



Welcome to the **JERSEY AERO CLUB**

December 2020 members newsletter

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

I'm pleased to be able to provide you with another update on progress and activities in the month since the last newsletter.

Covid Hospitality Circuit Breaker effect

As I write this the morning after the AGM, we're looking at the implications of the Chief Ministers speech last night on the hospitality circuit breaker that can be seen at <https://www.gov.je/News/2020/Pages/ChiefMinisterSpeechHospitalityCovid.aspx>

Unfortunately the advice we have is that we are a licensed premise and as such are affected by this – whether or not the bar is open or not.

We are seeking clarification and further guidance on whether we can open for members only with the exiting honesty system for tea and coffee etc, however our plans for re-opening the bar are now on hold.

Based on the above we will need to close the clubroom from Friday 4 December but will provide updates (email/website/social media) as soon as we get further clarification.

AGM

The AGM was held last night with 50 attendees on Zoom (some of the attendees had their joint member with them so there were about 60 members in attendance) and we'll share draft minutes when they are available for those that were unable to attend.

The key points were that the current committee were re-elected (with the exception of Alan Gay who stood down), and Paul Holroyd and David Nichols were elected as new members.

I'd like to take this opportunity to thank Alan and the previous committee members who stood down during the year for the work they did during a particular difficult time in the history of the club.

The proposed subscriptions were approved and will be published on the website over the next few days.

The members proposal for changes to the values that can be authorised by the finance committee were defeated although the committee did understand what was trying to be achieved and has committed to going to member approval for larger material transactions whenever possible.

Capitalisation

During the meeting, the Treasurer outlined plans to provide £30k of capitalisation through member loans of £5k for a period of time to be used as a capital reserve buffer as we get through the next 12 – 18 months. I've already had some kind offers to help and if anybody else feels that they would like to help please contact info@jerseyaeroclub.com and we'll provide more information.

Donations

Separately to the capitalisation, we have had some unsolicited donations from members and the committee feels that these are best put towards specific projects to benefit members. Based on that the first project we're looking at is a refresh of the club house. We will be getting some pricing and options to discuss with members and will setup a page on the website with information and a way of donating. If anybody wants more information, please contact info@jerseyaeroclub.com

Social Events

About 30 members attended a very informative talk on GPS and conspicuity on 12 November at the clubroom where we were also able to open the bar for the first time since the original lockdown! A big thanks to David Brown and Sandra Carroll for organising this, and to the club member who effectively sponsored the event by buying all of the tickets. It was great to see the club room being used like this and raise some much-needed funds, although as it turns out this was just before gathering numbers reduced so it may be some time before we can have this sort of event again.



Member Airside Access

We have had a few delays due to Covid, but we have details of all members who want to get airside access and will be working through that over the next week or two so would envisage that we've taken this back completely by the end of the year.

I'm sure this will be a real benefit to our members, but would like to thank Ports of Jersey and the security team for facilitating airside access until we had this up and running.

GA handling will be looked at separately next year.

Flight Training

Plans are progressing with Synergy and discussions with the Airport and the GoJ Health Policy team on flight training, however realistically with current COVID pressures on the government it is unlikely that we'll be able to get this up and running until the new year, but we will let you know of any changes.

Rear Kitchen

Elke Jacques from flavour.je has now signed the lease and moved in on 18th November. This is a short-term rolling agreement so does not bind future committees.

