



# Welcome to the **JERSEY AERO CLUB**

## February 2021 members newsletter

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

It's been another strange month for residents in Jersey due to COVID-19. We've seen a delay to the opening of non-essential retail outlets and have yet to see what sort of knock on that may have on further relaxations. However our vaccination process is continuing at pace and will ultimately be the path to greater freedoms.

I have no crystal ball but suspect that it will not be until sometime in March before we see licensed premises open and permission for flying training, so my update this month takes this into account.

Whilst members may not have seen much going on in January, things continue to progress behind the scenes to prepare for when relaxations allow resumption of activities.

### **Clubhouse Refurbishment fundraising and progress**

In my last update I told you that Andrew Renouf was finalising some costs and options for clubhouse redecoration and refurbishment and that we were ring-fencing all donations we received towards this project.

As part of this we added an optional donation field to the membership renewal form in addition to a page on our website and am delighted to be able to tell you that quite a few renewing members have been generous enough to donate almost £3,000 towards the refurbishment budget of £30,000

Andrew Renouf has provided a more detailed update and photos later in this newsletter, but it really is starting to make a real difference. If any member would like to be involved in looking at options for the clubroom/bar, please email [info@jerseyaeroclub.com](mailto:info@jerseyaeroclub.com)

I know that Life members have not had the opportunity to donate as part of the renewal process, so should anybody like to make a donation then please use the online form at <https://www.jerseyaeroclub.com/clubhouse-refurbishment/>

As soon as the Government allows licenses premises to re-open, we will look to resume our phased re-opening with the bar itself opening at weekends – we'll send an update as soon as this is possible. In the meantime, we are also looking at the option of moving the honesty coffee/snacks downstairs if non-licensed hospitality is permitted before licenses hospitality.

## **Airside Access**

A reminder that as of February PoJ Security will no longer be providing airside access to our members, so if you need airside access and have not yet get this enabled on your membership card then please complete the form at <https://www.jerseyaeroclub.com/airside-access-request/>

## **Flight Training, Aircraft Hire and GA Handling**

Given the current COVID-19 restrictions we are still targeting this for April, but that really depends on the relaxation of restrictions by the Government. We'll keep all members updated by email (and update the website) when we get a better idea of timings.

A message from Glen Heavens, Chairman of Synergy Aviation, is below:  
*COVID-19 has delayed our ambitious plans for Jersey, but we are ready to get going as soon as the pandemic allows.*

*Becoming a Jersey Aero Club Flying Member (powered by Synergy Flight Training) offers a range of benefits to pilots, students and occasional flyers.*

*Our aim is to transform the Jersey facilities into a world class training facility to encourage and support our customers. In line with our Flight Centre at Fair Oaks, we will provide a modern, friendly, professional and safe environment to commence or continue your flying journey.*

*Aside from being part of the 'Synergy' family in Jersey, members will also have access to our knowledgeable ground staff, instructors and facilities at Blackbushe and Fair Oaks. Whilst in reality members may rarely use the physical facilities, they will be on first name terms with our team members there. Through social media, email and telephone you will be connected to our Jersey & UK colleagues' extensive knowledge and experience. Need to know what you need to do to keep your licence current? - simply call our Fair Oaks Operations or Jersey desk we will either answer your query or get one of our senior instructors or examiners to give you a call. Worried about the content of your flight test - we will ask our CFI to talk you through the test and reassure you. Having trouble with a ground exam? - have a video call with one of our instructors for one-to-one ground school.*

*Jersey Aero Club Flying members will be able to fly our Jersey based aircraft as well as our UK fleet without additional 'club checkouts' - we will be one school in several locations!*

*Our regular social media posts will provide interesting and informative aviation centric content and our in-house database can remind you when currency checks etc expire.*

*We are sorry that COVID has held us back and we can't wait to welcome you to Synergy and sharing our passion for aviation as soon as possible!*

### **Operational Activities**

In addition to the new online membership system that you will have seen as part of the renewal process, our Treasurer (Matt Palmer) has been busy in a number of other areas. He has rolled out a new accounting system and new HR processes (such as payroll provider, handbooks, contracts' etc) as part of onboarding a new part time bookkeeper and administrator due to start in February and preparing for Fatima's return when we can re-open the bar.

