



Welcome to the **JERSEY AERO CLUB**

July 2021 members newsletter

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

This will be a short update from me this month as I've been away instructing in Spain for most of the past month but we've been making great strides in my absence!

Flight training with Synergy is now starting to ramp up with two PA28s in Jersey and a Cessna just coming out of the paint shop to get re-upholstered before coming to Jersey which is great to see.

GA handling has started again as a joint venture between JAC and Synergy using some of the Synergy desk staff and looks to be going well. We're still ramping up and getting everything sorted but it's great to be able to welcome visitors again.

The clubhouse refresh is looking good and we're planning on looking to extend opening hours to operate 7 days a week at some time in July, but please bear with us as we look at how to help Fatima and ramp up some additional staffing to make this happen.

I understand the BBQ went really well and am just disappointed I could not be here for it, but a huge thanks to Sandra, Fatima, and the team of volunteer helpers for organising this. I'm really looking forward to the next one and also to the two evening talks from Met and the Airport/ATC over the next month (we'll send reminders out before hand).

I also missed the Helping Wings event, but from the coverage I've seen that also went very well.

It's fantastic to see these sort of events restarting and the club social scene starting to liven up!

In last month's newsletter I asked to see if we had any volunteers who'd be happy to help as an events organiser. We had some offers of help for events (which we're really appreciative of), but are still looking at somebody who would be prepared to act as a co-ordinator so please drop a line if you're interested in more information.

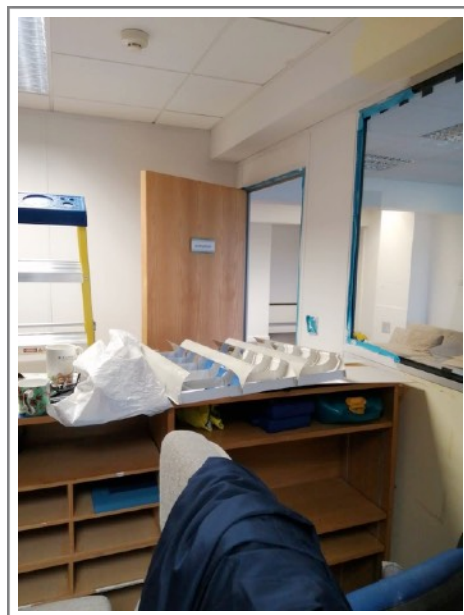
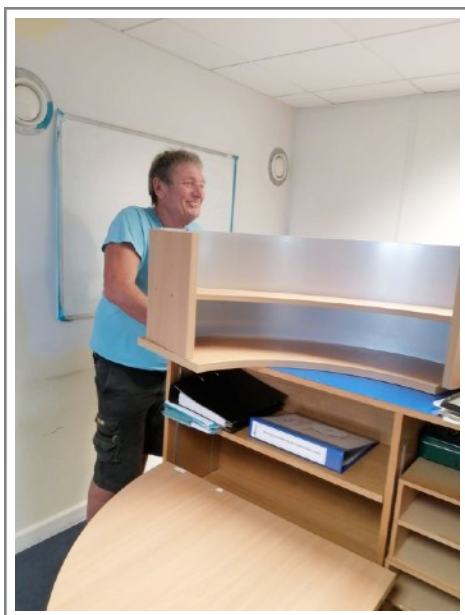
I look forward to seeing many of you up at the club over the next month or so as we look forward to the main summer season!

Fly safe

Premises update ... *by Andrew Renouf*

Redecoration of the Flying Room offices

Thanks to Steve Tompkins who did one final day of volunteering to decorate the three Flying room offices. We are looking at a more fundamental refurbishment of this area but, for now, things are freshened up for staff, students and GA arrivals.



Redecoration of Fatima's Kitchen

Fatima's kitchen is quite small, so we managed to redecorate the kitchen in one day whilst the Club was closed.

We have also invested in other equipment for the kitchen including a commercial fan oven and a hot plate. Daily takings have been rising over the past few weeks so please continue to support the Club by popping in for a coffee or snack.



Social

Everyone who attended the recent BBQ, the first event for well over a year held at the club, really enjoyed the evening. It was great to see so many members, old and new, attending and all our thanks to Sandra and her team for a brilliant evening.



