



Welcome to the
JERSEY AERO CLUB

November 2019 members newsletter

Dates for your diary...

ATC talk - Thursday 21st November

AGM - Thursday 5th December at 19:00

(Remember to bring your membership card)

Christmas lunch - Saturday 14th December

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

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

I start this month with a correction to last month's stats .The 47 hours reported were instructional hours, the total for the month for club aircraft was 82 hours flown .

The weather experienced in the past 2 weeks is the most continuous period of gale force winds and rain in my recent memory so it is no surprise that hours flown in October are slightly down from September at 78 .

Congratulations to Matthew Shuttleworth who has passed his PPL Skill Test . Matthew is a total aviation enthusiast and has been flying from a young age . The hours submitted with his application are only the ones logged since he became 14. In addition to his flying training and ground school study this summer he also worked in Ops for Islefly . Next year he intends to start his commercial pilot studies at Oxford once he has completed his A Levels .

There was another noticeable carburettor icing occurrence on the ground with the Rotax engined P2008 recently . Prior to the first flight of the day the engine was started using the manual choke and after start checks completed was running smoothly at 1000 rpm with the choke off . The rpm started to drop and selecting carb heat on increased the rpm to 1200 almost immediately . I am not aware of any carburettor icing occurrences in the air but be aware and regularly apply carb heat as per the check list when en route (FREDA) and when doing before landing checksnot forgetting to confirm Carb Heat OFF below 300 ft on final .

There will be some Flying Order Book updates next month so get your pens on standby for the New Year .

Social...by Sandra Carroll

ATC/DCA presentation ...jointly organised by JAC & AOPA



Thursday, 21st November is an important day for Jersey-based GA pilots. Starting at 7pm (light refreshments, generously being provided by Robin MacRae and his team, available from 6.30 pm) at the Jersey Aero Club, there will be a presentation by Jersey ATC about all matters of interest to GA pilots and an opportunity to meet Jersey's new Head of Air Navigation Services, Robin MacRae. The Director of Civil Aviation (DCA) for the Channel Islands, Dominic Lazarus, will also be there.

Not only will this be a very informative evening but it will give that all important chance to meet the "face behind the voice" in an informal setting.

Please let the Jersey Aero Club know that you're attending on 01534 743990 or at info@jerseyaeroclub.com

Christmas lunch...



As mentioned in the diary above, Saturday 14th December is the club's Christmas lunch. So, take a break from your Christmas shopping and come to the club to enjoy a traditional Christmas lunch which will be served from 12:00

Pre-booking essential. Please call on 743990 or email the flying desk at info@jerseyaeroclub.com.

Price - members £12, children £6, guests £15

Your story..."I learnt about flying from that"...by Martin Willing



Myself scrambling into a JP3 at Syerston – Nov 1961, aged 18!!

Having left the Initial Training Unit at RAF South Cerney as an Acting Pilot Officer in mid-October, 1962, I journey northwards to No 2 FTS at RAF Syerston, that straddled the A46 road between Nottingham and Newark. It was a picture-perfect former Bomber Command airfield with both an Officers Mess and a Students Mess, which was on the north side of the A46 and was formerly the Sergeant's Mess during the war. It was a comfortable home, and we each had our own room in which to study and sleep, but the mess offered a camaraderie that I had not met in the RAF thus far. I think that any RAF flying station is an exciting place to be for not only does one have the resident aircraft and aircrew, but there are always 'visitors' flying in, and almost inevitably, quite a few of these were former graduates of Syerston, flying in to show off their new operational mounts. There were visits from V Bombers, other Flying Training Command aircraft, Shackletons and of course the odd foreign visitor too. It was all very exciting and of course, I loved it, and if it wasn't for the strain of trying to keep up, I suspect that I would have volunteered for it all over again. However, the stress and strain of being on review, air sickness and everything else made my memories of early days at Syerston pretty gloomy. We were expected to fly 120 hours at Basic FTS, which would be followed by 110 hours at Advanced FTS, a total of 230 hours before being awarded the coveted 'Wings'. Times have changed since, and now I believe that direct entry pilots are given their wings after 160 hours.

