft to conduct recreational and maintenance flights within the local area. Pilots may also now be accompanied by members of their own household.

Paragliding and Hang-Gliding activities may resume in accordance with established arrangements.

## Your story ... *A curious first solo ... by David Nicholas*

As my aviation career progressed I always seized the opportunity to hear other pilots (many of whom had long and distinguished careers in military, commercial or general aviation) reminisce about the first time they were entrusted with the task of taking off, flying a standard circuit and landing on their own.

The emotional feelings vary from one individual to another, from “about bxxxxy time” to “er, I don’t feel ready yet”, and it is assuredly one of the skills of the flying instructor to determine the right time to send a particular student off on their own for the flight of their life so far.

The path to solo (and indeed to gaining a pilot licence) varies uniquely from one person to another. The theoretical path takes no account of weather, personalities, health, cost or (closely connected with the latter) availability of the instructor, aircraft and student at the optimum interval to enable smooth progress to be made with minimal need to repeat exercises that have been completed. While the ideal frequency can be achieved, it is a rarity in our climate and no two students will progress at exactly the same rate. Total immersion (continuous availability of time, money and training resources) allows the student to progress at a steady speed, flying perhaps 2-3 times per day and works for those with the time and money. From first flight to licence can be a matter of a few weeks. Every club or Approved Training Organisation have had some students adopting this path. For the less financially (or time) endowed, a lower training frequency is normal, and training in this more common scenario may stretch over more than a year, flying 2-3 times a month.

Once past the stage of the first (or trial) flight, all student pilots share the enthusiasm for what they are doing, regardless of resources. It is frustrating and very common for breaks to occur (sometimes intentionally and in other cases just the way it turns out) when financial or other commitments and exigencies interfere with ambitions and plans. Typically, reasons include the acquisition of spouses or partners, mortgages and growing families, where self-indulgence may be perceived as selfish or irresponsible. And yet, through thick and thin, those who love to fly often manage to balance the expense of this with their other commitments and maintain currency (albeit minimally in many cases) or, if still at the pre-licence stage they keep plodding along- sometimes feeling that they are not making progress at all – until they finally reach one of the key stages in their training, of which the First Solo is the event that everyone remembers with great clarity and pride.

I started my flying training in June 1969 at the age of 22, with the Fairoaks School of Flying (at the Surrey airfield of the same name) with a genial but sharp-witted instructor named Mike Spear. The school had two Cessna 150's (G-AWJZ and 'PJ). My log book shows that between June and the end of August I flew twelve times covering exercises 1 to 13 (including engine failure after take-off drills). I note that we covered stalling and spinning in a single session of 01.30 on 29<sup>th</sup> August 1969 and this was the last time that I flew for practically three years!



*The former G-AWJZ (Cessna 150), re-registered G-OJVH*

Why did I stop? What had happened? I had up to that point been working for a US airline at Heathrow and in early 1970 successfully applied for a post with another airline that was a subsidiary company of British European Airways (BEA). BEA and BOAC jointly operated the Airways Flying Club at Booker Airfield (now Wycombe Air Park) just outside High Wycombe in Buckinghamshire. Apart from being restricted to employees of the constituent airlines and their subsidiaries, the big benefit was a substantial subsidy in the flying rates. I cannot at this distance in time recall how much cheaper it was than at a normal flying school (such as Fairoaks) but I vaguely recall that it was roughly half the typical hourly rate of the time. On 8<sup>th</sup> June 1972 I took my first lesson with AFC (in PA28-140 G-ATUD) with Gordon Parkin, a retired airline pilot with whom we went straight into advanced turning before resuming stalls and spins. Not having flown a PA28 and having spent the best part of three years away from the controls I was surprised to hear Gordon tell me that in his view there was nothing apart from some general rust that needed attention and that he would refer me to the CFI for his assessment on my next trip.