### **Membership Renewals**

I'm pleased to say that the new membership system which is proactively sending member renewal reminders has seen over 60% of our members renew in January as opposed to historically renewals not coming in until February.

We're aware this is a new system and is online, but please don't hesitate to contact [info@jerseyaeroclub.com](mailto:info@jerseyaeroclub.com) should you have any problems or queries about the process.

### **Membership Review**

The Committee is starting a membership review and considering how to grow our membership as we move forward into 2021 and COVID-19 restrictions are relaxed and will be carrying out consultation with members on this once we've put together an initial paper.

One of the things we're conscious of is that we have a number of life members where we don't have any email details which makes proactive communications difficult, and as there is no renewal process, we don't know who still wants to be involved and stay a member of the club.

As part of this we will be contacting all life members by email (and by post where we don't have an email) to get all life members to confirm that they still want to remain life members and receive communications and information from us.

### **Finally**

Until we're 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 thank you for renewing and continuing to support the club, and to hope that the current restrictions are able to be relaxed soon.

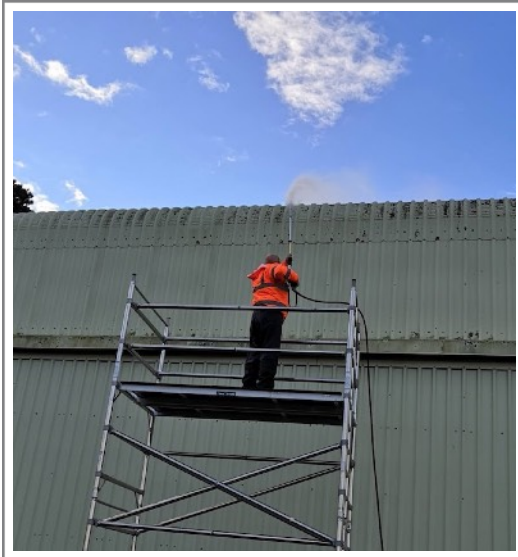
Please do not hesitate to contact [info@jerseyaeroclub.com](mailto:info@jerseyaeroclub.com) if you have any feedback / ideas / suggestions.

## **Premises update ... by Andrew Renouf**

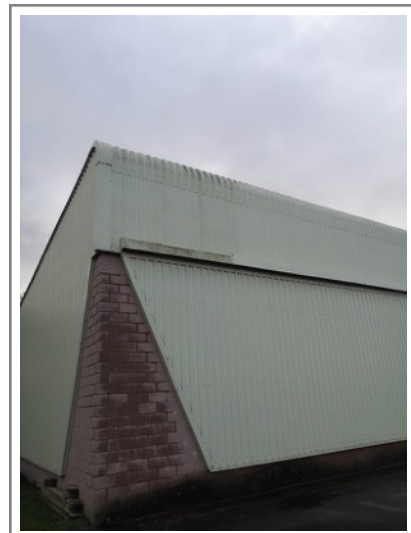
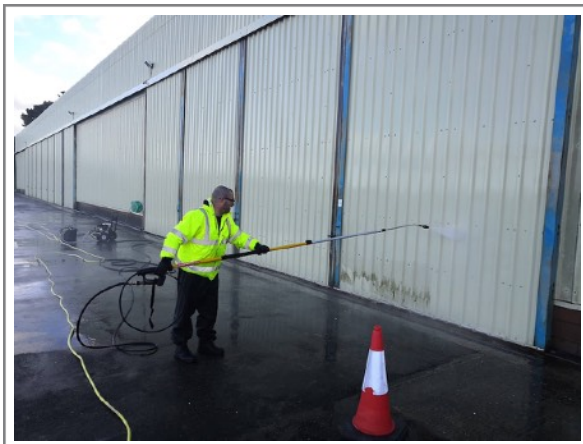
### **Pressure washing the North Face of the Hangar**

Four quotes were received to pressure wash the Hangar, the most expensive was £2,825 right down to Atlas Cleaning Services who quoted £320 and completed the job to a high standard. The Committee helped with the written Risk Assessment and the scaffold tower was supplied free of charge to keep costs as low as possible.

