



Welcome to the **JERSEY AERO CLUB**

October 2019 members newsletter

From our chairman ... Jim Buckley

A CONFLICT OF INTEREST

As you may know, Chris Brook now holds a senior managerial role at Channel Island Aero Services which makes him one of the Aero-Club tenants. He also holds the post of Honorary Treasurer for the Club, so there is a clear conflict of interests here.

However, it is a fact that the Club's finances are not as robust as we would like them to be and still require very careful and professional management.

The Committee, therefore, wishes to retain his very valuable services as the Honorary Treasurer until a suitable volunteer can be found to take on that role.

Meanwhile, it is intended that Chris will attend Committee Meetings in an advisory capacity, as most of our business has financial implications. He will not, however, have the right to vote on any Aero-Club matters.

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

The change in weather and subsequent cancellations has reduced the flying hours to 47 this month .

Three Jersey based aircraft , the Piper Cub , Robin and a Cherokee 6 braved the wind last Saturday to attend the Alderney fly in and barbecue . Well done everybody who made the effort to demonstrate their short(er) field landing skills to attend .

Former Jersey based Piper Seminole G-BGTF made a surprise visit last weekend . Formerly owned by Ken Lawson it was sold to a flying training organisation in Ireland before being acquired by it's present owner and based at Sandtoft in Lincolnshire . Now painted blue and white and could make a 'seamless transfer ' to the JAC fleetif only !

Weather permitting three students should be having their skills test this month . I won't add extra pressure by naming them but wish them all a good cloud base , favourable wind and good visibility on the day .

There will be a chance to visit and experience operations at Air Traffic Control soon . This will be followed by a presentation at the club which will be a good opportunity to put faces to some of the voices you hear on the radio if you don't already know them . Date to be confirmed .

Social...by Sandra Carroll

CHARITY RUNWAY RUN

The club was the base for another successful POJ charity runway run on Thursday 26th Sept to raise funds for the Beresford Street Kitchen. 100 competitors signed up to take part in this unique event that raised £7,000, matched by POJ giving the charity a total of £14,000. Airport security and other staff ensured the event was well managed and there was a Christmas effect generated by runway lights, fire appliances and bus controlling the route. The order of the event was reversed due to the late landing of the last Gatwick flight. Competitors gathered and enjoyed food and drinks in the bar before being cleared to access the runway after 22:30. There was a real buzz in the club and we received thanks for facilitating the event and being flexible with the times.

RAFA and British Legion afternoon tea

For a number of years RAFA have been regular visitors to the club for afternoon tea. Fatima has looked after them well and provided them with tea, freshly made sandwiches and cakes. The numbers doubled this month as they were joined by members of the British Legion. Both organisations are hoping to encourage more ex-service personnel to join these social events. The committee welcomed our new guests and hope this joint event will flourish in the future.

NEW MEMBERS NIGHT

New members will be invited to a social evening to meet the committee and have the opportunity to network. Often new flying members come for their lesson and go home without the opportunity to meet other students. The committee is keen to get to know our members and develop a club atmosphere and help form new friendships.

BELOW : Sandra's Air Display photos taken from the club's balcony



From Alderney...

Despite a "rather" breezy day, our intrepid pilots made it and as per picture on the right, relaxed and enjoyed Alderney Flying Club's wonderful hospitality.



News from AOPA...by Richard Hawkin



Good bye to Edith and Luc...Their last BBQ AT Cherbourg



The final " Big BBQ " at Le Coucou de Fourchette was held on Saturday 24th August. With fine weather and perhaps a last chance to see Luc and Edith Dufour before their retirement later this year, a massive 51 aircraft attended. Guernsey Aero Club will say its own "au revoir" to Luc and Edith on Friday, the 4th October. It's hoped that the Jersey Aero Club will arrange a similar event.

An evening with Jersey ATC

Plans are being made for an evening with Jersey ATC to include trying your hand on their ATC simulator and a visit to the ATC centre . This will be followed by a presentation at the Jersey Aero Club and a more social style gathering at the aero club bar.

The date will probably be in November. Details will follow when available.

Your story...Old dog, new tricks...by Geoff Hill

Becoming less adventurous in old age, I was tiring of self imposed short hops and circuits in the PA28. In the Piper ,an old friend of a thousand flights ,everything was so familiar that only my own incompetence could spice things up.

Then, Hallelujah! it all changed, the club bought some Tecnams. Feeling like a new student I tested Dale's recent instructor rating, and his nerve, for check outs in first the P2010, then the P2008.

So what was so new and challenging ? Well, mostly everything.

First the 2 seat P2008, which the closer you got the better it looked. Sleek beyond belief with no panel overlaps or rivets. The walk round reveals much attention to detail, then you start to encounter the differences to the traditional US spam can. Open the cowlings and the strange Rotax engine faces you.

Everything is totally accessible , water cooled so a radiator and reservoir, a choke to start and quite tiny. Just 1.3 litres but it turns out to be more than adequate to propel this light slippery plane. Check the oil ? First you must turn the 3 bladed prop through several blades (Switches off I think) then , like a WC being flushed, the oil flows noisily into the reservoir, ready to be dipped.

Entry means weaving your foot around the stick and ducking your head in, but the seats are comfortable and the pedals are just where they should be. Two large blank screens and a third smaller one in the middle.



Analogue engine dials on the right hand side, and the circuit breakers beyond those. Radios and transponder along the bottom of the panel and the fuel gauges and selector above the central throttle. No mixture control, but still a carb. heat knob. The red choke lever under the panel has a long travel until nearly out of sight.

You cannot be bored.

Battery on and the screens light up. Flight display on the left, nav. map and engine data on the right. The centre panel holds the alternate artificial horizon, altimeter and ASI. Trim is electric only with no manual back up, with a small trim position indicator to the left of the panel. In fact absolutely everything is electrical, so a battery check via the central display is a good idea.