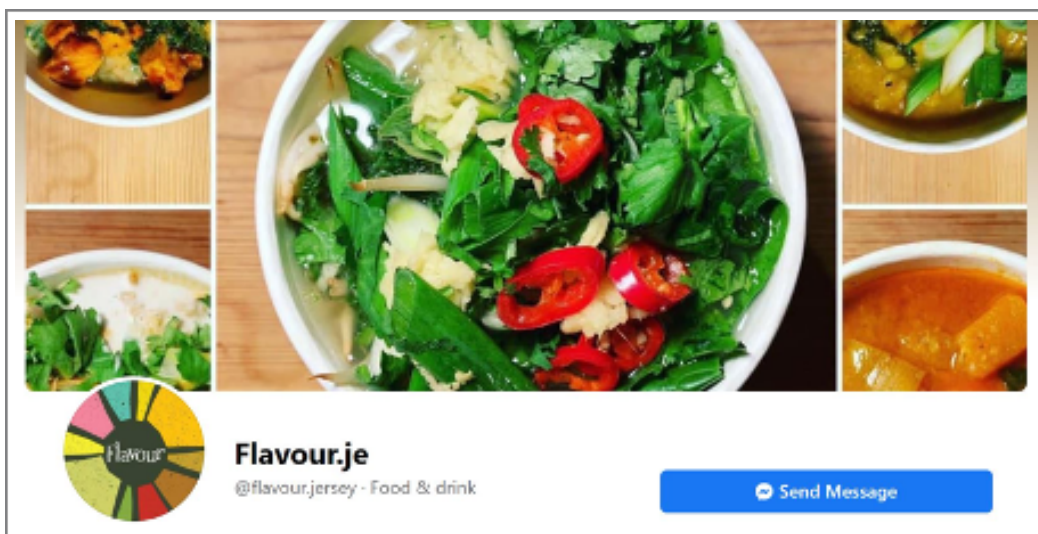
Flavour.je provides 5-day healthy meal plans to their customers and will also supply pre prepared fresh food to the Club at wholesale rates to allow us to supply a simple food offering.

It is hoped that this agreement which provides rent to the Club will evolve into a long-term solution which helps the Club provide a sustainable and varied food offering to members.

We encourage Club members to look at flavour's Facebook page.

<https://www.facebook.com/flavour.jersey/>

Please consider supporting Elke's move into the Club by trying out her home delivery business.



Bar Kitchen

We now have a smaller kitchen just off the bar and this has been fitted out to cater for basic snacks such as the popular bacon/sausage roll.

We were just about to announce that the Club bar was imminently about to re-open from 10.00am to 16.00 each Saturday and Sunday, but the Government restrictions announced on 2 December have put these plans on hold. We'll provide updates on website and by email when we get them.

The self-service and honesty system in the club room has been very successful thanks to our loyal and dedicated group of helpers. They have ensured that Covid rules are met and without their support it would not have been possible to make the club room available to members.

We are clarifying the status of our Club room however, due to the new Government restrictions, it will be closed from Friday 4th December until we get that. We will keep you updated by email.

Aircraft Parking by the East Gate

The Committee has been aware for some time that there are one or two areas near the Hangar where aircraft can park on hardstanding. In addition, there is the potential to "plug in" to ground power. Electricity will be sub-metered, and the cost of the installation will be billed to that member if this is required.

Initially there is one space by the East Gate which will be made available. It is difficult to price up the correct rate for this space so it is felt that a tender process where members submit sealed bids is the fairest way to allocate this scarce resource.

In the first instance can you register your interest by contacting jacm@jerseyaeroclub.com and we will provide more details.

It is likely that at least one Committee member will want to bid, so for complete transparency and independence, the bids/emails will be dealt with by Grant Thornton

Premises update ... *by Andrew Renouf*

CCTV in and around Hangars

At the Committee meeting on 25th November it was decided that a high priority was to install CCTV in the members hangar. This will have several functions as if there are any claims for "Hangar Rash" damage, it will protect the Club from having to claim on our Hangar Keeper Insurance policy as we will easily be able to review the incident to see who was responsible. Secondly it will be a benefit to Hangar users as they will be able to view where their aircraft is. For example, if their aircraft happens to be by the doors, they will know that they can go flying without any help moving other aircraft out of the way.

When we have the network cables in place it will be easy to extend coverage over the grass parking so members will be able to check on their planes using an "app" on their phone at any time.



We will do some of this work in house using volunteers to keep the costs as low as possible and roll this out over the coming months

Hangar Doors

We have had two quotes to adjust the two sticking hangar doors which we will undertake in the next couple of months as cash flow allows



Fire Door Maintenance

The fire door by the lift on the first floor has not been closing properly for many years. It has now been properly repaired for less than £75 by inserting some Plywood behind the door frame so that the hinges are now properly secure.

