



Welcome to the **JERSEY AERO CLUB**

March 2021 members newsletter

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

It's great to be able to provide an update this month which has a lot of good news for a change.

In last month's newsletter I said that I suspected it would not be until sometime in March before we saw licensed premises open and permission for flying training, and it turns out my crystal ball was rather murky and not working very well.

The Jersey vaccination process seems to be going well, new infections and active cases seem to be reducing, and we saw some relaxation of some of the restrictions last week which resulted in the re-opening of licensed premises (albeit with restrictions about alcohol only being served with a substantial meal) and permission for the resumption of flight training both from 22 February!

I feel if we all keep following government guidance that we may be in for a much better summer this year than last year!

Clubhouse re-opening

Sandra has provided an article later in the newsletter, but I'm delighted to see the clubhouse re-opening for food and drinks again.

Whilst this is initially from 10am – 4pm on Wednesdays through to Sundays, it's been really great to see the place used again with familiar faces up there and to welcome back Fatima. Please do try to find some time to pop in for something to eat and/or drink and say hello!

A big thanks to Sandra and Fatima along with other club and committee members who have helped and are helping.

If anybody would like to offer to help taking orders and serving at the weekends, I'm sure that Sandra and Fatima would be delighted to have some assistance given the additional restrictions and guidance we, along with the rest of Hospitality in Jersey, have had to implement.

I do also need to take the opportunity to point out that the old 'honesty system' that was in operation when the bar was not open is no longer permitted under the current government restrictions, so we look forward to seeing you in our opening hours.

Clubhouse Refurbishment fundraising and progress

Andrew has provided a progress update later in this newsletter with some photos showing how things are progressing. I've had lots of comments from members about how much 'fresher' the club is starting to look which is really great – a big thank you to Andrew for all the hard work he's been doing with premises.

Many thanks to all members who've made donations to date. Donations may still be made online at <https://www.jerseyaeroclub.com/clubhouse-refurbishment/> which will all be ring fenced and used against the refurbishment – the next stages are the toilets and the clubroom itself. 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.

Flight Training, Aircraft Hire and GA Handling

Whilst we're still targeting a fuller program of flight training towards PPL and other ratings for April, I'm delighted to be able to say that following extensive discussions with the Government and supported by the Airport Director, that we have been given permissions to recommence flight training. This was started in terms of currency and revalidation training, as well as self-fly hire of a PA28-181, on 22 February. Glen Heavens, owner of Synergy Aviation, has provided a message about his plans later in this newsletter.

Given the current state of restrictions in the UK and France, it is looking unlikely that GA Handling will recommence in April, but we will monitor the situation and work with the Airport to look at when is appropriate in line with the ability for travel to the islands again by visiting GA flights.

2021 Car Park Disks

2021 Car Park Disks for all members who have renewed can be collected from Fatima during clubroom opening hours. Fatima has a list of all renewed members with their registration number(s) so she can check they are up to date and tick you as having collected them when you're next at the club.

Finally

A big thanks to everybody who has worked hard to help the club as we see easing of restrictions and a gradual (and safe) resumption of operations – I'm starting to feel much more optimistic about the summer now!

Please do not hesitate to contact info@jerseyaeroclub.com if you have any feedback / ideas / suggestions.

Finance & HR ... by Matt Palmer

We were very pleased last month to welcome Fatima and Maggie. Fatima everyone knows, and Maggie joins us as our accounts and admin officer. Maggie is working two days a week, and now that hospitality can reopen you can once again find Fatima behind the bar.

Financially the club's position is much improved, but there is still a lot of work to do. Membership renewals are strongly inline with expectations, although we'd love to see everyone renew - I am sure a few are just a little late!

This was our first week of trading since we closed last year, and I'm pleased to say the cafe took just over £500 in 5 days of trading. This is a very good start, and the club room is still not too busy if you are think about popping in.

We have already received some £5,000 in donations which have been ring-fenced for refurbishment. You can see from Andrew's photos how well this is progressing. We are now taking up loan offers as well and seeking additional income where we can. Having flavour.je in the kitchen and the covid lab at the bottom of the car park make a big difference, but we will always be a members club and it is members contributions that make that possible.

