



Welcome to the
JERSEY AERO CLUB

May 2019 Members Newsletter

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

Where has April gone ? It seems no time at all since we were desperately looking forward to the end of March and longer daylight as April came into view on the horizon .

The 3 club aircraft flew 100 hours last month which is the monthly average required for the target 1200 hours / year for the fleet . We still need to increase that figure to cover the non flying days lost to weather over the winter .

Both Christian Nielsen and Kobi Le Cornu have had their licenses issued . Christian in 5 weeks and Kobi in just under 4 weeks . A major achievement considering in spite of the 28 days stated on the CAA website the national average is currently nearer 9 weeks . Christian has now commenced studying for his ATPL exams . As many club members will know the story line is about a massive rupture in an individual's financial artery and your life changing direction trying to claw it back .

A recent incident has highlighted the need for vigilance when carrying out preflight fuel sampling . The fuel drain valves on the P2008 and P2010 as on the PA28 if fully compressed with the fuel sampler will "hook" and lock in the open position . While this would be immediately obvious with the under wing drains not so with the gascolator drain on the underside of the engine . If the fuel selector in the cockpit has been left in the Off position prior to sampling the fuel in the engine gascolator will not release fuel therefore it is possible to have hooked the drain valve open without being aware it . Once the engine has started the fuel discharge is continuous .

Luckily on this occasion when taxi ing the smell of avgas was noticeable in the cockpit . ATC were informed and the engine shut down and the gascolator drain manually closed . The flight then proceeded without further incident .

Club member David Nicolas is retiring back to Jersey having spent the last 'posting' of his Air Traffic Control career with 'Oceanic ' at Prestwick . He has already booked a cross channel checkout in the P2010 later this month .

I am look forward to this Friday's presentation on the ultimate mach meter number cruncher the Blackbird by retired USAF Colonel Rich Graham . Having seen it previously when Martin Willing and RAFA hosted it at the Pomme D'Or it will be a fascinating lecture .

Happy safe flying

Car parking...by Chris Brook

As many of you will know the car park has been a point of contention for members and the owner of the land, Ports of Jersey, for many years. Following discussions, we have now found a solution that will allow the car park to be managed effectively and give the legitimate users access to car park spaces.

The Ports of Jersey will invest in signage, new bay markings and repair the pot holes as an initial investment into the car park. The car park will then come under the Pay by Phone system where members and visitors who are using the club facilities will be able to park for 12 hours in every 24-hour period for free. Members and visitors flying out on a light aircraft through the club will continue to park for free by advising the staff on the Flying Operations desk.

To ensure the above works seamlessly and to avoid any parking fines being issued all members must display a valid parking permit and ensure they have advised Flying Operations of their vehicle registration number (and advise if they change their vehicle).

Any other users will have to pay the standard unit charge as set out by the States of Jersey, with one unit equal to one hour. The Ports of Jersey will manage the adherence to the rules and any parking tickets issued will be enforced by the Parish of St Peter.

Any receipts from other car park users will be shared between the club and Ports of Jersey once the initial investment and annual operating costs have been met.

IMPORTANT

The system is expected to be operational in June and once in place any vehicle without valid insurance will be issued a ticket with a value c£3,000 that will be enforced by the Magistrates Court. For the avoidance of doubt this is the law for all Ports land. We advise all owners to remove such vehicles before the end of May to avoid any fines.

Garden...from the committee

The committee has recently received some complaints regarding the state of the garden and have asked me to include the following statement :

"The Committee is aware that the garden and its furniture is in need of maintenance - this will be actioned as soon as possible. Members and visitors to the Club are kindly reminded to treat the area with respect, and to only use the furniture for its intended purpose."

Your story...Map Reading in the Desert by Alasdair Pickering

At the end of the Gulf War in 1991 I was embarked in HMS BRILLIANT as the Squadron Aviation Officer (SQUAVO) and Flight Commander to Captain F2. The ship was part of Group YANKEE, RN Task Force 321.1 and had deployed from the UK in company with HMS MANCHESTER, EXETER and BRAVE on 17 Jan 91 - the day hostilities started for the liberation of Kuwait. The group arrived in theatre at the end of the month and the ship had mainly been used as an escort and goalkeeper for the supply vessels as they moved up and down the Gulf to resupply those units at 'the sharp end'.

The flight was equipped with 2 Gulf modified Mk3s. These modifications gave the Lynx a significant weapons and self/fleet defence upgrade; mods included a cooling kit for avionics, hydraulics and gearboxes, Challenger IR jammer, Sandpiper IR sensor, Yellow Veil Jammer (force jammer), M130 chaff and flare, a podded Heavy Machine Gun (HMP) and Mode 4 IFF. But no GPS.

From my logbook, I note that our tasking was mainly Surface Search - armed patrols around deserted wellheads at sea in case the platforms had been occupied by enemy units intending to launch attacks on the passing shipping, lifting and shifting personnel and stores around the task force and long hours searching for floating mines cast adrift from the head of the Gulf. It was not very exciting stuff and although we carried the HMP and a couple of Skua sea-skimming missiles, there was little chance of us actually using them, as the Iraqi Navy probably couldn't have put to sea on inflatable airbeds at the time - our colleagues embarked in HMS CARDIFF and GLOUCESTER, in particular, had seen to that!



