



# Welcome to the **JERSEY AERO CLUB**

## May 2021 members newsletter

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

We've seen a number of relaxations in April and things are looking better and better as we move forwards in Jersey's 'reconnection roadmap'. As you will no doubt have seen in the local media, standing up drinking has been delayed until June, but I'm starting to get used to the 'French' way of life in just drinking at a table. Whilst there is no standing up eating or drinking, you can order your food and drinks at the bar and take them back to your table, but in most cases these will be brought to you, however please ensure that you are seated before you consume any food or drink.

There are some updates on the clubhouse redecoration in Andrew's facilities / premises update, and Sandra has provided an update on the bar/restaurant as we can now provide fried eggs as part of breakfast – that's me happy!

### **Clubhouse re-opening**

The clubhouse is looking much fresher with the recent start to decorations, and we've ordered a TV for use in being able to show sporting events, but also for use as a display as we do more evening presentations.

The food offerings are starting to expand (including the fried eggs included in breakfasts!) and we're looking at options on how we can expand this further with a view to wanting to be able to provide Sunday lunches at some stage.

We've got our first social event with a curry evening on Friday 7 May, which is proving very popular, but there are a few places left, so please see Fatima to book.

A huge thanks to Andrew, Sandra, Fatima, and other committee and club members for all their hard work and support – it's really great to see.

As a reminder, the clubhouse opening hours are currently 10am – 4pm on Wednesdays through to Sundays, but we'd like to extend these hours – and this is where you come in.

We really need to see more members coming and using the clubroom during our opening hours to ensure that we can continue to open in the current hours and look to extend them. We've done as much as we can to provide this for you all (and continue to see how we can improve food offerings), and really need you to come and support it now.

Should you have any ideas or suggestions on how we can drive the usage up (or want to help) please let us know.

## Parking

We've done a lot of work to ensure that only members are parking in the car park and have arranged with engineers for them to park in the unloading bay to free up the upper car park whilst the lower one is used for the Covid lab.

As the weather gets better we're seeing more people come up to go flying, and we're also seeing times when the clubroom is busy (we just need to see that more often!), so until we get the lower car park back please bear with us and try to car share if you can when coming up, and a reminder that as we see more commercial flights that the car park cannot be used when you go away on commercial flights

## Flight Training, Aircraft Hire and GA Handling

We're seeing quite a bit of refresher, revalidation and renewal training going on, but are still as frustrated as you are that we're not able to offer ab-initio PPL training or trial flights yet.

I've been liaising with both Synergy and the DCA to try to bring this to a conclusion by providing information previously sent by the CAA and DfT about how we should be able to start training (both whether we were still in EASA or out of EASA) to try to support this restarting. The DCA has now advised us that the CAA have said things were progressing well with their lawyers and we should expect an update next week so let's hope we can get this sorted very soon!

Glen Heavens, owner of Synergy Aviation (our flight training partner), will be coming over to Jersey soon and we will be hosting an evening at the club on Monday 17 May where he can provide an update on how they will be starting up and operating ab-initio flight training in addition to all other flight training activities. I'll send a specific email about this with times separately. In the meantime, Glen has also asked me to provide you with the following update:

*Whilst the various authorities still haven't resolved their 'issues' regarding training oversight, we have been assured that we will have some answers "in a week or two".....*

*Synergy is still fully committed to this project and I'm pleased to say we have purchased a C152 this week which is scheduled to be re-painted in June/July. We will also refresh the interior before she comes to live in Jersey.*

*Behind the scenes some of the Jersey ground staff have received training at our Fairoaks facility, many of the instructors have attended virtual instructor meetings with our UK instructors and some recurrent and refresher flying has taken place from the Aero Club on our PA28.*

*With the easing of restrictions I am going to be in Jersey on the 17th & 18th of May, I will be at the aero club most of that time (probably running around with a tape measure.....) and would be delighted to meet any members who would like to say hello. Please email [jersey@flysynergy.com](mailto:jersey@flysynergy.com) if you have any specific questions.*

*I will be at the club to provide an update and meet any members interested in what we're doing on Monday 17 May, and Derek will send some information about this in advance.*

*Fly Safe*

*Glen*

Whilst Europe seems to be running a bit behind the UK in opening up for tourism (Macron recently announced June 9<sup>th</sup> as the date they're looking at welcoming tourists to France again), the UK are looking in a much better place and the Government of Jersey brought in UK regional red/amber/green ratings again with effect of 26 April.