Behind the scenes much is happening including a new accounts system, new card payments system, new direct debit provider, new banking, new equipment - and lots of effort by everyone to get things up and running. We've also cleaned out the admin office (along with many thousands of files!), which has now been repainted and prepared for a sublet if we find a suitable tenant. It's definitely a team effort and in addition to volunteers, supporters, the committee, Fatima and Maggie, can I please thank in particular Carey Olsen, Viberts and Seymour Law, as well as Grant Thornton and many others who have supported us in recent months.

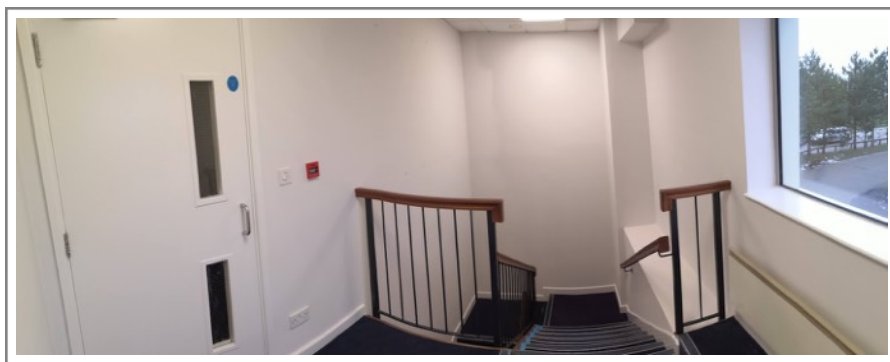


Premises update ... *by Andrew Renouf*

Decoration of Flying Room, Lobby, Stairs and Passageway

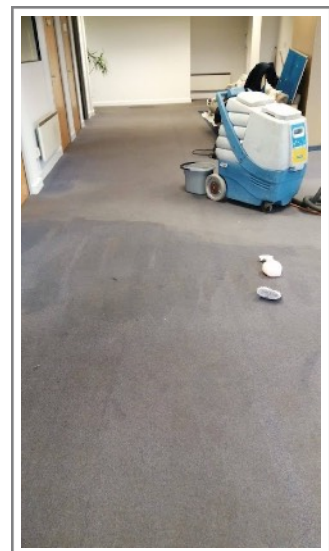
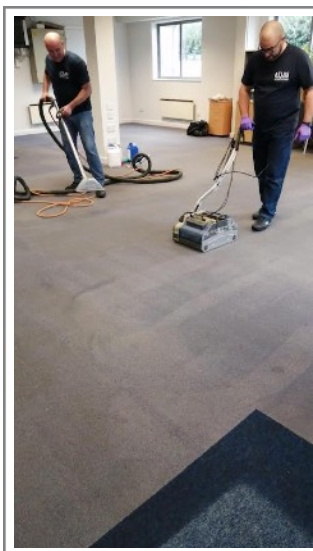
The decorator did an excellent job on the Flying room for the agreed budget (on day work) and this received a lot of positive comments from Club members both on Facebook and those walking through to gain access to Airside

As the Club was closed due to the Covid regulations, it was the ideal time redecorate the front lobby, railings, stairwell passageway and administration office. This was done on a fixed price contract and completed below the budget set by a detailed Bill of Quantities.



Carpet Cleaning

We used Atlas Cleaning services who arrived with two large carpet cleaning machines. They spent almost 6 man hours for a very reasonable £ 110. Nearly all the stains on the carpet were removed including the large oil stain by the entrance door. The carpet is clearly in need of replacement but this clean up allows us to defer this towards the end of the year.



Adjusting the sticking hangar doors

Island Access were not able to do the work planned for 22nd January due to high winds and rain. It was rebooked for 19th February but poor weather delayed the job again. We are waiting for good weather.



