



Welcome to the **JERSEY AERO CLUB**

April 2021 members newsletter

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

Another month where we seem to be making great progress as an Island with regards to Jersey's 'reconnection roadmap' with the recent announcement of the easing of several Covid-19 restrictions recently and I'll outline what that means to us later in this article

Things are really starting to look a lot more positive with regards to the summer provided we all play our parts and are sensible as restrictions are eased.

Clubhouse re-opening

The clubhouse re-opening, initially from 10am – 4pm on Wednesdays through to Sundays, seems to have received a lot of positive approval from members and it's really great to see the place being used again.

With the recently announced easing of some of the Covid-19 restrictions we will be able to move to drinks-only service from Good Friday which I am sure will be welcomed in the clubhouse.

Other changes due on 12 April including gathering sizes being increased and no limit on the size of 'organised' gatherings will also help us to look to restart some social events and we're looking at how we can work within these changes and will send out more details shortly

Thanks to all of those who have come forward and helped with taking orders and serving at the weekends – if anybody else wants to help then I'm sure that Sandra and Fatima would be delighted to have more assistance

With the changes that have been announced we will be looking at how we might extend both our menu and our opening hours and some extra assistance may help us accelerate that.

We were always aware that the opening would be likely to be slow – due to the initial restrictions on requiring a substantial meal for service of alcohol and on members starting to get used to 'going out' again and no visiting GA, however as restrictions are easing I'd like to put out a call to members to help support your club by coming and using the clubhouse again to try and increase the turnover to help cover the costs of opening.

Clubhouse Refurbishment fundraising and progress

Andrew has again provided more information later in the newsletter, but it's good to see things progressing – I'm really looking forward to the toilets and clubroom being done next!

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 this.

Flight Training, Aircraft Hire and GA Handling

Following the great news in last month's newsletter about getting permission of flight training and starting some currency and revalidation training and checkouts for self-fly hire, I'm a bit disappointed that we're not yet in a position to re-start ab-initio PPL training at the start of April as we had intended. I still hope that we should be able to do this soon (and hit our April target even if it was not the start of April).

Glen Heavens, owner of Synergy Aviation (our flight training partner), has asked me to provide you with the following update:

As we are now seeing the beginnings of life returning to a 'more' normal we are looking forward to being able to commence ab-initio training. Unfortunately, there are still some issues that the UK CAA, UK Department for Transport and Jersey Director of Aviation need to resolve. We are ready to proceed (quickly!) in whatever manner they decide, but until they agree and confirm unfortunately our hands are tied.

In the meantime, we have been engaging with ex-members of staff and will be building a fantastic team of people to look after members both in the air and on the ground.

The plans for the aircraft fleet are progressing well but until we have a clear way forward from the regulators, we must be cautious about committing to leases and purchase agreements.

Whilst progress has been frustrated, we believe we will have clarity very shortly and expect to send a separate email confirming when we will be (finally) flying fully!

I said in last month's newsletter that 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.

Whilst the UK appears to be progressing well, France has announced further restrictions as the deal with the pandemic.

The Government of Jersey have announced that from 26 April travel within the Islands and the UK will be relaxed so we will look into what this will mean for visiting GA and plan around that.

Club Car Park

As you are all aware, the club car park is currently considerably smaller than it has been in the past to accommodate the covid lab as part of the Island response to the pandemic. It is therefore important, for the benefit of all members, that only cars which are authorised should be parking there.

We will be monitoring this, but to help us I'd like to request that all members who wish to park at the club to obtain parking permits and display them in their windscreens. These can be issued by Fatima, at the bar, during club opening hours (currently Wednesdays to Sundays 10:00 - 16:00)

In addition to this please would all members who wish to park, enter their vehicle registrations on their club membership details: No parking permits can be issued unless we have details of members vehicle registrations. This can be done at <https://membermojo.co.uk/jerseyaeroclub>

If you have any problems doing this, please email memsec@jerseyaeroclub.com and Paul will help you and do this on your behalf.