We are in discussions with Ports of Jersey and the Government of Jersey to finalise the operational requirements for taking back GA Handling from Gama (who we owe a large vote of thanks to for helping out whilst we were unable to), so we hope to be able to announce our plans on this quite soon.

### Fuelling

ATF have now released an online booking site for pre-booking AVGAS whilst they are operating from stand 20 – the link is:

[https://outlook.office365.com/owa/calendar/ATFFuels@atffuels.com/bookings/?fbclid=IwAR259P6xAR\\_j1fJLg8oSS0vo43qK3em7WS7cMcUBdSvulrpgQUSZKTeGnlq](https://outlook.office365.com/owa/calendar/ATFFuels@atffuels.com/bookings/?fbclid=IwAR259P6xAR_j1fJLg8oSS0vo43qK3em7WS7cMcUBdSvulrpgQUSZKTeGnlq)

We are discussing with Ports of Jersey and ATF how we will be able to improve re-fuelling and look to getting this back at the club over the summer and will feed back when we get any update

### Call for Events Co-Ordinator

For those of you that don't know, David Brown has now moved back to the UK (and is currently planning the best route for getting his famous yellow bi-plane over there at some stage). David has agreed to stay on the committee and help as a representative for overseas members and visitors, but he will not be able to continue with co-ordinating various events.

We're looking for a volunteer to co-ordinate an events program for social events, evening talks, and looking at fly-ins / fly-outs when restrictions allow (and this could be split into two roles).

Please think whether you could help with this as having worked on turning the club round into a more sustainable operation, we now need to look at engaging members with social events.

We are working with somebody who's helping us with marketing ideas and options for engaging members, but we need somebody to step up and help co-ordinate events as we move forward.

Feel free to contact me for a chat if you're interested in finding out more.

### Finally

A huge thanks to all involved over the last month in terms of improving and supporting the club, but please do take the time to come along and make use of the clubroom for food and drinks – you'll even be able to see some more commercial movements than we have recently!

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

Kind regards

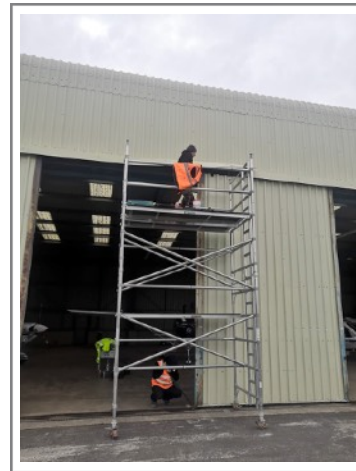
Derek...

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

### Repairing the sticking Hangar Doors

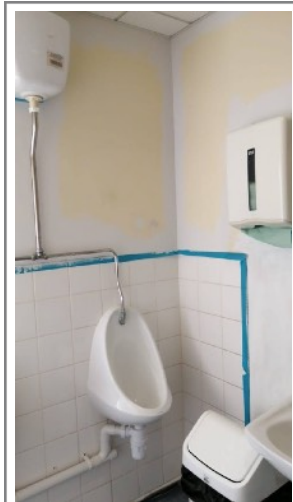
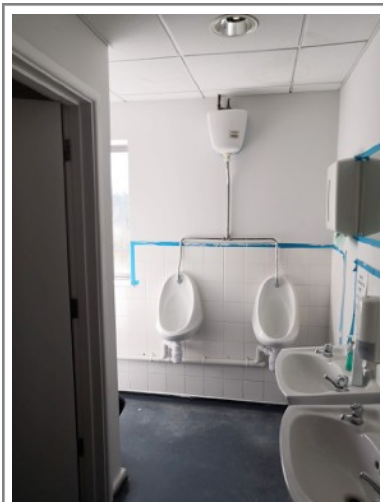
Island Access Limited did a great job where they lifted/adjusted all of the six sticking Hangar Doors. They modified a spanner with a grinder (off Airport as hot works) to make a bespoke tool. It was a tricky repair which we had expected would take much longer but they completed the whole job in much less than half of the budgeted time/cost. This is good news for all of the Club Members who have been putting up with sticking doors for many years.

It is possible that in the Summer, as the doors expand slightly, we might need to lift one or two doors again so please feedback any further problems.



### Club Room Decoration

The Committee and Club members all owe a huge debt of gratitude to life member Steve Tompkins. In addition to all of his previous work, Steve volunteered to paint all three loos which was a solid week of work. Before and after photos below which show work in progress with the old yellow colour disappearing!



The next stages are to install wall hung vanity units, large mirrors, swap the old compact fluorescent lights for LED fittings, swap out the discoloured ceiling tiles and put new flooring down. The wall hung units should be in place at the beginning of May.

