



Welcome to the
JERSEY AERO CLUB

January 2020 members newsletter

Dates for your diary...

Reconvened AGM (part 3) - Date TBA
(Bring your membership card with you)

Met presentation by John Searson and his team-
Thursday 23rd January at 7pm

A few words from the editor...Eveline Hawkin

I hope you all had a very relaxing and enjoyable Christmas and would like to send everyone all my very best wishes for a peaceful and healthy New Year.

I had hoped to be able to publish the committee's AGM report but, as those of you who attended the 2 previous parts of the AGM will know, it is to be reconvened for the third time and our Chairman, Jim Buckley, advised me that the update will therefore be in the February issue.

I want to thank everyone who sent me their stories for publication and hope you can keep them coming.

Also, a particular thank you to Bob Sauvary for his planes spotter's corner contribution.

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

Happy New Year Everybody

Congratulations to Myles Dryland who brought 2019 to a successful conclusion by passing his PPL Skill Test on 30 December . Myles is in his final year at Victoria College and intends pursue a flying career in the RAF. He turned up for his initial trial lesson in his Top Gun Flying Gear aged 9 and made a lasting impression on his instructor James Evans . We wish him well for the future .

John Searson Jersey's principle Met Officer has announced changes to the provision of Met reporting services for the Channel Islands area . Richard Hawkin on behalf of AOPA is liaising and organising a mid-January presentation evening at the club to inform the GA community about the changes .

Some of you may remember Frank Snepvanger who obtained his PPL at the Jersey Aero Club in 1995 . He won the best potential pilot competition set up by Phil Ringsdore that year which gave him 20 hours flying training towards a PPL . His wife Pauline also obtained her PPL the following year . They both were working in finance at the time Frank at AMRO and Pauline at Royal Bank of Canada . They moved back to London in 1999 . The flying bug had truly bitten and at 41 he started pursuing the commercial pilot dream and joined Ryanair as a first officer in 2009 . During his Multi Crew Cooperation course with Ryanair he met former Irish Rugby International Victor Costello who had just retired from playing rugby at 39 and was pursuing a second career in aviation .

Now both Ryanair Captains their careers have paralleled each other and they have set up a new organisation Flying Start Flying Smart focusing on helping young pilots in their airline career , from start to retirement .

I have just received a copy of their first book Flying Start how to become an airline pilot . They are also keen to come down to Jersey and do a presentation at the club for the next generation of airline pilot wannabes . Another date for your 2020 evenings soon .

Safe flying in the year ahead .

Social ... by Sandra Carroll



I felt it was time to revive an old tradition on 14th December by hosting a Christmas lunch with all the trimmings including crackers. It proved very popular and a good time was had by all. In fact, it was better attended than some of the members nights!

So I will be organising some lunches and possibly breakfast in the coming months. Dates to follow.



PRESENTATION AT THE JERSEY AERO CLUB THURSDAY 23RD JANUARY 7 P.M.

by Jersey's Principal Met Officer, John Searson, and his team

- **EASA ANSP (MET) accreditation.**
- **Change in the Flight Forecast.**
- **Changes in the Web site.**
- **What would you like to have on the Jersey Met Web pages?**
- **How can we further help you with Met?**



Your story... The story of Constellation L1049 N11SR by Mike Le Galle



VH-EAB Honolulu

The Lockheed L1049 Constellation, one of, if not the, most iconic and beautiful aircraft of all time.

Commissioned by the legendary Howard Hughes, for his airline TWA to meet the need for long-haul worldwide operations.

The design evolved in the late 1940s and 1950s, notably, its 'Dolphin' fuselage that curves upward at the rear to raise the triple tail (chosen to fit in hangars of the day) out of the prop wash, and slightly downward at the front, and with those long spindly gear legs, needed for ground clearance due to the large propellers, resulted in one of the best performing and beautiful aircraft of the time.

N11SR was manufactured by Lockheed in 1955 for Qantas Empire Airways, it was registered as VH-EAB and given the name 'Southern Horizon' by Qantas. Up until 1963, VH-EAB operated passenger and freight services throughout the world for Qantas. During this time with Qantas, VH-EAB carried the Olympic Flame from Athens to Darwin for the 1956 Melbourne Games and later that same year brought Hungarian refugees to Australia following the 1956 Hungarian Revolution. VH-EAB was eventually retired by Qantas and sold into the USA, being ferried to Miami in March of 1963.



VH-EAB Sydney 1959

The year 1963 started a somewhat colourful period for the aircraft, being operated by a succession of US operators and several N registrations. At one period in 1968 being painted in bogus markings and flown to Africa for use in the Biafran Airlift. Finally, during 1970 the aircraft was registered as N11SR and in 1974 the aircraft was bought by PM Leasing, given the name 'Janet' and used for long-haul freight operations.

NS11R Miami 1974



During March 1975 N11SR started a connection with Jersey, being ferried Fort Lauderdale-Brussels-Jersey, and being leased to Lanzair (Channel Islands). Lanzair started a period of interesting worldwide freight operations, however, N11SR spent most of its time on the ground at various airfields, awaiting the next charter, the word charter being used liberally as it was believed Lanzair employed the 'One dollar contract' wheeze, where the aircraft was sold to the charterer for one dollar, the aircraft and flight now became a private flight, being sold back to Lanzair after the charter for one dollar. Somewhat unorthodox, but most likely just legal, and possibly the only way considering the aircraft, to get the business done, and as far as known, Lanzair operated the aircraft in a proper and safe way.



N11SR

During 1975, whilst in Shannon, N11SR was fitted with tip tanks, and by coincidence, the tanks fitted had originally been fitted to another Qantas Constellation and retained the Qantas tip tank colour scheme.

