



Welcome to the **JERSEY AERO CLUB**

October 2020 members newsletter

Update... *from our chairman - Derek Fage*

I can't believe it's been a month since the last newsletter – time is really flying!

Things are progressing well with the restructuring and gradual opening of the club, so here's a summary of what's happened.

Café/Bar

The Café was opened as part of phase 1 on Saturday 5th December using an honesty system for hot and cold drinks from 10am until 5pm daily. We've seen a steady use of it and had quite a few positive comments about how it's nice to be able to use it again for both for pre and post flight as well as just somewhere to come for a coffee and a chat and use the Wifi.

We're now looking at preparing to take it to the next level with a gradual re-opening of the bar for events, and have sent out a call for people who are interested in organising this to come to talk to use with some plans that we can support.

I'd like to take this opportunity to thank all the members who've come up to use the bar as it's great to see people up here again, and in particular we should all thank Brian Heath and the team of volunteers he has co-ordinated for making this possible.

Ports of Jersey

We've had really good engagement with senior levels of management in Ports of Jersey and they've said how pleased they are with how we're approaching things. We will be working closely with them through the winter as we progress with a slower re-opening of services than originally envisaged due to COVID-19 issues, but they are fully committed to wanting the aero club to thrive again.

Member Airside Access

I know this is something that all of us pilots are particularly interested in. Ports of Jersey security have been doing a fantastic job of providing airside access (albeit with 1 hour PPR). We've agreed in principle with PoJ security on how to approach member airside access at any time during airport opening hours using a card access system for access through the club along with CCTV coverage, and have now identified a supplier for this system. I'd like to think that we should be able to provide this in November and will provide an update on requirements later this month.

Visiting GA Handling

Realistically with the new restrictions for COVID-19 coming in that will include the requirement to self-isolate until you have a negative test result even when coming from Green locations, combined with the apparent end of summer weather, we expect to see even less visiting GA than before. Based on that we are working with PoJ to plan for how to slowly ramp up in preparation of next spring/summer, so we're unlikely to see much in the way of changes here this year.

Flight Training

We're progressing with our short list of two UK organisations looking to work with us to operate flight training from the club and expect to have something finalised prior to the AGM. As with GA handling we're planning for a full resumption of flight training activities for next year, but are also talking to the Airport and to the Department of Health about the resumption this year in a 'start up and ramp up' phase and will provide an update as soon as we get that.

EGM

Finally, we had an EGM last night (30 September 2020) held using Zoom. For the first time we did this using a pre-registration feature to ensure that attendees and voters were entitled to attend and vote in advance. In the main this worked well (we had 51 people attend), however I have had 2 or 3 reports of people having problems. If you did pre-register and either did not receive a confirmation email, or had problems access the zoom meeting after registering and receiving a confirmation email then please drop an email to info@jerseyaeroclub.com and it will find it's way for me to look at to ensure we resolve these teething problems prior to the AGM

In the EGM itself we ran through an updated constitution and rules to try to refresh them and provide some of the governance and control we said we wanted. After some discussion, the Constitution was passed with a few amendments and these will be incorporated and then submitted to the Royal Court. The new Club Rules were also adopted, along with a resolution to look at making some further changes (following consultation) over the next 12 months as we see how they work. We'll setup some working parties for this and canvas questions from membership so watch this space.

We then provided an update on the business planning we were doing and key focuses and, following some discussion the membership also voted to adopt these.

We provided an update on Engineering which was that we were still looking at options and taking advice from Grant Thornton and Carey Olsen, but that we expected to come to a conclusion in the next few weeks.

Finally, we made another call for volunteers.

I know a number of you have volunteered to help in the past, and a number have helped in the rota for the bar, however we wanted to try to be more specific following the update we provided at the EGM. We really need some people with the drive to start looking at how to open the bar in a sustainable manner and look at how to start putting social events on etc – we're ready and able to support in terms of finances etc, but we need somebody who'll take the responsibility for sorting the bar.

We will be making the presentation available to members next week on the website and I'll send out details when it's ready.

