



Welcome to the  
**JERSEY AERO CLUB**

## September 2019 members newsletter

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

Another month gone and that Autumn coolness starting to creep in.

In spite of my week off to dress up in a kilt and 'give away' my daughter, the club aircraft flew 111 hrs last month . Many thanks again to Rod Boath for filling in for me and flying 23 hours that week .

We had our first Tecnam IMC student Tommaso Barucca from Milan . He is a regular visitor here having worked in Jersey in the past as a Chiropractor . Unfortunately he ran out of time and didn't finish the rating before he had to return to Italy but will be back .

Jonathen Coleman who passed his PPL Skill test last month starts his ATPL Ground school at Shoreham on Monday . We wish him well . Apparently ATPL students no longer have to endure the delights of plotting . What is the world coming to ? Come the day when there is a massive Cyber attack on the GPS satellites there will probably be few ground based beacons to plot a position from and in the paperless IPAD cockpit no paper chart to plot a position on so you can see the logic .

Unfortunately there has been another prop strike last month . This time outside the club area between the A1 and Golf holding points . Be vigilant at all times when taxiing and don't assume that cones etc. are exactly where you last saw them if you are parking in a different part of the parking area . If in doubt STOP .

If any members have any unwanted /redundant copies of the IMC Confuser sample Question book by Neung Sornying cluttering up shelf space at home they will be gratefully received . Since the author's death there have been copyright issues and it is no longer in print . We currently have only one copy .

Safe flying !

## Engineering update...by Alan Gay

As many of you are aware the engineering department was taken back under the direct control of the Jersey Aero Club from September 2018. We were able to retain the services of Bob Wright as a consultant whilst the Committee sought the most beneficial long-term solution for the staff, and the continued engineering services for the Club and pilots who used the facilities.

The key objectives in any change were the following:

- Protect the staff positions
- Ensure a regular income for the club
- Maintain an engineering presence on the island
- Relieve the Committee of the directorial responsibility for a highly regulated business for which they have little or no understanding

Whilst offers were made by certain interested parties the committee found that none gave suitable guarantees for all the key objectives. The committee then asked Chris Brook if he would be willing to take a more direct day-to-day involvement and assist in transitioning the business for sale on a pro-bono basis, as he has done for the Club for the last few years. Kevin Perryman joined Chris to address the issues that were identified by an external aviation audit, to ensure the company was fit for sale.

Having fully assessed the position, a company under Chris's management made a formal offer to take a majority shareholding in Channel Islands Aero Services Limited from the 1<sup>st</sup> September 2019, subject to final audited accounts and final warranties. This proposal relieved the volunteer Committee of its directorial responsibilities for such a highly regulated business, and meets the key objectives previously set down by the Committee.

Given the commitment Chris has shown towards the Aero Club over the years the Committee accepted the offer for the business to be taken over by Chris and Kevin to ensure the continuation of aircraft maintenance in Jersey. Great strides have been made over the last few months with engineering and more will come with the addition of new staff with wider skills and experience to enhance the offering to customers.

As we move to the next stage of the Club's turnaround this gives the required stability from a financial and operational perspective. We will release a further update introducing the new staff in the near future.



## Your story... My flying story...by John Digby

As a school boy keen to fly, I joined the RAF section of the Combined Cadet Force (CCF) at Woodbridge School in Suffolk where I was a pupil, this gave me the opportunity in 1959 to obtain my A&B gliding certificate at Swanton Morley in Norfolk.

In 1960 F/lt Stevens who headed up the CCF, suggested I try for a flying scholarship, a dream come true, so I had no hesitation in following up.

I spent three days at RAF Hornchurch where I underwent extensive medical and aptitude tests, followed by interviews and was very fortunate to be offered a much desired flying scholarship. This was 1960 and I was seventeen at the time.

Marshalls Airport in Cambridge was my flight training ground. There were five Tiger Moths for us to train on and these were the registration's of the Tiger Moths at that time.

- **G-ANFI**
- **G-AGYU**
- **G-AHXN**
- **G-AHBN**
- **G-ALTW**

I will always remember my first solo flight.