The build up of green moss & algae meant that Plastisol cladding took longer to dry after wet weather. Cleaning the surface prolongs the life of the coating and ensures we comply with the maintenance obligations in our lease.



*Pressure washing the hangar*



## **Hangar Door Maintenance**

The Hangar doors are in fundamentally good condition but after 20 years of use it is not surprising they need a little maintenance. A contractor is booked to lift the sticking doors as soon as we get better weather.

All of the steel frames around the doors have light surface corrosion which need cleaning, priming and painting. One section has been cleaned and primed so that when we get quotes, we know exactly how many hours the job should take. We will schedule this work for the Summer.



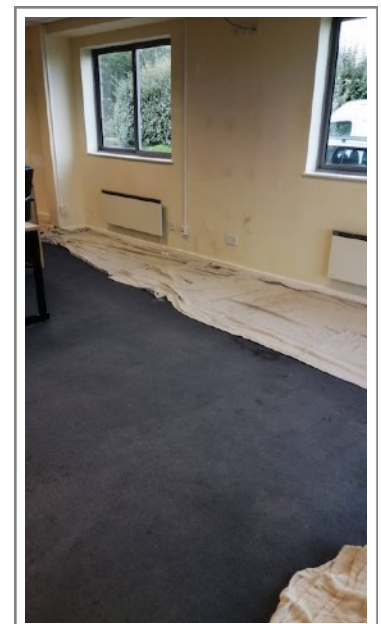
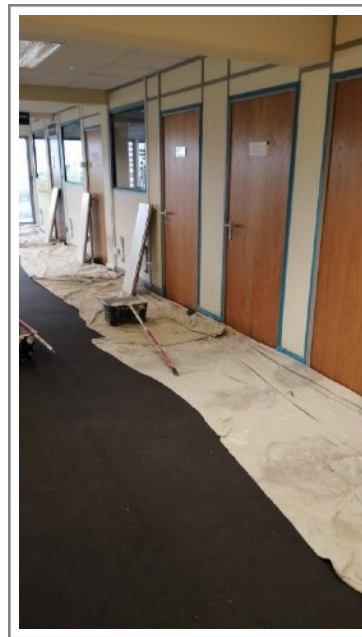
## **Redecoration of the Club**

As the Club is empty, we have taken the opportunity to redecorate the Flying Room, Lobby and Stairwell (including doors). This will provide a blank Canvas for Synergy Aviation and will minimise disruption to members when the Club is allowed to open again.

Flying members passing through have already commented on how much better the building looks now that the 1980's yellow Magnolia has gone. (Before and after photos below).

A comprehensive draft Bill of Quantities has been prepared for the redecoration of all of the members areas which is sufficient for redecoration, new floor surfaces, new ceiling tiles, LED lighting and sanitary ware and various repairs to transform the Club into a much smarter facility.

Working within this budget we will be producing a detailed specification & getting multiple quotes which will be presented to members in the next few months. No work will be done in the main Club Room without detailed consultation.







### **Fiscal Stimulus Grant**

The Committee has applied to the Fiscal Stimulus Fund for £ 27,000 of funding to

- Change the heating for Air Source Heat Pumps, improve insulation and install smart heating & lighting controls which will slash our electricity bills going forward.
- A £6,000 advertising & marketing grant to help boost club membership.

The grant is designed to help non-profit making entities recover from Covid and inject money into the Jersey Economy so we have our fingers crossed that our bid will be accepted.

### **Welcome back Fatima**



In December, we were about to re-employ Fatima to open the Bar a few hours each Saturday and Sunday but Covid restrictions thwarted our efforts. Matt Palmer has been working hard putting in the new accounting system, payroll, updating our employment contracts and all of the other documentation to allow us to employ staff again. Until we can open, Fatima has come to help us part time with our cleaning. As soon as we can open the Café again she will be redeployed. Watch this space.....