Urinal Flush Control

Large amounts of water have been wasted as the men's urinals flush 24/7 at a fast rate. A PIR presence detector & valve has been ordered for £ 180 which will have a very fast payback measured in weeks



Presence detector in Club Room

In order to save energy the thermostat will be changed to a PIR presence detector which automatically drops the club room temperature by several degrees when it is empty but quickly comes up to temperature when members walk in. This will have a cost of just over £ 100 fitted with a payback measured in months



Car Parking/Dumped cars

We are still waiting for St Peter's Parish Hall permissions as two cars of the cars are part of a Court case and we cannot be disposed without permission.



Water meters

Water sub meters are being installed in all areas so moving forward, sub tenants will be billed for their water usage. The smaller meters were bought from a UK wholesaler for £ 26 and will allow the Club to reduce running costs by allocating usage to those responsible.

Extinguishers

The Fire Extinguisher contract is due for renewal in December and was found to be poor value for money. It has cost up to £ 600 in past years although this covered "free" replacement extinguishers when they were more than 10 years old. As an alternative, the Club has just moved to a new company who has a basic service cost of £ 108 per annum and will have lower average costs covering replacements moving forward.





Update ... from Richard Hawkin

FROM JAMES MAIR, A.M.E.



Good afternoon Jersey flyers!

A few updates regarding medicals here in the Channel Islands.

Just a heads up that from February 1st I will be doing medicals on Thursdays only. I'll be available from 08.00 to 18.00 however so there will be more times available. Unfortunately my GP work requires me to be available more on Mondays and Tuesdays so aviation medicals

It looks as if your EASA medicals will automatically convert to UK CAA medicals on January 1st and from that date I will be a UK CAA examiner and no longer an EASA examiner. FAA will stay unchanged. And lastly, look out for imminent changes from paper UK medical applications to an online version. More will follow when I have details.

Here's to a better year for flying in 2021.

Stay well and safe flying.

James

A QUICK HOP TO FRANCE ?

Due to the coronavirus restrictions most of us have had a very limited flying year and nothing is set to change overnight. But, if you're getting fed up with around the island flights and, more importantly, you're feeling out of practise with flying into other airfields, then don't despair.

After negotiations AOPA CI has had with the French customs and immigration and the airport authorities at Caen and Cherbourg, pilots from the Jersey can now fly to France AND LAND.

Hopefully the same procedure will soon apply for flights from Guernsey and Alderney and, from both Bailiwicks, to Dinard. The arrangements allow for a touch and go or a full stop landing followed by a return to the holding point before departing again. The key factor is that you cannot disembark the aircraft whilst on the ground in France. In this way, French customs and immigration will exempt you from any formalities and on your return to the Channel Islands, not having got out of the aircraft, you won't need to get involved in testing and self-isolation.



You will have to arrange payment of landing fees and follow all the normal procedures. For Caen and Cherbourg, complete the usual customs PPR form adding clearly the comment in French « *vol d'entrainement sans aucun débarquement ou embarquement de personnes (passagers ou équipage)* or in English. " *training flight, no disembarcation or embarcation of crew or passengers*".

At Caen, landing fees should be paid using a credit card by telephone - 00 33 2 31 71 20 10

At Cherbourg , email before the flight to - cherbourg.aeroport@edeis.com giving full credit card details. The appropriate amount will be deducted after the flight.

..... **BUT PLEASE BE AWARE THAT RULES MAY CHANGE AT SHORT NOTICE**



Update ... by *Eveline Hawkin*

Well, as you can guess, this year , like for so many charities, has been a non starter for us but we did have our AGM at the club (with Zoom available for those who could not attend) and we have dates planned for our April and October days next year. Once we have approval from the airport authorities, the dates will be advertised both on our Facebook page and on our Website.

Pictured on the right is last year's Christmas tree at St. Peter's Parish church decorated with the drawings done by the children at our last Helping Wings day in October 2019 !

