



Welcome to the **JERSEY AERO CLUB**

August 2021 members newsletter

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

It's really great to see the club getting busier again with Fatima extending the menu and a good list of events. Unfortunately I was away for the BBQ but I understand it was a great success so thanks to all involved and all the members who supported it. It's a shame the ATC talk could not go ahead as planned, however I'm sure we'll get something re-scheduled in a few months.

Out flight training and GA handling partner Synergy is ramping up operations and it's good to see flight training again with new students, as well as seeing Lois and Abby behind the desk dealing with an increasing number of GA movements. Discussions are progressing with us, Ports of Jersey, ATF, and Synergy with regards to how we can get avgas refuelling back at the club (as opposed to round at stand 20) and will send an update when we have some concrete information.

I very much hope that you have been pleased with the rejuvenation of the Club in the past 12 months. A great deal of work has gone in to revitalising the Club House and developing a plan to develop the Club for what you, the members, would like, and to ensure its financial viability in future years.

Committee posts

The Committee has identified a number of key volunteer posts that we would like you, the members, to consider assisting with. These are:

- Secretary to the Committee
- Communications Officer
- Membership Services Officer

If any of these posts appeal to you, please contact me by emailing info@jerseyaeroclub.com and I can explain what may be required.

Membership involvement

One point that has become clear is that we, as a Club, don't know our members well enough and we need your help to rectify this.

Please can you reply to this message providing details of any skills or qualifications that you may have, and which may assist the Club further. There is a variety of roles that we anticipate will need members to contribute to if the Club is to thrive and develop further, so please respond so that we can better understand who might be willing to assist.

I look forward to your replies and to giving you, the members, a further detailed progress report in this, our 70th year, later this summer.

Premises update ... by Andrew Renouf

Evie Hire Car to be Parked at the Club



Thanks to negotiations by Matt Palmer, we will shortly have an Evie Car stationed right outside the entrance of the Club. This will benefit incoming GA as a convenient/no hassle Hire Car will make us an even more attractive place to visit.

This is a joint venture where Evie has committed a BMW i5 for a trial period and we have invested in a 7.2 Kw (medium fast) charger.

All bookings are online so download their App at www.evieondemand.com . This should be operational in the first week of August.

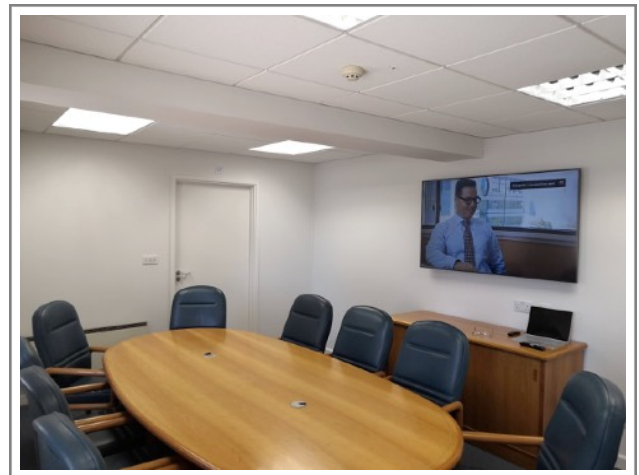
Administration Office/ Board Room

The Club has a new meeting room with a 65 inch smart TV and fast internet which we can rent out to businesses/ visiting GA for meetings, video conferencing, training events etc.

Our first trial (paid for) booking was a 4 day training event for DHL who brought over a UK trainer which took place last week.