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.

Premises update ... *by Andrew Renouf*

Decoration of Club Room and Loos

At present there is a building boom in Jersey caused by many people in lockdown finally getting around to do the upgrades they have been putting off for years. As a result, the Club has found it impossible to get quotes from builders at sensible prices and to make matters worse, they are all busy for months.

The Committee have decided to continue with the decoration work in house by directly employing sub-contractors but crucially, also using volunteers which will allow us to keep proper control over costs.

Decoration started on Monday 29th and the work will be done whilst we are closed on Monday and Tuesday each week. Below is work in progress after our first day of work. In 12-24 months, when the Club has larger cash reserves, we would like to undertake a more comprehensive refurbishment. One idea is to raise the ceiling of the Club room to encompass the large void above – see photo below. This has the potential to change the atmosphere to something a little more spectacular rather than the low ceiling “office” feel it has at present.

In the meantime, all areas will be freshened up at minimal cost and we will be replacing the tables on the balcony and making other improvements.



Pressure washing and Painting

The North face of the Hangar was pressure washed in January so we have turned our attention to the garden area. Charles Barnett volunteered to wash the slabs outside the flying room as well as the Balcony outside the Club room.



Steve Tompkins volunteered his services where he pressure washed the slabs leading to front entrance, painted the rusty steel pillars outside the flying room door as well as other areas such as the door to the lift motor room.



Over the last few months we have approached three gardening firms to tender and we now have a new gardener, Joe, who is a sole trader with many years experience. He has already tidied up the area around the front entrance and the grass verges around the car park are very smart. By the time this newsletter is out we should have caught up with most of the backlog. Two new maintenance free picnic tables have been ordered in time for the Summer months.

Car Park

We announced repairs were due to take place in February's newsletter and below is the work being carried out. Keeping on top of the pot holes is far cheaper than spending a large amount resurfacing the whole area. Parking is now much more orderly now we have lines in place which helps whilst the lower car park is occupied by the Covid19 lab.





Runway Camera

The CCTV project is being done largely by Committee members and volunteers but the new runway camera is on test. Both the resolution and low level light performance is excellent. We should soon have a link on the Club website.



Airside access... *by Paul Holroyd*

Ports of Jersey have agreed that the JAC could allow access a little longer at the start and end of each day, to allow pilots to carry out pre and post flight duties and still be able to depart at 07:00 and land 21:00/21:30.

Membership cards with airside access have now been set up to allow access during airport opening times +/- 30 minutes either end. i.e 06:30 to 21:30/22:00 depending on closing time.

GASCo safety evening... *by David Nicholas*

I attended a GASCo Safety Webinar on Monday evening. Details below for the next one in April should you wish to register

SAFETY EVENING

GASCo/RAeS Hatfield Branch Safety Evening

Wednesday 21st April 2021

1845 - 2015 hours

Registration Link: https://us02web.zoom.us/webinar/register/WN_o5jt571PQFKlijQcGD6gDw

The club held such a meeting in 2018 which I believe was the last one, but of course these things evolve and have annual themes, this year being partially related to LOC- I and recency (or lack thereof) and some of the potential problems that involves.

If you register and attend online GASCo send a certificate and a label to affix to your log book confirming participation.

Clubhouse update... *by Sandra Carroll*

Good news - from Good Friday we can offer alcoholic drinks without the need for a meal and the time limit has been lifted. The rules that still apply are – table service only, max 10 per table, 2 metre separation between tables, masks still to be worn when not eating or drinking, and we still need to collect details for contact tracing.

The Ministers decided to accelerate the reconnection of the Island's community after taking account of the low rates of Coronavirus cases and the success of the COVID-19 vaccination programme. Other key date for change are Monday 12th April, Monday 26th April, Monday 10th May, Monday 14th June.

We will continue to monitor the government roadmap and keep you advised.

