



Welcome to the **JERSEY AERO CLUB**

January 2021 members newsletter

Update... *from our chairman - Derek Fage*

As 2020 draws to a close at the end of a strange and difficult year I hope you, your family and your loved ones are all keeping safe and looking forward to a better 2021.

I know we are all desperate to return soon to some sort of normality as this year has been a difficult and demanding time for us all, and I hope we'll be able to resume that before too long. I'll keep you updated on the progress of the club as we move forward into what I feel will be a much better 2021!

In this last update from 2020 I'd like to take the opportunity to thank a number of people including:

- The volunteer team that managed to get the club room open again (even though we've unfortunately had to close it again with the latest Government restrictions)
- Jim Buckley and the previous committee for the work they did when in office, and recognise that they worked through some really tough times
- Alan Roberts and the team at Grant Thornton for their support and advice in restructuring
- Marcus Pallot for his help in redrafting the club constitution and rules
- Ports of Jersey and the Security team who helped facilitate airside access for members following the suspension of airside operations in May (don't forget members can now get airside access enabled on their membership card – see later in my update)
- Eveline Hawkin for the monthly production of these newsletters
- Many other members and friends who have helped
- The rest of the committee for all their hard work

Finally, I'd like to personally thank the many members and volunteers who contacted me during the year to offer their support, appreciation and encouragement – the club is ultimately all about members, and these sorts of messages are really appreciated by myself and the committee.

A review of 2020

As you will know (and has been reported in the press), 2020 has been a very difficult year for the club.

Following a particularly challenging winter with very little flying due to weather at the end of 2019 going into 2020, we, along with the rest of the Island, were seriously impacted by restrictions imposed by COVID-19 meaning that just when the weather improved all flight operations were prohibited.

This led to the club needing to suspend operations during May. A subsidiary company that operated flight training and managed general aviation operations as well as provision of the bar and café became insolvent and went into liquidation.

At a Jersey Aero Club member's meeting held on 22 June via Zoom a working party presented a vision for a revitalised future. Both the members and the committee overwhelmingly gave their support to develop a proposal to restructure the club.

Since getting that members mandate, the working party has merged into the committee, with a number of new committee members filling casual vacancies created by the retirement of previous committee members.

The committee developed plans for various aspects of a rejuvenated club including General Aviation Handling, hangarage and flight training, as well as the social side of the club, and a business plan was developed setting out the club's future based upon:

- strong governance,
- firm financial management,
- clear provision of services to members and
- intent to play an active and developing part in fostering General Aviation activities in the island.

A further member's zoom meeting was held in August to present progress and plans, and in September an EGM was held by Zoom where members approved a refreshed constitution and rules that provided stronger governance and financial management, and the outline business plan principles were also approved.

In early December the AGM was held using Zoom and the existing committee were re-elected (with the exception of one member who stood down after helping during the transition) and two new members were elected.

A bullet point summary of progress in club restructuring is as follows:

- More communications to members including a "Chairman's Update" section in each Newsletter (produced monthly).
- Agreement with Ports of Jersey and Government of Jersey to help the COVID-19 Island response in utilising the lower part of the car park for the new Covid Testing Centre (for up to 18 months).
- Clubroom phase 1 re-opening on 5 September with an honesty bar system for tea/coffee/snacks run by volunteers.
 - Unfortunately phase 2 which involved the opening of the bar at weekends for breakfast and lunch has had to be postponed and the clubroom closed again due to the latest Covid restrictions introduced in December.
- The engineering company (CIAS) was finally sold ensuring that it could continue providing engineering services to the local GA community.
- An agreement was announced in November for a new future for flight training and GA Handling in 2021 through Synergy Aviation.
- The first new social event was held in November – a very successful talk on GPS and conspicuity devices. Unfortunately these are on hold again due to the latest Covid restrictions.
- A lot of remedial work was done to the premises and a schedule of planned maintenance has been prepared.
- Airside access has now been enabled for members using their membership card and PIN number at any time during airport opening hours.
- Hangar usage has been maximised to ensure appropriate revenue.

- A 12-month agreement has been signed to allow Flavour.je to use the kitchen to provide a commercial delivery service. A small area behind the bar has been retained for the club during this time, and we will also be able to get Flavour.je to help us provide a food service to members.

