



Welcome to the  
**JERSEY AERO CLUB**

## May 2020 members newsletter

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

Dear Club members,

I sincerely hope that this edition of the Clubs newsletter finds you and your family fit and well.

Despite the restrictions, work continues on the documents required to complete the sales of Channel Island Aero Services and our Flying Department but somewhat slower than desirable because of the necessity of everyone working from home .

The committee has invited the very well known Business Consultant Mr Kevin Keen to take a totally independent appraisal of our accounts and the methods we use to conduct our business.

Mr Keen has an excellent reputation for assisting a wide range of Island businesses, he is a professional accountant, a local man who takes genuine pleasure in helping Jersey companies. He is generously giving our Club seven days of his time free of charge, to interview members of the committee, other persons who have relevant information to assist his research and a detailed examination of how we conduct our financial affairs. If you wish to assist Mr Keen to help our Club, please e-mail him:

[kevinkeen.jersey@gmail.com](mailto:kevinkeen.jersey@gmail.com)

As with just about every commercial business world wide this Covid-19 virus could not have come at a worst time for our Flying Department.

Since the end of September until the start of April, the weather has not been conducive to flying training although Mike Owen has done his best to exploit every opportunity that presented itself. The UK CAA have now imposed a ban on flying training until further notice because of the virus, this affects us because for ATO requirements we are a satellite of Aeros Flight Training, a UK company. Obviously, at the moment there would be a local ban anyway.

Such a shame for us because we have, superb training aircraft, a dedicated CFI , six part time instructors, the best operations staff, twenty five students on the books [although six of them have not booked for a while] and it is all grounded until further notice.

Please take care and let's hope we can open the Club before the end of May.

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

With all private flying suspended as Jersey finally went into lockdown and social isolation unfortunately there is nothing to report on the flying front .

In anticipation of the suspension of flying the CAA published on 07 April 2020 Document ORS 4 ( Official Record Series 4 ) No. 1374 regarding the Extension of validity and other time periods for EASA licences , ratings privileges , endorsements and certificates for pilots instructors and examiners .

This document can be accessed at [www.caa.co.uk /ors4](http://www.caa.co.uk/ors4)

Relevant aeroplane pilots , instructors and examiners are exempted from the standard validity or other time periods of any of the following (I include the most relevant to our operation ) that expire on or after 16 March 2020

Class ratings , type ratings , and instrument ratings including IR Restricted( the IMC Rating on an EASA license )

Part - Med medical certificates

Part-FCL instructor and examiner certificates

Theoretical knowledge examinations for the purpose of license issue .

The conditions for the exemptions are that the holders of the ratings or certificates must have held on 16 March 2020 a valid relevant rating and during the period of the exemption have received a briefing from an instructor who holds relevant instructional privileges in order to refresh the required level of theoretical knowledge to safely operate the applicable class or type .

If when restrictions are lifted there has been inadequate time to acquire the flying hours to revalidate by experience the simpler option will be to revalidate or renew by proficiency check with an examiner

Regarding medical certificates things have been less clear . I have this morning (28 April) had a discussion with James Mair the AME in Jersey . The exemption mentioned above does not apply to Class 2 medicals . Only to Class 1 and the Class 3 which is applicable to Air Traffic Control Officers . The CAA have specifically emphasised that Class 2 medicals are considered non essential in the current Covid 19 crisis and are not to be renewed by AME s while restrictions are in place .

However Class 2 medicals now contain embedded LAPL privileges and any time expired class 2 medical now becomes a LAPL medical for a further year providing the holder has not experienced a reduction on medical fitness . The rating restrictions of the LAPL license now apply in that the holder is restricted to VFR privileges only , carrying a maximum of 4 people and a MTOW of not greater than 2 tonnes .

I hope provides some clarity and some daylight ahead .

Hope to resume flying soon.

## Bar and social...by Sandra Carroll

Many of our members are missing meeting with their friends at the club during these very strange times. We don't know the government's strategy for coming out of lockdown and we can only guess what will be the new 'normal'. Incorporating social distancing into an end of lockdown party will be interesting but I'm looking forward to the challenge.