All the steel frames around the Hangar doors have light surface corrosion which need cleaning, priming, and painting. One test section was prepared and primed which took 3 hours so we have benchmarked exactly how long the work will take for cost management purposes.

A different decorating firm has been selected on price. This has been booked for June/ July as we need dry weather.

Lower Car Park now cleared.

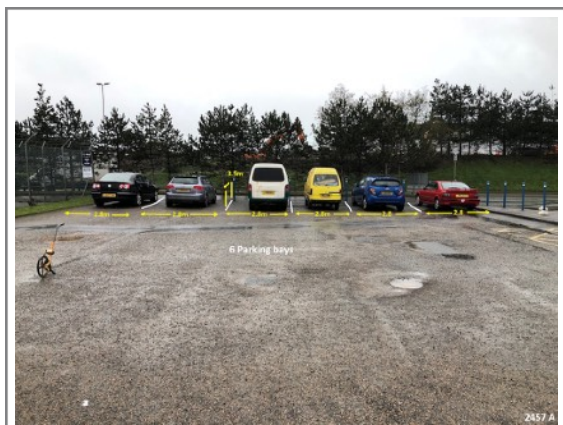
The permissions from the Parish Hall were finally received and the car park has now been cleared. We have found a cheaper contractor who can tow away cars for £ 35.



Upper Car Park Pot Holes and Lines

NJD tarmac have been booked to fill 8 small potholes on Tuesday 2nd March at a cost of £ 304. (To re-tar just the upper car park presently being used would be £ 20,157 therefore it makes sense to continue to fill pot holes once every 6-12 months to avoid the large capital cost for a few more years)

White thermoplastic parking lines are also being put down with generous spacings.



Club kitchen

Fatima is now working from a small space, but no smaller than many other commercial kitchens. A row of kitchen wall units has been put up for storage, kitchen equipment has been safety (PAT) tested, repairs made and a new bottle fridge has been purchased which now allows us to purchase beer from any supplier "tie" free. Sandra will be providing an update on the Club room opening in this newsletter.

