



Welcome to the
JERSEY AERO CLUB

March 2019 Members Newsletter

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

Congratulations to our operations desk pilot Abby Austin who completed her Night Rating with Gary Phillips and has her application in the post.

The weather seems to have about turned with the return of the high pressure and we have had a busy week flying . The Air Cadets have been flying at half term courtesy of the generous grant from RAFA last year . For some it was their first time in a light aircraft and the feedback is enthusiastic .

It has become apparent that the Rotax engine Tecnam 2008 2 seaters are noticeably prone to Carb Ice on the ground on the first flight of the day . In spite of being hangared any overnight condensation around the intake is causing the rpm to fluctuate after start . Application of carb heat results in an immediate increase in rpm .

Make sure you allow the oil temperature to rise into the green arc on the oil temp gauge prior to departure and don't forget to use carb heat as per the check list with the power checks .

Happy flying

Stop Press -

Christian Nielsen, pictured on the right, has passed his PPL Skills Test on Saturday 23rd February.

He is the first student to do so on the Tecnam .



Your story... The following incident / story happened in April 2004 and I often reflect on it - by Mike Owen

In April 2004 I was settling in nicely to my first multi crew commercial job as a First Officer on the Shorts 360 better known as 'The Shed' with local airline Aurigny Air Services .

In addition to the inter island and south coast scheduled passenger services , it was also used for summer charters for UK travel companies with Saturday services to Gloucester , Manston and Cambridge . The other main roster item was the overnight mail run to the UK originally to Gatwick and East Midlands but lately Jersey to Bournemouth involving an overnight hotel stop with an early departure and 6.00 am arrival in Jersey .



On that Tuesday evening of the 20 April I was flying with Captain Terry Flannigan and we departed on time . The forecast was for showers on the south coast with a front approaching from the west . Thirty miles south of Bournemouth there was a sudden roar and a massive increase in noise level with charts and paperwork literally flying around the cockpit . My immediate reaction was that an air conditioning flexible pipe had detached as it had a few weeks previously on one of the charters . However the Captain just pointed to the ceiling above my head and where there should have been the escape hatch there was just an empty oval space . The escape hatch had 'departed ' into the night . Luckily the Shorts 360 escape hatch was positioned offset above the right hand seat position and 'flew' clear of the tail fin .

The Captain was the handling pilot on that sector and reported that apart from the noise making communication difficult the aircraft was handling normally . I made a PAN (urgency) call to Bournemouth Approach and we were given priority to land . We were now descending in heavy rain with an open cockpit roof but as with open topped sports car with enough speed the rain didn't enter the aperture . Bournemouth topped up the load factor reporting a deterioration in weather with a RVR of 1000 metres and cloudbase at 200 feet . Thankfully the approach lights appeared just before Decision Altitude and we had an uneventful landing and taxied on to Stand . Up to that point the adrenalin was flowing and we actioned events in a logical manner . Now stationary my hand was shaking so much I could barely hold my pen to complete the paperwork . The rain was still falling and rapidly dampening the cockpit . One of the ground crew miraculously appeared with a tarpaulin and created a makeshift cover for the absent hatch .

Once at the hotel I phoned home as usual and my wife immediately asked " What happened ? "

This was 2004 with basic mobile phones and 24 hr social media was still years ahead and apart from ATC and the company we hadn't spoken to anyone .

" What do you know ? "

The dog (we had a 3year old black labrador) completely freaked and for 15 minutes was running around the house barking and howling being very distressed . She then suddenly stopped and settled back in her basket .

" When exactly "

"I could see the time on the video player digital clock she started 20.45 and settled 21.02 "

The hairs on my neck were starting to rise , that was exactly the time period we lost the hatch and then landed .

The following day we expected to be leaving the aircraft in Bournemouth as escape hatches are not a standard spares item engineering would keep in stock . However there were two Sheds being broken up at Southend at that time and mid morning an engineer arrived with a replacement hatch and once fitted we departed to our engineering base in Guernsey .

Regarding the loss of the hatch there had been cabin crew training on the aircraft the day previously which involved the trainer demonstrating the operation of all the escape doors and hatches .The cockpit hatch lever would not latch completely to the vertical position and was offset by 10 degrees but the oncoming aircrew were made aware of it . The aircraft had done 4 training sectors prior to the incident and the training Captain had manually checked the handle for security and made a tech log entry for it to be checked first opportunity by engineering .

