



Welcome to the
JERSEY AERO CLUB

February 2019 members newsletter

News from the CFI...Mike Owen

The 3 club aircraft have flown 48 hrs this month . Not a lot but an average figure for January . The Jersey Met Dept has issued 71 strong wind warnings this month already . The flat calm of the almost stationary High Pressure system we enjoyed a few weeks ago seems like a distant memory .As Spring arrives in the weeks ahead we can address the backlog of cancelled bookings .

Bookings are looking very good for the months ahead . Three new PPL students have recently bought courses .

James Evans is currently "pioneering" the first IMC / IR(R) rating in the Tecnam 2010 using the Garmin 1000 instrumentation .

See you all at the club night this Friday 1st Feb .

Roll on summer !

...and from club member Steve Cummins

Following the recent talk at the club by Channel Islands DCA Dominic Lazarus, Steve thought that some of you may be interested to follow up on rules and regulations in the attached link to the Air Navigation amendment.

<https://www.jerseylaw.je/laws/enacted/Pages/RO-006-2019.aspx>

Where I fly...

Well so far, nothing from anyone... there must be an airfield somewhere out there worth visiting!

I know it's winter and not the sort of weather to encourage sorties, but surely, now is the time to plan!

Happy to fly/want to go...

If you are going somewhere with spare seats or would like a lift, email me and I will ensure it's publicised.

For sale and wanted items...

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

NO offers as yet for the two prints below. They are 73cm x 56cm and they were bought for £200 each.

Proceed of the sale to Helping Wings.

OFFERS please to my usual email evelinehawkin@gmail.com



The top print is:-

'Battle of Britain Memorial Flight' Hawker Hurricane MK11C - LF363 / Avro Lancaster MK-PA474 / Supermarine Spitfire MK F.MK11 - P7350

Print by Stephen Davies (December 2010)
Media B&H Pencils (Signed)

The bottom print is:-

Supermarine Spitfire MK VB

Print by Stephen Davies (April 2007) Media B
Pencils (Signed)

Your story... Josef Řechka - A hero amongst us by Mike Le Galle



"Acknowledgment to www.fcafa.com. Free Czechoslovak Air Force for use of some photos and text" Mike Le Galle.



The Jersey Aero Club has seen many famous pilot members over its history, some lived in Jersey all their lives and some came for a few years then left, some were well known and stood out whilst others were unassuming and kept their heroic past to themselves. Joe was one such pilot.

I first met Joe when I joined Intra Airways in Jersey flying the DC-3, it was my first commercial airline job and first commercial aircraft. I was aware of Joe before this as he worked for Intra, and as a club instructor I would often see Joe in the club house.

Intra DC-3 G-AMPY



Joe was a very quiet and modest character, he had an infectious smile that seemed to say “don’t worry, all will be well”.

Flying with Joe was an experience, first he was such a lovely man you always felt he was not only a colleague but a friend. However, he kept us rookies busy as he would often change heading or altitude without waiting for ATC approval leaving us F/Os to catch up and rapidly approve it with ATC. I very quickly learnt that Joe knew the DC-3 like the back of his hand, that old saying “it talked to him”, was spot on with Joe. Many times, I would be reaching for the emergency check list when Joe, with that wry smile, would stop me saying “hold on Mike let’s do this to fix it” , it always would.



