



Welcome to the  
**JERSEY AERO CLUB**

## December 2019 members newsletter

### Dates for your diary...

**Reconvened AGM - Wednesday 11th December at 19:00**  
(Bring your membership card with you)

**Christmas lunch - Saturday 14th December**  
( Tickets available at the Ops Desk)

**Bar - closed 24th, 25th, 26th and 31st December  
and January 1st.**

### A word from the Chairman...Jim Buckley

The AGM will reconvene on Wednesday the 11th December when the executive committee will distribute accounts and give members the full details of the plan to ensure the long term viability of the aero club.

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

Congratulations to Miklos Kassai who has passed his PPL skill test . He cleverly pursued the dream by studying for his written exams last winter , commenced flying in March and went solo on Easter Sunday having already passed all the written exams .

On the same day as the skill test Myles Dryland did his Qualifying Cross Country flight to Guernsey and Caen . Myles took a different route with his study and went to a private pilot study centre in the UK and crammed all his written exams into a week . He is now waiting for a weekend weather gap for his skill test.

There has also been night flying this week . Kobi Le Cornu is currently doing his night rating with Gary Phillips . I 'll make an appeal to anybody who is night flying in the Tecnams to please reset the brightness on the screens before they leave the aircraft . In daylight it is almost impossible to see the menu icons to reset the brightness if they have been turned down to below 20 percent for the previous night's flying .

Looking back on the past year we currently have 16 students in training .

The 2 seater 2008's have completed 900hrs flying since coming into service in October 2018 .

The flying days lost due to weather in the past 2 months has been the highest in my memory for a similar period .

Hoping for a meteorological blessing for Christmas and the year ahead .

Seasons Greetings



## ATC/DCA presentation ...jointly organised by JAC & AOPA by Richard Hawkin



Around 50 people attended the very successful presentation on the 21st November at the Jersey Aero Club. Jersey's Head of Air Navigation Services, Robin MacRae, organised the wide ranging programme for the evening which included presentations and discussions on a number of subjects.

Head of ATC training, Alan Moss, talked the audience through an incident in Jersey earlier this year which brought out some valuable lessons for both pilots and ATC. What was initially thought to be a non-event ( certainly the pilot thought so ), turned into something which could have had more serious consequences - lessons learnt all round !

Following a number of runway incursion incidents, Deputy Watch Manager, Jo Garnier, explained the workings of Jersey's "ring of red" stop bar procedures, inviting the audience to suggest the best way of making sure that pilots, particularly visiting pilots, understood how the procedures work.

Richard Price, in charge for airspace projects, presented forthcoming changes to the responsibilities for airspace east of Jersey. Rennes ATC will assume control from Brest ACC over the adjoining, existing controlled airspace in the lower flight levels.. Similarly , Rennes will be providing FIS instead of Brest. Deauville will continue to provide this service in its flight information sectors as now.

Jersey ATC will soon be required to conduct a review of its Approach procedures, SIDS and STARS. Local pilots were asked about their views on the possibility of the SIDS and STARS becoming RNAV procedures, requiring PBN equipment in their aircraft. Interestingly, only one IFR pilot said that he flew an aircraft that was not so equipped.

Jersey airport's director, Inez Bartolo, introduced herself and gave a brief resum of her background and her positive views on GA. Adam Mansfield of the airport fire service talked about their handling of incidents and how pilots can help them. To conclude the evening, Dominic Lazarus, the Director of Civil Aviation for the Channel Islands, spoke about the increased likelihood of ramp checks in accordance with EASA requirements. He also hinted that the current local cost sharing legislation could be brought into line with UK/EASA rules if there was a demand to do so.

## Your story... Downwind left by Mike Le Galle

We left Jersey early Thursday morning just a few days before Christmas 1979 with the owner in the back of the Cessna 421, but as the trip was not the run of the mill trip for me, Mike Forbes one of the club instructors came along with me up front.

G-TONI



First stop was Montpellier to pick up two other passengers then airborne again for Monastir Tunisia.

Looking out my side window I noticed the familiar oil leaking out from the top cooling grill of the port engine. It had been there for several weeks and engineers had looked several times but had been unable to pin down the source.

The long transit of the Mediterranean at FL190 passed quickly and both Mike and myself looking forward to an evening at the Royal Hotel Monastir. Soon the North African coast came in view and we started a slow descent. ATC handed us over to the local Tunis approach control for passing Tunis and onward to Monastir, not that their instructions made much sense as the English was at best, basic.

As we passed the North African coast visibility started to reduce in haze. However the weather for both Tunis and Monastir remained reasonable giving light winds and visibility of 5000m. ATC then gave us some sort of instruction, not that clear, but clearly for us Cessna G-TONI, both of us thought they had given a warning about military traffic and to proceed downwind left for runway 29 at Tunis, we acknowledged, but then received another call from ATC that neither of us understood.

Mike gave two calls to Tunis approach control reminding them that our destination was Monastir. As he was doing this, I spotted above us and ahead to our left, an aircraft. It looked like a military two seat fighter.



Aermacchi

It held its position and distance for a minute or so but slowly came in closer to us, so close that we both saw the two pilots. The aircraft was rocking its wings and the pilots indicating for us to go down.