Below is the menu currently available.

Sandwiches	£3:50
Ham, Cheese, Tuna, Egg Mayo	
Toasted Sandwiches	£4:00
Ham, Tuna, Cheese – plain, tomato, onion	
BLT	£4:00
Bacon / Lettuce / Tomato	
Rolls	£4:00
-Bacon or Sausage	
Beans on Toast	£4:00
Scrambled Egg on Toast	£4:00
JAC Breakfast	£6:00
Scrambled egg, Bacon, Sausage, Beans, Toast	
Soup of the day	£4:50
Roll with butter	£1:00
House Salad cheese, tuna or ham	£8:00
Side Salad	£1:50
Croissant/Danish/Scone with jam cream	£2.00-£2.50
Tea	£1:00
Specialty Teas	£1:50
Instant Coffee	£1:20
Coffee: Espresso, Americano, Decaffeinate	£2:30
Coffee: Cappuccino, Latte, Mocha, Flat White	£3:00
Hot Chocolate	£3:00

Table service AND payment by card ONLY



Update ... by *Eveline Hawkin*

At a meeting on Sunday 28th March, the HW team decided that following the relaxation of the Covid regulations, it could go ahead, in principle, with the day for young adults on Saturday, June 5th.

As further relaxations from the government are expected to take place from Monday 10th May, we will meet again on Sunday the 9th to confirm whether or not, we will be able to run the event.

We are always looking for pilots and helpers and so, if you are interested, please email us on hello@helpingwingsjersey.org



Update ... from Richard Hawkin

ATF ONLINE BOOKING

ATF in Jersey has introduced an online booking system for general aviation refuelling. It can be accessed through ATF's website <https://atf.je/aviation/> under the heading "pre order".



The booking system provides a seamless service with automatic calendar entries and reminders for both the requester and ATF team.

Whilst email bookings will still be accepted, the online system is the preferred method.

Your story... *First thoughts on flying by Paul L Freestone*

I would never hold my mother to account for it - but she was responsible for kindling my first thoughts about flying. My parents had just relocated from Truro to Plymouth, because of my father's work, and they had bought a house right on the northern most boundary of the city close to a village with the unlikely name of Eggbuckland. It was 1952 and I was seven years old.

My mother clearly had a latent interest in aircraft as I can remember her pointing out aircraft as they flew over our house. There were quite a few of them and as I look back now the reason is quite apparent. Our house was in the circuit pattern of Plymouth Roborough airfield.

'Roborough', as it was more frequently called, became an airfield in 1929 as a result of local council enthusiasm for flying – remember that? The old polo ground, adjacent to the George Hotel on the Tavistock Road, just north of Crownhill, was purchased by Plymouth and District Aero Club. During the 1930s it was extensively used by airlines who wished to establish routes to the south west. At the outbreak of the second world war the airfield was placed under the control of the Royal Navy and then in 1940 the RAF arrived with Gladiators and then Hurricanes and a few Spitfires.

All of this was, of course, way before my time. By 1952 the airfield, which was still grass and had a main runway of 24/06 with a length of approximately 850 metres was adequate for use by most RAF aircraft. I can remember seeing a bulbous Beverley Bomber take off from R/W24 with a member of the crew standing upright through an open observation turret and madly waving at everyone. The Royal Navy still had a presence at Roborough through what was known as the Britannia Flight of the Royal Naval College at Dartmouth. This flight offered initial training for all future RN pilots and they used the reliable and superb Tiger Moth aircraft which were painted in silver.



There would have been at least half a dozen of these delightful aircraft based at Roborough at that time and I can remember being in awe of somebody, to whom I was introduced, by the name of Mr Hawkins. He was the husband of a friend of my mother and actually taught some of the Naval pilots to fly. Imagine that – I knew a pilot!