## CCTV

The CCTV project has been done largely by Committee members and volunteers. This involved long runs of network cable the length of the building from the Flying room to the East side of the Hangar.

By doing this work “in house”, it allowed us to buy all equipment at trade prices and save at least 66% on labour costs. We have 11 cameras in place plus a core network which allows us to easily add future cameras to cover the apron and parts of the grass parking. The image below is from one of the cameras in the Hangar at night. The new technology devices record in colour even in the dark which is a massive improvement on the old infra-red images in the past.



## Wi-Fi

The Club Wi-Fi has been improved with a new access point and antennas which cover the Flying Room and Gardens (password same as upstairs)

## Outside space Patio and Garden

Now that much of the essential maintenance work has been done, the emphasis now is to keep improving member spaces. After very positive feedback from members on the “sample” patio table we have now ordered the rest.



The garden tables look great and new Cordyline Palms have been planted which in time will be up lit with LED's

Just a reminder to all members to make the effort to pop in at least once a week to buy a coffee or a snack. There is a really nice atmosphere in the club but until Flying Training and GA handling starts again, we need to get more members through the door. Please support your Club.



## Bar and social update...by Sandra Carroll

**Date for your diary: Curry night ... Friday 7th May**

Bookings are going well for our first social evening since lockdown. Friday 7th May at 19:00 will be curry night. For £15 you will be served a selection of Indian dishes including chicken curry, dal, Pilau rice, naan and Rita.

There are a few places left so don't miss out. Call Fatima on 742706 or pop into the club to book.

The dishes will be provided by Elke Jacques who runs her catering company Flavour based at the club. This will be the start of regular monthly social evenings so we look forward to seeing you there.

We will be continuing to open the bar Wednesday to Sunday 10:00 to 16:00. The exception will be for the curry evening when we will be open 10:00 to 22:00.

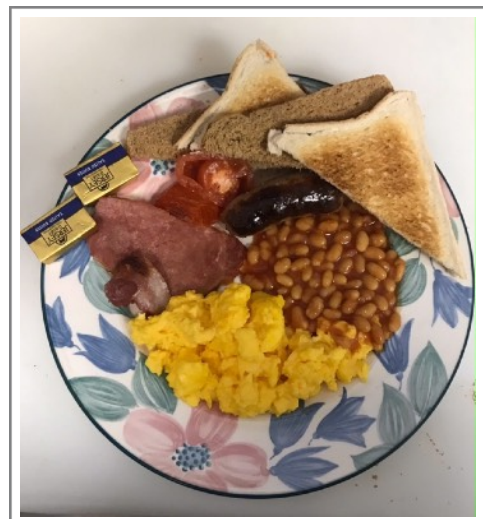
We have to comply with current Covid regulations so wearing face masks, completing track and trace forms and table service will continue.

It's lovely to see members back enjoying the club. As rules relax and flying starts it will be great to see more of you venturing out to socialise.

We have an excellent facility so pop in and bring your friends. Fatima will love to welcome you.

Bacon or sausage rolls, sandwiches and BLT remain popular menu option

Our club breakfast is such good value at only £6.00



## Your story ... *Le Galle you keep breaking our DC-3s*



*Mike Le Galle*

The take off and flight up to Staverton from Jersey was normal and we arrived overhead the Staverton NDB beacon ready for the non-precision approach. The weather was not brilliant however and the cloud base was around 600ft with easterly surface winds which allowed the approach to runway 09 at Staverton.

4th April 1978 was a date I will not forget. I was a Captain with Intra Airways in Jersey, Channel Islands, and that day our first flight was from Jersey to Staverton (formerly RAF Staverton and now Gloucestershire Airport) then back to Jersey.

Myself and F/O Clive along with CC Fiona pre-flight checked DC-3 G-AMHJ and we had around 25 passengers and around half fuel for the short flight to Staverton. History tells us that Intra at the time was one of the last operators to use the DC-3 for scheduled passenger operations in Europe.



*DC-3 G-AMHJ at Staverton Paul Gulliver print copy*

Just as we arrived overhead the NDB beacon there was a huge bang accompanied by lots of vibration, which, as I was handling pilot, felt like a starboard engine failure, as the old pilot adage of 'dead leg dead engine' was clear and this along with low starboard engine RPM seemed to indicate the starboard engine. Just to check I asked the F/O Clive to look out his side window and when he looked back at me, he said nothing, but I instantly knew it was the starboard engine, as his expression was one of fear and his face was pale. Only later on the ground did I really realise why his expression had changed.