Clubhouse update... by Sandra Carroll

Reminder ... Dates for your diary...

BBQ Friday 23rd July at 19:00

Air Display afternoon BBQ 9th September 12:00 to 16:00

Bookings for both above dates with Fatima essential.

MET Talk in the clubroom

Wednesday 14th July at 19:00

Members are invited to join us at the club for a talk by Jersey Met.

This is an opportunity to get an update on the services they provide before looking at the Channel Islands Aviation Forecast in detail and exploring the following areas of meteorology:

- The earth's atmospheric circulations and how these create air masses and fronts which are shown on the Aviation Forecast chart.
- How these different air masses drive the local weather.
- Aviation hazards such as aircraft icing, turbulence and thunderstorms.
- The types of fog that affect the Channel Islands and why this happens in certain conditions.
- A look at the TAF (Terminal Aerodrome Forecast) that we produce.
- A preview of our new website and any preferences pilots might have in the future to help with GA activity.

There will be something interesting for everyone!

ATC/Safety Talk in the clubroom

Wednesday 28th July at 19:30

Members are invited to an interesting evening where you will be given a general introduction from the Airport/ATC team that will expand on roles and objectives of:

- Air Navigation Services
- Aerodrome Operations
- Aviation Safety

Topics to be discussed:

- Airspace update
- GA fuelling
- GA Handling
- General Q&A

May we suggest that you arrive early for both events in order to settle, secure a seat and order a drink before the talks start.



Update ... by Eveline Hawkin

Our first event in over 18 months was held at the club on Saturday 5th June.

We were blessed with good weather and flew 19 families around the island.

Thank you again to all our pilots and helpers for their continuing support and thank you also to the Jersey Aero Club for making us so welcome.

Next events - Thursday 8th July when we have a joint event with Wetwheels and then Saturday 2nd October for our traditional day for young children.



Your story...sent by Mike Le Galle

Solo around the world

At the young age of 18, Travis Ludlow is aiming to achieve the Youngest Solo Pilot World Record for flying around the world.

He is attempting this now with a 20 year old diesel powered Cessna 172R, N5010, modified to incorporate all the latest high tech electronics.

Travis started from White Waltham Airfield, having been delayed by Covid restrictions, but is going well and as of today 8th May Travis has made it to the Russian city of Magadan.

By the time you read this, all being well, he should be on the home stretch, having covered almost 25,000 miles and more than 200 flying hours.

Even taking into account all the modern electronics installed in his aircraft, this is a huge undertaking for a pilot of 19, with only 300 hrs flying time at the start, and a 20 year old Cessna 172.

Bon Voyage Travis.

Follow his flight at aroundtheworldsolo.co.uk



Travis ready to go

Youngest solo pilot world record attempt

An 18-year-old British pilot is on track to break the world record for the youngest person to fly solo round the world in a single-engine aircraft

FLIGHT PATH

Very fluid to accommodate inclement weather and Covid-19-related diversions

START/FINISH

May 29/July 7

Teuge

Netherlands



Pilot **Travis Ludlow**, pictured below, flying over Alaska, aided by oxygen

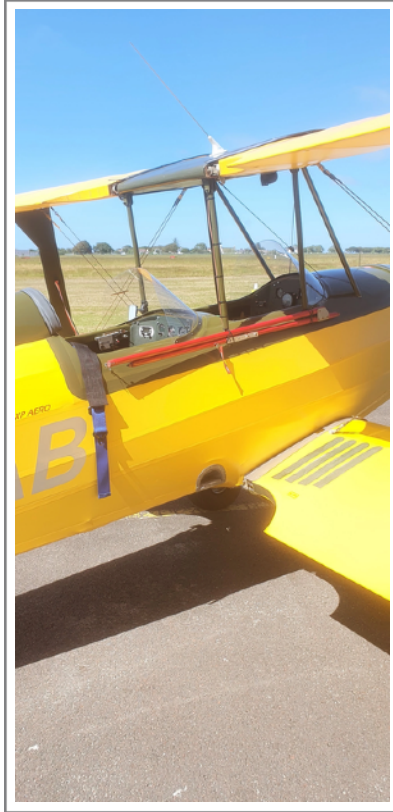


Ludlow became youngest person in UK to fly glider solo, when he did so on his 14th birthday

June 2020: Intended start time of this flight attempt – delayed due to pandemic

Guinness World Records stipulate that for record to be considered, route must exceed **40,072.67km (24,900 miles)**

Channel crossing ... by David Brown



Just how many times can you look at a gauge in flight and not over worry ...

