



Welcome to the **JERSEY AERO CLUB**

November 2020 members newsletter

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

Another month has 'flown' by with plenty of progress on restructuring and gradual re-opening so I wanted to take this opportunity to provide you with an update...

Café/Bar

Phase 1 opening using an honesty system for hot and cold drinks between 10am and 5pm daily has been going well and it's nice to start seeing members again. If you've not been up yet, please feel free to pop in – we've got the heating working now so it's much warmer than it was!

We're currently working up plans for a further re-opening during November when we plan to be able to have the bar available for events and look to opening the bar at weekends for drinks as well as light breakfasts and lunches (probably late November). Discussions on a short term lease of the kitchen as previously reported on is progressing well and will help fund the gradual opening of the bar as we progress.

We'll send more details on timings and what will be on offer nearer the time, and I for one am really looking forward to it!

Thanks again to Brian Heath and his team of volunteers both old and new – feel free to contact Brian if you'd like to help (or email info@jerseyaeroclub.com and we'll pass it on).

Social Events

David Brown and Sandra Carroll are working with a number of other members who've got ideas for some evening events and this will be tied in with the ability for us to open the bar. Due to COVID gathering requirements, these events will need to be pre-registered so we'll be looking at a small charge to help support the club, but will provide a free drink as part of this!

We'll provide more information as the events are organised, however we're looking at starting with some informative evening talks as well as looking at other ideas for perhaps 'bring a curry' evenings. If you have any other ideas or suggestions, please feel free to let us know.

Member Airside Access

The necessary equipment to allow airside access has now been ordered and timescales are in line with those previously reported where we expect this to become operational later in November.

We are just finalising the processes and procedures before sending out details, but to get airside access you will need to be a member of the club with one of the white plastic membership cards with your photo on it and apply using an online form so that we can then enable that access. Once it is enabled and we are operational with the new system, members with airside access enabled will be able to then get access any time during airport operating hours

Flight Training

I'm pleased to be able to say that we have signed a letter of intent with Synergy Aviation to provide Flight Training from the club, and also to work with us in a joint venture for the provision of GA handling. We're now working towards a Heads of Terms on the specifics to be able to look to start operations but the committee is really excited at the potential going forward.

We're in discussions with Government about the resumption of flight training with a view to seeing if we can do a soft start-up of this and some self-fly aircraft hire over the winter in advance of a fuller operation next year, and planning for GA Handling next year when COVID restrictions are relaxed. As part of this we'll see a complete refresh downstairs as it's looking a bit tired at the moment.

Glen Heavens, Chairman of Synergy Aviation, said: "Synergy Aviation are delighted to have been chosen by Jersey Aero Club to provide flight training and aircraft rental services in Jersey. Both Synergy and I have a long-standing relationship with Jersey and we look forward to continuing to support Islanders with the provision of a world class Flight Training Facilities."

Further details will be provided in due course but both Synergy and Jersey Aero Club have exciting plans in place to create a modern state of the art flying school delivering the highest possible levels of flight training in a friendly, safe and professional environment.

CIAS Engineering

I provided a fairly detailed update to members by email on Wednesday 28 October, and am pleased to confirm that on Friday 30 October a Sale and Purchase agreement was signed with Qnim Limited, also the owners of Jersey Jet Centre and Isle Fly) for them to purchase the entire share capital of Channel Islands Aero Services Limited (CIAS).

CIAS will be continuing to provide GA engineering services in Jersey with no gap in service securing ongoing employment for a number of local aircraft engineers and administrative staff. A new 12 month rolling license is being signed between JAC and CIAS for the engineering premises and CIAS will continue to provide a hangar movement function. In addition, CIAS has offered locally based Jersey Aero Club Full Members a 5.75% discount to the aircraft owner for work carried out on their aircraft (provided bills are paid on time!)

The new owners are keen to support to all aviation in Jersey and look forward to working together with JAC and its members in the future development and growth of local GA. With its current experienced engineering staff in house, CIAS will now provide a far improved quality of light aircraft maintenance and associated products to all its customer.

I have had a few questions with regards to hangarage and can confirm that the aircraft hangar and all hangarage remains with the club and was not part of this deal, however CIAS have been retained to continue the provision of hangar movement services.

Premises Improvements

We're continuing with our ongoing premises improvements led by Andrew Renouf – see his article later in this newsletter for more information.