One evening, there was a knock at my door and a senior looking gentleman entered, announcing himself as Wing Commander Burroughs. I sprung to my feet, terrified of what I must have done, and ready to plead my guilt right away. Instead, it turned out that Wg Cdr Burroughs was retired and actually selling life insurance!! It took him no time at all to sell me a policy for £1500 at a premium that I could ill afford, but at that stage I wouldn't have said no to anything offered by a gentleman calling himself a Wg Cdr, but as fate would have it, the insurance policy came in rather usefully later on in life!

I had got the hang of mental Dead Reckoning whilst at South Cerney, but map reading was another matter, but thankfully I have always been blessed with a good sense of direction so I was not easily 'lost' during the usual dual sorties, and soon came the time for solo. I clambered into a Jet Provost festooned in chinagraph pencils and maps, having been duly briefed by Fg Off Pickett, my new instructor. I was to fly to Peterborough, then turn north to Market Rasen in north Lincolnshire and finally back to Syerston for a few circuits. The weather forecast seemed fair, and F/O Pickett reckoned that my flight planning was adequate, so off I went. The first leg was easy. The simple task of following the A1 road from Newark down to Peterborough; but turning north from the latter, became a bit more of a challenge. I was flying along at about 250knots, map on my knee, chinagraph in hand, noting each feature as it went past, and I felt reasonably confident until I noticed that it was a bit cloudy beneath me and things were a little harder to spot.

Having concentrated too hard on navigating, I had not been paying too much attention to what lay ahead, and a second later I was immersed in cloud. It was not a problem of course except that I had done very little instrument flying so far on the course, and that part was due to start the following week, but I remembered that I must get out of cloud so I opened the throttle and soon popped out on top at about 8,000'. However, I then found myself on top of total cloud cover without a clue as to where I was. I radio'd Syerston and explained my predicament and the duty Instructor (always in the tower for just such an eventuality) told me that I should head for home and gave me a course to steer. As I flew westwards I had to climb to keep clear of the rapidly rising cloud and arrived over the top at about 16,000'. In the meantime I had been questioned by the duty Instructor, who was not too pleased to find out that I was neither Instrument Rated or trained, and by now fuel was running low so a diversion to a clear airfield was out of the question. He explained to me as best he could, about a QGH let-down, which was the popular method used by the RAF to penetrate cloud in a descent, and fly safely back to the airfield, where one would hopefully see it and land safely. The idea was to be guided to the airfield overhead, steer a safe course away from obstacles or high ground etc, and when confirmed on that course by further bearings, descend wings level to a certain altitude and then, when instructed, turn back onto a further course in a sort of tear-drop pattern, that would bring you back towards the airfield, and a safe landing,