Finally, for anybody who thinks they want to contribute and stand for committee (or is thinking about it), we'd ask you to contact us so we can give you more of an update on what's involved and potentially involve you in some of the business planning and other workstreams we have on the go.

Your story ...Last production DC-6 destined to USA by Mike Le Galle

A Texas man with an affinity for the Douglas DC-6 purchased the last production model, DC-6B that is still in its original passenger configuration.

The last Douglas DC-6 produced has been stored since 2010. It's now owned by a Texas man. Source: DC-6 Association of Africa.

The DC-6B, delivered in the waning months of 1958, is the sister ship to the famous Red Bull DC-6B that continues to be flown occasionally at air shows.

This DC-6B, registration V5-NCG, has been stored in Namibia since 2010. It once was the presidential airplane for Yugoslav's leader, Marshal Josip Tito. The plane was then donated to the Zambian government as the presidential aircraft for Kenneth Kuanda. This aircraft and the sister ship were purchased by Namibian Commercial Airlines (NCA). The sister ship, the second-to-the-last built, was sold to Red Bull. The proceeds were used to restore V5-NCG.



More recently, it served in tourist charter work. The aircraft has the original interior. This is a rarity in restored piston airliners.

James Mac Ivor owns Nighthawk Air Systems Inc. near San Antonio. COVID-19 delayed plans to return the airplane to the air. He also still must raise funds.

"I've been working on putting together four zero-time engines for the last three years," Mac Ivor said. "I have four engines ready to go. They're basically ready. Machine work is complete. I'm just waiting for final assembly getting together the baffles and other small parts to finish them up."



Mac Ivor is still funding the project by himself. And he's not even sure what he will do with the airplane once he gets it back to the USA. There hasn't been interest expressed by other parties yet. However, Mac Ivor hasn't advertised the aircraft but he's willing to accept offers, trades or involvement in the project.

The value should be compared with a Boeing B-17 or Consolidated B-24, both four-engine military bombers dating to world War II because of its rarity and original configuration

Mac Ivor points out that there are two Lockheed Constellations being restored, at a cost of millions of dollars. One is the Bataan, used by Gen. Douglas MacArthur. The other is the Columbine II, used by President Dwight Eisenhower.

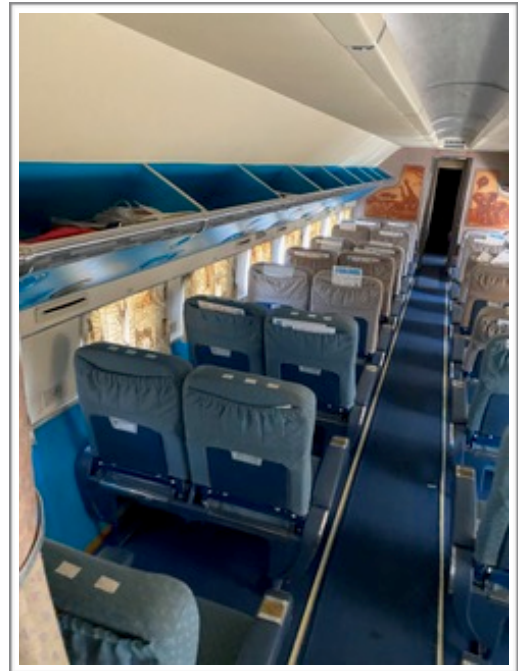
Flying on the air circuit is very difficult without a serious financial sponsor. Insurance, for one thing, he said, is a show stopper. Operating costs are also very expensive—upwards of \$4,000 to \$5,000 per hour.

Mac Ivor said, “I don’t really know what direction I’m going with it yet. There has been some interest but a considerable amount of resources, as mentioned, are required to operate the aircraft. However, it is not impossible.

Engines, propellers and components owned by Nighthawk to be installed on the aircraft are valued at more than \$1m. Mac Ivor estimates that he needs an additional \$500,000 to get the plane airworthy and ferry it back to Texas.