AGM

Due to ongoing COVID restrictions, the AGM will be held by Zoom this year. The date will be Wednesday 2 December and details and notices will be sent out in advance in line with the constitution

... and from Andrew Renouf

Repairs and mini clear up

The club has been hampered by a very fragile cash flow situation whilst we catch up with the liabilities which were incurred in the name of the Fideicommis (the Club). Therefore we have only been able to do low cost activities whilst we plan for more ambitious projects next year

The priority was the Electrical Safety testing & remedials including two new distribution boards with 100% Residual Current Protection. We have now enhanced safety & future proofed those areas for the next 20 years.

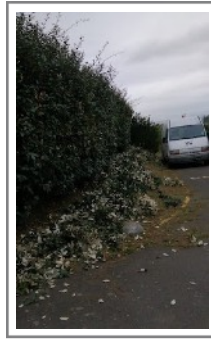


Fuse board.

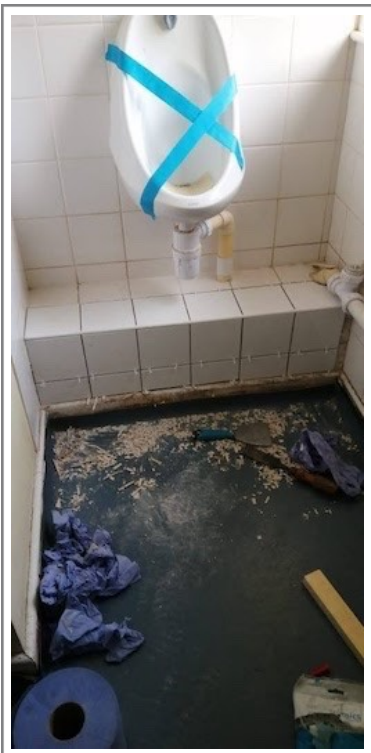


Network

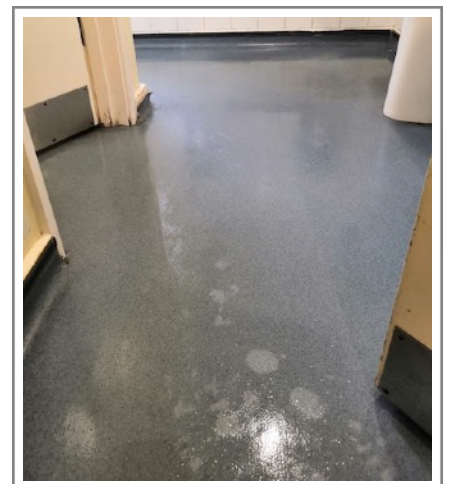
Last week we did half a day of gardening which included strimming the verges, an initial rough cut of the hedging and a collection of a few years build-up of tree needles – 2 lorry loads of rubbish were taken off site.



Outside work...before and after!



There have been loose & missing tiles in the men's loos for years so they have been refixed and re-grouted. The grout will need raking out & replacing when the redecoration occurs next year, but at least we have a surface we can clean!



Men's loo being fixed.

The aluminium door in the Club room on the left no longer has a 1 cm gap at the top and the broken door stay on another has been removed, repaired and resprayed. This small job took 30 minutes and can stop doors damaging themselves in the wind which has happened in the past. We all know a stitch in time with repair issues is often best.



Doors being measured

Maintenance Contracts

Lots of work has been going on behind the scenes investigating every aspect of the building. We have been looking at how we can strip out costs and also more low cost repairs.

The Alarm system has a physical line which we are changing to a GSM system which saves over £ 200 p.a. The telephone service provider, number of lines and even the type of router is being changed so we can manage this in house. All of this will save around £ 1,500 per annum.

A few months ago we did the same with the fire alarm and emergency lighting contract where we cut costs by 75% saving £1,000 per annum. The cost savings of all of the above are the equivalent of 20 members subscriptions which puts this work into context.

At present the heating in the Clubroom is set to come on from 10 am until 4 pm and the next projects on the list are a presence detecting (PIR) thermostat in the Clubroom, PIR water controls on the urinals which are presently flushing & wasting water 24 hours a day and PIR control of internal lighting in some areas.