Mike said I think they want us to descend and follow them. He was right and considering that it looked armed with underwing rockets we both agreed we should. Things became hectic now as the passengers in the back became alarmed demanding that we do what that jet wanted, and whilst also trying to communicate with Tunis approach, without success, trying to outline our intentions.

We continued to descend now down to about 3000ft, still with the military jet just ahead of us. At this point I saw below us a large two runway airfield, "That must be Tunis Carthage". The jet we were following was taking us downwind left for runway 29. All this time, but without any luck, Mike was trying constantly to make sense of what ATC was saying, however we both clearly understood that whatever Tunis approach was saying. We had to follow that military jet's instructions and land.

It's at times like this that you tend to revert to basic flying, so I just lowered the gear and flap and without any delay curved the 421 to line up on short final to runway 29, loosing sight of the jet. We had no ATC landing clearance, well none that we understood anyway, but we were going to land whatever.

About a mile out from landing one of the passengers came forward, leaned into the cockpit and with an ashen face pointed to the left engine. I didn't believe it, we had a trail of smoke behind us from the port engine, clearly, we had a port engine fire. Now we had an ATC call that we understood, " Cessna on finals you have an engine on fire", we shut down the engine and fired the extinguisher on the port side. Within seconds we had landed and I turned left off the runway and stopped.

We all evacuated without any delay just as the Tunis fire vehicles surrounded the aircraft and sprayed foam over the port engine, closely followed by several police and military cars. Our welcome to Tunisia wasn't very welcoming and we all were taken to interrogation rooms.



Tunis Carthage

We waited until an English speaking official arrived. They wanted to know why we had landed at Tunis Carthage International without a flight plan, without ATC landing clearance and not followed Tunis approach control instructions. When we explained that we had been intercepted by a military jet and ordered to land at Tunis, they would not believe us. It was not possible, as no military jet was in the Tunis area.

The Tunis Military Airforce commander on the airfield was called, he spoke reasonable English, and being an aviator was more sympathetic to our story. However when I said what the military jet looked like, he became a little pale and started fast talking in Arabic.

He explained that the aircraft we saw was an Aermacchi but these had been disbanded from the Tunisian air force 10 years earlier, and they now flew the Northrop T5.

All of us in the room then realised the implications, it was just before Christmas and we had been guided into Tunis by an old military jet that the authorities and ATC had no knowledge of. We then had an engine fire on short finals. Had that jet not guided us into Tunis then the outcome for us may well have been extreme.

They let us go, and we all arrived back at our various homes on Christmas Eve. The engine fire turned out to have been caused by a leaking oil cooler seal spraying oil onto the exhaust. The oil weep on the cooling grill had been a symptom that no one had picked up.

I was never keen on flying over Christmas after that.

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

Part 1 (of 2) - Selection from the 2019 LAA Rally at Sywell 30-31 August 2019.

G-BPUA EAA Biplane

on 31 August 2019 Sywell



G-ATNE Reims Aviation S.A.built Cessna F150F

on 31 August 2019 Sywell.



OK-TUA 72 BRM Aero Bristell NG-5

on 30 August 2019 Sywell



G-ATBG Nord 1002 Pingouin II

on 30 August 2019 Sywell.



G-AZHH K&S SA.102-5 Cavalier

on 30 August 2019 Sywell

G-ATJN Est Dormois built Jodel D119

on 30 August 2019 Sywell





G-CDVT Van's RV-6

on 30 August 2019 Sywell

G-AREZ Rollason Aircraft and Engines

built Druine D31 Turbulent

on 30 August 2019 Sywell



G-CDGP Zenair CH601XL Zodiac

on 31 August 2019 Sywell

G-AIGF Auster J1N Alpha

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](mailto:evelinehawkin@gmail.com)

*Fancy some real flying...*



Shares available in

G-AWPW Piper Supercruiser

**Interested?**

Contact Alan Gay on 07797 717468



Interested in either of the aircraft below?

Contact Derrick Ings as per email address below:

[sales@derrickings.com](mailto:sales@derrickings.com).

#### SOCATA TB20 TRINIDAD (1999)

TTAF & E 1685 Hrs. Prop 116 Hrs. Annual & ARC valid to Jan/2020. GTN750 Touch, GNC255A, KFC150 A/P, HSI, ADF, DME, Mode S w/Flight ID, Traffic, Stormscope, EDM700. Prop deice.

The TB20 Trinidad is a 4 seat/5 seat touring aircraft. They are renowned for their stable flight characteristics and great visibility. They are equally at home as a Club tourer or first privately owned aircraft, and many are used as a city-hopping business aircraft. Avionics workshops love upgrading these as the centre console is very easy to work with.

GBP £147,500 No VAT



### PIPER 236 DAKOTA (1984)



TTAF2140. Eng & Prop 151. Annual June/2020, ARC Apr/20. 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 £135,000 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...*

ATC Richard Price sent me a presentation of the recent ATC evening at the club as mentioned in the AOPA section. It is too big to add to the newsletter but I will ask the Ops Desk to send it out separately.

I am always looking for interesting items to publish, especially your flying stories. Please address to: [evelinehawkin@gmail.com](mailto:evelinehawkin@gmail.com). with pictures sent separately. Thank you.

[committee@jerseyaeroclub.com](mailto:committee@jerseyaeroclub.com) is the email address to use if you wish to contact the committee.

Hope to see you at the club!

**Eveline**