The DC-6B, in its tourism operation, was in beautiful shape. The airplane is low time since it was the last DC-6 off the Douglas line in Santa Monica (CA) and only used in presidential service. It accumulated only 10,000 hours total time. Delivered in November 1958, it was already the start of the jet age. The de Havilland Comet and the Boeing 707 entered service that October.

“The aircraft is unique because it’s completely original. It hasn’t been modified. It’s even got the original radio rack and original radios. The radios may or may not work, but they’re not being used. They were left intact to maintain originality,” Mac Ivor says.



Once the DC-6B is here, he hopes interest will be generated and permit operation in the future.

“There’s a small network of people that might be interested in this aircraft,” he said.

“I’ve got a couple more DC-6s in Africa that are never going to fly again,” Mac Ivor said. They may be salvaged for parts and engines. He has engines and spares that could keep the Namibian DC-6 in operation for years.

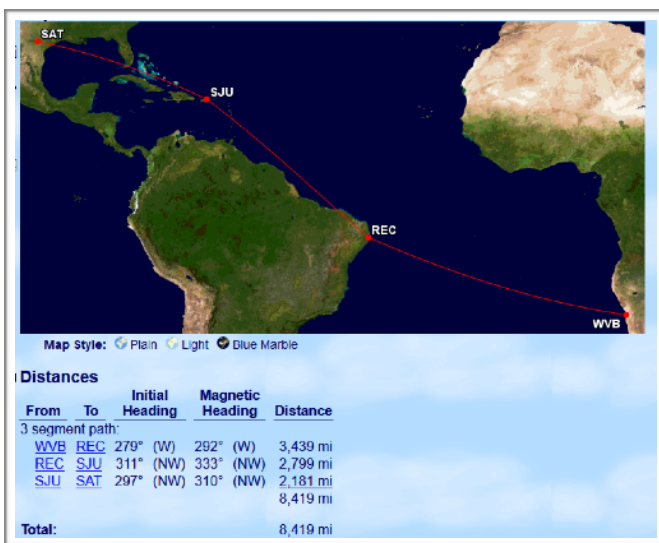
Getting the DC-6 to Texas will be a long trip. Namibia borders South Africa, Botswana and Angola. Its West Coast is on the South Atlantic.

“The main route I’m looking at is to avoid coming up the west coast of Africa, because it’s difficult operating through those countries and getting through European air space,” he said. “I ditched that idea a long time ago.

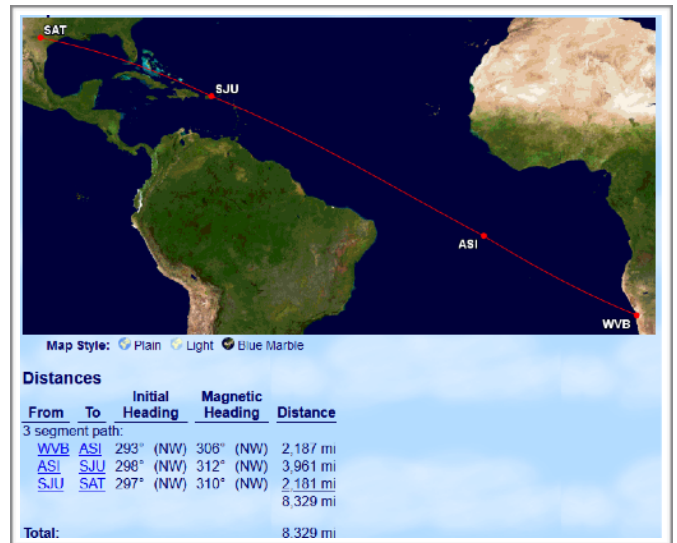
“What I’m looking at is going from Walvis Bay nonstop to Recife (Brazil) or stopping at Ascension Island. Fuel, however, would have to be barged to Ascension. It’s half way between Walvis Bay and Recife. It’s a little island there in the middle of the South Atlantic.

“I was considering stopping there and continuing on from there. If I did that, I might go farther than Recife. I haven’t quite picked it out yet. I can do as few as maybe two stops.”

Mac Ivor said he would clear customs in San Juan then head straight from San Juan to Texas.