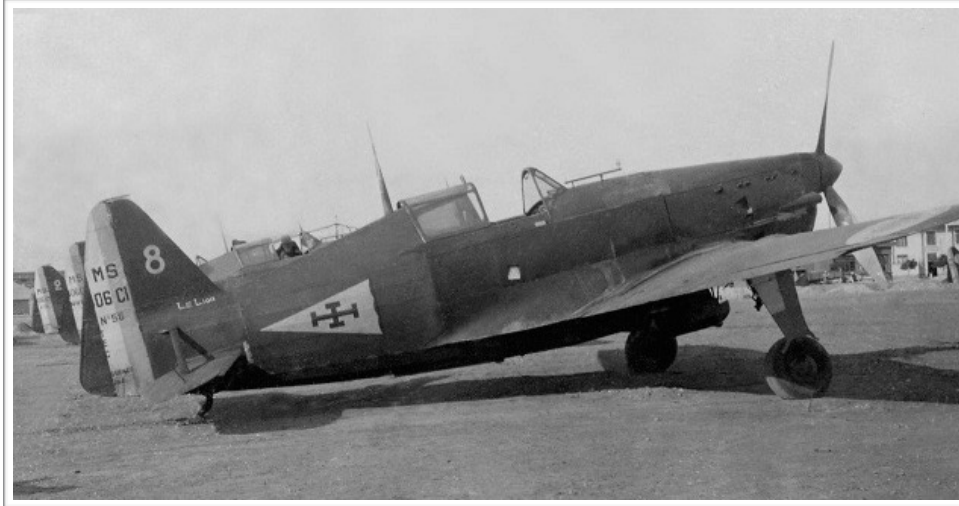
DC-3 G-AMHJ

It was very unusual for Joe to talk about his past life, most times just a few words, and it only became known to me when one day the Intra chief pilot Wally Smith told me the story.

Joe was born in a small town near Prague, his parents were in the hotel trade and at the age of 17 he started learning the hotel business. Joe however had other ideas, and persuaded his mother to sign her parental consent on the application form which would enable him to join the Czechoslovak Air Force. He had told her that the application form was for an engineering course.

After training he qualified as a fighter pilot and later as a test pilot in the Czechoslovak Air Force. In May 1937 he left the Czech Air Force and became an airline pilot with the civilian airline CLS. When Germany occupied Czechoslovakia, in March 1939, all Czech military and civilian planes were grounded. Czechoslovakia was now part of the Reich Protectorate. The pilots, about 1500, were invited to join the German Luftwaffe. Joe was one of the many Czech pilots who decided to leave before this invitation became an order.

Joe escaped over the border into Poland and then to France. Shortly after arriving in France war was declared and he was rapidly conscripted into the Armée de l'Air. He flew Morane-Saulnier MS-406c aircraft which had a single engine, single gunned fighter aircraft. He flew with the French Air Force from October 1939 to June 1940 when France capitulated.



MS-406

Joe grouped up with other Czech pilots and went by train and boat to Casablanca. From here they boarded a British ship which took them to Gibraltar and then onto Liverpool where they arrived on 15 July 1940. Here he joined the Royal Air Force as a Volunteer Reserve with the rank of Sergeant and was based at RAF Cosford. On 6 August 1940, he was posted to the newly formed 310 Czechoslovak Squadron, flying Hurricane I fighters and were based at Duxford. He was one of the 88 Czechoslovak pilots who participated in the Battle of Britain. One of the few.



Hurricane 1

In 1941 he was posted to RAF Ferry Command and ferried aircraft between Montreal, Canada and Prestwick, Britain. The usual route was via Goose Bay, Alaska, Greenland and Iceland. During this period, he was temporarily posted to Medicine Hat, Canada, as an instructor.

During this period, he was promoted to Flying Officer and flew DC3's. One of the highlights of this period was flying Winston Churchill to Paris and Brussels. He stayed with 24 Sqn. until 1 May 1945 when he was posted to 147 Sqn, who were a Transport Command unit based at Croydon, which was his final RAF posting of the war.

At the end of hostilities, he returned to Czechoslovakia and flew with a Transport Command unit of the Czechoslovak Air Force based at Prague. He was demobbed, on 31 December 1945, with a RAF rank of Flight Lieutenant and the following day he joined České Aeroline ČSA, the state airline, as a pilot. This was a common destination for many other Czech ex RAF people. Initially he flew ex Luftwaffe Ju 52's and a year later ČSA purchased some 29 DC3's which Joe flew on international flights around Europe.

Unfortunately, the situation in Czechoslovakia was becoming very unsettled with the Russian 'liberators' staying in the country intent on forcing their Communist ideology onto the nation following the putsch in February 1948. Under this new regime, the ex RAF people became unwanted people as they were deemed to be traitors and tainted with Western capitalism which had no place in the new Czechoslovakia. Most were eventually dismissed from their work and only permitted to do manual or farm work. Others were gradually arrested and imprisoned, some were executed whilst others, and their families suffered further persecution from the Communist authorities.

Some chose to try and escape and Joe, now married, was one of these. With two other former RAF pilots with 310 Squadron, they planned to steal an aircraft and fly to England. This took a year in careful and cautious planning but finally on 30 September 1950 the plan was successfully implemented. Joe and the other two pilots took one of their Dakota DC3 aircraft OK-WAA for a test flight from Prague airport, but unknown to the authorities it had an extra 500 gallons of fuel on board. He flew to a field a short distance from Prague where he landed and, with engines still running, picked up their wives and two children and was quickly back into the air on route to Manston, England. The price of failure would have been severe, all aboard would have received harsh prison sentences and the 3 RAF men would most likely have been executed.



