



Welcome to the  
**JERSEY AERO CLUB**

## June 2019 members newsletter

### News from the C.F.I ... by Mike Owen

Another month gone already .....

The club aircraft flew 98.5 hrs in May , slightly down on the 100 hrs flown in April . I can write my own report card .....must do better .

Our surgeon Miklos Kassai had an epic on Sunday 5th May flying 3 hours dual in 2 circuit sessions morning and afternoon followed by 3 dual circuits and then a first solo Sunday evening . He even had a club member in the bar email him his solo profile from flight radar 24 to complete a memorable day .

He has since flown 4 hours solo in the circuit , further upper air work, practice forced landings and 2 dual cross country navigation exercises . We are breaking new ground in diplomacy and international relations with a Hungarian and French Controllers communicating (on most occasions) in English .....and Donald Trump hasn't landed in France yet !

With the 75th anniversary of the D Day landings taking place almost on our doorstep this week most of the Jersey aviation community are experiencing the frustration of a blanket ban on local aircraft landing at Cherbourg and Caen between Monday 3rd and Saturday 8th June.

Former Air Experience Cadet James Van Neste who recently became a First Officer with Flybe on the Embraer has just completed his circuit training at a very wet and windy Prestwick prior to starting his line training . He even had an enthusiastic spotter at the perimeter fence recording his landings which he then reposted on Facebook . As I commented ' Real Scottish weather for real pilots ' .

Impressive parking on the grass by the ground handling team for the Danish AOPA fly in last weekend . Many thanks to James Evans , Dale , Richard Hawkin and everybody involved .

Happy safe flying in the month ahead .

## A few words from our AME...Dr James Mair

Hello to everyone at the club. James Mair here, the dreaded AME - Apologies if even the thought of a 'medical' has put your blood pressure up!

I'm now two years into doing medicals for the aviation community here in Jersey (and beyond) and it has been a pleasure to have met you all over that time. I hope you are finding the medicals as stress free as possible. I am always happy to get feedback and suggestions. Some of you may have noticed that I have a new booking system for medicals, linked from my website [www.jerseyame.com](http://www.jerseyame.com). With this new system, you can now book directly from an app or from the link without the usual to-and-fro emails of old. You can also cancel or rebook. Feedback from those who have used it has been positive and it should make the process smoother.

The CAA has been in a degree of Brexit chaos and sadly this has meant that the long promised online medical application system has been held up - a pain for us all! I will let you know if there is any progress here.

A quick plea: Please print off the optician reporting form from the website if you are going to get an eye test. The old Med162 is no longer necessary (some exceptions) but completion of this simpler form when you go for an eye test is very helpful when the medical comes around. Ideally, visit the optician within 3 months of your medical and bring the form with you to the medical.

And finally - as with everything these days, I am required to ask for feedback for my AME work. I will put a link on my website to (yet another) form and leave some at the reception desk. If anyone has 2 minutes to fill one in and return to me, I'd be extremely grateful.

In the meantime, contact me with any concerns at [jamesmair@jerseyame.com](mailto:jamesmair@jerseyame.com) and enjoy the summer to come!

James

Dr James Mair  
Aviation Medical Examiner CAA 10449

## Car park update... by Jim Buckley

Following on from last months explanation about the new parking regime in the Aero Club car park. Below are ways to register parking when visiting the Aero Club:

- On an Apple device from the App store.
- On an Android device from GooglePlay.
- Via the internet at [www.paybyphone.com](http://www.paybyphone.com)
- or in the Club room via the Club tablet/PC

If you do not have a 'smart phone' and therefore you are unable to install the pay by phone app, then your arrival and departure times can be manually activated in the Café.

Many Club members have been annoyed by the lack of parking spaces because vehicles have literally been dumped there whilst the owners are away for long periods of time. This controlled parking system will ameliorate the car park by providing more spaces and any revenue raised will go towards paying off the cost of the equipment and the continued maintenance of the area.

Ports of Jersey will erect signage that will clearly explain the regulations and the penalties for not abiding by those regulations. There will also be a parking control officer patrolling the car park and any cars found to be uninsured will involve the owner holding a fairly one sided conversation with the Magistrate. Any one exceeding their time limit and getting a parking fine will take part in a similar sort of meeting with the St Peters honorary Police.

If you are visiting the Club, going flying in a Club or any other General Aviation aircraft from Jersey Aero Club and you are displaying your parking permit for that area then no charge will be levied. The time restriction is 12 hours in any 24 hour period but when you are going flying you will need to tell operations your return time/date, so that you do not get a parking ticket.