N11SR landing Shannon



N11SR with tip tanks

Several 'exciting' episodes occurred during this time, in June 1975 N11SR arrived in Athens on three engines (the Constellation had the name 'the best tri-motor aircraft' as engines failed regularly, the cargo was off-loaded in Athens and a three-engine ferry to Nimes for an engine change. On return to Athens to pick up the cargo, the authorities deemed the cargo to have been imported illegally and confiscated the cargo.

One incident bought Lanzair into the UK press, the aircraft was arranged to give a flypast at the 1976 Biggin Hill Air show, Captain Baker had completed three passes at low level over Biggin, but on the fourth pass the port outer engine failed in spectacular fashion, spraying engine oil and bits of the engine along the runway, that was the end of the Biggin display until the debris was cleared, and N11SR returned to Jersey on three engines (for another engine change).



N11SR Jersey

Late 1976 and N11SR positioned empty Jersey-Athens and then on to Bahrain with cargo, this was to be the aircraft's last flight. On departure from Athens, it suffered a nosewheel failure, this for whatever reason, resulted in N11SR diverting to land at Kuwait, during a sandstorm. The authorities alleged irregularities with the flight, there was unproven speculation that bottles of whisky had been found in the tip tanks, and they imposed a heavy fine on Lanzair, as a result, the aircraft was abandoned in Kuwait.



N11SR May 1982

N11SR remained in the sandpit that is Kuwait for the next 15 years slowly deteriorating, until in 1991 the airfield was bombed in the 1991 Gulf War, destroying the aircraft.



N11SR Kuwait 1995

Amazingly, however, this was not the end of the story, for in 2007 a gift of the aircraft remains was made to the Australian Historical Aircraft Restoration Society from the Kuwait Ministry of Defence. As the aircraft had significance to Qantas, the intention of the HARS was to recover what was possible of VH-EAB 'Southern Horizon' and return them to Australia.

This has started, HARS and the Qantas Founders Museum volunteers with the assistance of the Defence Force, Qantas, Kuwait Embassy etc have recovered artefacts to be transported to Longreach Queensland, for display at the Qantas Founders Museum with the exception of the wingtip tanks, fuselage section and entry door which will be displayed temporarily at the Qantas headquarters in Sydney.

A small piece of Jersey aviation history to be seen in Australia.



Acknowledgement to the Stephen Piercey collection, Aussie Airliners and The Qantas Heritage Collection for the use of photographs.

Plane Spotter's Corner ... from Bob Sauvary

Part 2 (of 2) - Selection from the 2019 LAA Rally at Sywell 30-31 August 2019.



G-LUSC Luscombe 8E Silvaire De Luxe on 30 August 2019 Sywell



G-IBSY EE602 Supermarine 349 Spitfire Vc on 30 August 2019 Sywell



G-LNDA BRM Aero Bristell NG-5 on 30 August 2019 Sywell

G-BLHW Varga 2150A Kachina on 30 August 2019 Sywell.



G-OCXI Van's RV-8 on 30 August 2019 Sywell.



F-PDXB Van's RV-6A on 30 August 2019 Sywell



G-ACUS DH85 Leopard Moth on 30 August 2019 Sywell





OE-AMJ Skystar Kitfox 5 Outback on 30 August 2019 Sywell



G-ARYS Cessna 172C Skyhawk on 30 August 2019 Sywell



G-BSVE Binder CP.301S Smaragd on 30 August 2019 Sywell



F-PDHz Verhees Delta 2B on 31 August 2019 Sywell

HA-JDH Reims Aviation S.A.built Cessna F150M
on 30 August 2019 Sywell



G-SEKR Shaw ISA 180 Seeker on 30 August
2019 Sywell



G-BAAW Est Valladeau built Jodel D119 on 30
August 2019 Sywell



G-ADMT DH87B Hornet Moth on 31 August 2019
Sywell



For sale and wanted items... If you would like to advertise items you have for sale...send me an email on evelinehawkin@gmail.com



"Something a little different"



Interested in either of the aircraft below?

Contact Derrick Ings as per email address below:

sales@derrickings.com

Cessna 402B 'Utiliner' (1975)

When this was born it was one of Cessna's finest twins, and with some work (after 17 years out of the air) it could become a useful workhorse once again, albeit most likely as a private or corporate steed rather than in its former role as commercial transport.

The price is modest as it needs to be rescued from Iceland before a Return To Service project can properly begin.

More details on the website or call and ask for the spec sheet.

I do hope someone out there is keen to make this bird fly again and keep this part of the great Cessna heritage airworthy.

EUR€99,950 [plus any applicable local taxes and, where appropriate, EU Import VAT]



PIPER MALIBU MIRAGE (1995)

Deiced, G500 EFIS, 2x GNS530W, Autopilot, Mode S, ADF/DME, Traffic, Weather Radar & Lightning Detection

Travel in fast, pressurised comfort in an aircraft which is well equipped for the pilot and both roomy and well appointed for the passengers.

GBP£325,000 No VAT

Happy to fly/want to go...

Going somewhere with spare seats? Looking for a lift? Send me an email and I will put your request on the club's board.

BUT, do keep in mind that it has to be on a cost sharing basis as per the CAA updated cost sharing rules!

and finally...

I have heard that a few members didn't seem to get the December newsletter. If it's still of interest and you wish to receive it, drop me an email and I will send it to you.

As usual, if you have a story or two you think might interest members, please email me on evelinehawkin@gmail.com with pictures sent separately. I would also appreciate any idea which would make the newsletter more interesting for all - flyers and social members alike.

However, should you wish to email the committee, their address is:
committee@jerseyaeroclub.com

Happy New Year to you all,

Eveline