



Welcome to the
JERSEY AERO CLUB

March 2020 members newsletter

David Francis Jandron

26/10/1953 – 14/02/2020

David joined the Channel Islands Aero Club (as it was then known) in 1979, when he began his flying training and received his PPL in 1980.

He progressed and obtained his night rating and IMC rating with the Club; he was awarded the Club's Longest Cross Country trophy on two occasions, one for a tour around France and Spain in G-BCVV in 1982 and the second for a tour of the Mediterranean and North Africa in G-BGAJ in 1983.

With his experience and hours building, he decided to give something back to the Club, and he became a Flight Instructor in the late 1980's. He enjoyed helping people to learn to fly, and also went on to achieve his twin-engined rating and Instrument rating; by 1991 a new interest arose, which was learning to fly helicopters progressing from the Hughes 300, Enstrom and finally the Jet Ranger.

David became a flight examiner in 2002, he later became the proud owner of his own aircraft N-90DJ and ultimately Chief Flying Instructor for a period at the Club, when James Evans retired in 2018. David was also an active member of the Executive Committee.

In July 2018, David was taken ill and diagnosed with an inoperable brain tumour. He passed peacefully away on the morning of 14th February 2020 with his partner Fay, and his family by his side.

David will be remembered for his contribution to the Aero Club, for his dedication to fostering the aims of aviation and of course his enduring sense of humour.

Rest in Peace.



Dave also flew for Helping Wings.

The photo above is from the 2017 Jersey International Air Display when James and Dave opened the display in G-BOXA and G-BPDT with Helping Wings students Cody and Jack.

C.EI's Blog ... by Mike Owen

All you meteorological fetishistsboy have you had some fun in February . Total flying hours for the month were a minuscule 21 hours .

On average we have only had two flying days per week due to weather .

G JACN is back on line shortly having had an extensive 100hr check and GJACM is due a check soon .

You should all have seen the 'flyers' or be aware of the presentation this Thursday at 1900 by Ryanair Captain Frank Snepvangers about career routes and options to becoming an airline pilot . Hope to see you there topping up the bar profits and perhaps nostalgia or youthfully and innocently containing your excitement for the years ahead .

There are times when one Buckley is not enough . Welcome on board our newest PPL student Lewis Buckley who has started his PPL training . He has some previous flying experience in his logbook and has flown on two successive days this weekenda rare event this year so far . The number of students in training is now twenty .

As we head towards Easter lets give up Force 7 winds and heavy rain for lent and look ahead towards the holy Trinity of Flying Training : serviceable aircraft , good flying weather and instructor availability .

A few words from the Chairman ... Jim Buckley

Dear Members,

There is not a great deal that I can write this month although behind the scenes, there are some very important activities taking place that we really hope will secure the future of our Club.

Documentation is moving ahead with regard to the vital nine year Leases, one for Engineering and one for the purchaser of the Flying Department, although the Club will still have an interest in that department. With regard to the formulating of the 'Heads of Terms', Steve Ross has put forward some valuable advice and we are getting tremendous assistance from The Ports of Jersey.

Phase one of the rejuvenation of the car park has started with the identification of vehicles without insurance, which as you know is a serious offence and will result in a fairly one sided conversation with a Magistrate. There are twenty two of them and efforts are underway to contact the owners, should this approach fail, then they will be removed and should the owner reveal themselves by looking in vain for their motor car, they will then be held responsible for the removal fee.

Andrew Renouf is making good progress with his task of surveying the hangar and at the moment is sorting out the necessary permits with the Ports of Jersey.

Nothing new on the security front because with the purchase and fitting of the surveillance equipment, this all takes time and Ports will have more pressing tasking to deal with but it is going to happen.

We have written to the owner of Air Alderney, concerning the office accommodation opposite the Operations Department without response so far but based on track record, this is what we would expect. However, we have another organisation showing interest and we held a meeting with them very recently to gain an understanding of their requirements.

March is going to be a very important month for the Aero Club but the Committee and many outside agencies are doing their best to secure its future. If all the work comes to fruition we shall have a bright future.

Regards,

Jim Buckley

Social... A thank you to Luc and Edith



It took some organisation but it all worked out in the end! Richard and I collected them in Cherbourg and looked after them on the Friday. That evening, a few members took them for dinner at the Tenby in St. Aubin. Some more entertaining on the Saturday followed by a splendid dinner organised by Sandra in the clubroom.