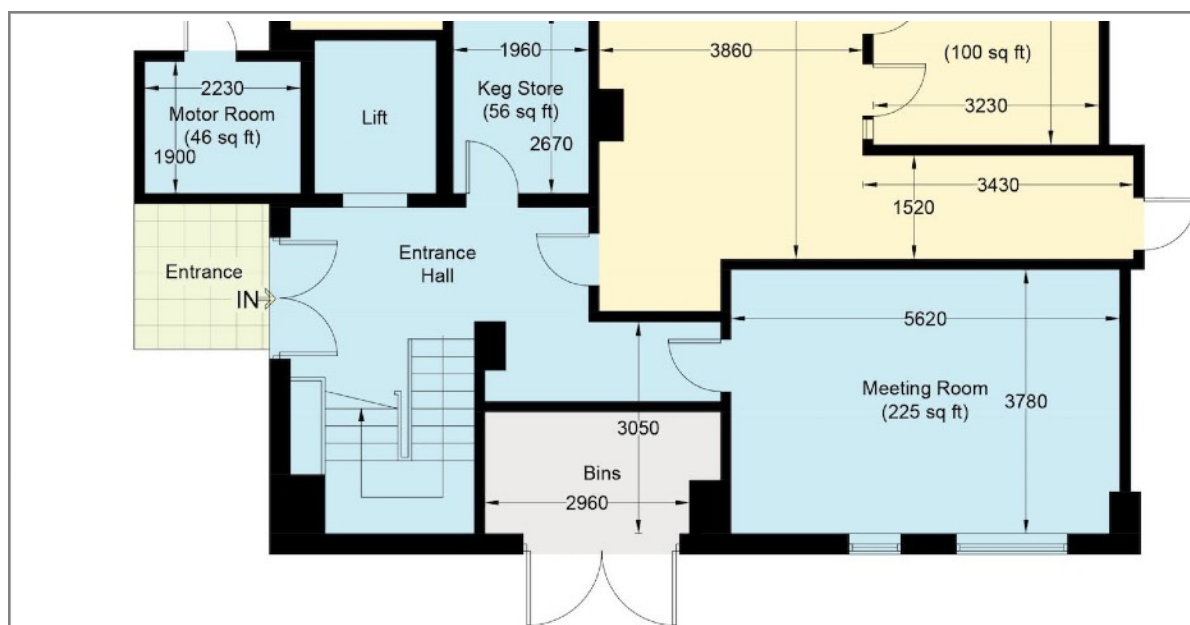


Administration Office

Due to the huge amount of work by our Treasurer, Matt Palmer, we are now running a paperless accounting system in Xero. Therefore, there is the potential for Maggie (our new member of administration staff) to work from other offices in the Club.

We are weighing up all of our options to maximise the use of this space from granting an outright lease to shared use where people can rent the office a few days a week. If you are interested in renting this space which is 225 square feet, please email andrew@boscobelproperties.com

If the Club can maximise the use of its assets, it allows us to reinvest in the building as well as provide facilities for members and subsidise social activities.



Clubroom re-opening...by Sandra Carroll

It's really great news that the Government of Jersey have now allowed the re-opening of Hospitality venues and that as part of that we have been able to re-open the clubroom. It's great to have Fatima back welcoming members – she's really looking forward to seeing you all again soon!

The lockdown had a major impact on all our lives and how we interact with each other has changed dramatically. We all miss cuddles, shaking hands has been relegated to memory, and smiling isn't quite the same behind a mask. However, with the latest easing of restrictions we can now get out and enjoy meeting up with others and having a meal and a drink at the clubhouse – albeit in line with current Covid guidelines and restrictions.

As a reminder, we will be following Government guidelines to ensure we stay open and keep our members safe and that means:

- *Masks must be worn and only removed when food or drink are on the table. Remember to put your mask on should you leave the table for any reason.
- *Two metre separation. Our tables have been placed to ensure 2 metre separation between people at adjacent tables. This gives us 7 tables internally and a total of 36 covers. Now the weather is improving we also have two tables of four on the balcony and are looking at what we can do in the garden in future.
- *Contact details forms for track and trace purposes must be completed listing everyone in your group. These will be held for 21 days prior to disposal. Each of table has a table number on it, so please enter this on your form as well.
- *Ventilation is important so windows will be open, apologies for any drafts.
- *Alcohol can only be served with a substantial meal, at present we can't serve an alcoholic drink with a sandwich or packet of crisps.
- *Maximum of ten people seated at a table.
- *Table service only, no service at the bar. Fatima (and/or other helpers) will take your order at your table
- *Payments will be by credit / debit card only

The club will be open Wednesday to Sunday 10:00 to 16:00 and closed Monday and Tuesday.

To ensure the safety of our members, we have provided hand sanitiser stations for use on entrance and exit, and implemented a strict cleaning regime, but all members have a part to play in terms of covid safety – see the government website covid guidance for more information

The additional restrictions including a seated table service will impact on the turnaround of orders at times, so please bear with us and be patient as we look to get back up to speed be patient.

During this startup we have introduced a simple menu including:

Sandwiches and Toasties - Cheese, Ham, Egg mayo, Tuna
add - lettuce, cucumber, tomato, onion, Branston

BLTs

Bacon or Sausage in a roll

Scrambled egg on toast

Beans on toast

Club breakfast – scrambled eggs, sausage, bacon, beans, toast

See the club website for more information.

We will be revising our menu options to include more substantial meals, and a curry evening is being planned that we will look to advertise soon.

Should you have any other ideas or want to help organising a 'themed' dinner evening, please feel free to email us.

Volunteers – please email us if you can commit some time to support lunchtime service. Help with clearing and cleaning tables would be greatly appreciated (especially on the busier days such as Friday/Saturday/Sunday)

Derek, Alan and Bob (picture) were the first in the club when we opened on Wednesday morning, and we've seen quite a few members during the week which has been really great.

The Merriott family popped in on Sunday to sample the toasted sandwiches. (picture)

Please do see if you can make some time and pop along for something to eat and/or drink – we look forward to seeing you all again soon!