After about the 100th time of looking at the gauges ... then looking out to the North, East, West and .. through the little rear view mirror I mounted, South ... I can still confirm ALL I can see is sea .. lots of sea .. as far as the eye can see !

The ground speed has hovered around 50 but has dipped more times than it has risen .

And so the long planned flight of my home built Sherwood Ranger, following a house relocation, begins ... the planned 'safer' passage through France or Jersey, Caen, Deauville, Abbeville, Le Touquet, Headcorn, Earls Colne, Priory Farm-Tibenhams .. abandoned due to Covid heavy lockdown in France means it's the North route ...

Many weeks of planning and then re planning and then waiting for what looked like a predictable calm or southerly wind and packing and re packing the aircraft to see JUST what I could practically carry had finally come down to the Sunday in June ... leaving early to get ahead of the planned rise in breeze later that morning..

With the one piece immersion suit over the top of my 5 layers I was somewhat of a Michelin man trying to squeeze into the small rear cockpit of the Sherwood ... then having a life jacket it was certainly going to be cosy.

The normal planning paperwork and advance email to each of my (new route) destinations had elicited very positive responses from Sandown... Booker and Duxford but I had not realised that Alderney would still be in effective Covid lockdown and so would need a "critical worker exemption" form signed off by Guernsey Government .. even to stay airside and fuel up.

Also, it became known that Alderney had NO AvGas as no one was visiting and so I would have to source the fuel myself. This meant a late rejig to buy a new 10L fuel can .. get the Jersey based ATF fuellers to fill this for me and then strap this into the front cockpit.

After numerous repacks i settled on a roll bag flat in the front ..but ratchet strapped down to make sure my feet weren't impeded on the rudder bars which are either side of the front seat with the now heavy Jerry can ratcheted to that .. all double strapped for security.

I then had to work out where to put the wing jury struts as I wouldn't be able to fold the wings back at the new home base without ... I ended up settling on an external mount against the 4 cabane struts .. again with double cross over securing using cable ties plus a lateral cable tie to prevent any vertical movement. Worked a treat with zero movement in the entire 4 hours 58 min flight !



The first leg to Alderney was uneventful but spent most of the time thinking about the next leg if I'm honest. Rolling out onto 09 Finals at Alderney you come in over the cliffs and somewhat bizarrely given the almost zero traffic into there .. I had the Aurigny Dornier up my tail ! ... rounding out just before the runway bump and then turning off to the grass intersection to park clear and remove the Jerry can and fuel up. Took about a cupful short of the 10L .. so nicely worked out. (Note .. The Light Aircraft Company now produce a fantastic aero shaped alloy dump tank that fits on top of cabane struts). Take off and straight onto Jersey Director for the long crossing. Had a few challenges trying to donate the now empty fuel can on Alderney ... used a total of ONCE ! But crash crew took it in the end as it had a dribble of fuel in so was classed as a 'hazard' 😊

I had conducted a proving flight test of the radios at first permit time but hadn't gone over the allotted 20 mile suggested range check... now, at between 2,000' and 3,000' I was getting excellent 2 way with Jersey way past 50N on the small panel mounted Trigs.

As expected ... you become super sensitive to noises ... vibrations .. movements .. and, with all that water around you long to see some sign of life .. the projected flight time cross channel was going to be around 1 hour 30 ... and I've flown enough times over the Channel to know it can be 4kts each end and around 30 in the middle ! I had set myself a midway point (DOMUT) which was 39 miles from Alderney and 30 from Sandown .. the idea being .. if it took me disproportionately longer to get to DOMUT than I'd estimated .. then I would have a hard turn point to GO BACK with reserves

The problem with any (very draggy) biplane is that any degree of headwind makes a BIG impact on ground speed ... Jersey Director asked if I wanted higher than the allotted 2,000' and I didn't want to incur more fuel burn climbing but decided to accept his offer of 3,000' as it did indeed give me around 5mph more GS .. it also helped me switch to Bournemouth even tho Jersey was still crystal clear to 15 miles N of Ortac.