Introductory rates are as follows:-

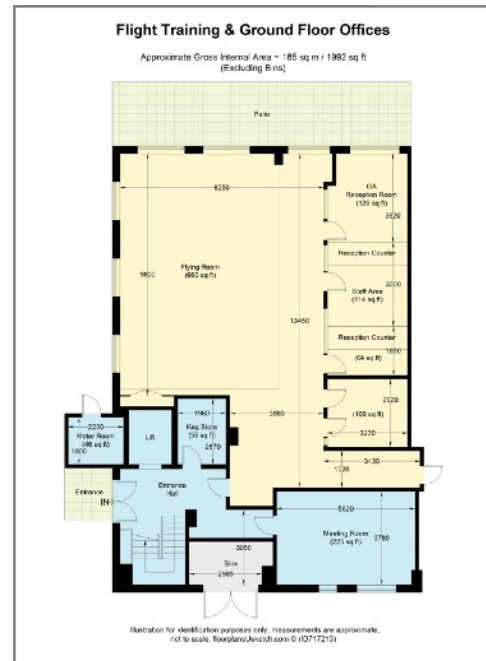
- £ 70 for a half day for any pre booked date
- £ 150 for a full day for any pre booked date
- 15% discount for Club members
- Upmarket catering can be supplied by Treacle by arrangement or Fatima can supply coffee and snacks from the Aero Club menu.



For a trial period, any Club Member can use the facility free of charge on the day as long as there is no prior booking. This is on the basis the room is left spotlessly clean otherwise a cleaning charge will apply & there is a fair use policy.

Working with Synergy Aviation

Synergy Aviation are looking at ways to refresh and improve the ground floor Flying Room and GA reception. Any changes will be done in bite sized chunks with the eventual feel being more open plan. Watch this space.....



Compliance/ Non-visible work

A huge amount of effort has been going on behind the scenes tidying up loose ends and ensuring the Club Building is fully complaint with all regulations. Members might be aware from a previous Zoom meeting that the Isle Fly offices built in 2006 were never properly signed off by Building Control. Some remedial work was required on the Fire Alarms and Emergency Lighting. As a result, the Club received the Completion Certificate from Building Control on 14th July.

Members Facility for washing aircraft by the East gate

A new large diameter (32 mm) water supply pipe has been connected directly to the incoming mains supply to assure a good pressure on a new hose near the East gate to wash Aircraft.

Members are asked not to use the old reel in front of CIAS as this is on their own metered supply.



Emergency Lights

Replacement LED emergency lights have now been installed in the Members Hangar. All of these units were purchased at wholesale prices from the UK which cost less than changing the lead acid batteries on the old ones. These are self-test units which means we don't need a testing contract going forward - New on the left/ old on the right below.



Social update... by Sandra Carroll

Dates for your diary...

BBQ - Friday 20th August at 19:00

*Price remains good value at £14.50 for adults and £6 for children.
Please advise if you require a Vegan or Vegetarian menu.*

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

Bookings with Fatima essential.

Our last BBQ on 23rd July was well attended and a good night was had by all. More than 40 people attended and a big thanks to all who helped with the success of the evening.

We must continue to comply with Covid guidelines which means wearing masks that can only be removed when seated to eat or drink. With this in mind, it is important that you book and pay in advance so that a table plan can be produced for your comfort and efficiency. To make it more convenient and avoid any delay when you arrive, you can also pre-order drinks when you book with Fatima.

The food order has to be placed with the suppliers by Wednesday, August 18th and so, we would appreciate bookings by the 18th please - Thanks you.

Jersey Met Talk on 14th July

It was a great pleasure to welcome Joe Waudby from the Jersey Met Office to the club where he gave an excellent talk to a select group of pilots. This was much appreciated as Covid guidelines continue to dictate how we must operate. His presentation was very informative and a focus on CI conditions provided useful information for novice and experienced pilots alike.

He started by introducing the team are based in Maritime House who issue forecasts 4 times a day:

- 0400 covering 0600-1200
- 0900 covering 1000-1600
- 1100 covering 1300-1900
- 1500 covering 1600-2200

Subjects covered included:

- *How the rotation of the earth results in Coriolis Forces causing wind to turn to the right in the northern hemisphere that sets up the easterly trade winds at the equator and results in our prevailing westerly winds.
- * Why air masses and fronts exist and how this affects us. Air masses being a body of air with similar temperature and humidity with properties depend on the source region and time of year. How stability governs behaviour and how air masses are separated by fronts.
- *What is stability and how it affects weather. STABLE being warm air moving over a cold surface being cooled from below and can't rise and UNSTABLE being cold air moving over a warm surface being heated from below and will rise
- *What is a front - "A front is a zone of transition between two contrasting airmasses"
- *Aircraft Icing and when to expect it – higher LWC and higher aircraft speed leads to increased icing and worst icing is likely between 0°C and -15°C
- *Fog in the Channel Islands, advection fog (warm moist air moves over colder land or sea) being the most common although we can import radiation fog from France. Most common wind direction 250° to 290°
- *The Jersey Met's new website is currently undergoing a user experience phase before going live and they are receiving feedback from aviation users.