My Mother and I would frequently walk to the airfield by leaving our house in Fort Austin Avenue, descending the steep Goosewell Hill, crossing the Forder Valley Road and then the long climb up the hill to the airfield by means of Linketty Lane. This lane came out right by the airfield and took us probably 30 minutes to walk. A cup of tea and a sticky bun were the reward for our effort and from the coffee lounge we could then watch aircraft take off and land to our hearts content.

The airfield manager at the time was a Mr W.H W. Lucas who wore the most magnificent RAF handlebar moustache which was wholly appropriate in my view. WHW, as he was known, always wore a suit except when he flew any of the open cockpit aircraft at his disposal in which case he wore a standard set of flying overalls. His job appeared to be anything and everything to do with an airfield. I just loved talking to him.

By the time I was eleven I had joined the 1st Crownhill Scouts and was mad keen on gaining badges. I soon discovered that there was an Airman's Badge and so I set about finding out what was required. Apparently I had to make contact with an airport and receive training from someone in authority on safety rules when at an airport, the names of the component parts of an aircraft, what makes an aircraft able to fly, the basic controls and fuelling and oiling procedures. This all seemed pretty straightforward since I had some good contacts already. I was instructed on all the requirements by one of WHW's engineers and even allowed to touch a number of aircraft. Here, I encountered for the first time the wonderful aroma of leather, metal, dope, fuel, oil and airmans' sweat! I worked hard over a number of weekends and eventually WHW said it was time for me to take a mini exam. I spent a good hour showing him around an aircraft, which was an Auster AOP9, and explaining as much as I could to him. I was overjoyed when he said that I had certainly passed my test and I deserved the badge. That was one of many influential moments in my life which had a bearing on what I was to do later.

Shortly after gaining this badge I developed osteomyelitis in my right wrist. This is an extremely painful condition, which in those days could be quite serious, and so I was rushed to the Freedom Fields hospital in Plymouth. I was operated on immediately. Despite emerging from the operating theatre with a large arm plaster which went from my wrist right up to my shoulder I was confined to bed and, for reasons that I could not understand at the time, I was told not to walk! Although the operation was successful it severely disrupted my school life as well as my social life. However my father did say that when the plaster came off he would treat me to a flight in an aircraft from Roborough. Wow!

Well the plaster did come off but not when predicted as it was replaced by another. Fortunately my father could see my disappointment and asked if we could all fly in the Auster and with me in a large arm plaster. And so it happened. My first flight was from Roborough over Plymouth, out to the Breakwater and back but most important of all to have a look at our house from 1,000ft. That, again, was another significant and very influential moment in my life.

As I went through my teens the Plymouth Airshows became one of the 'must see' events of the year. In the 1960s the Airshows would consist of cold war aircraft such as the English Electric Lightning, the wonderful earth trembling Vulcan and would always conclude with the Black Arrows of 111 Squadron. These were black painted Hawker Hunters operating in a nine formation but I am certain that in one year they had even more. The commentator made the whole show exciting to a boy of 15 by giving technical stuff particularly relating to the Lightning which was then the fastest aircraft the RAF had at the time. He would say 'Ladies and Gentlemen the Lightning is on its way and according to Exeter ATC it has just gone through its zone and so will be here in just under 5 minutes!' What? I remember working out that was a speed of 500mph! That beats going along the A38 for certain. The speck of the Lightning coming in over the top of Dartmoor and growing larger with every second was impressive but not as much as the high speed run over the grass airfield of Roborough at !!?? feet altitude. What a display and he always finished off with the high speed run followed by a vertical double re-heat climb to somewhere stratospheric.

In complete contrast, but equally impressive, were the displays by WHW and his old friend, Philip Cleife, who ran a small airline to and from the Isles of Scilly called Mayflower Air Services. At a quiet point in the Air Show two Tiger Moths would take off quietly in close formation and climb to circuit height. They would then come screaming towards the crowd line at 80mph and it was only then that the public realised that the two aircraft were in fact tied together; wing tip to wing tip by means of a ribbon. WHW and PC then carried out some quite impressive flying aerobatics and never once did the ribbon break!