Looking forward to 2021 and beyond.

2020 has been a year where we've focused on restructuring the club and ensuring that we are able to continue to operate during the time we have Covid restrictions with us, but we are also looking to whatever the 'new normal' is going to look like in 2021.

Without the benefit of a crystal ball, we are currently working on a target of April 2021 as when we think we can look to a fuller return to service, but that will be dependent on Covid.

The Committee key focus points for 2021 (subject to COVID restrictions) include:

Flight Training and Aircraft Hire

- Progress with Synergy to provide before April

GA Handling

- Recommence GA Handling from April

Bar & Café

- Move to next phase of opening (bar and food) with food as soon as COVID allows

Clubhouse refurbishment

- Phased clubhouse refurbishment (which we're starting some fundraising for – see later)

Social Activities

- Recommence Social Activities once Bar & Café open – create schedule of activities

Flying Activities

- Organise fly-outs to different locations for members
- Organise fly-ins

Membership

- Re-engagement with members and decision on members-only club or open to public Clubhouse Refurbishment fundraising

Clubhouse Refurbishment fundraising

Andrew Renouf is just finalising some costs and options for clubhouse redecoration and refurbishment and we've already had a number of donations from members that we've put into a fund specifically for this project (and any other future member approved projects)

Information is available on the website at <https://www.jerseyaeroclub.com/clubhouse-refurbishment/>

Recapitalisation

Separately to the fundraising for the clubhouse refurbishment, our Treasurer (Matt Palmer) has asked me to provide an update on the progress of our recapitalisation plans.

At the AGM it was agreed that we would recapitalise through some member loans of £5,000 repayable over 3 years in February each year. These loans will not pay interest; however, membership fees will be waived whilst the loan is outstanding.

The funds will be used to provide essential reserves – a cash buffer, so we can use our operating income to invest our improvement program, delivering better facilities and services to members and visitors. We will write to you at repayment time and give you the options of repayment, donation, or setting the funds against your future membership fees.

A number of members have kindly offered to support the club in this way; however Matt has asked me to say that should anybody else wish to help they should contact him directly by email (matt@mattpalmer.net)

Airside Access

Over 50 members have now had airside access enabled on their cards, but we know that there are still a few who are contacting Ports of Jersey Security.

If you've not yet got airside access enabled, please see the information on our website and apply online at <https://www.jerseyaeroclub.com/airside-access-request/>

Membership Renewals

The membership year runs up to 31 January each year with renewals being able to be made online up to 1 month in advance.

Direct Debits – *please note that the club are no longer able to offer a direct debit facility but are investigating with our bank how we might be able to do this in future. Unfortunately, that means that for the 2021 renewals members will need to either pay by credit card or bank transfer.*

The new membership system will send the following reminder emails:

- Renewal Notice (28 days before expiry)
- Expiry Warnings (9 days and 2 days before expiry)
- Membership Expired (1 day after expiry)
- Recently Expired (28 days after expiry)

The renewal emails will contain a document providing information on how to renew with the new system, however information can also be found at <https://www.jerseyaeroclub.com/membership/membership-renewal/>

This will be a great opportunity to refresh the information we have for members, as members have the ability to update their details and renew online using their email address.

Finally

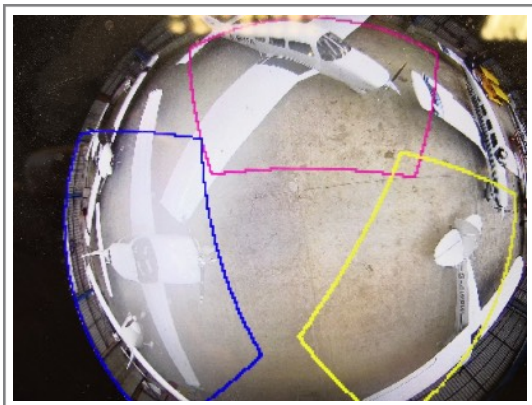
Until we are able to start meeting again in person and are once again able to fly to both old and new destinations, it just remains for me to say I hope you had an enjoyable (and healthy) festive period and wish you a Happy New Year - here's to a better 2021!