Derek, Alan and Bob

The Merriott family



A message ... from Glen Heavens, owner of Synergy Aviation



Starting any new venture always presents a certain number of obstacles, starting a new venture during a pandemic has certainly proved to be a challenge! Luckily my team at Synergy and I love a challenge and we are forging ahead with our plans for Jersey despite the difficulties we have been facing.

My aim is to create a safe, professional, and fun environment for Synergy to deliver flight training and support members throughout their aviation journey. Whilst initially we will offer PPL, Night, and IR(R) / IMC training, we have a 5-year plan that will result in professional courses being offered whilst maintaining the 'club' environment.

We are currently offering renewals, refresher training and self-fly hire in one of our PA28's and hope to be able to commence full training at the start of April. We are currently waiting for the CAA and Department for Transport to confirm if we can add the Jersey facility to our existing approvals or if we need to have a stand-alone approval for Jersey. Brexit has complicated this process in two ways. Firstly, the UK has left EASA and the regulations according to EASA state that certain EASA flying schools could not have a satellite operation outside of the EU - now that the UK is also outside the EU we need DfT clarification as to how we should proceed. Secondly CAA are unsure how we will be able to conduct solo training flights in French airspace, again both DfT and CAA are working on this and will be speaking to their French colleagues to confirm how this can be carried out.

There are three main areas that we will be concentrating on to transform the facility and deliver world class training. The first priority is people. We have received a range of CV's and will be talking to everyone who has applied. Sadly COVID has thus far prevented face to face interviews meaning video calls will have to suffice for now. Once we have recruited 'the right people' we will ensure that they share Synergy's vision, understand our values, and become an integral part of our safety culture.

We will also be investing in the facility itself with a fresh, modern, and functional interior - the way we use workspaces has changed dramatically in the last year and the way I want the space to work will be more about sofas and shared workstations than desks and chart tables. Due to COVID 'the big reveal' of the updated facilities I was hoping for is unlikely to be possible, but rest assured my team, and I are doing all we can to have this completed as soon as we possibly can.

Finally, we will be introducing a fleet of aircraft. The PA28 & C152 are unbeatable as training and touring aircraft and will form the backbone of our fleet. Over time we will grow a fleet of aircraft which will have been repainted, have new interiors and the very latest avionics. This will take a little time due to aircraft availability, the time it will take for the overhaul process and of course finance but I am determined that our fleet will be the envy of our peers! In the meantime, we will be offering safe, functional aircraft that we can all enjoy. Whilst PA28's and C152's are our main focus, we are talking to several people about other aircraft types, and I look forward to sharing our fleet progress with you regularly.

Whilst we are in the process of setting up websites, phone lines, social media etc - please email jersey@flysynergy.com to keep in touch as we work closely with your club to bring the benefits of Synergy to Jersey Aero Club members through the new Flying Membership categories. Feel free to drop info@jerseyaeroclub.com an email to find out more about how to get this membership category.

Finally, as soon as restrictions allow, I'm looking forward to meeting you in person, hopefully flying with you and of course taking full advantage of the club bar!

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

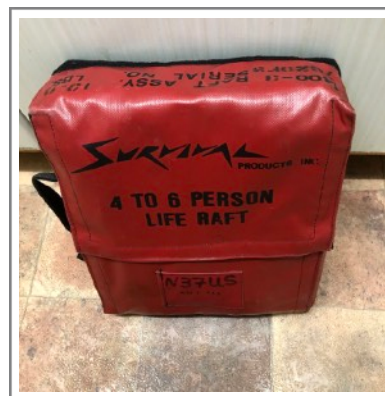


Aircraft for sale - Registration N37US

Aircraft Specification
1980 Piper Seneca II Turbo PA-34-200T
Serial no. 34-8070111

For the full spec sheet and offers for either the aircraft or life raft please contact Charles Strasser at

strassercharles@gmail.com



4-6 man life raft needs annual inspection.