From everyone at HW, I would like to thank you again for all your support and wish you all the best for Christmas and hoping that the New Year will be kind to us and that we can resume our flying days!



Your story ... *Flying diaries by David Endacott*

Father's Diary

1937 - My parents and sisters were regular flyers with Jersey Airlines and in those days they landed on the beach. My father was once delayed and avoided a fatal crash. Flying had its downside.

1949 - At Sunday family lunches we heard about father's flying exploits and other students rounding out at 50ft. As well as his tales from India and the need to eat everything because the Chinese were starving. Another world.

He learnt to fly in a Moth G-EBOH which had crashed in April 1927 after engine failure on takeoff with a certain Flt Lt Thompson who was on board. After a rebuild it was delivered from Stag Lane in June 1927 to the Hampshire Aeroplane Club when said Flt Lt Thompson and others taught my father between Sept 1927 and July 1930. The plane suffered a final crash in May 1930. In July 1929, after 19 hours flying, my father got his Aviator's Certificate in which it is stated " The Civil, Naval and Military Authorities, including the police are respectfully requested to aid and assist the holder of this certificate" - presumably further crashes were expected !!

G-EBOH in hedge.
Whoops!



After rebuild

My Diary

Circa 1952 when I was 9, joyride in Dragon Rapide from Hendon thanks to Grandmother. I was always fascinated by flight and the effortless soaring of sea gulls over the cliffs.

After many years of being inspired to fly -

1969 - Trained on T21 gliders (open cockpit, side by side, wood and canvass) at Kent Gliding Club on a holiday course. Took turns on winch.

1970 - Had to go again and during another week was sent solo by Glyn Richards - the usual thing, after a landing, the passenger seat was weighted with lead and then it was hook on and release, hook on, take up slack and off you go. Circuit and land - all in a haze. Anyone enjoying flying **MUST** go gliding. It's the real deal. And it's a lot cheaper than powered flight and is a wonderful introduction to flying.

1994 - October had joy ride with Mike Bowen and of course, I was hooked. Later that month, started lessons with Geoff Tipping and many others. Suffered severe brain overload on many occasions. Just having a trial flight is worth the sheer joy of being aloft.

1995 - March - first solo - straight in to low cloud !!

1995 - July - qualifying cross country to Rennes - inspected by police who asked why I was there - in best French I said " Pour un Jolly et Plesir". Seemed to work.

1995 -August - victory and licence - no exhortations to Naval authorities in my licence although it might have come in useful as we fly over the sea especially when doing spins in the Chipmunk.



Selfie at Rennes July 95. After visit from Les Flics !

And thus began a period until 2014 when the real learning process took place with many highs and lows.

1997 - April - flew to La Rochelle to suss out accommodation for son at the university. Serious wind on return and exciting landing. If only my log book was full of long trips and not endless circuits. Although I had a good flight to La Baule with Peter Carnegie and a couple of round trips to Saumur, Bagnole, Granville, Cherbourg and Bordeaux etc. With brain full of book advice about not leaving empty runway behind, I started to back track at Quimper before take off only to get justified sarcastic suggestion from the tower that several thousand metres was probably enough for take off. We were at 1000 ft half way down the runway !! Approaching Alderney, I set up for a long approach to the westerly runway when the tower asked where I was going! Oh well. Approaching La Baule, there was no contact with them so I asked Nantes if they knew of any activity there only to be told all was quiet. On arrival, there were banner planes, any amount of activity which rather stretched by limited French and ability. Many more such events shows that we all have a lot to learn from experience.

1998 - trained with Mike Owen for IMC rating and most of it was in extreme IMC. Maximum correction in strong cross winds. Well worth the experience if only to sharpen up flying ability.

2002 - Had to have a go in the Chipmunk but after a couple of flights decided it was far too difficult although eventually went back to training and went solo April 2005. Absolute pleasure to fly. Took Dale for a trip around Jersey - I think he has recovered. Had fun trip to Caen in Chipmunk - more back tracking on runway !!!

2005 - Had trip in the Air Atlantique Rapide which brought back happy memories from my first flight in 1952.