One potential ferry route from Namibia to San Antonio is via Brazil and San Juan.



A second potential ferry route is via Ascension Island and San Juan. Gasoline would have to be barged to Ascension.

Mac Ivor has an affinity for DC-6s. Nearly 30 years ago, he had ambitions to launch a cargo airline using this aircraft type. But 9/11 intervened and the project never got off the ground.

Still, he acquired several DC-6s, including a military version—the C-118. One partial C-118 has a VIP configuration, which he describes as an Air Force One-type interior. This fuselage section remains intact.

He also has a DC-6B forward fuselage that was delivered to Northeast Airlines and a DC-6A forward fuselage that was the first airliner delivered to Japan Air Lines after World War II.

All these aircraft and spares could be sold as a package with the Namibian DC-6B.

Mike Le Galle <https://fokker27.blogspot.com>

Acknowledgment to Scott Hamilton at Leeham News.



If you are interested in either of the aircraft below, please contact Derrick Ings as per email:

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.

PRICE: GBP £110,000 or best near offer - No VAT



CIRRUS SR22 Gen1 non-Turbo (2003)

Recovery parachute, but let's hope you never need to use it.
Glass cockpit.
Affordable.

EUR €169,000 (Plus VAT where applicable in Europe)

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

Part one of two of Bob's pictures... Like a lot of us, Bob has not been able to get away recently and so, he is sharing some pictures he took locally in August and September.



Left - G-CBZR Piper PA.28R-201 Arrow III
31 August 2020 Jersey



Right - G-FFTI SOCATA TB.20 Trinidad
5 September 2020 Jersey



Left - G-OGGY Aviat A.1B Husky Pup
23 August 2020 Jersey



Right - G-XTAZ Van's RV.7
4 August 2020 Jersey



Left - D-ECFC Apex Aviation built Robin DR.500-200i
President
20 August 2020 Jersey

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Left - G-NIME Cessna T.206H Stationair TC.
4 September 2020 Jersey

Right - N829TD Diamond DA.42NG Twin Star
20 August 2020 Jersey



Left - D-MYWE Pipistrel Sinus
22 September 2020 Jersey



Right - 2-RIOH Navion Rangemaster H.
17 August 2020 Jersey



Left - D-EQAW Cirrus SR.22T
29 August 2020 Jersey

Instructors availability...

I am sure many of you are aware of the Jersey Flyers Facebook page. Brian Heath recently added a list of available instructors which I thought was worth sharing especially as it gives each instructors qualifications.

Should anyone been missed or if you would like to be added to the list, please let me know on the usual email at the end of the newsletter.

If you wish to fly with of the mentioned instructors, bookings have to be made directly with them and so, if you press on the required name, it will direct you to their link.

[Michael Owen](#) - FI IMC Night.

[Simon John Harman](#) - FI Night and FE

[Duncan Laisney](#) - FI FE Night Aeros

[Neil Dyke](#) - FI and Night

Ian Dyke - FI IRr Night, Multi (contact through [Neil Dyke](#))

[Glen Militis](#) F.I. IR IRr, Night, Aeros

[John Portch](#) FI(A) incl Night and IR(R), CRI, CRE and IRE

[Brian Heath](#) - CRI

[Derek Fage](#) - FI

[Dale Curtin](#) - CRI

Temps passés...by *Eveline Hawkin*

What was the first aircraft you flew? Mine was G-BHRN, C152 on 17th August 1982 with Mike Forbes...
Where is RN now? Anyone knows or has pictures?

Let's try to rebuild the club's fleet and find out where they all are.... Your answers to the usual email!

and finally...

I am delighted to have received 3 stories...the first one is in this month's publication. Next month's will be - Adam Rogerson's "my journey to a PPL" and the following month, Mike le Galle's "the story of Sheila Scott"

Please keep them coming and if you can remember, send the photos separately. Thank you.

Do remember that the bar area is now open and will allow you to relax and have a coffee (albeit a machine one) and catch up with friends or simply wait for the security team to come and open the airside door for you.

Take care and stay safe!

Eveline

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