After what seems like an eternity of water as far as the eye could see a glimmer of darker shades ahead indicated the outline of the Isle of Wight hills.

The sight of land was a great relief albeit it arrived much much slower than a PA28 ! ... called early and planned the overhead join from the South to a busy Sandown circuit .. never been in before but descended dead side and downwind to tail a Cessna in ... arrived a little quickly over the threshold to a bouncy bouncy landing ..FIRST on grass in SWAB !

Taxied in and was marshalled to a neat line up of parked aircraft instead of the pumps ... not worth another startup .. so just shut down and pulled her on to the pumps. After filling and packing away the immersion suit I felt somewhat lighter ! It was time to pre check the approach details for Booker .. fold the paper neatly under my crutch so it didn't blow away and then up and away routing around Portsmouth.

Been into Booker a few times in PA28 and 32s but never in a biplane .. the sun was getting pretty hot now as I flared over the tarmac .. elected that as I was still put off by my previous bouncy Sandown touchdown.

Really friendly welcome as parked in the pumps to fill .. then airborne again .. post pre check of Duxford plate and route .

Duxford was always going to be a grass landing ... flew in from the West and joined downwind left hand for the westerly landing .. around the village with a Dragon Rapide joining behind for the hard runway ... over the M11 fairly low and slipped it down onto the grass Vacate right to park to the East ... just about to shutdown when the kind lady in the tower said that the B17 parked tail on to me ..about 5 aircraft away .. was about to do an engine run ... would I like to move further East ..I said if he starts up I will be about 5 miles further East !!

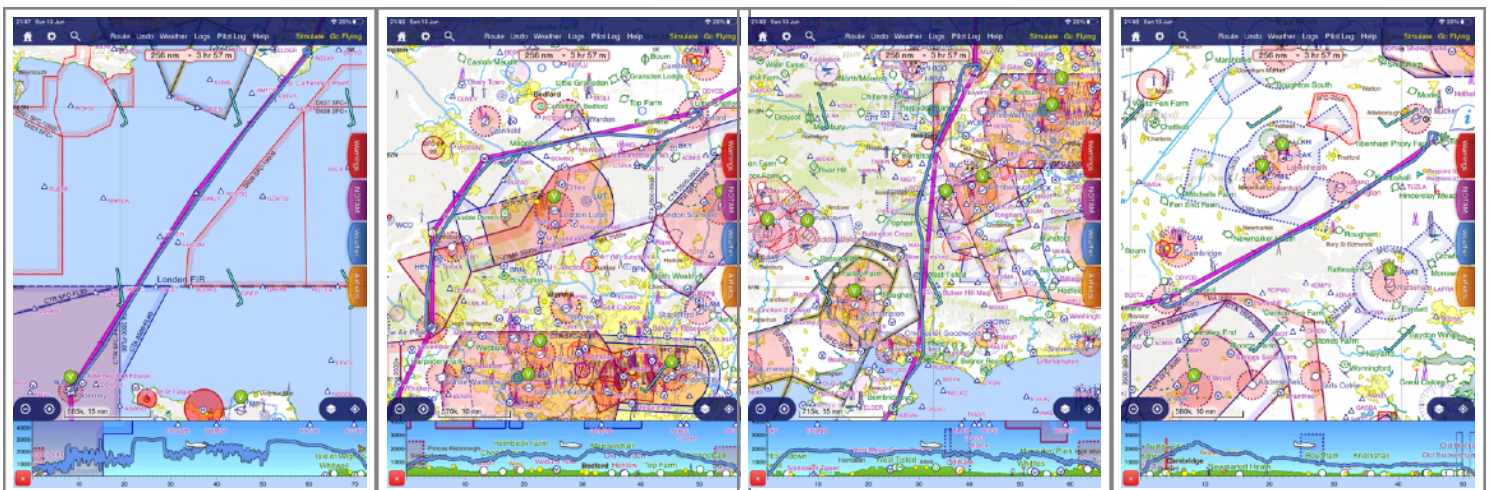
Nice chance to chill and visit the loo for the first time since leaving Jersey at 08:15 .. and also Tea and scone ! Very English !