## Update ... *from Richard Hawkin*

### MEDICALS AND VACCINES

Some helpful advice from Jersey-based Dr James Mair , Aviation Medical Examiner CAA/FAA -

General advice for flying / controlling post vaccination or immunisation

- In the absence of any side-effects 12 hours after vaccination there are no restrictions to resuming flying or controlling duties.
- Should a pilot or ATCO develop a fever or feel unwell, whether associated with vaccination or not, they should not fly or control until symptoms have resolved and/or they have been cleared to fly by their AME/physician.

Will keep this advice updated should there be any specific new information regarding Covid-19 immunisation that is published in the medical press. In addition. A reminder that my medicals are now on Thursdays only and that members should keep an eye on their emails for registration to the new CAA portal where they can apply for their medicals online. This will replace the paper Med160 and will need to have been completed ( and I'm afraid paid for ) prior to the day of their medical. Going live in the first half of this year.



## Update ... *by Eveline Hawkin*

We started the year with the great news that Ports of Jersey has re-affirmed its' support for Helping Wings

The other good news if that the JAC Committee is ready to welcome us back as soon as restrictions allow.

We are having a meeting at the end of the month to decide whether we will be able to run our April day for Young Adults or whether, due to government restrictions, we may have to delay.

Whatever happens, at some stage, we will need to be in touch with all our pilots and helpers to see who is current and who will be able to help on the day.

## **Your story ...** *The Story of Sheila Scott by Mike Le Galle*

The first Jersey Aero Club Rally had been in 1954 and only 7 years later in 1961 was well known in Europe. That year 1961 a guest of honour was Sheila Scott, who already by that time was becoming well known worldwide as a solo long-distance aviator.

The rally of May 1961 saw Sheila arrive in her DH82 Thruxton Jackaroo G-APAM, she had named it "Myth", her arrival as it turned out caused something of a stir.



*JAC rally 1961 G-APAM Myth  
Thruxton Jackaroo*



*DH82 during conversion to Jackaroo  
G-APAM*



*G-APAM after conversion back to DH82 Tiger  
Moth Still operated by the Myth group*

It gets very hot behind a Gypsy Major engine so Sheila had slipped off her shirt and shoes in flight thinking she would have plenty of time to get it on again after landing, and before anyone saw her. Sheila had forgotten however that an ancient biplane landing always draws a crowd. She had just managed to pull the shirt over her shoulders, when the door was opened by a photographer! As it was, she still looked dishevelled but the vital parts were covered.



That 1961 Jersey Air Rally saw Sheila receive her first trophy, it was only an Order of Merit presented by Lord Brabazon of Tara, but Sheila was thrilled. Sheila went on to receive many more trophies and hold over 100 solo long-distance records.

In April 1965 she bought her Piper Comanche 260B G-ATOY named Myth Too in which Sheila set ninety world records. Her first solo round the world flight commenced at London Heathrow on 18 May 1966 and returned on 20 June 1966, having covered approximately 31,000 miles (49,890 kilometres) taking 189 flying hours in 34 days.



*In 1968 Sheila received the OBE in that years new year's honours list.*



*PA24 G ATOY Myth Too*

In 1969 she flew solo around the world in the same aircraft a second time. This aircraft was severely damaged in 1979 (after she sold it in 1971) and the remains are on display in the collection of the National Museum of Flight, East Fortune, East Lothian, Scotland. She later used a borrowed Piper Comanche 400 N8515P to set more records.



*The remains of G-ATOY at the Museum of Flight it crashed after Sheila sold it in 1979*

In 1971 she bought a twin-engine Piper Aztec 250 G-AYTO named Mythre in which Sheila completed her third solo round the world flight in the same year. This aircraft was destroyed in a flood at the Piper factory in Lock Haven in 1972.

Sheila Scott planned to not only fly around the world, but to fly from the Equator, over the North Pole, and back to the Equator again. She flew her Aztec from London, England, to Nairobi, Kenya, where she began the Equator–North Pole–Equator portion of the flight.