The other impressive display was for these two intrepid aviators to pose as Instructor and student. WHW would be in the lead Tiger Moth as the Instructor and PC would try and follow all of WHW's precision flying with the most appalling display of bad flying. It is amazing how slowly a Tiger Moth can fly – particularly if there is a decent headwind. Just before the interval – yes there was one – WHW and PC would take off in formation once again but this time, quite clearly, with a passenger in the front seat. They would climb steadily and sedately up to 3,000ft where side by side they would reduce power and slow down to allow the 'passenger' to jump out with the aid of a parachute of course. One of the 'passengers' was WHW's son, Peter Lucas, who went on to fly with Brymon Airways. Sometimes the parachute would open instantly and on other occasions it would be deliberately delayed. On one occasion whilst the two parachutists were plummeting to earth one chute opened and the other did not. Eventually at a very low altitude the chute deployed and all was safe but the crowd were silent for a long time.



These were still the days of de Havilland and aircraft such as the Rapide were in abundance together with the Dove and the Heron. I also remember the RAF ferrying people around in a number Avro Ansons. Philip Cleife entered a TV contest called 'Get Ahead' and actually won £5,000 which was to be spent on his company.

Life for me moved on and I left home in Plymouth in 1963 just before the time that my parents moved up to Glenholt where they bought a bungalow right on the approach to R/W 24. My mother never lost her interest in aircraft. Even when my wife and I used to visit them in their bungalow she would delight in telling me how impressive it was to watch the Brymon aircraft fly right over their bungalow on approach for R/W 24 at night and with their landing lights on.

At the age of 30 I eventually achieved my ambition and gained my PPL from Cardiff Glamorgan Rhoose airport as it was called in those days. After I had been flying for a little while I hired a local Cessna 172 and flew with my wife and our dog to Plymouth in order to, not only visit my parents but to, take them up for a flight. My father had always wanted to visit Duck's Pool Post Office in the middle of Dartmoor but due to deteriorating health was now not able to do so. Naturally it is a self service PO hidden behind a stone in the middle of a bog! Rolling the stone away reveals a visitor's book and a rubber stamp. Mail is collected by the last person to visit who then posts the mail conventionally and in turn leaves a letter or a card for the next visitor. So our flight was over our bungalow and then out over the moor to Duck's Pool the position of which I had previously fixed by means of Berry Head VOR/DME. We found it easily and came down to the low flying limit for my father to take a much appreciated photograph. It was then back to Plymouth via the River Tamar during which time I let my mother, who was sitting alongside me, fly the aircraft. She knew what to do but this was her very first time and she did well. She had only recently passed her driving test at the first attempt so I was not really surprised. She showed no fear and did exactly as I asked. So for me and my mother that was really the completion of a full circle.

Unfortunately they never got to hear about what aviation held in store for me, but that is another story for another day.

Duchess of Brittany - What's happening! ... by Matt Palmer

As some readers will know the de Havilland Heron G-AORG 'Duchess of Brittany' currently sat at Jersey Airport has a rich local history. After flying for Jersey Airlines from 1956 she then flew for 30 years with the Royal Navy before being bought by a local group for restoration.

Over the recent years she has been beautifully restored in her original Jersey Airlines livery but due to the insolvency of the company owning her she was at risk of being lost. I simply could not leave this plane to an uncertain fate so submitted a bid to Grant Thornton in a personal capacity for £1, which I am pleased to say has been accepted and sale documents have now been exchanged. Once the sale process is fully completed my goal now is to work with the local community to determine her future.

My aim is either to return her to the skies to carry the Jersey flag as an historic aircraft or (more likely) to be a historical exhibit on the ground informing and inspiring both local residents and visitors.

Importantly this is a historical endeavour and not a vanity project. To make this possible I will need your help. At a minimum she needs work to assess her current condition, rectify any defects, to insure her and to provide a suitable place where she can be maintained and visited.