Whilst on the island, they stayed at the Royal Hotel, courtesy of Sean Morvan.



Luc and Edith got a bit more than they bargained for when the committee invited them for a “good bye and thank you” dinner at the aero club on Saturday 15th February organised by committee member Malcolm Fosse. As seems to be the norm this winter, the weather played its usual tricks and they ended up coming on the Friday and returning on the Monday!



On the Sunday, Martin Willing looked after them and they were treated to a visit to the War Tunnels and eventually were flown back to Cherbourg on the Monday!

Everyone present really enjoyed being able to thank them and that was very obvious by the amazing amount of money received from the membership..

Chairman, Jim Buckley presented them with some great gifts, thanked them for their support and friendship over the years and wished them both a very happy retirement.

Your story... Sark Lancaster by Eric. J. Singleton

This story was sent to me by Mark Dravers from Guernsey. He asked me to emphasise that the landing was at night.

The raid on Stuttgart took place on the nights of 22/23 November 1942

It was late in 1942 when I joined 49 Squadron at Scampton under the command of Wing commander Snee. After some training ops as second pilot/flight engineer, my crew and I were allocated our own aircraft. On only our second op, the target was Stuttgart with orders to fly at ground level after crossing the channel. As there was mostly 10/10ths cloud cover, we had to divert a little from our course in order to find a hole in the clouds where we could see our way down. The outcome was a little delay in reaching Stuttgart which was already ablaze when we arrived. Approaching the target, we climbed to 13,000 ft. and made a quiet gliding approach with engines well throttled back. There was no ack ack and all would have been well if the bomb release gear had not failed to function. Regretfully, I told the crew that we must go back for another run in.

Having lost considerable height by our earlier manoeuvre, I had to open up the throttles and climb once more before turning back; this time using the engines for a powered approach. I think the ack ack crews must have just returned from their coffee break because as we dropped our load, all hell seemed to open up. We dodged most of the light tracer flak but took a few hits which started a fire near the starboard inner engine and another in the fuselage, although I learned later on that this was caused mainly by one of our own incendiary bombs which had failed to drop.

The crew did their best to put out the fire in the fuselage but finally, reported no possibility of success. Meanwhile, I was finding it difficult to prevent the aircraft from flipping over to starboard even with the application of maximum opposite trim. My feeling was that at any moment, there would be an explosion and so ordered the crew to bale out.

I saw the flight engineer depart through the front hatch, after a second attempt because he forgot to disconnect himself from his inter-com, followed by the navigator who pulled his rip cord before leaving but wisely clasped both hands round the chute until outside. Then came the wireless operator and all no doubt preceded by the bomb aimer. At this point, the rear gunner, Les Saunders, knew more of what followed immediately than I did. Apparently, the mid-upper gunner, Eddie Pope, vacated his turret but could not leave via the fuselage door on the starboard side because it was jammed shut and was prevented by the fire from going forward so he went back to try the rear turret exit. Les Saunders was still trapped in there because the hydraulic no longer functioned. It appears that Eddie Pope found an axe and the turret movement. Les Saunders first knowledge of this was when he felt a thump on his back. They then found a fire extinguisher and finally managed to extinguish the flames allowing them to come forward to the cockpit.

For my part, after some minutes, I assumed the remaining two crew members had managed to leave and expecting to have to go myself through the top hatch I put my hand to remove it only to find that it had already been shot away. In any event my parachute was not anywhere to be seen and as I could not leave the controls there was nothing to do but to await the course of events. Eventually, Eddie and Les appeared thinking the aircraft was flying itself! It would be a masterly understatement to say that I was pleased to see them and they were able to locate my chute although we were too low to jump and just flew on hoping for the best.

Miraculously, it seemed to me the fires in the wing went out and, even more surprising, the aircraft began to behave normally with even all four engines still functioning. It was then we began to consider where we might be and what to do next. I had no idea of where we were nor how we would steer home. Les Saunders took the controls for a short spell whilst I had a look at what was left of the navigation papers but without any real help. In the event, I decided to stay at ground level - because we were quite defenceless - and head roughly north west mainly by looking at the Pole Star because I thought the compass and gyro had suffered some knocks.