Your story ... *My First Jet Solo by Duncan Laisney*

Gingerly opening the curtains in the Officers' Mess, I was greeted with every pilots dream; clear skies, light winds and a gentle sunrise which foretold an exciting day ahead. I eagerly threw on my flying suit and dashed over to 208 Squadron for the RAF Valley morning met brief. The date was Thursday 26th April 2001. At 0729 exactly, the duty pilot rang a bell to indicate that met brief would commence in precisely one minute. The boisterous chit-chat emanating from the crew room promptly abated as the twenty or so instructors and students (who were scheduled to fly on the first wave of the day), flooded into the Squadron briefing room to take their seats.

"3, 2, 1, hack" announced the Duty officer, signalling 0730 hrs, followed by a concise summary of the days meteorological outlook by the met forecaster. The room was filled with satisfied smiles - CAVOK all day with a gentle NW breeze of approximately 10kts. Perfect conditions for my first fast jet solo!

Getting to that point in my career had taken almost three years and I had tallied two hundred or so flying hours. Elementary training had been on the Slingsby Firefly but the majority of my flying had been on the Shorts Tucano at RAF Linton on Ouse in Yorkshire. The Tucano was a terrific aircraft to fly; light, responsive, not too many switches! The end of course standard demanded proficiency in general handling (spinning, aerobatics, practice forced landings and circuits) instrument flying, formation flying and low level navigation. The modesty of the Tucano lulled me into a false sense of security, quickly dashed when I arrived at RAF Valley on Anglesey for what was known as advanced flying training on the Hawk. Things were about to get serious!

There was certainly a significant shift in emphasis and attitude between basic and advanced flying and the pressure was on from the outset. If you didn't arrive at Valley with a thick skin, you soon developed one; de-briefs with your instructor were very candid! The fear of failure and the inevitable re-streaming to either rotary or multi-engine aircraft, or even non flying officer branches was always at the forefront of everybody's mind. The word 'chopped' was frequently bandied around adding to the sense of tension. Out of the eleven of us who commenced training together only six of us would pass the course and go on to achieve combat ready status on a front line squadron, flying either the Tornado, Jaguar or Harrier.



After an intense period of ground school, some initial simulator flights and survival training in Snowdonia my flying training commenced in earnest. The first six flights were focused on attaining the required standard for solo flight and there was a lot to cover! The general handling speed of the Tucano was 180kts but it was 360kts in the Hawk. Not only were you getting to grips with flying a jet for the first time, everything was happening twice as fast. Having said that the Hawk was a dream to fly as the controls were hydraulically powered and the aircraft was extremely responsive. During those initial sorties we learnt how to control the aircraft at different airspeeds and in different configurations, how to recognise and recover from the stall, aerobatics, emergency handling and of course, circuits.

Immediately after met brief my instructor and I spent fifteen minutes briefing the dual flight we were about to conduct which, if flown satisfactorily, would be the pre-cursor to my solo in the afternoon. As this was a pre-solo check, it was to be flown with one of the more experienced instructors and he took the opportunity to grill me on all aspects of aircraft operation including emergency handling and the copious amounts of rules and regulations. There was very little slack on each sortie for any extra training beyond the allocated time, primarily due to the fact that you only had an hour's worth of fuel. Running low on fuel was a consideration on the Tucano, but it was a real distinct possibility on the Hawk with the Adour engine burning approximately 25 litres a minute. As a general rule, you were taught something once and then expected to demonstrate proficiency in it immediately. The learning curve was much steeper than I had previously experienced and it was tricky to feel any sense of achievement or have time for reflection - the curve just got exponentially steeper. Of course, as you become more experienced you get more adept at coping with that and I always found that thoroughly mentally rehearsing my sorties beforehand helped greatly. 'Chair flying' was popular with all the new pilots - we each had a cardboard cockpit and would visualise the sorties from the comfort of our armchairs. This is a technique I still use today (without the cardboard cockpit though) whilst preparing for my airline bi-annual simulator checks or instructor and examiner renewals!