I would welcome support whether with a financial contribution, by sharing any expertise and knowledge, or by working with me to help ensure she has a bright future on the island. By supporting this campaign I hope we will help inspire others through aviation and local history, protect an important part of island heritage, and give our GA community a say in her future.

My sincere thanks to everyone who has offered help, whether funds, time, advice or expertise - and of course to Grant Thornton for doing everything they can to support our aviation community in so many ways.

Please do support our crowdfunding link below:

<https://www.gofundme.com/f/duchessofbrittany>

And for more information, the recent ITV news feature:

<https://www.itv.com/news/channel/2021-03-18/jerseys-duchess-of-brittanny-plane-sells-for-1>



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

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EUR€425,000 EU VAT Paid.



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

Part 1 of 2 - Slides from the 1972/3 Germany/Luxembourg/France trips while I was stationed in Germany.



F-WJBI N.A.AT-6C Harvard IIA

1 October 1973 Les Mureaux



F-BDCK SNCAN Stampe SV.4C

3 October 1973 Lognes



F-BOVH Morane MS.893A-180 Commodore

2 October 1973 Toussus Le Noble



F-BLLD Nord 1101 Noralpha

3 October 1973 Mitry Mory



LX-SUD Piper PA.22-125 Tri-Pacer

5 October Luxembourg-Findel



D-EDMP Aer-Macchi AL.60

21 June 1972 Osnabruck



D-INOL Beech 18

19 December 1973 Egelsbach

D-EBDK Piper PA.32-300 Cherokee Six

19 December 1973 Egelsbach



D-EFAS Cessna 140

19 December 1973 Egelsbach

D-ELAP Piel CP.301 Emeraude

3 November 1973 Borkenberg



Sherwood talk... *by David Brown*

Following a 'works outing' the week before, where we did 8 circuits with 8 landings and switched over 8 people so they all had a go at experiencing both take off and landing .. I had a request from one of the team to ask if I would be happy to give a talk about the Sherwood Ranger build to the local scout group the **Beauport & Corbiere Scout Troops from the 10th Jersey (St Brelade) Scout Group**.

Me .. talk about aeroplanes ... of course it was something that would be nice to do and nice for more people to see what sort of things we do at the Club.

The Scout leader was highly organised and we quickly got permission from various bodies to let us start to plan the evening. This also involved gaining Covid working team agreement as we were looking to have 3 groups of 10 Scouts and associated Scout leaders/adults plus the kind support of David Nicholas from the committee.

I contacted Robin McRae who was very quick to respond and offer his full support and any assistance needed.

Having agreed a format for the evening we set a tight schedule of 15 mins past the hour for parental drop off in the car park ... the Scout Leader and one of our Committee would then let them into the club, brief about what going airside meant .. hand sanitizer ... and then out ... into the hanger ... 45 minutes talk and then exist on the hour ... so there was no cross over large numbers gathering in the car park ... this each hour at 18:00, 19:00 and 20:00 .. exiting 21:00.

Worked a treat – until the doors auto locked at 21:01 ! with 10 Scouts and 3 leaders and me airside in the dark ! Thanks Derek for the auto release !

So .. have you ever thought what 30 little enquiring minds is like in 3 bunches of 10

I have never heard so many questions ... and GOOD ones ... the Scout leaders said afterwards they had never seen the group so attentive AND buzzy at the same time

We talked about where all this had started ...





Great bunch of keen and eager kids ...a complete joy to talk to them over 3 and a bit hours

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

and finally...

Don't forget, should you wish to contact the committee, the email address is committee@jerseyaeroclub.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.

AND of course, now the the regulations are easing off, please come and support your club. The present committee are doing so much work on our behalf to ensure the continuity and success of the Jersey Aero Club - your club which is in it's 70th year this year!

Looking forward to a cup of coffee or even better now... a glass of wine (fancy that!)

Eveline