We will keep you informed as this project progresses and as soon as we have a start date you will be notified through the JAC mail system or this newsletter.



## Volunteer pilots needed... by Willy Weber



VOLUNTEER PILOTS REQUIRED to fly a real aeroplane (it's not difficult!) The Duchess is on the UK register in single pilot category (Annex 2, non-EASA) on a full C. of A.

LICENSE REQUIREMENTS: UK/EASA PPL/IR, CPL, or ALTP, all with Multi Engine Piston (clockwork instruments) rating. Flying experience to satisfy insurance requirements.

Must be prepared to roll up sleeves and get involved. Would suit current or retired professionals who are locally based. [www.heron.je](http://www.heron.je)

Contact Willy Weber [willy114@icloud.com](mailto:willy114@icloud.com) or 01534 741590.

## Social...by Sandra Carroll

### Date for your diary...

**Friday 21st June** - Time for members to celebrate summer with a BBQ at the club at 19:00.

Keep the date free. Details will be posted shortly.

Remember that the club is an excellent venue for parties.

For further details, email me - Sandra on [committee@jerseyaeroclub.com](mailto:committee@jerseyaeroclub.com) if you would like to organise a function for your friends, family or work colleagues.



...News from Richard Hawkin

## AOPA DENMARK DMU VISIT

More on this next month but despite fog problems on the arrival day, Thursday, 30th May, most of the 33 aircraft expected should be on the ground in Jersey by the end of today, 31st May.

The photo, opposite, shows Denmark's oldest pilot, L Røvs Hansen who is still flying aged 93. His flight from Jutland to Jersey took almost 10 hours !





## LE COUCOU DE FOURCHETTE



This summer's BBQ dates are:

Saturday 6th July  
Saturday 31st August

## UPDATED CAA COST SHARING RULES

### Pilot information

Flying with strangers opens new potential issues ranging from security and personal safety to insurance implications. To help pilots understand the pros and cons of cost-sharing with strangers we have produced [CAP1589](#), a short guide to the cost sharing regulations.

Ultimately, the clear intention of the cost-sharing rules is to allow pilots to fly more - building skills and experience - while sharing their passion for aviation with others. Providing passengers and pilots understand and stick to the rules, then that intention can become a reality.

European and National regulations permit cost sharing as follows:

- The flight is a cost-shared flight by private individuals. Cost sharing flights cannot form part of a business activity through an organisation.
- The direct costs of the flight must be shared between all of the occupants of the aircraft, including the pilot, up to a maximum of 6 persons.
- The cost-sharing arrangements apply to any other-than complex motor-powered EASA aircraft and this includes aircraft registered outside of the EASA area but operated by an operator established or residing in the Community.
- Cost-sharing is also permitted in non-EASA (Annex I of the Basic Regulation (EU) 2018/1139) aircraft registered in the UK.

**Direct costs** mean the costs directly incurred in relation to a flight (e.g. fuel, airfield charges, rental fee for an aircraft). There can be no element of profit.

**Annual costs** cannot be included in the cost sharing. These are the cost of keeping, maintaining, insuring and operating the aircraft over a period of one calendar year. There can be no element of profit.

Full details are in - <https://www.caa.co.uk/General-aviation/Aircraft-ownership-and-maintenance/Cost-sharing-flights/>

***Please remember that the cost sharing rules applicable in the Channel Islands are different and are restricted to a maximum of 4 occupants including the pilot. details in the Guernsey and Jersey Air Navigation Laws***

## Your story...by Willy Weber

Diane and I have recently been sorting through a big box of effects we brought back from Queensland several years ago, after my father passed away down there. A total of six pilot's log-books are in the box, mostly wartime RAF stuff. He was an instructor on Miles Magisters, Avro Ansons and Airspeed Oxfords before moving onto 'ops' in Vickers Wellingtons, Short Sterlings and Avro Lancasters.

This little attached snippet (names redacted but note the date) speaks volumes about how not to operate a Sterling bomber!