Premises update ... *by Andrew Renouf*

First test CCTV Camera in Hangar

In the last few weeks the first camera in the member's hangar was put on test to check coverage and resolution. All work so far is being done "in house" by Committee members which allows us to buy the equipment from trade suppliers and keep costs as low as possible. We are testing a new type of fish eye camera which the recorder de-warps to present normal images. Hangar users will be able to use an "app" (or PC) to check where their Aircraft is to determine how many planes need moving out of the way.

In time, as funds permit, we will also have CCTV covering at least some the grass parking so that members can check their aircraft. This will be useful in high winds to check covers are secure etc. Cameras will be put on the corner of the Hangar which will be zoomed onto the grass areas.





Pressure Washing the North Face

Removing the build-up of green moss/algae from the Hangar will be undertaken in the next few weeks. Four quotes have been received and by choosing small contractors and using a scaffold tower which has been lent to the Club (free of charge) costs will be kept to a minimum. This work is important as it prolongs the life of the Plastisol coating on the cladding and ensures the Club complies with the maintenance obligations in the lease. We will also be dealing with at least two of the sticking Hangar doors.

Outside maintenance

In December we had a further tidy up outside including strimming some of the long grass down the side of the building. We are still doing this work on an ad hoc basis but as finances recover, we will establish a more regular programme to keep the car park and surroundings in good condition.

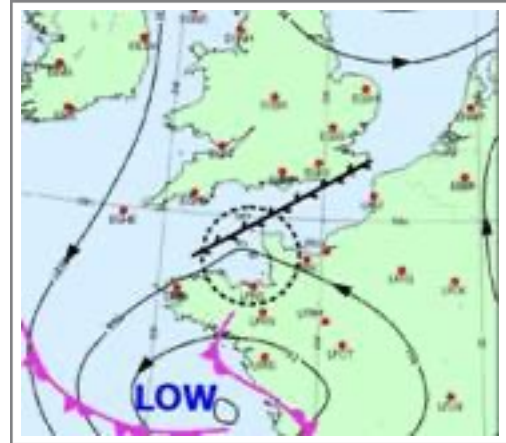




Update ... from Richard Hawkin

CONVERGENCE LINES

A symbol not often seen on our local met charts appeared on the 7th December - a convergence line. Here is what the UK Met Office has to say - A convergence line is a band of cloud that remains fairly stationary and can produce large amounts of rain across a relatively small area.



Showers are the type of weather that give us rain, sleet, snow or hail in an almost random fashion. They are a form of convective precipitation that occurs when air rises over land or sea, unlike cold, warm or occluded fronts (dynamic precipitation) that depend on different air masses colliding. Sometimes showers form less randomly in lines or bands when winds blow from different directions and collide. This forces the air upwards, and if there is enough moisture, clouds form and give rain. A common example of a convergence line occurs because of a sea breeze during warmer months of the year, but convergence lines can happen at any time. Jersey Met described the general situation on the 7th as "two low pressure systems, one over the North Sea and one over Biscay, brought a moderate SE'ly flow to the south of the area and a gentle E'ly flow to the far north, leading to a showery convergence line mid-Channel."



A very happy New Year from all the team at Helping Wings. Let's hope 2021 is kinder to us all and that we are able to resume our activities - even if we have to start small!

Let's bring those smiles back...

Update ... by Eveline Hawkin



Your story ... by *Brendan Flaxman*

Eveline's question, 'what was the first aircraft you flew?' in October's newsletter prompted me to look through my first Airtour Pilot's Flying Log Book. Thumbing through the pages brought back some surprisingly vivid memories. It's amazing how one line of data coupled with an occasional comment in the remarks column can bring to mind some surprising details about certain flights, occurrences and people.



My first flight as 'Pilot under tuition' was on the 18th of June 1976. It was in G-BDBU, a Cessna 150, under the supervision of the then Chief Flying Instructor Ray McKenzie-Blyth. Ray was quite a character as I recall and had a varied and interesting aviation career. What had brought me to this day and this flight?

Before my family moved to Jersey in 1975 we lived on the edge of Dartmoor north of Plymouth. My daily commute back and forth to school took me past Roborough airfield as it was then.