Thanks to Fatima for doing such a great job looking after us and keeping us safe until we had to comply with government guidelines and shutdown. Like many of you, she is self-isolating and looking forward to the day she can return to work.

Spending so much time at home is unusual to the extreme. If you are one of those productive people learning a new skill or resurrecting an old one or if you have discovered some useful tips why not share your pearls of wisdom. We'd love to hear from you so please send photographs/article to Eveline for publication in our next newsletter.

I hope all our local and overseas members are well and stay safe until we meet again.



## AOPA CI submission to Government... by *Richard Hawkin*

AOPA (Aircraft Owners and Pilots Association) is a non-profit making international body representing the interest of Aircraft owners and pilots.

We have many members in the Channel Islands and UK AOPA is actively in dialogue with the Department for Transport and the CAA over similar concerns in UK, indeed across Europe.

AOPA stands fully by the objectives of the struggle against COVID 19 and is very mindful that there are complex and conflicting issues to be dealt with.

AOPA does not seek special treatment but simply requests that consideration of measures affecting our members are taken with a comprehensive understanding of this sector and free of value judgements.

AOPA, as a general policy, makes its points on behalf of all pilots and owners, whether members or not, so we believe we offer a common-sense unified view to the authorities during their difficult task of managing this period.

Private aviation is NOT an exclusive leisure or hobby pursuit. AOPA represents commercial interests as well. In these islands there is a very significantly higher proportion of owners and pilots who use their aircraft as a business means of transport.

AOPA understands the constraints of the current phase of the quarantine process. The impact on us is mainly a safety one for 2 reasons -

- 1) the proper maintenance and usage of engines.
- 2) maintaining currency for qualified pilots - a matter which is taken very seriously for commercial pilots and should be no different for private pilots.

We therefore request to be allowed to conduct maintenance flights, during this current phase of the quarantine process, based only on safety concerns -

*An aircraft is a complex piece of machinery which deteriorates through lack of use.*

*In particular engines suffer corrosion. Other systems, e.g. undercarriage, pressurisation etc., need to be operated and checked regularly. This is not possible on the ground.*

*Engines can be inhibited but this is normally for long term storage purposes and requires the input of skilled maintenance staff and still carries risk of deterioration. No maintenance operation is currently working in the C.I. Some local owners are contracted to maintenance organisations in the U.K. particularly where the aircraft type is outside the allowed scope of the local facilities.*

*The principal engine manufacturers advocate, as a minimum, a 1 hour flight every 30 days in order to provide ongoing protection.*

*Short ground runs are considered to have a negative effect.*

*If nothing is done, then ultimately rectification is unlikely to be achieved by simple repair but may frequently require replacement. A typical replacement engine for a light aircraft will cost £25,000-£50,000*

*Pilot currency is a legal requirement. Most local pilots will not have flown for 6 weeks or more. The issuing authorities were quick to allow extensions to time limited requirements but, at that time, this did not cover the strong safety case for pilots remaining in current practice*

*Maintenance or engine health flights are allowed in the U.K. This decision was announced by the U.K. CAA on the 17th April and was based on the above considerations.*

*AOPA CI understands the concerns that our main airports have only 1 runway each which might conceivably be blocked. This has always been the case, yet there is no evidence that a G.A. aircraft has caused any significant disruption. Paradoxically, the longer G.A. aircraft are grounded, the greater the risk.*

*Equally, concerns that a mishap might put a strain on the emergency services at this difficult time loses its weight as both islands have been successful in controlling the workload on those organisations. Also, the airports currently have a level of fire cover which is well beyond that required by any G.A. aircraft and in the current much reduced traffic situation is highly unlikely to be unable to cope with flights as per our limited request*

*Pilots are already allowed to access their aircraft. In terms of spreading the virus, there is no additional risk if they were allowed to fly.*

The request to be allowed to perform maintenance or engine health flights is made purely on the grounds of safety and aims to take a balanced a view of the risks, actual and perceived, as seen by all parties. It is AOPA CI's opinion that it would now be safer to allow these flights than to refuse or even delay approval.