In due course, we passed over the coast and headed out to sea without attracting any opposition. After a while, I saw some land on the port side which I thought might be England only to find the ack ack opening up again. I called " May Day " the distress call several times thinking it might be our own people but without any good effect. The next few minutes, were spent in diving under then over over the stream of tracer fire from the land. Then a searchlight caught us with its glare making flying absolutely blind whilst every few seconds I did a slight dive followed by a similar climb until luckily the searchlight went out and the flak ceased also without any apparent damage having been done to us. I was still of the opinion we must be close to England, possibly near the Scilly Isles but certainly very short of fuel.

A short while later, we flew over a small island and as there was no unfriendly welcome, I called the others and told them we had to go down somewhere soon and was their preference for the sea or the land. As one voice, they said " the land " despite my pointing out the very small area available. After one quick circuit, I picked out the best approach line beginning just over someone's house and came in at about 135 mph just over the chimney. As we hit the deck, my feet went up onto the instrument panel and I saw a hedge bank rapidly approaching, Then we were through with the front of the cockpit still intact and finally slithered to a halt in a corner of the next field. We all climbed out through the top hatch and stood around feeling very pleased to be alive and unhurt. About 5 minutes later, a troop of soldiers rushed up to us shouting " hands up ". Good I thought, the Home Guard, until I saw their uniforms and realised the truth. After a brief search for any weapons, they marched us off in the most convenient place for them. However, I was wrong again as we continued on to their barracks where we spent the rest of the night before being taken off to Guernsey, I believe, and thereafter to P.O.W. camps in Germany where we all came together once more until the end of the war.

One very sad outcome was the death of Wireless Operator Alexander McInnes in a motor cycle accident not long after returning from Germany and on the night before his sister's wedding.

THE LANCASTER BOMBER CRASH ON SARK

Date: 22/23 November, 1942
Aircraft: R.A.F. Lancaster W4107
Squadron: No. 49
Base: Scampton, Lincolnshire
Depart: 18:16
Target: Stuttgart City Centre

As the flight of eight Lancaster heavy bombers took off for their just over six hour round trip with 10/10ths cloud cover over their base. Little did the crew of seven aboard aircraft No. W4107 know how the events of the night would unfold.

Crew:

Sergeant E.J. Singleton 539435 (Pilot)	Stalug Luft V1
Sergeant Wood 576842 (Flight Engineer)	Stalug Luft V1
Sergeant Corry 1263894 (Navigator)	
Sergeant Pope 1048603 (Act / AG)	
Sergeant A. McInnes 1073261 (WT / AG)	Stalug Luft 1V
Sergeant Hills 1376451 (A / Gnr)	Stalug Luft V1
Sergeant L.W. Saunders 1416688 (Act / AG)	Stalug Luft 1

The aircraft had been hit by flak while over the target and was limping home with leaking petrol tanks. Four of the crew had baled out about five miles from Stuttgart and were taken prisoner. The three remaining crew crash landed the heavy four engined bomber in a field on the north of the island, a gap in the hedge can still be seen to-day. They thought that they had landed in the Isle of Wight, but it was a nasty shock when they realised that they were on enemy occupied Sark and were also taken prisoner.

La Dame often told the story of how she and her husband Robert Hathaway, obtained petrol for their cigarette lighters from the German guarding the plane, in exchange for a bottle of inferior Kirsch from the kitchen cupboard.

During the post war scrap drive the aircraft was cut up and sent to England. For years there were just a few pieces of the undercarriage left in the corner of the crash field.

Plane Spotter's Corner ... from Bob Sauvary

A wonderful collection from 1989 to 2007!



F-PGMN Gardan GY201 Minicab

on 29 July 1989 Moulins



F-AZFH Pitts S1S Special

on 6 June 1992 La Ferte Alais



OE-AMN Jodel D95 Bebe

on 24 July 1993 Moulins

F-PAPI Caudron 272 Luciole

on 23 July 1994 Moulins



D-EFCB E3B-606 CASA 1.131E Jungmann

on 28 June 1997 Koblenz

D-EJIV Orlican L-40 Meta Sokol

on 1 July 2001 Equvillians



G-BMKC 329854 Piper J3C-65 Cub

on 10 July 2004 Kamble



G-BCPJ Piper J3C-65 Cub

on 10 July 2004 Kemble



N74DC Pitts S2A

on 3 July 2005 Kemble



N90AG Maule MX7-235

on 14 July 2007 Jersey



Channel Islands Region news ... by Richard Hawkin

JERSEY ATC CUSTOMER SURVEY

Jersey ATC is conducting a customer survey and invites pilots to complete the questionnaire which can be accessed using the link below.