On my first solo, I was just turning into my final approach when a red Verrey light was launched (we had no radio). With heart in mouth and full throttle to gain height, I did another circuit. It turned out that a Canberra was coming into land.



John's private pilot's

Mr. Tappin was the C.F.I. formerly Sgt. Tappin who taught the famous flying ace Wing Leader Johnnie Johnson to fly in a Tiger Moth in early 1940's, also at Marshalls.

It was thanks to Mr. Tappin's skill and patience and other instructors, that I gained my private pilot's licence with just 30 hours flying time under my belt, all within two weeks and in a Tiger Moth. A feat that was reported at the time in the East Anglian Daily Times.

A brilliant start to my flying career, so I thought, but my father, god rest his soul had other ideas. Being a successful businessman with a main car dealership, he ordered me off to the Austin Motor Company at Longbridge to serve an apprenticeship in engineering. He told me, 'forget flying, there's a business here to take over and you need to learn the ropes'. That is where I ended up, running the family business in Woodbridge for 30 years.



John alongside Tiger Moth 1960

Fifty years after gaining my PPL at Marshalls in Cambridge, my wife Jenny (a Jersey gal), arranged a surprise thirty minutes flight in a Tiger Moth at Duxford, Cambridge. Suddenly, I was that young man again, the excitement came flooding back and to get into the swing of things, I dug out my old Tiger Moth flying jacket, helmet and goggles from the loft and set off for my adventure. But turbulent weather made the reality of the flight a lot less comfortable that I could ever remember fifty years previous. This old boy was happy to put his feet on the ground again.



John in Tiger Moth at Duxford

Sometimes, it's best to leave dreams as just that, nothing stays the same, time doesn't stand still, so I decided to leave the Tiger Moth where it belongs, to those who enjoy a challenge.

I did however, on the day think, in for a penny, so Jenny and I took a flight in a De Havilland Rapide over Cambridge. You tend to forget those early aircraft had such a small cabin and the steep walk up the short aisle, to get to your seat. Nonetheless, it was very enjoyable.

Jenny's brother Paul (postie Paul), an aero club member and avid plane spotter can be found most days at the Aero Club with his radio, notepad and a lot of banter with his fellow plane spotters . . . plus the odd glass of Sauvignon.

It's thanks to Paul, that I became a member of the Jersey Aero Club and whenever Jenny and I visit Jersey, our first stop once outside the arrivals lounge, is to head to the civilised and very welcoming Jersey Aero Club for a catchup.

We read the regular Newsletter with much interest and often wish we could pop over to attend some of your social evening events.



John & Jenny's De Havilland Rapide at Duxford



## News from...



Not too late to sponsor your local AME James Meir for his 2 miles Serpentine Swim on September 21st.

James is raising money for Helping Wings. If you wish to donate, simply go to our website on [www.helpingwingsjersey.org](http://www.helpingwingsjersey.org) and press the donate button which will link you automatically to PayPal.

**A reminder...** that our day for young children is on **Saturday 5th October**. As usual, it will be a very noisy day but in the end, it is all about giving our youngsters and their families a day to remember! So, thank you for your patience and understanding on the day!

## and also a plea for HELP...

We are looking for more volunteer pilots to join our Helping Wings team.

If you are interested, please contact us on [hello@helpingwingsjersey.org](mailto:hello@helpingwingsjersey.org) or talk to any of our team members

We are looking for pilots with a minimum of 100 hours in command who would be happy to fly for a very worthwhile cause.