Jet Provost T Mk 3 - RAF Syerston, 1961

I set out on the outbound course and held it quite well, even when I started to descend using idle power with the speedbrakes out. I was soon into cloud with the comforting words of the duty instructor telling me how well I was doing. I had been lectured into 'believing my instruments' and not my body's instincts, so I was sure that I would be OK, and indeed I was until I came to turn inbound. This turn was made with airbrakes in and a speed of 200knots, and it was going well until I developed a severe case of the 'leans'(vertigo). I struggled with the artificial horizon until I followed my instincts and all hell broke loose. The speed increased, as did the noise, and formerly friendly instruments spun like demented demons, I could hardly hear the Syerston controller because I was too low, and I suddenly burst out of the bottom of ragged cloud in heavy rain, upside down and doing about 300knots. The world, or what I could see of it, was in the top of my windscreen and was filled with power station chimneys and cooling towers, and I was petrified. Somehow I managed to right the little Jet Provost before I hit the ground, and I passed between a cooling tower and chimney and went under some HT power lines, before the speed started to decay and I regained some semblance of control. I thought that I recognised the power station as the one at Retford and steered a course towards where I thought Syerston might be, making sure that I remained below the ragged cloud and rain at about 500'. As I neared Syerston I could hear them calling me on the radio and with some trepidation I answered, and it was a hugely relieved duty instructor who called back. They were beginning to think that I had crashed because of the loss of contact, so I was quickly steered to the airfield and landed, hands shaking, heart pulsating and in a generally sweaty state!! I was of course blamed for the mess that I had got myself into, but the local enquiry did find that there had been a sudden and rapid unforeseen change in the weather, and my instructor confided in me afterwards that as I hadn't killed myself; and there had been no complaint from the electricity station at Retford, that actually 'I had done alright'. It was the first of many close shaves, but gave me a good 'heads up' about instrument flying, so for the first time in my RAF life, I was ahead of my compatriots, and actually did quite well at instrument flying on the course.

News from...



With 30 families to fly, the Helping Wings Team were regularly checking the weather forecast in the days preceding their Young Children's event on Saturday 5th October in the hope for a decent day!

Of course, whatever the forecast, planning has to be done... and with 12 volunteer pilots offering a flight around the island, the Airport Fire Service, with both their fire tender to scramble over and their Grumman light aircraft (for the children to learn to fly!), Chicano our magician, Mia offering her face painting skills, over 100 packed lunches booked and all our airside and ground volunteers ready and willing, it was fingers crossed all round!

The day started very well and it was wonderful to see so many happy faces coming back after their flight but there was a slight hiccup when the weather decided to play it's usual trick and stopped flying for a good couple of hours... THANK goodness for the firefighters team, Chicano and Mia as they all kept the children amused long enough for the weather to clear and the flying to start again. Our youngsters were also kept very busy with their drawings which will decorate the Helping Wings Christmas Tree at St Peter's Church during their Christmas Tree Festival in early December.

Sadly, 5 families were unable to fly but we are making plans to make it happen for them.

The Helping Wings Team is always in awe of the amount of such generosity given freely by our pilots and all the helpers required on the day. Without them all, it simply would be impossible to offer our days and we are so grateful to them all.

The 2020 dates for our days for young children and young adults will be announced very soon and we would love to see new families joining in the fun!



Happy faces all round!

Plane Spotter's Corner ... from Bob Sauvary

Part two (of 2) - Bob's recent trip to Hahnweide in Germany



D-EFTB 96+31 Piper L-18C Super Cub
on 13 September 2019 Hahnweide



NC17360 Ryan STA
on 13 September 2019 Hahnweide



D-EQXA CW+BG CASA built BU.131E
Jungmann
on 13 September 2019 Hahnweide

OK-XIG Antonov AN2T

on 13 September 2019 Hahnweide



D-ECIC Klemm Kl.35D

on 13 September 2019 Hahnweide



G-MXVI TE184 Vickers Supermarine

Spitfire LF.XVIe

on 13 September 2019 Hahnweide.





D-FASS 7429 N.A.AT-6D Harvard III
on 13 September 2019 Hahnweide



N15KK Beech AT-11
on 13 September 2019 Hahnweide



G-CBOE AG244 Hawker Hurricane XII
on 13 September 2019 Hahnweide



D-ENOY D-2692 Focke-Wulf
FW.44J Stieglitz on 13 September 2019
Hahnweide

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



For sale

Transair TA200 headset.

Hardly used. Like new

Retail £130

£90 or offers.

Please contact Vicki De La Haye
on 07797-715191

Also available Transair 2016
PPL student pack. Offers invited.

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...

to send me anything you wish to publish, especially your flying stories. As always, please send pictures separately to: evelinehawkin@gmail.com.

and committee@jerseyaeroclub.com is the email address to use if you wish to contact the committee.

Hope to see you at the club!

Eveline