DC-3 OK-WAA

Joe successfully achieved his UK commercial licence in September 1952. From November 1952 he flew with Transair Ltd, based at Croydon where he remained until July 1960 when the company, along with 3 others airlines, merged to form British United Airways. During this period Joe flew regularly to and from Jersey. In the final years of his career Joe flew for Macedonian Aviation and Intra Airways.



After an aviation career that had spanned some 50 years, he retired from flying in February 1981. He died 15 January 1984, and is interred at the Czechoslovak plot at Brookwood, Surrey.

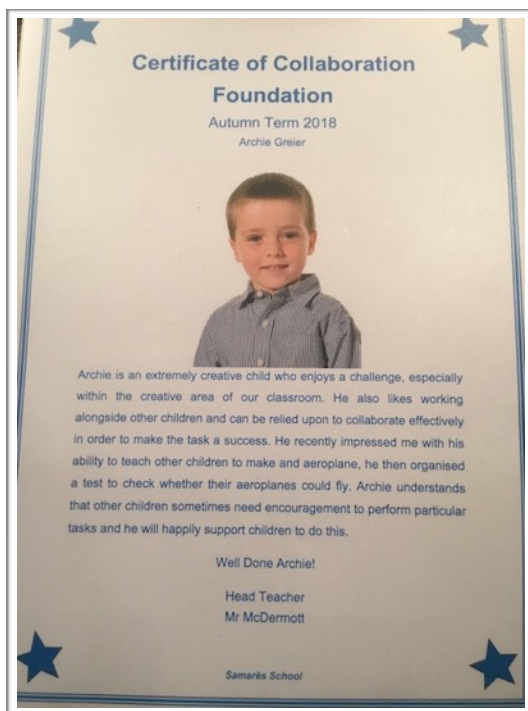
It was a privilege to fly with Joe, an aviator the likes of which we are unlikely to see again. I know that Joe enjoyed his time in Jersey with Intra, he enjoyed long walks and spending time off at the Jersey Aero Club.

A hero amongst us.

Social...

I was really delighted to received an email earlier this month from young Archie Greier after his visit to the control tower with his parents.

Do we have a future pilot or Air Traffic Controller here...?



"You kindly organised a trip up the Air Traffic Control Tower for me last year.

This is just to let you know my love for planes ✈️ won me an award last week at school. Mummy and Daddy were so happy.

Everyone makes me feel so welcome when I come up to the aero club, even though I can't visit as often now being at school full time."

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



Last month's puzzle...

This beauty belongs to our chairman !



F-GSBV Robin DR400-180 Regent

on 2 January 2019 Jersey



N39CR Piper PA-39 Twin Comanche CR

on 5 January 2019 Jersey



84-0157 Beech C12-U3 Huron

on 8 January 2019 Jersey



2-LOLA Beech A36 Bonanza

on 8 January 2019 Jersey



C-GGUA Piper PA31-350 Panther Navajo
on 16 January 2019 Jersey
on delivery flight to Asia



PH-KFA Diamond DA42 Twin Star
on 17 January 2019 Jersey



HB-RSC Lockheed C121C Constellation
at Zurich on 21 January 2019 looking a little
sorry for itself



RA-10204 Gulfstream 650 on 24 January
2018
Zurich one of many dozens of Exec Jets
at Zurich for WEF Davos

News from...



Helping Wings is delighted to announce that the 2019 Flying Award application form is now available. This will offer £2000 of flying training/air experience in the club's new Tecnam.

We are very grateful to Ports of Jersey for sponsoring this award for the 7th consecutive year.

So, if you are aware of anyone who could benefit from such an award, check our website on

www.helpingwingsjersey.org or contact us on hello@helpingwingsjersey.org

Candidates can either be nominated or apply in their own right.

and finally...

A reminder...the 2019 subscriptions are now due. if you are not on direct debit, contact the Ops Desk on 743990 for details.

If you have anything you would like published , particularly your flying stories, please contact me on evelinehawkin@gmail.com

Looking forward to seeing you at the club.

Eveline