The U.K. CAA's permission is not a free for all. Many restrictions and requirements are attached but it does allow for the basic requirements of safety. We would expect the same or similar here in C.I.

AOPA wishes to thank you for your consideration of this important situation.

*Richard Hawkin*  
28th April 2020

Chairman, AOPA Channel Islands Region  
On behalf of general aviation in the Channel islands

## Your story ... *La Ferté Alais* by Richard Hawkin



On a hilltop south of Paris is a small airfield set high on a plateau and with just 1000 metres of grass as a runway, running more or less east-west. In many ways it isn't dissimilar to many other French airfields except ... where else can you see vintage aircraft, military jets and the latest airliners all performing on the same day?

The La Ferté Alais airshow has been running since 1970. The airfield is home to a remarkable collection of vintage aircraft owned by the Amicale Jean-Baptiste Salis. It's annual show, over the Pentecost weekend (late May or early June), draws huge crowds but, in its early days, it had something of the feel of a well-kept secret or so it seemed to our little band of Jersey Aero Club aviators who made the pilgrimage over a number of years in the early 80s. We took garden chairs, sat in the shade of the wings of the aircraft, and watched in awe as we ate our baguettes and drank Orangina. Happy days!

The aero club was a busy place in those days with a decent fleet of aircraft, a good number of pilots with a keenness to do something different. There might not have been any customs facilities at La Ferté Alais but getting there wasn't a problem. There were plenty of suitable airfields on the way and none of them requiring the now standard 24 or 48 hours notice. In fact, multiple stops just made the flying more interesting and gave everyone the chance to have a go. Caen, Bernay, Toussus le Noble come to mind but we stopped at many other airfields too.



What might have been a one-off club trip became a regular feature for a number of years, always attracting 15-20 members in 5 or 6 aero club and privately owned aircraft. Looking back, these trips had their good points and their not so good points but the good ones always won by a big margin. There was great camaraderie, French food, an amazing airshow in a glorious setting but also a sleepless night in a hot and cramped hotel room in Chartres and some nervous moments as we tried to coax a TB10 to take-off or even just start moving with a its' full load on another hot day. In the end we scraped of the ground having off-loaded one of our gang into another, more powerful, aircraft ! Oh, and that time when our hire car had a flat tyre driving through the heart of Paris. That was soon fixed and we drove on until the worrying question as to who'd tightened the wheel nuts went unanswered. These days that would be down to a lack of crew resource management !



The airshow ( Le Meeting ) had the feel of a trip through the history of aviation with many examples of the very first aircraft to fly ... and they all flew. WWI aircraft came next and those of the 1920s and 30s. Then suddenly it's WWII , a lot more noise and speed and mock battles played out in front of our eyes.

The huge developments of the post war years led up to the latest military jets and airliners, looking very incongruous as they made their approach to the grass strip, not landing of course, but nevertheless really impressive.

If you could ever describe the perfect day out in a light aircraft, a visit to the La Ferté Alais airshow would be it. But nothing ever stays exactly the same. Another year and we find that we're no longer allowed to stay with our aircraft or just wander freely around. The crowds are huge. Someone, but nobody know who, has invented security and the show has lost just a little of its magic.

Or, maybe the magic has just changed.

No more stories ... , so please send me yours for next month's edition which will be it's 6th anniversary! ...with a story each month, that's makes 72 in my reckoning!



F-BJQD Morane MS.505 Criquet.  
on 29 July 1990 La Ferte Alais



F-BARP Morane MS.505 Criquet  
on 6 June 1992 La Ferte Alais

Coincidentally, Bob sent this 2 pictures from La Ferté-Alais and so, I thought they would fit in well at the end of Richard's story.