The airfield was used by Navy Chipmunks which were constantly in the circuit and over our house doing upper air training including aerobatics. Seeing the antics of these aircraft sparked the interest I had in aviation. Interspersed with the Chipmunk flights were the comings and goings of the fledgling airline Brymon Airways. When I first became aware of Brymon they were operating two BN Islanders, G-BADK and G-AXXJ and the first DH Twin Otter on the UK register, G-BDHC



All the flights from Roborough were from the grass runways the only hard surfaces being around the buildings and the Brymon Terminal. I say terminal but it was a collection of Portakabins. Brymon operated routes to Jersey, Guernsey, Swansea, Cardiff, Cork and Shannon. I was in my last year at secondary school and had never flown at all and had no plans to do so in the foreseeable future. Dreams of flying were just that, dreams.

Then my father had cause to fly to Jersey on business. It was a day trip out in the morning returning in the evening. He had two seats booked but my mother, who also had never flown, declined the offer and that is how I came to experience flight for the first time. We arrived at the Portakabin/Terminal and were checked in and rather disconcertingly weighed!

The man checking in also collected any baggage placing it on a trolley before pushing it out to the waiting Islander G-AXXJ. The same man then took us passengers out to the aircraft and got us all seated.



I remember noting that although the outside paintwork of 'XJ' looked reasonable the interior appeared quite well worn. Further concern arose when I saw that there was green moss growing around the edges of the windows in the same way it had on our old Mini traveller.



Engines started and a bouncy taxi across the grass then followed before we lined up facing North West. As the power came on I couldn't believe the noise and vibration which was exacerbated by the grass surface which had been hardened by the recent long dry spell.

From my seat I could see forward past the pilot's shoulder and out towards the boundary hedge and the hotel building across the road. As the vibration and speed increased the hotel just seemed to get bigger and bigger through the windshield, then just as it seemed there was no hope of flight and we would be disappearing through the hotel the wheels left the ground and we soared into the air.

There followed a beautiful, if noisy, flight to Jersey, landing on runway 09 as it was then. On returning to the airport in the evening we saw that it was the Twin Otter, G-BDHC, awaiting us for the return journey. I was slightly relieved that it was the 'big one' taking us home but it was good to experience two different aircraft on the same day.



The flight in the Twin Otter was somewhat more civilised than the Islander. Although there was still only one pilot there was a cabin attendant and at least the feel of an airline operation. The Twin Otter was renowned for its short field performance and it didn't disappoint that evening. It seemed to leap into the air as we left Jersey and simply step back onto the grass at Roborough. Who needs a runway anyway? Was it fear or excitement I felt as I had checked in, waited to board and then experienced flight itself? It seems there is little difference between fear and excitement. Whole businesses are built on putting people in fear but confident that health and safety measures ensure guaranteed safety. I was now well and truly captivated by the thought of flying and the fear or excitement it could bring.

Things progressed both for my family and Brymon Airways. We moved to Jersey and Brymon developed Roborough into Plymouth City Airport with hard runways, a terminal building worthy of the name, the first DH Dash 7s in the UK and ultimately the launch of London City Airport.

Back to the log book; having had a taste for flying I developed a fascination for it and living quite near to the airport became aware of the activities of the Jersey Aero Club Cessna 150 fleet seemingly constantly in the air doing 'circuits and bumps'. A family friend and club member introduced me to the club which lead directly to that first flight in 'BU'.

I was advised to save and train through block bookings but being only on my first wage I had little money to save and ended up booking single lessons as and when I could afford them. I was earning about twenty to thirty pounds a week and flying lessons were £12.60 an hour at that time. I was just about able to book one lesson a week but with weather and other interruptions I note from my log book that I managed about two to three lessons per month. This was far from ideal and meant that it was ten months from my first lesson until my first solo. This was again in Cessna 150, G-BDBU.

In those days recovery from a full spin was on the syllabus. In order to recover from a spin it is a requirement that the aircraft is put into a fully developed spin in the first place. This amounts to what could be described as a total loss of control with the aircraft doing a good impression of a sycamore seed falling from a tree. For a person such as me with a generally nervous disposition deliberately losing control in this manner can be disturbing. It is desirable to have the clear reference of a defined horizon to assist in spin recovery. During the long hot summers of 1977 and 78 we found ourselves doing upper air excises over the sea in what appeared to be a fish bowl. The horizon was obscured by haze and all that could be clearly made out was the sea directly below and the sky directly above. This was the most challenging time of my training and the little confidence I had was very nearly shredded completely. Fortunately this coincided with a change of instructor and with a new and different manner better suited to my disposition I was soon spinning and recovering as if it was second nature.