After 3 years I transferred to the Trislander which I flew and loved for 9 years . It was one of the best jobs in commercial aviation . My dog Jet still took an interest . Marion my wife had a copy of my roster with scheduled sectors on the fridge door and in bad weather any time Jet was getting agitated and then settled down she would check arrivals on teletext and later on line and invariably the dog settling would be the same as the given landing time .

In this world of high tech and data transfer we still don't totally understand the sensory technology built in to our canine companions .

Message from Mike Le Galle -

Having sent the February newsletter to the FCAFA "Free Czechoslovak Air Force Association" , they have now published the Joe Rechka story on their website. Take a look!

The link to there website is <https://fcafa.com/2019/02/23/josef-rechka-a-hero-amongst-us/>

Social...

Quiz night...Friday 29th March

Next Club Night - QUIZ night, will be on Friday 29th March.

Bookings essential with either Fatima or the flying desk as food will be on offer.

£12 Lasagna with a vegetarian option available.

80s

The 1980s were very active at the club and many who achieved their PPL and other ratings are still flying.

It's time for a reunion! If you were involved in the 80s, or know someone who was, we would like to hear from you to help organise a special event in the summer. To include a BBQ with an opportunity to fly in the new Tecnam aircraft.

Sandra would like to hear from anyone who can help host more events at the club. The club room is a fantastic resource and a good place for a party so we need your help to bring new ideas to network and enjoy being a member of JAC.

Engineering...

After 25 years working for the club, Graham Nears is leaving the club for new pastures.

Graham, who would always turn up at short notice just on a "help" phone call will be greatly missed but we wish him all the best in his new venture.



In memory of...

Photo below is of Paul Wroe Johnson being presented a certificate by Chairman Jim Buckley in memory of his father Ronald Wroe Johnson . Paul was handing his father's shares back to the club.



Born in 1916, Ronnie and his wife, Roselle (nee de la Haye) were evacuated from Jersey in 1940 and relocated in Bolton where he began a career in the cinema business.

Ronnie was desperate to enlist in the RAF during WW2, but due to a hearing defect, was sadly refused entry.

After working for the Rank Organisation, culminating as manager of the Odeon Southampton, Ronnie was finally persuaded by his homesick wife to return to Jersey in 1952 with his family, Gloria, Paul & Lee, where he became manager of the Opera House when it was a cinema.

Shortly after, he joined the fledgling Channel Islands Aero Club, when the clubroom was then located in Patriotic Street.

3 or 4 years later, Ronnie joined St Helier Garages and was based at First Tower Garage as Sales Manager.

There he stayed until retirement and passed away in 1981 aged 65.

News from...



FOR SALE - As good as new!

Lightspeed Tango wireless headset

Donated to Helping Wings by Peter Coe.

Offers around £400 to hello@helpingwingsjersey.org

Our first event of the year for young adults is on Saturday 6th April.

If you are keen to get involved, whether as a pilot or ground help, please contact us on hello@helpingwingsjersey.org.

We always welcome new pilots and helpers!

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

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

Captain Gary Phillips

delivering Blue Islands latest

OY-YCT ATR 72-212A

on 20 February 2019



ZM413 Airbus

A400M Atlas C1

on 20 February 2019



First visit of a Boeing 737-8

Max OK-SWC

on 18 February 2019





G-REXA

Isle-Fly's new Beech B200GT
Super Kingair

on 21 February 2019



2-PETE

Piper PA32-300

Cherokee Six

on 20 February 2019



2-EGJB

Cirrus SR22

on 14 February 2019



N7270W

Piper PA28-180 Cherokee

on 14 February 2019

G-TOES

Piper PA28-161 Warrior II

on 9 February 2019



G-CHPG

Cirrus SR20

on 19 February 2019



F-BRAG

Bolkow 208C Junior

on 15 February 2019



D-EAGT

American General AG5B
Tiger

on 21 February 2019



Cherbourg...



...Rumours abound that Edith and Luc are retiring at the end of the year!

Surely, they are far too young to retire and as Cherbourg will never be the same without them, we will need an "EXIT" vote to see if we are willing to let them go...As the vote is bound to take a very long time...they'll just have to stay!

and finally...

Once again, I am desperately short of stories, so, please send me yours for the April issue. Thank you!

Of course, please also send anything else relating to aviation which you think might be of interest to members. As usual, please sent to my email address with pictures sent separately.

Eveline

evelinehawkin@gmail.com.