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

Here is a collection from Bob's wanderings in the 1980's and early 1990's



G-ASWJ 8449M Beagle B206.  
on 28 September 1985 RAF Halton



G-AFUP Luscombe 8A Master  
on 11 September 1988 Popham



G-ARTF Druine D31 Turbulent  
on 2 October 1988 Finmere



G-AEDT DH90 Dragonfly  
on 19 August 1989 Old Warden

G-AFSC Topsy Trainer I  
on 6 April 1990 Henstridge



F-BERB SAN Built Jodel D140 Mousquetaire  
on 27 July 1991 Moulins



DDR-SNB Zlin Z.37-2 Cmelak  
on 16 June 1992 Budaors



55 Ilyushin IL28 Beagle  
on 17 June 1992 Szolnok







OK-WMN Zlin Z.226T.  
on 18 June 1992 Kunovice



OK-MML Orlican L-40 Meta-Sokol  
on 19 June 1992 Kladno



N90RD Navion Rangemaster Hon  
on 4 July 1992 Wroughton



F-AZIG Canadian Car and Foundry built  
N.A.T-6J Harvard 4 on 19 June 1993  
Etempes

**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)

#### **PIPER SARATOGA II HP (1997)**

This is an IFR equipped Saratoga II HP with recently (Oct/2019) overhauled engine  
A rare and extremely well equipped aircraft which the owner is rightly very proud of  
Upgraded avionics - GTN650, Aspen EFIS, AoA indicator, and so much more bring this aircraft into the modern age  
Originally UK Registered, now Belgium based and FAA N-Registered

**EUR €239,000 (Plus VAT where applicable in Europe)**



#### **PZL-104 WILGA 80 (1993)**

UK Registered & UK Based, Total Time 1066 Hrs,  
Engine and Prop 40 Hrs since overhaul  
Spare propeller included - in fact, a massive spares bundle included  
Manuals included and various seating/jumping configurations included  
You even get 8.33  
STOL capability, doors can be removed, fresh Annual and ARC with sale

**GBP £50,000 No VAT**



This month, a very sad contribution to friends and supporters of the Duchess of Brittany from Willy Weber ...



## DUCHESS OF BRITTANY (JERSEY) LIMITED

*(In voluntary liquidation)*

Please may I express my sincere thanks for your support over the past 30 years. I must emphasise that the current situation we find ourselves in is very much regretted by the Directors and Shareholders.

I am sure I speak for all of us when I express my sincere hope that the Duchess will survive in flying condition as a locally owned and operated piece of Channel Island aviation heritage. We will do all we can to support the liquidators and Ports of Jersey in their efforts to achieve this.

We tried hard and did our best.

Keep isolated and safe,

PV (Willy) Weber ( Chairman )

## News from...



Sadly, like everyone else, we've had to postpone all our events...but as soon as we are able, we'll be off again and so, keep an eye on our Facebook page for details.

*Right - Our Helping Wings mascot "James Pond" with friends at last year's static display for the Jersey International Air Display.*





## Stranded by... J. E Timlin

Lois received the following email from Julie Timlin which might be of interest to some of you...especially if you have young children or grandchildren stuck at home and who need entertaining!

*...“I recently received a lovely email from a retired pilot informing me that he had very much enjoyed reading my children’s aviation novel, Stranded, with his granddaughter via Skype whilst in isolation. He suggested I contact flying clubs to recommend other aviators do likewise.*

*Stranded is a Flight of the Phoenix style novel for children about a young aviation enthusiast who finds himself stranded in the Canadian wilderness with a crashed plane which he needs to repair and pilot out.*

*My daughter, ‘wannabe Captain Talitha,’ was the inspiration for the novel. My husband, ‘actual Captain Richard,’ provided technical aviation knowledge. My novel has recently been published and is currently available from Amazon (a link is included below) and major bookstores. A portion of the proceeds from the sale of the novel will be donated to organisations that encourage young people into the aviation field. “*

*My website <https://www.jetimlin.com>, has lots of aviation facts for children and free quizzes for them to complete.*

*ISBN 978-1916173538  
<https://amzn.to/2SYCzKj>, Paperback and Kindle Editions*

*and finally...*

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

And, if you have anything you’d like published in the newsletter mine is [evelinehawkin@gmail.com](mailto:evelinehawkin@gmail.com)

Take care and stay safe!

*Eveline*