The menu buttons give a clue of the entertainment channels available. Flight display ? would you like tapes or round dials ? Perhaps you would like a duplicate set on the right screen as well?

How about some synthetic vision, which depicts a Walt Disney view of the outside world behind the flight display, and eerily on approach, a pretend runway.

Flight Path Indicator on or off, obstacle alerts (No nodding off as you pass La Collette chimney with these on)

Altitude alerts to select, and on finals a beguiling female voice will whisper "just 500 feet to go,"

You ask her" why don't you land it as well then Alexa ?" But she does not. You do, and its easy.



Start with master switch on battery only , add the generator, select the avionics on, ease off the choke and its just another aeroplane. One without nose wheel steering though.

Flaps stage one , and solo the take off acceleration is exciting and brief ,rotating at 48kts , flaps in when ready, climb at 71Kt. On the level 2200 rpm gives 100kts. And it is quiet inside, and very quiet for those on the ground.

Very stable, hands off the stick during a turn and it just maintains the same attitude. Slowing down on base leg needs a large power reduction. It seems to want to maintain 80kts irrespective of the throttle opening.

When eventually you see 70kt lower stage 1 flaps , add full flap when ready and trim for 58kt. Lots of drag so a good shove on the throttle. Touchdown speed is just 54kt, and the plane seems to land itself.

On shutdown simply turn the key off at idle. I've learned now to note the tachometer time before switching of displays.

The four seat P2010, is simultaneously more of the same, and quite different. It feels much larger than it is , sits quite higher off the ground. There is a third door for the rear seat passengers. They also have vast legroom and comfortable individual seats.

The airframe is even more sophisticated than the P2008. As well as all control surfaces having trailing edge fences, vortex generators decorate the tail fin. Still 2 stage flaps.

At the front a 180 HP fuel injected Lycoming turns a 2 bladed prop. To check the oil, get on tiptoes.

Two Garmin 1000 screens which incorporate everything - flight instruments, navigation displays, engine data, radios and navigation displays, CDI for GPS and VOR and the transponder, all display on the Garmins. Multi use "soft keys" organise many of the functions Yokes for the pilots, instead of sticks. Manual trim only (hurray!), A mixture control but of course no carb heat. But there is an Alt air knob to compensate. It starts easily when cold, but can be tetchy when hot.

Performance is excellent .Rotate at 60kt, climb 82kt, cruise at up to 120kt at 2450rpm. Approach 75kt and touchdown 70kt.

To me it flies like its little brother with all its virtues, and moves 4 people in comfort rather well. At around £220 an hour its not best for circuits, but the P2008 at about £155 an hour certainly is.

So if your bored with the traditional aircraft, give the club ones a go .They may cower as I walk towards them, but I love them .

News from...



A very relieved James who completed the 2 miles Serpentine swim recently raising an amazing £1360 for Helping Wings!!!!



Huge thanks and congratulations to James. We very much appreciate your support.

A reminder... Saturday 5th October is our day for Young children. So, if you want a peaceful day...keep away! However, if you want to witness some very happy children, do pop in and see what our day is all about.

Our very grateful thanks to all our volunteers pilot who once again will be flying our families around the island.

Thanks you also to the many volunteers on the ground.

Plane Spotter's Corner ... from Bob Sauvary

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



N121MC 299186 Stinson L-5B

D-ELLM Nord 1002 Pingouin II





HB-YSH Hatz CB-1

OK-AKA Fieseler Fi.156C-3

Storch



D-EGBR Focke-Wolf FW44J

Steiglitz

D-EAUA Bucker Bu.133C

Jungmeister





D-EBFW Messerschmitt

Bf.108B-1 Taifun

HB-UAF Praga E.114M



LY-FUN Yakovlev 52

NC14201 Kinner Sportster B



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



Shares available in **G-AWPW**
Piper Supercruiser

Contact :
Alan Gay on 07797
717468 for details



Looking for something new to fly?

contact: derrickings@aol.com



PIPER SENECA V (2007) "G-GSYS"

TTAF&E 739 Hrs. Props 329/55 Hrs. Annual valid 28/Feb/2020 & ARC valid 23/Dec/2019. Factory FIKI deicing. Factory oxygen. Avidyne Entegra 5000 EFIS, Dual Garmin GNS430, KR87 ADF, KN63 DME, GTX330 Mode S, S-TEC 55X A/P w/Flt Director, Alt Hold & Yaw Damper, TAS610 Traffic Avoidance, RDR2000VP Colour Radar, EMAX Engine Indicator, GMA340 Audio/Markers w/6-Plc I/Com.

GBP£395,000 No VAT

**PIPER MALIBU MIRAGE (1995)
"N930Z"**

Deiced, G500 EFIS, 2x GNS530W, Autopilot, Mode S, ADF/DME, Traffic, Weather Radar & Lightning Detection
Travel in fast, pressurised comfort.

GBP£335,000 No VAT



Happy to fly/want to go...

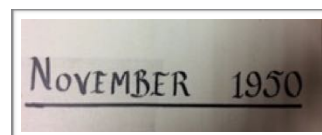
Going somewhere with spare seats? Looking for a lift? Send me an email and I will put your request on the club's board.

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...

A very (if belated) happy birthday to one of our life member Sheilagh Fox who celebrated her 90th birthday very recently in Santa Barbara, California where she now lives.

Sheilagh and her husband Chris started the club nearly 70 years ago! In one of her emails, Sheila said: *"The initial meeting was held in Cheapside at the old pub upstairs on a rainy Sunday"*



Sheilagh asked me to send her best wishes of great flying and blue skies to all JAC members.

and remember... 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