After a freshen up ... and fuel up .. it was time to climb aboard .. start up and take off West .. turn and head up towards Lakenheath and Priory Farm Tibenham for the final leg.

Called up about 15 miles out .. a blind call .. but got a response .. nothing known to affect and also prob 19 in use ... great .. as I def didn't want to make a fool of myself on first arrival

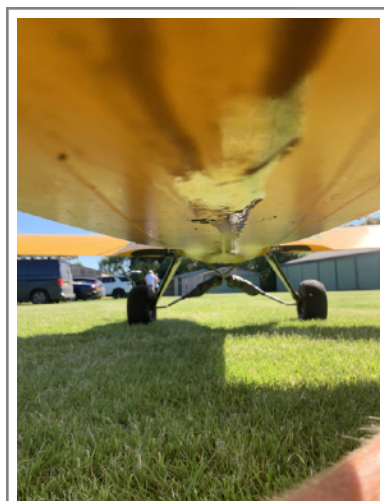
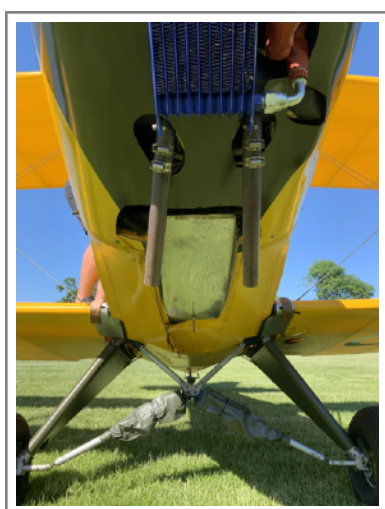
We then had a bit of interesting confusion .. my callsign AB got slightly misheard as HB and I then heard that HB was going to join overhead ...I elected to orbit and waitbefore making a fly by approach then to land ...

so .. hilariously ... I was orbiting awaiting MYSELF to land .. so that I could make an approach to land ...ha ha 😂





Down and safe





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

sales@derrickings.com

TECNAM P2006T Light Twin Tourer/Trainer (2016)

TT 288 Hrs. Annual & ARC valid Feb/2022. Garmin G950 EFIS IFR Package w/GDU 1040 PFD & GDU 1040 MFD, KR87 ADF, KN63 DME, GTX33 Mode S, S-TEC 55X Dual Axis A/P, TAS 600 Traffic Avoidance, Wx500 Stormscope. 406Mhz ELT. Hangared since new. Can run on either AvGas or MoGas, or a mix of each.

GBP£375,000 Plus UK VAT where applicable



PZL-104 WILGA 80 (1993)

TTAF 1066 Hrs. Eng & Prop 40 Hrs. Fresh Annual & ARC with sale.
Many, many spares with sale, including another propeller.
Worth every penny of the newly reduced asking price.

GBP£44,950 No VAT



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

Part 2 of 2 - Some of Bob's French wandering...



F-BLAS CEA built Jodel DR.1051 Sicile
on 29 July 1989 Moulins



F-BPTK Wassmer WA.41 Baladou
on 30 July 1982 Brienne Le Chateau



F-BJDB Piper PA.18A-150 Super Cub
on 19 June 1983 Etampes



F-BGAH Sipa S.901
on 1 October 1973 Pontoise

F-AZEC 40165 UTVA Aero 3

on 6 June 1992 La Ferte Alais



F-PDHE Sipa S.200 Minijet

at Brienne Le Chateau



F-BMQQ Moravan Zlin Z.326 Trener Master

on 1 August 1987 Brienne Le Chateau



F-PERB Rhone et Sud Est

rebuilt Piper J.3-65 Cub Moulins.



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...

Any questions, queries and/or suggestions for events, please email the committee at :
committee@jerseyacroclub.com

I don't have any more stories in reserve...so, please send me your for publication at evelinehawkin@gmail.com
with photos sent separately.

There are quite a few events coming up and so, this is your chance to support your club. The committee team has done tremendous work to ensure the survival of our club...so please, give your support and come up, whether for coffee, a glass of wine, Fatima's great breakfast or a light lunch...it's all there for the taking now!

Eveline