Throughout the dual flight my role was to act as aircraft captain, making all the airmanship decisions whilst demonstrating my ability to be let loose on my own. Whilst safety was always the number one priority there was also a necessity to fly the aircraft accurately and with a bit of dynamism. Thankfully, things went well and so after a comprehensive brief from my instructor I was authorised to take a Hawk on a lap of Anglesey to be followed by three circuits.

As the flight was only to be 30 minutes in duration the aircraft was only half fuelled and with the absence of a rear seat occupant the take-off weight was approximately 4600kg as opposed to the 5300kg which I had become familiar with on previous flights. This difference in weight had a massive impact on performance!

After lining up on the centreline of the runway I applied maximum brake pressure and slammed the throttle to full power to check the engine response and the functionality of the brakes. All was normal so I released the brakes and was thrown back into my seat as the jet accelerated rapidly down the runway. The lighter weight made the improved acceleration very noticeable and within a flash I was at 90kts and raising the nose wheel off the ground. At 120kts you gently and only slightly pull back and the jet crisply leaps into the air. After a glance at the altimeter and VSI to confirm I was climbing away from the ground, I had to promptly select the landing gear and flap up in order to avoid busting the limiting speed of 200kts. Once clean, I lowered the nose a fraction to select the climbing attitude and passed the upwind end of the runway doing 250kts

My clearance was to maintain runway heading and climb to 2000ft. As I passed 1500ft the VSI was off the clock indicating that I was climbing at more than 6000ft per minute. Just like most aircraft you need to anticipate levelling off and using a rule-of-thumb of one tenth your rate of climb or descent works just as well in a PA28 as it does in a Hawk. Knowing that I was a touch late in my anticipation I pushed forward on the control column and felt myself rising off my seat as I captured 2000ft. With the throttle still parked and the aircraft rapidly accelerating I was now approaching abeam the town of Holyhead whereby I would turn right to circumnavigate the island in a clock wise direction. Due to the jet engine momentum, it is necessary to apply quite a lot of angle of bank and then pitch in order to turn the aircraft. You feel as though you are on a knife edge but the reality is you roll to about 70 degrees AOB and then pull. The turns are generally flown at 4g and you can achieve a sustained turn rate of about 15 degrees per second. As I commenced the pull I felt my anti-g trousers (commonly referred to as speed jeans) inflating to help prevent the blood pooling into my legs and the associated G-LOC which can follow. The roll out from a turn is the exact opposite. Anticipate, unload, roll, and don't forget to check the down going wing.



From there I rounded the nuclear power station and set course for Puffin Island at the south east tip of Anglesey. By now the airspeed was indicating 480kts. The challenge was to try and fly as fast as possible and get towards the maximum speed of 550 kts, so the throttle remained fully forward, but with form drag off the scale at that speed the acceleration was now slow. As I approached Puffin Island I was smoking along at 540kts (9nm a minute) with the jet refusing to go any faster straight and level.

Upon completing my turn at Puffin Island, I retarded the throttle to idle and selected the airbrake to decelerate to 360kts. The airbrake is at the rear underside of the fuselage and is extremely effective at higher airspeeds so I was immediately thrown forwards and held by my shoulder harness as the jet rapidly slowed down. Making my way towards a three mile point on the extended centreline of the runway I stowed the airbrake, selected 90% power and descended down to the circuit height of 1000ft to setup for a visual run in and break to join the circuit. In military flying the standards are exact and you are expected to always be on your nominated parameters. To achieve that standard, it is vital to know power settings and attitudes for different speeds and configurations and to always adopt the work cycle of Lookout-Attitude-Instruments.

As I approached the upwind end of the runway I was suitably placed between two other jets to make my upwind turn. Roll, Pull, Idle, Airbrake and hold the 4g by progressively pulling back as the jet slows down. At some point during the turn you encounter the buffet, so you start easing off the back pressure to maintain it and judge your roll out to achieve the correct downwind spacing. After a quick radio call you need to ensure you have the correct spacing, heading is correct to allow for drift, and you are exactly on parameters of 190kts, 1000ft and 78%. After a downwind call I was immediately into the downwind checks whereby you lower the landing gear and the first stage of flap, alongside check the fuel and calculate a threshold speed. I now had 350kg of fuel on board. The minimum landing fuel was 240kg (which would allow you to overshoot, quickly divert to RAF Mona in the centre of Anglesey and to land with only 180kg of fuel remaining) Threshold speed was calculated by adding 1kt for every remaining 100kg of fuel to a basic speed of 110kts.