We shut down the starboard engine, increased power on the live port engine and I trimmed the aircraft. Airspeed was quickly dropping, however I managed to get airspeed stabilised at the minimum single engine speed of 86 knots.

With the undercarriage up and flaps at 11° down and maintaining airspeed of 86kts, it soon became clear that level flight was not possible, indeed the best we would manage was around 500ft down.

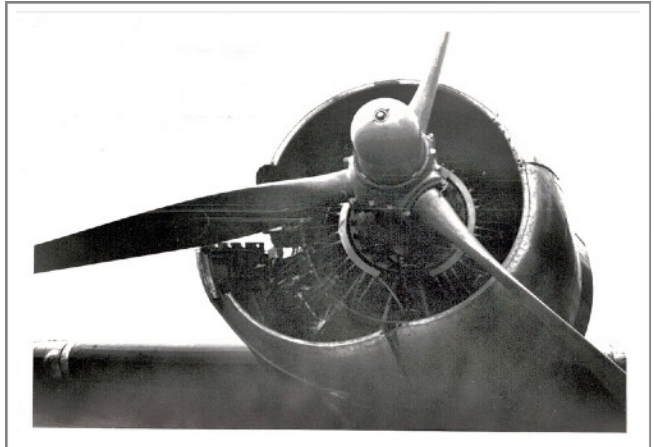
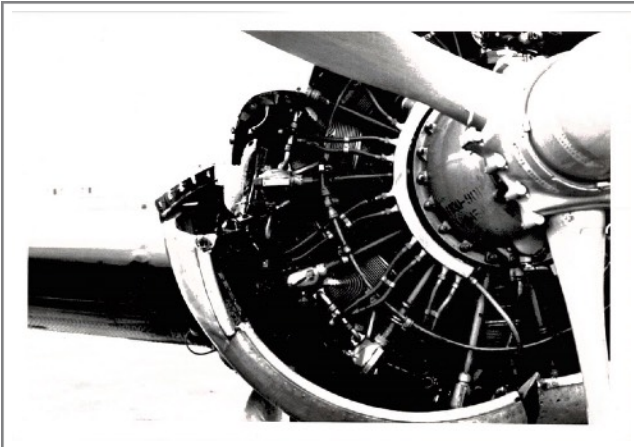
This was turning into our unlucky but also lucky day, as the descent profile from over the beacon was for about 500fpm descent, going 5nm out turning back and 5nm inbound to the runway.

This we did, holding full power on the port P&W 1830 engine, just holding the descent profile, and leaving the undercarriage up until we became visual with the runway at 600ft, and landing with only the 11° flap.

Staverton in those days had the small passenger terminal at the far end of runway 09, and only a small curved taxiway from the runway, so as luck would have it, I managed to turn right at the runway end, and slide to a parking position without having to use any power.

Once stopped, we let the passengers disembark from the port rear door, they must have looked back, but would not have seen the damage to the starboard engine. Clive and myself left and followed them, we walked around to the starboard side, now I knew why Clive had looked so pale.

The starboard engine had failed in spectacular fashion; a conrod had snapped pushing the cylinder outwards and destroying the petal cowlings on that side. They had splayed out without detaching from the aircraft thus forming a huge air brake on the outside of the engine. Also, as the propeller feathered it pushed the detached cowlings further back and jamming them in the open position, the prop failing to fully feather, no wonder we had been unable to hold level altitude.





An engineer arrived shaking his head as he put up a trestle and from the inside of the cowling produced a hand full of oil and bits of broken engine. Not long after, the local police arrived and they opened the back of their squad car to show us the broken oily bits of P&W engine, which they had picked up from the B4063 road. Thankfully they had fallen without causing any damage or injuries.



*Staverton ready to fly again  
G-AMHJ DC3 Intra.  
Note the clean cowling and oil stained tail.*

After Intra sent a replacement DC-3 G-AMYJ up to Staverton, we positioned as passengers back to Jersey, only to be asked to fly that days' late Jersey-Dinard-Jersey schedule DC-3 rotation with G-AMYJ.

The story had a significant twist, as the following day the Chief Pilot called me into his office. I thought 'I'm for it now', but no, he said "Le Galle you keep breaking our DC-3s" so we are putting you back on the Viscount as Captain. I had flown it as F/O, and two days later I was in Sumburgh, flying training for my LHS Viscount conversion.

4th April 1978 remains a significant day for me

*DC-3 G-AMHJ Toby Dixon Print copy*





Derrick Ings Aircraft Sales have five aircraft for sale this month...