I finally reached the day of my General Flying Test on the 24th of August 1978 again flying in 'BU'. It had taken me just over 50 hours flying time to reach this monumental day but this had been spread out over a two year period. This was fine by me at the time but I have always recommended to others that they try and train in a more consolidated fashion. Doing it my way resulted in me challenging the skills of no less than eight instructors. I am grateful to each and every one of them but consider it to be far better to gain a rapport with one or two individuals without a constant turnover of differing ideas and instructing methods.

Apart from 'BU' I have the three other Cessna 150 trainers in my log book from those early days, G-BCPE, G-BAZS and G-BBNJ. The Civil Aviation Authority registration web site shows all four of them are still registered and, with the exception of 'NJ', all are still active. 'NJ' had a landing accident in August 2019 as a result of which it has been written off and is no more and 'PE' has been re-registered as G-PHAA. Considering that these four aircraft were built between 1973 and 1975 and have had very active lives as trainers it is a testament to their design that they have lasted so long given the ham fisted handling they must have been subjected to over the years.



As for me, I never wanted to go commercial, but with a lay off in the 80's due to lack of funds and another more recently due to medical issues, I have flown privately over the past 43 years and still consider it to be a privilege every time I force the laws of physics to defy gravity. For me the thrill of the transition from ground to air has never diminished since that first flight to my last. We live in a beautiful Island and it is best viewed from above during a slow fair-weather amble around the coastline. Ideal for this type of flying is the Piper PA12, G-AWPW, that I have had a share in for many years. If you are interested in more traditional, old style and sedate flying, there may be just a share available.

Plane spotter's corner... *from Bob Sauvary's collection*

Part one of two - Some of the aircraft participating in Jersey International Air Display 2005.



N167F 414450 N.A.P.51D Mustang
on 15 September 2005



WV908 Hawker Seahawk FGA.6
on 15 September 2005



F-AZDX 48846 Boeing B.17G Fortress
on 15 September 2005



N167B 434602 Douglas A.26B Invader
on 15 September 2005

ZD895 TI Panavia Tornado GR.4
on 15 September 2005



N320SQ 232511 N.A.B.25N Mitchell
on 15 September 2005



XZ730 632 Westland Lynx HAS.3
on 15 September 2005



Red Arrows Going up



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

If you are interested in the aircraft below, please Contact
Derrick Ings to the following email -

sales@derrickings.com



PERCIVAL PROCTOR 5 (1948)

A classic British aircraft, fully and meticulously restored over 10- years for former owner Air Atlantique on a 'no-expense-spared' basis. The work packs include 7 volumes of detailed documentary evidence backed up by colour photos of all the work. G-AKIU had a fresh Permit to Fly in May/2020 and is ready to fly away to a proud new owner. This is an iconic piece of Britain at its very best.

***PRICE: GBP £110,000 or best near offer
- No VAT***



PIPER SARATOGA II HP (1997)

This is an IFR equipped Saratoga II HP with Oct/ 2019 overhauled engine. A rare and extremely well equipped aircraft which the owner is rightly very proud of. Upgraded avionics - GTN650, Aspen EFIS, AoA indicator, and so much more bring this aircraft into the modern age. Originally UK Registered, now Belgium based and FAA N-Registered.

***Price: EUR€239,000
(Plus VAT where applicable in Europe)***



I wish you all the very best for the coming year and hope that we will be able to get together soon at the club.

This is my chance to thank the new committee for the amazing work they are doing in order for our club to stay alive - 2021 is a very important year for the club. As one of the founder members, Sheilagh Fox, reminded me, we will be celebrating our 70th anniversary!

and finally...

Should you wish to contact the committee, their email address is committee@jerseyaeroclub.com

And, if you have anything you'd like published in the newsletter mine is evelinehawkin@gmail.com

Eveline