### Found in APW's wartime log book

FROM:- H.Q. 5 G P  
TO:- Nos. 53,54,55,56 BASE  
DATE:- 12 October 1944  
REF:- 278/2/1/TRG

#### **CAPTAINCY AND CREW CO-OPERATION**

1. A fatal accident caused by poor captaincy and crew co-operation occurred recently within this group and resulted in fatal injuries to five members of the Crew.
2. The pilot, a pupil, was engaged on a day cross country flight in a Sterling. At a height of 12000' the port outer engine failed and the propellor was feathered. The pilot decided to descend quickly through a gap in the clouds and to do this he lowered the undercarriage. When clear of cloud and at approx. 2000' he attempted to raise the undercarriage but the port leg did not retract.
3. The Staff Engineer told the Second Engineer to wind up the port wheel, but meanwhile the Captain selected wheels 'DOWN' again with the apparent intention of landing at an airfield which was nearby. On the approach the A/C was not lined up with the runway and at about 300 to 400 feet it commenced a turn to starboard and crashed.
4. At no time did the captain warn the crew of his intentions and the Staff Engineer gave orders to the pupil Engineer without first telling his captain.
- 5 The weather was good, cloud cover being 5/10 at 2500'. There was no need for a quick descent. The Pilot should have kept his wheels up, contacted the nearby airfield by R/T and carried out a normal three engined landing.
- 6 The details of this accident are to be brought to the notice of all aircrew.

signed: Wing Commander (Redacted)  
Senior Air Staff Officer  
No. 5 Group R.A.F.

## Another wartime SECRET!

FROM:- HQ No SGP. RAF  
TO:- No. 53, 54, 55, 56, BASE No 5 L.F.S.  
DATE:- 02 NOVEMBER 1944  
REF:- 233/4/TRG

SECRET

### **EMERGENCY AIR - UNDERCARRIAGE OPERATION**

1. A Lancaster was damaged recently when the undercarriage collapsed in dispersal some hours after the pilot had made a successful landing by using emergency air to lower the undercarriage. Neither the pilot nor the flight engineer selected the undercarriage lever 'DOWN' before using the emergency air, and both were under the impression that it was not necessary to do so. They had been informed that the position of the undercarriage lever when emergency air was used was immaterial.

2. Though a safe landing can be made if the undercarriage is lowered by emergency air with the undercarriage lever in the 'UP' position, the undercarriage may collapse because:-

i. The undercarriage hydraulic leg, although airtight, is not completely airtight.

ii Over a period of time from half an hour to eight hours, the air from the down side of the jack can escape slowly until it is at a pressure lower than that in the hydraulic accumulator.

iii If the undercarriage lever is in the 'UP' position, the greater pressure in the hydraulic system may break the locks and allow the undercarriage to collapse.

3. Instructors at No 5 L.F.S. are to ensure that the above points are emphasised to Pilots and Flight Engineers under training, and that the undercarriage lever is always selected 'DOWN' before emergency air is used.

SIGNED E.R. Sinclair W/C  
SENIOR AIR STAFF OFFICER H.Q. 5 G.P.



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



G-ARLG Auster D4-108

on 5 May 2019 Popham



G-NCUB Piper J3C-65 Cub

on 25 May 2019 Old Warden



N35YY Eurocopter AS350B-2 Ecureuil

on 3 May 2019 Jersey



G-AAPZ Desoutter I

on 25 May 2019 Old Warden

G-BBND WD286

DHC1 Chipmunk

on 25 May 2019 Old Warden



11-HN F-JWKV Flight Design  
CTLS

on 21 May 2019 Jersey



F-HYFC Tomark SD-4 Viper

on 12 May 2019 Jersey



G-CJWW MH526

Super Marine Spitfire Mk 26

on 5 May 2019 Popham







G-BHVV 42-38384 Piper J3C-65 Cub  
on 25 May 2019 Old Warden



G-BSPK Cessna 195  
on 21 May 2019 Jersey



N263CP Eurocopter EC120B Colibri  
on 3 May 2019 Jersey



G-BJAF Piper J3C-65 Cub  
on 5 May 2019 Popham

**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)

**Happy to fly/want to go...** In the same veins, if you are going somewhere with spare seats and would like a lift, email me and I will ensure it's publicised. This is with the CAA updated cost sharing rules in mind of course!

*and finally...*

That's it...no more stories in reserve so please let me have yours for the July edition sending the pictures separately.

And of course, send me anything else relating to aviation you would like published to the usual email address below.

[evelinehawkin@gmail.com](mailto:evelinehawkin@gmail.com).

If you have any questions for the committee, their email address is:

[committee@jerseyaeroclub.com](mailto:committee@jerseyaeroclub.com)

Enjoy your flying and enjoy the summer!

***Eveline***