Interested in any of the aircraft listed below ? If so, contact **Derrick Ings** on his email -

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

Piper Saratoga II TC	2005	EUR €	425,000	EU VAT Paid
Piper Saratoga II HP	1997	EUR €	239,000	+ Belgian VAT
Tecnam P2006 Light Twin	2016	GBP £	375,000	+ UK VAT
Tecnam P2010	2016	EUR €	169,000	+ Import VAT
PZL-104 Wilga 80 (w/lots of spares)	1993	GBP £	50,000	No UK VAT

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**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)

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

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



D-ENEK Stark Turbulent D  
on 21 June 1972 Osnabruch



F-BJBD N.A.AT-6D Harvard III  
on 1 October 1973 St Cyr L'Ecole



F-PCID Starck AS.72  
on 3 October 1973 Meaux.



F-BEOL Nord 1203 Norecrin  
on 4 October 1973 Lille-Marcq



N78205 Globe GC.1B Swift  
on 5 October 1973 Luxembourg-Findel

LX-PUT Jurca MJ.2 Tempete  
on 5 October 1976 Luxembourg-Findel







D-EDWE Putzer Elster B  
on 3 November 1973 Borkenberg

D-ELIX Erco 415 Ercoupe  
on 19 December 1973 Egelsbach



D-ENYS Aeronca 11BC Chief  
on 19 December 1973 Egelsbach

53-0150 Boeing KC.97 Stratocruiser  
on 19 December 1973 Frankfurt-Main.



## Meet our new members ... Susan Lintell

It can be intimidating to walk in a room when you don't know anyone! Tammy Fage came up with a brilliant idea... To introduce our new members each month so that they feel welcome and part of the club. So, meet Susan and make sure you have a chat with her when you are next at the club. She is a very interesting lady with so many talents!



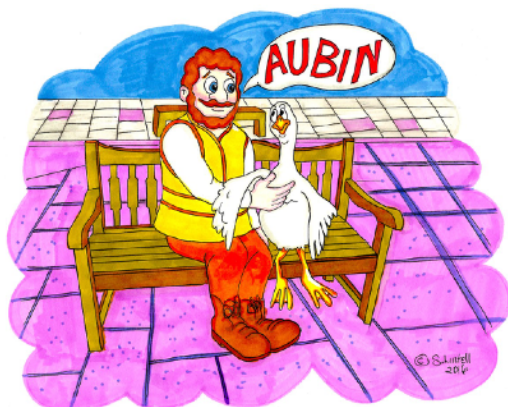
*I'm an artist, illustrator, Chartered Marketer, and Wellness Advocate, and really excited to be a new member of the Aeroclub. I look forward to volunteering, attending events, and meeting new members.*

*My paintings are very detailed, and realistic, sometimes with a surrealistic twist. Artwork is painted in acrylic, watercolour, and mixed media. Paintings include buildings, vintage cars, and portraits of people and pets, and I would like to start painting aeroplanes.*

*My favourite work is illustrating books, book covers, and PowerPoint presentations, and have illustrated "Meet Hammerhead and Captain Stinky Pants", and "Hammerstorm" written by Colin Macleod, and book covers for Jan Caston, a Jersey author, painted a mural at Tamba Park, in the birds of prey area, and illustrated the draft for a book called "Geoff & Aubin the Goose". I also make scarves and accessories.*

*As a Wellness Advocate, with doTERRA, I specialise in essential oils, which are the essence of a plant distilled into essential oils. I'm passionate about health and wellness, and love sharing the life enhancing benefits of tested grade essential oils.*

*My hobbies include, computer graphics, gardening, interior design, photography, fashion, and copywriting*



*Geoff & Aubin the Goose*

Some more of susan's drawings...



Corbière



Unicorn Web



Stutz Bearcat



Update ... by Eveline Hawkin

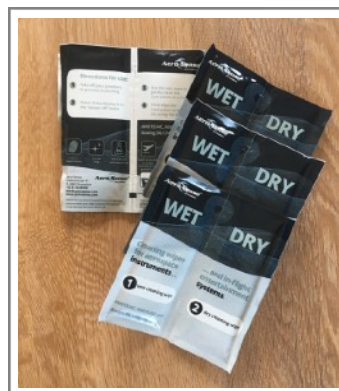
*A gift from Peter Paxton to Helping Wings...*

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email : [hello@helpingwingsjersey.org](mailto:hello@helpingwingsjersey.org)

*Thank you Peter!*



**and finally...**

Don't forget, should you wish to contact the committee, the 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.

Hope to see many of you at the curry night on May the 7th! We are really looking forward to catching up with everybody...Back to normal...well, nearly!

*Eveline*