Just one week later, with eager anticipation, I arrived at the airfield to encounter one Hamish H – late of the RAF's Central Flying School Standards Department (a "Trapper") – with whom I figuratively ran into a brick wall. He was an absolute stickler for adherence to "the book" in all respects and ran the club with a rod of iron during the several years of my association with them.

The CFI approached the matter in hand from the perspective that it was *our* privilege to fly and that he could (and by inference would) throw out any student whose progress was behind the curve or who committed more or less any error. He was a clinically precise pilot whose natural ability probably rendered him unable to empathise with a failing student. It was explained to me that in the Air Force he would have been tasked with assessing student pilots and making the “chop” decision where progress was behind the expected standard. Had it not been for the fact that I was flying more or less at half price I would have been tempted to resign my membership; however once past the “brick wall” I realised that Hamish was just the same with everyone else (instructors included) and that enduring him was an essential initiation to the club and part of the price we had to pay for membership!

At the time the Airways Flying Club was a big operation with eight aircraft, several full time instructors and an ever changing complement of part-time instructors. Most of the latter were commercial pilots with either BEA or BOAC and others were hour-building graduates of the College of Air Training at Hamble. It was one of these which sent me off on my first solo eleven months after joining AFC and with a total of 24 hours in my log book (11.50 accrued since changing flying schools).

The AFC fleet comprised a single PA28-180 (G-AVBT) and seven -140s, of which four were early models (G-ATUB,C,D & ‘VPN) with the “coffee-grinder” elevator trim up in the roof, and three later versions (G-AWZD,E & ‘XTC) with the quadrant throttle and central trim-wheel. These latter aircraft were almost new and were in all respects “better” than their older sisters. Noting from my log book, my first three trips with AFC were in the older versions whereas my fourth and fifth flight were in ‘ZWD (Booker – Oxford – Booker) which was the aircraft that I will always fondly recall as my mount when I eventually went solo.

Most of my pre-solo flying was done with either Gordon Parkin or Dick Thurbin (a former Lightning pilot) and I learned a huge amount from each of them. So far, I had not had anyone sitting beside for whom “hour building” was a priority or who was even part time. Progress was good, and training thorough (the CFI saw to that, reviewing the training files daily) and we finally settled down to consecutive sessions (8 over three months) circuit-bashing to ensure that when the day came I could be sent solo on any of the available runways (two grass and one tarmac) in either direction, and with the required tight circuits demanded by the local noise-abatement rules. On 7<sup>th</sup> May 1972, a good session with Dick Thurbin left me feeling on a high when during the debrief he told me that had the wind been less gusty he would have sent me solo there and then.





*PA28-140 G-AZWD in 1976*

It was with a sense of anticipation and excitement that I drove to Booker in the late afternoon of 14<sup>th</sup> May 1973 and looked around for Dick. Finding that Dick was not working today and that I had been assigned to a young Hamble pilot who introduced himself as *Mister F*---y did not please me as my first thought was that I was just providing time at my expense for his hour-building project; however – all hopes of solo forgotten – we were soon aboard G-AZWD for.....more circuits. With the wind in the north we were unable to use the 730 metre hard runway (06/24) or its parallel grass neighbour, and were assigned to the grass runway 35 (695m) which had then (and has still) a right hand circuit. Having flown from grass at Fair Oaks, and several times since moving to Booker, I was quite happy to operate from this surface while remembering that it had some undulations which required care to protect the nose undercarriage.

Soon we were airborne, with a couple of other aircraft also in the circuit, and up, round and down we went followed by a passable landing. Mr F remained silent, watching the world go by (and I am now certain maintaining situational awareness of the other traffic) as we repeated the exercise for 50 practically silent minutes whereupon he announced “OK I think that’s enough – I’ll have to dash off so make this one a full stop “. The last landing was as smooth as grass landings can ever be and we exited right and headed back towards the tower, my companion already unplugging his headset and gathering his papers.

My thoughts (written here more politely than felt at the time) were that he must be in a hurry if he is baling out before we get back to the apron.