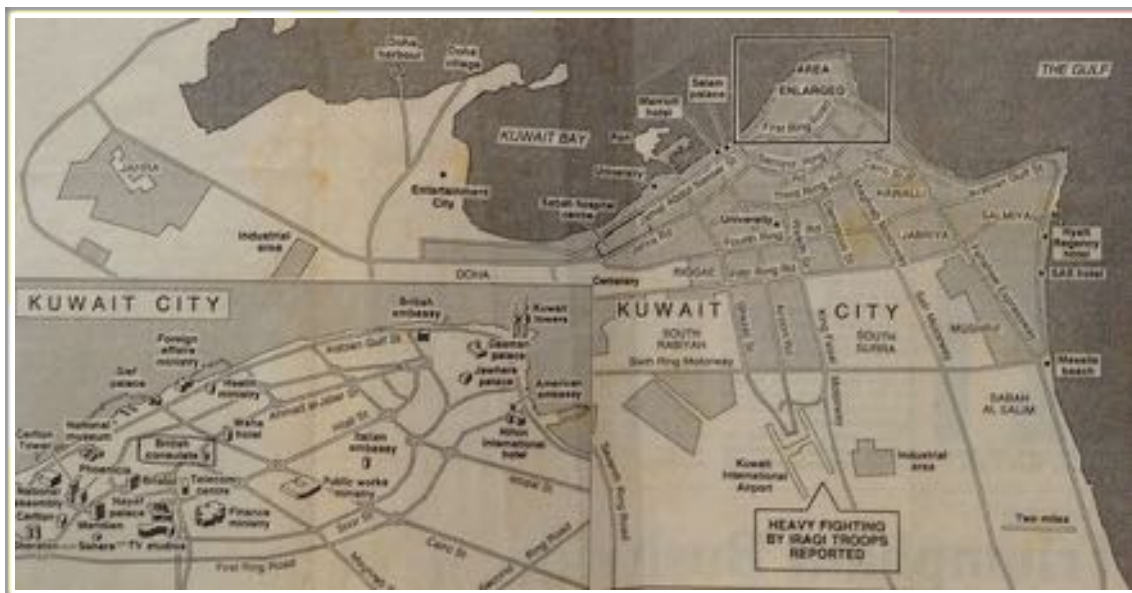
That all changed with the formal end of hostilities and Mother being re-positioned to the head of the Gulf in support of the mine clearance effort, both ashore and in the approaches to Kuwait City. For the Flight this involved a number of trips ashore; resupplying personnel, moving senior officers and bringing out divers to the ship to have an opportunity to get clean. This latter role was especially welcome to those living ashore as everyone there at the time lived under a continuous pall of black oily smoke from the burning oil wells and were also having to work in water heavily contaminated with crude oil. The aircraft, both inside and out



became covered with soot and oil and the sea trays were fitted to try and minimise the spread internally. Perversely, us aircrew were ordered to carry personal weapons at that time too; something we had not done during the conflict.

The main issue we had with operating ashore was a complete lack of large scale maps. The best we had were the standard 1:250,000 scale which really didn't show enough detail, especially when we started to be tasked to go into suburban areas. The issue came to a head when both aircraft were tasked to fly our embarked Royal Marines (I was Officer Commanding Royal Marines (OCRM) too) to a compound outside the British Embassy so that the area immediately around the Embassy could be recce'd prior to the Ambassador returning and we were especially asked to confirm that the large gate to the embassy compound could be opened. The RM were especially delighted with this tasking, their eyes positively light up with the idea that maybe they could 'blow the bloody doors off' (it had been a dull time at sea for my small troop compared to their mates ashore). The problem was we had no maps with anything near enough detail and certainly nothing which highlighted the Embassy and its surrounding area.

1991 had seen the early deployments of GPS units in RN helicopters, but they had been restricted to 'Junglie' units operating ashore and no-one seemed to be able to even provide my team with a lat. and long. - something we could have plugged into our Doppler navigation system and have put us in the right ballpark. We kicked the issue around for 24 hours and I was just thinking I would have to take the problem to the Captain, when daily newspapers came onboard and there, on the front cover of a large broadsheet, was a detailed map of Kuwait City highlighting all the key diplomatic and governmental buildings, the main administrative centres and iconic buildings, such as the three water towers. Deep joy! So after the rest of the Wardroom had had an opportunity to read the news, my observer snipped the 2 copies out and pasted them onto card in best Blue Peter fashion for us to take ashore.



Our trip ashore proved uneventful; the rather unconventional maps allowed us to identify our LZ outside the compound without any difficulty and the RMs were able to secure the area and ensure smooth access to the Embassy. They even managed to leave the gates on their pillars, much to their disappointment. The next day we flew in the Joint Commander Op GRANBY, Air Chief Marshall Sir Patrick Hine.

News from...



Whenever Helping Wings has a Flying event, the weather always has a say - of course. In recent times poor weather has caused some disappointment and a lot of re-scheduling but not at this year's Young People's Day held on Saturday , 6th April.