*G-AYTO Mythre*

Sheila took off from Nairobi on 11 June 1971 and headed northward to Khartoum, Sudan; Bengazi, Libya; Malta; arriving back at London on 21 June. From there she continued to Bodø, Norway; Andøya, Norway; Station Nord, Greenland; across the North Pole on 28 June; then southward to Barrow, Alaska; arriving at Anchorage, Alaska, on 3 July; San Francisco, California, to Honolulu, Hawaii, on 11 July. She recrossed the Equator heading south to Canton Island. On 23 July, Mythre arrived at Nadi, Viti Levu, Fiji, and then flew on to Noumea, New Caledonia. After a stop at Townsville, Queensland, Scott arrived at Darwin, Northern Territory, Australia, 1 August. From there she continued to Singapore; Madras, India; Karachi, Pakistan; Bahrain; Athens, Greece; and finally completed her journey at London on 4 August. The trip took 55 days



*PA23 G-AYTO Mythre destroyed in the Piper Lock Haven factory due to Storm Agnes in 1972*

During the circumnavigation, Sheila Scott set seven Fédération Aéronautique Internationale (FAI) World Records for Speed Over a Recognized Course: Andøya, Norway, to Station Nord, Greenland, 213.61 kilometres per hour (132.73 miles per hour) Nord to Barrow, Alaska, 183.73 km/h (114.16 mph) San Francisco, California, to Honolulu, Hawaii, 236.56 km/h (146.99 mph) Darwin, Northern Territory, Australia, to London, England, 160.19 km/h (99.54mph). Three of these records remain current.

For a lady with such an exiting life with many aviation achievements she should have looked forward to a long life after aviation, sadly this was not to be, for Sheila passed away in obscurity and forgotten in London on 20<sup>th</sup> October 1988 at the age of 66.

A lady who lived her life to full.

Mike Le Galle <https://fokker27.blogspot.com>

*To finish a light note*





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

[sales@derrickings.com](mailto:sales@derrickings.com)

### **PIPER SARATOGA II TC (2005)**

TTAF&E 998Hrs, Prop 150 Hrs, Annual valid to 22/May/2021, ARC valid to 08/May/2021. Avidyne Entegra EFIS, Dual GTN650 touch screen, KR87 ADF, KN63 DME, GTX330 Mode S, S-TEC 55X A/P, SkyWatch 497 Traffic, Stormscope, GMA 340 Audio/Markers w/6-Place I/com, Kannad AF 4-6Mhz ELT, EMAX engine indication system, Solid State ADAHRS, S/by mechanical flight instruments, S/by mechanical VOR/LOC/GS ind, CMAX Electronic Approach Charts w/USB update interface. Based in France.

**EUR€425,000 EU VAT Paid.**



### **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.

**EUR€239,000 Plus Belgian VAT where applicable in Europe**





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

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



*G-PBYA 433915 Consolidated PBY.5A  
Catalina on 15 September 2005*



*ZD574 Boeing CH.47 Chinook HC.4  
on 15 September 2005*



*ZJ131 P Agusta-Westland EH.101 Merlin  
HC.3 on 15 September 2005*



*XX309 309 Bae Hawk T.1  
on 15 September 2005*



*ZB603 724 Bae Sea Harrier T.8  
on 15 September 2005*



*L-11 Pilatus PC.7  
on 15 September 2005*



*XZ112 SEPECAT Jaguar GR.3A  
on 15 September 2005*



**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)



**FOR SALE**

4-6 man life raft needs annual inspection.

Offers to - [strassercharles@gmail.com](mailto:strassercharles@gmail.com)

***and finally...***

Should you wish to contact any committee members, their email address is [committee@jerseyaeroclub.com](mailto:committee@jerseyaeroclub.com)

And, if you have anything you'd like published in the newsletter mine is [evelinehawkin@gmail.com](mailto:evelinehawkin@gmail.com) . Please send any photos separately. Thank you.

I am sure that like me, you are all looking forward to see Fatima back behind the bar...that certainly is good news... can't wait to be able to catch up with everyone!

*Eveline*