If the gear and flap are lowered at the same time then trim changes are negligible and the drag created allows the aircraft to decelerate towards the final turn speed of 150kts minimum. After rolling into the finals turn at 45 degrees AOB and selecting the finals turn attitude, I lowered the final stage of flap and checked for the second time that the gear was indicating three greens and the flap was indicating fully down. I made my finals call on the radio and was cleared for the touch and go. As the wind was very slightly pushing me towards the centreline I cautiously increased the AOB and back pressure just enough to capture the centreline and rolled out for the final approach. Aiming now at the runway threshold and using the PAPIs as a guide I was making small inputs on the control column to maintain a constant flightpath with a very slight amount of drift applied to track the centreline. Speed was being controlled with the throttle but it was trickling back nicely now towards threshold speed so I only had to make very small changes from the 78% that I had set downwind. As I was aiming at the threshold the PAPIs were changing into 3 reds and then ultimately 4 reds as they are placed at the instrument touchdown point 1000ft into the runway, so in the final 200ft or so you are trying to keep the aspect of the runway constant to maintain the correct flightpath. Approaching the runway I simultaneously checked back slightly on the control column, applied a small amount of rudder to kick off the drift along with aileron to maintain the wings level and closed the throttle. Immediately the main wheels touched the runway I applied full power held the nose wheel off and waited the seven seconds it takes for the Adour engine to spool up from idle to full power before taking off again for two further circuits. With each circuit you analysed how the wind was affecting you, making subsequent modifications to your downwind heading for spacing and to the finals tip in point (so that you didn't need to increase or decrease power).



After vacating the runway after my full stop landing, I carefully replaced the ejection seat and canopy detonation safety pins, completed all of my after landing checks and taxied back to the parking line. Entering the Squadron building I was greeted with congratulations and a handshake from my instructor who looked almost as relieved as I did. From there, to the Officers' Mess, for the customary yard of ale; a rite of passage for every pilot after their first fast jet solo!





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

sales@derrickings.com



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



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.

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

All taken at PFA rallies at Cranfield



N25354 Luscombe 8A



G-BLTG WJ237 WAR Sea Fury



G-BIZM Nord 3202



G-BLAJ Pazmany PL-4

G-APNT Currie Wot



G-BWSI K & S SA.102-5 Cavalier



G-AOZH K2572 DH82A Tiger Moth



G-AVDY Luton LA4A Minor





G-AZBU XR246 Auster AOP 9



N94988 Taylorcraft BC.12D



G-AMYL N4613H Piper PA.17 Vagabond



G-BUVL Fisher Super Koala



Update ... by *Eveline Hawkin*

Following a Helping Wings committee meeting on Sunday 28th February, the decision was made to delay our young people day to **Saturday 5th June**.

A combination of things made the decision easier... Some aircraft still away in the UK for maintenance; pilots' currency and principally, hoping that by early June, things will have moved on and there will be less risk of a cancellation.

Caen... Cherbourg...the choice is yours!

I wonder if any of you have taken advantage of visiting either Caen or Cherbourg airfields recently? We've taken advantage of the agreement set up by AOPA C.I and have really enjoyed "getting away..." although we switched crew on the parking and never left the aircraft. Even so, it was such a feeling of freedom to be actually able to land away.

Last time we went, I think the controllers in Cherbourg must have been starved of visitors as he as we left, very cheerfully, thanked us for coming...

So, now that the weather is glorious again, don't wait ...just go and enjoy your flight!



and finally...

Don't forget, should you wish to contact the committee, the email address is committee@jersey-aeroclub.com

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

Eveline