2006 - Fulfilled long term ambition and flew with Joe Wright at Henlow in his Tiger Moth. Achieved a three point greaser on grass when it was impossible to know whether we were still in the air or on the ground. That's my recollection anyway and I'm sticking to it !! (Yes, it was a fluke). Had memorable flight to Duxford.



Tiger at Henlow

2010 - Started flying at the Tiger Club at Headcorn where my instructor was Glyn Richards - again. Lots of trips including to Stowe Maries and Damyn's Hall. Had a memorable upper air test which included recovery from unusual attitudes only to find myself doing a loop for the first time, hanging on to my helmet strap in my teeth and wishing I had been asked to check straps. Annoyingly, did not achieve solo. I would encourage anyone who can to have some trips in a Tiger Moth.

2013 - Just had to go gliding again and took a weeks course at Cambridge Gliding club flying in an ASK 21, indoor luxury compared to the open air T21. Soaring like a sea gull at last !!! Very much as P2, gained 6,000 feet from winch launch, You must give gliding a go. The cable launch will get the adrenalin going and not being able to do a go round on landing certainly concentrates the mind. It is really amazing. Medical got in the way of a solo.

2014 - Flying came to grinding halt after medical and 304 hours.

Other excitements

Having warned son not to go up with a friend piloting a helicopter, (they are very dangerous) I went to Redhill in 2007 to learn to fly an R22. Only 3.5 hours but worth every minute. Just got so far as hovering and cross country but definitely no take offs or landings. Do have a go if you can. It's great. There is so much to learn. Gently squeezing controls seemed to be the order of the day.

Right - These are very dangerous but great fun !!



Having heard about float planes on Lake Como, we took a holiday there and I had an unplanned lesson as soon as we arrived. That again is a must do - just an hour or two - if only I had gone before. Lots to learn.

Float planes at Lake Como, Italy

Having heard about flying out of Courchevel, I emailed a flying club there and after skiing on to tarmac and changing to shoes, went on a fantastic flight over the mountain tops. The James Bond take off was exciting but no problem but watching the instructor do the landing circuit and up hill landing would take some time to master. Apparently, someone got it wrong and from the tarmac seemed to have disappeared only to be seen some time later with all the passengers pushing the plane up the hill with the engine at full throttle. That's another must do trip.

Enjoyed experience in Harvard and Super Dimona.

So what flying did I enjoy most - the Chipmunk and definitely the Tiger Moth.

Outstanding ambition - to fly in a Spitfire - one day perhaps before time and money runs out.

So, post COVID, get out there and do as much flying as you can and include tail wheels, gliding, float planes and anything else you can get your hands on.

Best wishes and have fun.

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

Pictures taken in the UK at various locations in 1970's, 1980's and 1990's



G-ATDB Nord 1101 Noralpa
30 May 1987 Prestwick

G-ANOK SAAB 91 Safir
15 July 1978 Strathallan





G-APNT Currie Wot
July 1987 Cranfield



N524R DH.82A Tiger Moth
March 1990 White Waltham



NC86811 Bellanca 14-13-2 Crusair Senior
March 1990 White Waltham



G-APOL Druine D31 Turbulent
1986 Perth

G-AOVW Auster
5 June 1980 Cranwell



VH-UFZ Avro 594A Avian
July 1998 Cranfield



G-APBO Draine D.53 Turbi Badminton



N66546 Howard DGA
March 1990 White Waltham



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



Wishing all in the islands a safe and fabulous Christmas and a happy release into the world in 2021.

Derrick Ings

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



If you are interested in the aircraft above, please Contact **Derrick Ings** to the following email -

sales@derrickings.com

and finally...

Should you wish to contact the committee, their email address is committee@jerseyaeroclub.com

And, if you have anything you'd like published in the newsletter mine is evelinehawkin@gmail.com



***HOPE YOU ALL HAVE A LOVELY CHRISTMAS AND THAT THE
NEW YEAR WILL BE KIND TO US ALL!***

All the best and take care,

Eveline