The sun shone for our 15 young guests giving them, their families and carers great conditions to enjoy their flights around the island of Jersey. 7 Helping Wings volunteer pilots provided their time and aircraft with a further team of volunteers providing all the back-up support needed for the day.

The event was sponsored by local company, Blue Flame Digital Solutions Ltd. In fact Blue Flame's CEO, Phil Taylor, not only provided the funding but was also one of the pilots on the day !

Apart from the flight, everyone got the chance to visit Jersey Airports's control tower where they saw the air traffic controllers controlling aircraft at Jersey and in the large surrounding area of Channel Islands airspace. The view from the top of the tower was amazing.

In all, 36 guests flew during the day. For some it was their first time with Helping Wings and maybe the first time they'd flown in a light aircraft. But whether they were first timers or not, it was clear from their smiles that they all enjoyed a great day. Some even got the chance to star on Channel TV !

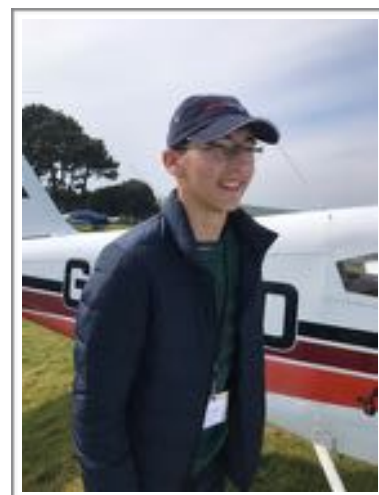
As always, events like this Helping Wings Day only happen because a lot of people have willingly given their time and effort to ensure the day's success. Those people, both Helping Wings members and those in partner organisations, are too many to be individually named but, to them and on behalf of all the day's guests, Helping Wings says a massive " Thank you " .



Visit to the Control Tower



Tina, Daniel and pilot Phil



Harry looking forward to his flight

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



HB-SDM Diamond DA42 Twin Star

on 20 April 2019



G-CBEK XX700 Scottish Aviation built Bulldog 120

on 20 April 2019



D-EHWZ Reims Aviation S.A. built Cessna FR182
Skylane RG

on 11 April 2019

Old CI based G-BHZH Reims Aviation S.A.

built Cessna F152 II

on 6 April 2019



G-CTAM Cirrus SR22

on 20 April 2019



83+02 Westland Lynx 88

on 3 April 2019



F-GSDE Diamond DA40D Star

on 19 April 2019





G-CJJN Robin HR100-210 Safari

on 20 April 2019



F-PRVG Van's RV-7

on 12 April 2019 Jersey



Locally based G-BSCS Piper PA28-181 Archer II

on 2 April 2019



F-GDED Robin DR400-180 Regent

on 20 April 2019

G-SCOL Gippsland GA-8 Airvan

on 18 April 2019



D-ABDQ Airbus A320-214

on 20 April 2019



On its first visit in Retro G-EUPJ Airbus A319-13

on 17 April 2019





...News from Richard Hawkin

Granville Customs

The County of La Manche and Town of Granville have for some time been pushing the French Authorities to recognise Granville as a Schengen Port which would allow air traffic (General Aviation) from the Islands to land and clear for tourism purposes. There were some issues in the past which meant that the French State would not allow this to happen (State of Emergency for example). They plan to bid for it again.



This is mainly due to the fact that la Manche will host the huge event called Operation Piper Cobra which will be ending with one of the biggest air displays in Europe on 4th August in Jullouville near Granville celebrating the 75th anniversary of D-Day. Therefore planes incoming from the UK or elsewhere will be able to land directly in Granville if the above request is granted.

Together with the Channel Islands Office in Caen and other organisations, AOPA CI is assisting the French authorities in providing evidence that the re-opening of Granville Aerodrome as a Schengen port of entry will indeed be welcomed.

Cherbourg

If you saw a recent NOTAM concerning 48 hours PPR during the period 1st Mat to the 10th June, please note the NOTAM has been cancelled although a further NOTAM concerning parking restrictions is expected. Keep checking if you're heading that way.

Piper Operation Cobra

Celebrating the 75th anniversary of D-Day, Piper Operation Cobra will bring together around 100 Piper L4 Cubs. The type was synonymous with the establishment of Eisenhower's temporary D-Day HQ at the Chateau de la Mare at Jullouville just south of Granville.

Amongst expected guests are the granddaughters of Generals Eisenhower and Patton. Apart from the Sunday (4th August) air display, there are plans to make a landing with the Piper Cubs on the beach at Jullouville on the Saturday.



For more information: <http://www.plagesdu6juin1944.com/blog/75eme-les-avions-fetent-la-liberation.html>

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

Headset required...

A local pilot has contacted me as he is returning to flying and is looking for a headset.

If you have one in good condition for sale, please contact me on evelinehawekin@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.



A little nostalgia...bit of Jersey aviation history.

Picture sent by Charles Strasser

and finally...

Please keep sending me your stories and anything else relating to aviation which you think might be of interest to members. Address them to my email with pictures sent separately.

Eveline

evelinehawkin@gmail.com.