Stairs getting a shampoo

CCTV

We set up a CCTV system using in house skills, initially to monitor the Club room which was part of the Covid risk assessment. After we have changed our internet router, we will reinstate the old runway webcam which used to be located in the club room looking out of the window. When we have sufficient funds we will extend CCTV to the hangar and grass areas so members can check their aircraft during storms to ensure all is OK. As we are not using contractors, we can buy all of the equipment at trade prices which makes our limited budget go a lot further.

Recommendations please?

In the Spring we are making plans to redecorate the areas inside the loos, clubroom and stairwell. We are looking to get three quotes from contractors and ideally looking for small firms or sole traders. If you can recommend any good decorators who have done work on your house in the past please share their details with andrew@boscobelproperties.com We are also looking for contractors to quote to pressure wash the North face of the building to remove the build-up of moss and algae so, again, all recommendations welcome.



AOPA news... by Richard Hawkin

Granville Aerodrome - At the end of September it was announced that management of Granville's port and aerodrome would be transferred from the local chamber of commerce to the departmental government. The Département de la Manche paid a symbolic €1 for the aerodrome. The importance of this move is that there is talk that a customs facility will be re-established at the airfield



Your story ... *My Journey to a PPL by Adam Rogerson.*

As a very young child in the 70's I found myself being driven around the UK by my father in delivering my uncle to various UK airports; Prestwick, Elmdon Airport (now Birmingham Int) and along the Kings Road to Heathrow, as my uncle worked as a Flight Steward for British Airways.

We used to watch the aircraft on the top of the terminal 1 and 2 car parks at Heathrow with the joys of often seeing two Concorde's working operationally - Heady days indeed of Caravelle's, B707s, BAC 1-11 and the DC 9s of Dan Air. This started a lifelong interest in aviation, which I am still passionate about today.

Around the mid-1980s I decided I wanted to learn to fly and my dad and I headed off to the local medic to get my CAA Class 3 medical and started flying lessons at East Midlands Aeroclub (EGNX) in a Cessna 152 G-BGGP, which I believe is still around today. EGNX for those of you that do not know, has specific entry and exit zones for VFR traffic at Long Eaton and Shepshed lanes, both fairly large landmarks with the M1 running right through them both, which helped you find the airport...

1986



A couple of interesting logbook entries around this time (1986).

In those days I had to do a NFT (Nav Flight test) before I was allowed to do my qualifying x-country. I remember distinctly the examiner smoked heavily (Remember the days when you could smoke on a plane), tried to get me lost by a number of what I call fairground manoeuvre's which had me reaching blindfold for the sick bag – When he enquired as to our whereabouts I looked out of the window and there was a massive bright red factory, looked on the map, couldn't miss it - boy was he surprised – So was I...

My qualifying x-country followed EMA – Cambridge – Coventry – EMA. I actually got lost in the haze travelling up to Coventry from Cambridge, as it was one of those late hazy summer afternoons, along with the confusing motorway networks of the M45, M6 M1. I had to make a QDM call to actually find Coventry Aerodrome – I was only 17 and landed back at EMA @ 19:35!

1986 80s fashion



The sad part of the story is that with just the flight test to undertake, I went down to CAA HQ at Gatwick and failed my Class 1 medical ... Boom a life in financial services...

I came to Jersey in 2001 and on a whim decided to finish off my PPL and promptly obtained my Class two medical. James Evans and Bob Powell conducted flight training in those days in the PA28 with the joys of various aerobatic stunts along the way. The logbook shows my second first solo, at Granville in France, with me speaking first in English and then having to repeat in French, very comical with a Brummie ascent.

Cherbourg, Caen and Lessay all feature in this mini adventure of the noughties. Again, with other family distractions, the elusive PPL drifted away.

May 2019 came around and I started my PPL again, after a friend had behind the scenes persuaded my fiancée that I needed to finish off my PPL, which she thankfully supported (Thanks Jo) – I'm a bit of challenge to be with when I'm bored and I'd just finished my MSc off whilst we were having our first child, so I needed something to do. I'm bit of flight simulator nut with Xplane11, MSFS and PrePAR3D with a leaning to building my own computers from scratch, so the New Tecnam's appealed a lot to me – I love all that gadgetry and technology and who would complain about learning to drive in a new car, let alone a new plane, they were and are great. I also got my class one medical, work that one out, the world has indeed changed...