“ Right....it’s a good afternoon for it and I think you’re safe to do one on your own. Once I get out, taxi back to the 35 holding point and by that time I’ll have told the tower that you are solo. Follow their instructions, do exactly what you have been taught, keep to the circuit pattern as there are other aircraft, and once on finals check that you are not high or low, fast or slow and remember you’ll float a bit more without me on board. If you aren’t happy on finals, overshoot and go round again. Have fun.”

.....and with that he had gone (never to be seen again as it turned out).

The circuit itself was almost an anti-climax – I did what I had been taught and survived the landing. No comment from the tower.

Back to the apron, shut down and exit the aeroplane, remembering to thank Whisky Delta for keeping me safe.

Entering the clubhouse I had suddenly become invisible. No sign of my erstwhile instructor – he had gone as soon as I landed, leaving an empty space where his car had been until moments before. Nobody knew nor cared that a First Solo had happened. Glumly, I walked upstairs to the bar and bought myself a pint of lager!

It's wrong to seek adulation but there are just a few times in life when it is good to share the joy and pride in achievement. It had been an uneven road and this was one of my few real milestones and it passed entirely unnoticed.....

Two weeks later, flying again with Dick Thurbin, he offered a handshake and congratulations, along with an apology for offloading my pre-solo check onto someone else. To his credit, he expressed concern that I had been abandoned by my instructor and would have a word with him. I had come to know Dick well enough to feel confident that *Mister F---y* would not do that again.

By this time, I had bigger things to worry about as my landings were starting to become inconsistent (a constant problem since Fair Oaks). Among the wise old sages offering advice was the famous Joan Hughes (of Air Transport Auxiliary fame) who was a full time instructor with AFC. I was never privileged to fly with her but she was a very perceptive and wise mentor to hundreds of student pilots over the years since the war. She was never too busy to mentor any student pilot who was having a problem and sometimes succeeded where the official syllabus had failed. She certainly helped me along the way.

Regardless of the difficulties that lay ahead (and there were a few) I had at last joined the countless thousands who over half a century had “slipped the surly bonds of earth” and flown. Whatever else transpired, nobody could take that away. Only passing my General Flying Test 18 months later (in PA-28 G-BBBY of Channel Aviation, Guernsey) after yet another gap in training, would exceed achieving my first solo. But that is another story.....



*Post GFT  
PA28-140 G-BBBY  
in 1976*

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

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



*N1344 Ryan PT.22  
Cranfield.*

*G-BIJS Luton LA.4A  
Minor  
1 July 1986  
Cranfield.*



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

*G-AHSP  
Auster J.1 Autocrat.  
Cranfield.*



*G-BGWF Piper PA.18-150  
Super Cub  
Cranfield.*

*F-PYBD  
Hientz Zenith 100BF  
Cranfield.*





*SE-CMC Auster 5  
Cranfield.*

*G-AFVE DH.82A.  
Tiger Moth.  
Cranfield.*



*G-BDKU  
Taylor JT.1 Monoplane.  
1 July 1986  
Cranfield.*



*G-BEFH.  
Nord 3202  
3 July 1983  
Cranfield.*



*G-BLDN  
Rand-Robinson KR.2  
3 July 1987 Cranfield.*

*G-BKPB  
Aerosport Scamp  
6 July 1985 Cranfield.*



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## Temps passés...by Sue Falloon



The photos were taken at Dinan's Club Meeting Aerien on 22 September 2019.

A superb air show for such a small airfield and aero club to put on!

As it was fully funded by sponsorship, it was free to enter airfield for the show.

*Pictured on the left is Sue with Francis Gauthier, who was the club's president for many years. What memories this picture brings back!*



## ...and finally...

With all the hard work going on behind the scene and my usual optimism, I look forward to continuing with the newsletter... so, let me have whatever you would like published and who knows, we might be able to catch up at the club very soon!

And so, should you wish to have anything published, my email is [ievelinehawkin@gmail.com](mailto:ievelinehawkin@gmail.com)

Please remember to send any photos separately. Thank you.

Take care and stay safe!

*Eveline*