[https://l.facebook.com/l.php?
u=https%3A%2F%2Fforms.office.com%2FPages%2FResponsePage.aspx%3Fid%3D3uavwBK-bkGD-AHJwaApdhwqBINbDrRFgM18GB3_hoBUQlAxMVNBNIhONkFGRUJBSTZLVVFIUEpJMi4u&h=AT1Ub3IWYIJ_ik-3MTVnxIWHW_o4Z_BupWxkdKXR6H7oEtTHUunjZMIkNgEGTvqFRkH_z863MkLEb4dTpbSvxV-32JCdbRdRP-P8ZnfrodTG2m2JKVnnrKrARBGC00b8http_9GesdBAIcerCgikdr](https://l.facebook.com/l.php?u=https%3A%2F%2Fforms.office.com%2FPages%2FResponsePage.aspx%3Fid%3D3uavwBK-bkGD-AHJwaApdhwqBINbDrRFgM18GB3_hoBUQlAxMVNBNIhONkFGRUJBSTZLVVFIUEpJMi4u&h=AT1Ub3IWYIJ_ik-3MTVnxIWHW_o4Z_BupWxkdKXR6H7oEtTHUunjZMIkNgEGTvqFRkH_z863MkLEb4dTpbSvxV-32JCdbRdRP-P8ZnfrodTG2m2JKVnnrKrARBGC00b8http_9GesdBAIcerCgikdr)



Saturday 11th July - 09:30 - 12:30

Venue : Guernsey AeroClub Bar/Lounge

Sky Demon Team Representative : Rob Hart

Cost £25 per person



This is a Sky Demon Training /Upgrading Class .
Attendees will be expected to bring their own iPad/
iPhone to complete any exercises .
Booking / payments via Chrissie at the Guernsey
Aeroclub .

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



Interested in either of the aircraft below?

Contact Derrick Ings as per email address below:

sales@derrickings.com

PIPER 236 DAKOTA (1984)

TTAF2140. Eng & Prop 151. Annual June/2020, ARC Apr/2020. GTN650 Touch, GNC250A, KFC150 A/P, HSI, ADF, DME, Mode S.

The Dakota 236 is famous for being the most powerful of the Piper PA28 4-seat singles with a 235HP engine, VP propeller and fixed gear, and has a great Useful Load (this one 1113 Lbs/505Kgs).

They are so loved that people keep them and are rarely found for sale.

Others of this very capable type have been known to circumnavigate the globe - could this be your next adventure?



GBP £99,000 No VAT.



CIRRUS SR22 Gen1 non-Turbo (2003)

TTAF 2287, Engine 332. Prop zero at Dec/2019 Annual.

The Cirrus SR 20 & 22 range have been quite a success story, and now that they have been in service for some years there are variants to suit all budgets.

This aircraft is a Generation 1, non-Turbo version of the SR22

Yes - it has the recovery parachute, but let's hope you never need to use it

Yes - it has a fabulous glass cockpit

And, yes - it is very affordable

EUR €187,000 Plus VAT where applicable in Europe

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 Channel Islands rules.

News from...



Just a reminder that [Saturday 4th April](#) is our day for young adults between the ages of 13 and 25 with a visit to the control tower.

If you'd like to join our team either as a pilot or ground crew, please contact me, Eveline Hawkin, on hello@helpingwingsjersey.org.

If you are aware of any youngster who might benefit from the event, please let was know.

Membership renewal

By the time the newsletter is published, the membership renewal is overdue... Please support the club and renew today!

and finally...

This month's story was my last one in reserve, so...please...please...please ... let me have yours for the April newsletter and of course any consecutive ones

please email me on evelinehawkin@gmail.com with pictures separately.

If you wish to contact any committee members, the email address is: committee@jerseyacroclub.com

Looking forward to seeing you at the club.

Eveline