Qualifying X country a second time around was EGJJ - Cherbourg - Guernsey - EGJJ in November 2019 under Mr Owen's tutorage, and filling in the hours with a trip to Alderney in the T2008 with four hours P1 in the T2010 to boot. Then just about as I was ready for my PPL test COVID19 and its associated considerations impacted us all in Jersey and the UK.

Sept 2020, with my written exam expiry dates extended by the CAA, it was time to go back to the UK; to Tatenhill and to finish off my PPL under Dave Wood the local CFI, in no other than a C152 Acrobat; and to Andy Moon @ Planespeak (Wolverhampton Half Penny Green) to brush up on the RT.



A Rare queue at Cherbourg Nov 2019 (left)



Dec 2020 Family visit to Jersey ATC (above)

The highlights: an education at a radio only airfield and only at the weekends, in rural Staffordshire nestled under EGNX airspace, with Birmingham to the south and Shawbury AIAA to the west. No lovely beaches for EFATO, in fact Rwy 26 only one field to the right to get to otherwise, down into the valley into high power overhead cables, so TEM was a key skill to brush up on. The runway felt tiny and you can get 8-9 circuits an hour in, with no St Aubin's Fort or Corbiere lighthouse to lead the way. In fact, Dave was an advocate of picking a different turning point each loop around (that is mentally taxing) and it was nice to fly over St Georges and watch the England footballer's train, left hand downwind Rwy 26. Brilliant and the polar opposite experience to Jersey and the Channel Islands heavily regulated class D airspace.

GJACN





Round the Island in the T2010 2020

Sept 2020, Test Day came and all I would say is it is about preparation; you are always going to be nervous which is a good thing and I passed. It has been a long Journey; Channel Island airspace has some great features with flight plans & SVFRs and watching the fog roll in on a bright sunny day; the Cherbourg peninsula and France nearby with its access to the continent. Also, my experience in the UK with both large and small airfields, part time radio with overhead joins in class G airspace or entry and exit lanes, mixing it up with DHL and FEDEX, all an absolute joy.

What's the most important lesson; I read somewhere a saying which really hits home 'fill the experience bucket, before you empty the luck bucket' and with 5 different type aircraft in the log book, with 20 odd UK and French airfields I'm trying hard to live up to this motto. What next? ATPL exams, a night rating and IR (R), but where



Alderney 2020 - G-JACM



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

PIPER SARATOGA II HP (1997)

This is an IFR equipped Saratoga II HP with 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.

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



Plane Spotter's Corner ... *from Bob Sauvary*

Part two 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.



*G-NUKA Piper PA.28-181 Archer II
5 September 2020*



*CH-01 Lockheed C.130H Hercules
13 August 2020*



*D-EINK Piper PA.28RT-201T Arrow IV
20 August 2020*



*G-EUPJ Airbus A.319-131
9 August 2020*



*G-EGVA Piper PA.28R-200
Cherokee Arrow II 22 August 2020*



*D-EVOS Cessna 182Q Skylane
20 August 2020*



*G-CJIT Comco-Ikarus C.42 FB.100
31 August 2020*



*D-EEWX Beech F.33A Bonanza
20 August 2020*



*ZM402 Airbus A.400M Atlas C.1
5 August 2020*



*G-IANC SOCATA TB.10 Tobago
8 August 2020*

Temps passés... *by Eveline Hawkin*

Last month I mentioned that the first aircraft I flew was G- BHRN and asked if anyone had seen or heard where it might be as well as any of the "old" club's fleet...

Ian Dyke mentioned that some time ago, he saw RN in Edinburgh - (my other half Richard and John Portch delivered RN and Ai to Edinburgh). It has also been seen in Halfpenny Green and has been mentioned on a website as having gone to Hungary.

Ian also saw G-BHAI in Perth...

I believe that G-BGAJ is still in Alderney...but what about G-BUJO...G-REXS...G-BJOA...???



Aircraft for sale - Registration N37US

Aircraft Specification
1980 Piper Seneca II Turbo
PA-34-200T
Serial no. 34-8070111

For the full spec sheet, email evelinehawkin@gmail.com

and finally...

I hope you enjoyed Adam Rogerson's story and that it will encourage you to share yours!

I think a HUGE THANK YOU is owed to the committee for all their hard work and commitment to ensure that our club survives!

Take care and stay safe! and please, do pop in from time to time to the club and support the committee.

Eveline.

evelinehawkin@gmail.com