## Plane Spotter's Corner ... from Bob Sauvary's recent Scandinavian trip



31-306 Noorduyn built N.A.AT-16 Harvard IIIB

on 11 August 2019 Stauning



5J+CN 1526 Heinkel HE.111P-2

on 13 August 2019 Gardermoen



OY-FLV P-143 DHC1 Chipmunk 21

on 11 August 2019 Stauning



29970 SAAB 29C

on 16 August 2019 Malmslatt



505 Interstate S.1A Cadet

on 13 August 2019

Gardermoen



SE-BIR RW386

Vickers Supermarine Spitfire F.XVIe

on 18 August 2019 Roskilde



SE-BIL N.A.P51D Mustang

on 18 August 2019

Roskilde



D-ECEO Piper PA22-108 Colt

on 10 August 2019 Flensburg





D-HNWW Eurocopter

EC-145T-2

on 9 August 2019 Dusseldorf



02409 Aerospatiale

SE3130 Alouette II

on 16 August 2019 Skavata



31051 Vickers Supermarine

390 Spitfire PR.XIX

on 16 August 2019 Malmslatt



U4+TH 0880119 Junkers JU88A-1

on 13 August 2019 Gardermoen

## Report from Alan Gay...Piper Operation Cobra



Whilst Western Europe focussed on the 75<sup>th</sup> anniversary of D-Day, the town of Granville had to wait until the 31<sup>st</sup> July to launch their special celebration of the 75<sup>th</sup> anniversary of Liberation from the Germans. *Piper Operation Cobra* was the name given to five days of events being staged in and around Granville from 31<sup>st</sup> July until 4<sup>th</sup> August 2019.



The Piper connection was an acknowledgement of the role that the L-4 Piper Cub played in the liberation of France. Cubs painted drab Green and sporting invasion markings moved with the liberating forces and were used as liaison aircraft (thus the pre-fix L in their designator L-4 or L-birds as they became known). Thirty-five Piper Cubs in various colours and configurations arrived at Granville for the event.

Operation Cobra was the name given to the allied advance South and West to open up the port of Granville, this was achieved on 31<sup>st</sup> July 1944. The joint Commanders made their base at Jullouville, South of Granville town and the intrepid Cub pilots operated from a makeshift strip, and on the beach.





The five day celebration included re-enactors in period costume (both American Military and civilian), static displays of military equipment and vehicles (Willys Jeeps, Duce and a half trucks, Panther, Sherman and Russian T-34 tanks), with two military camps being set up Granville airfield and on the headland above the town.



A beach landing for the L-Birds and other Cubs was planned for the Saturday afternoon, but due to the condition of the sand only four Cubs succeeded. The final event was an air display featuring such aircraft as a Mustang, Beech 18, Harvard, Fieseler Storch, Apache attack helicopter, and the stars of the show the Patrouille de France. Saturday evening saw the combined collection of military vehicles, motorcycles, cars and re-enactors parade around the Town and Port area. As I was standing in the crowd I noticed an elderly woman smiling and waving excitedly at the passing vehicles and participants, her eyes were shining and I realised that she was probably there on that July day in 1944 when a more battle scarred convoy would have rolled through the town.



**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)



Shares available in  
G-AWPW Piper  
Supercruiser

Contact :  
Alan Gay on 07797  
717468 for details

**PIPER SARATOGA II HP (1997)** Very well equipped.

TTAF&E - Zero Time overhaul underway - ready 15/10/19. Prop 1441 Hrs. Annual valid 31/Mar/2020. Garmin GTN650 Touch Screen NAV/COM/GPS, GNC255 NAV/COM, Aspen PFD1000 EFIS with EHSI. No2 GS, KR87 ADF, KN62A DME, KN73 Mode S TXP, KFC150 A/P w/Flt Dir & Alt Hold, Flight Stream 110/210 Wireless Connectivity, Strikefinder, Aspen Angle of Attack Indicator, PMA7000B Audi Panel w/Markers & 6-Place I/com, AK-451-21 406Mhz ELT, G4 Engine Monitor. Co-Pilot panel.

**EUR€299,000**



**TECNAM P2010 (2016)** Superb 4-seat glass cockpit single

TT454.8 Hours. A one owner, Iceland based aircraft with modern avionics and made with Italian flair. Garmin G500 EFIS, GTN650, GNC255A, GTX33 w/Mode S, 406Mhz ELT. Heated pitot.

**EUR€210,000**



Interested in either of the 2 aircraft above?

contact: [derrickings@aol.com](mailto:derrickings@aol.com)



## 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...*

Looking forward to publishing some of the very interesting stories i now have in reserve...but still, please keep them coming for future editions. Let me also have any news you think would be of interest to the members with pictures sent separately please to:

[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)

Hope to see you at the club!

*Eveline*