Joe demonstrated extensive knowledge of meteorology and his focus on CI conditions made his talk very pertinent. Many thanks to Joe.

Synergy update ... from Glen Heavens, Chairman

We are progressing well with our plan and vision for flight training & GA Handling. Despite continued issues around COVID & BREXIT we are attracting new members to the club and increasing the number of visiting aircraft that we are handling.

We do still have some challenges, not least of which is instructor availability. As I'm sure you are very aware, using instructors from 'off island' is somewhat difficult and we appear to already be utilising almost the entire Jersey instructor 'talent pool'! I am delighted to say that James Le Cuirot has resigned from his current ground based job and will be commencing his Flying Instructor Rating as soon as we can get him on a course! We are looking forward to welcoming James to the team as a full time instructor in the Autumn. In order to have local instructors we need to be building a pipeline of suitable candidates looking forward several years. Abby has completed her ATPL written exams, will do her CPL flying training soon and we hope she will be instructing for us by early summer 2022. If any members are aware of any potential flying instructors (even if not for a year to two) then please do let me know. For the right candidate and circumstance we may be able to offer some form of sponsorship.

The fleet continues to grow and now comprises G-EHLX (PA28) which is permanently based at the club, G-BIUY (PA28) which will rotate through Fair Oaks from time to time and we are delighted to have G-JACN the two seat Tecnam available for training and self fly hire. The Cessna 152 we purchased some time ago (see pics) has now had her paintwork completed and the new seats will be installed next week. We would like to complete the entire interior refurbishment (carpet, side panels, headlining etc), however we have been made aware of supply chain issues which may delay her return to service.

Works on the flying room continue with LED lighting being fitted in the next week or so, several internal walls are coming down and new floor coverings are being chosen. As with many projects as soon as we decide on one part of the project, timescales for another part hold things up. We are hopeful that engineering will have a dedicated external entrance which will enable us to utilise the current walkway to engineering to extend the briefing rooms, this in turn will delay the fitting of the new floor coverings (and we can't get the new furniture until the floor is down)!

Synergy, Ports of Jersey and ATF are still working on being able to provide Avgas at the club and we hope to update you before the next newsletter.

I have enjoyed meeting many of you around the club and look forward to getting to know more members in August.





Update ... by *Eveline Hawkin*

Thursday 8th July was our second joint event with Wetwheels and of course, the weather had to spoil play!

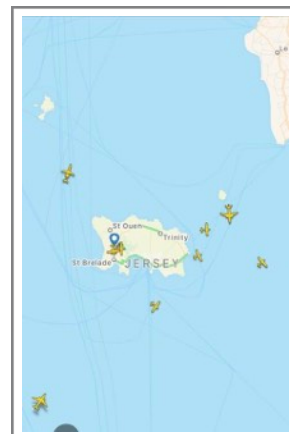
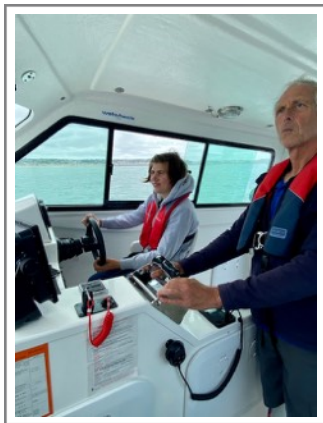
The day started at the St. Helier's Yacht Club with breakfast where our joint patron H.E. Sir Stephen and Lady Dalton joined us. As the weather was definitely not suitable for flying, Wetwheels skipper, Richard Hollick suggested that everyone had a trip in the morning, then lunch at the club in the hope the weather would improve - and it did...and so, to their delight, our guests were able to fly in the afternoon.

Thanks again to everyone involved for making those days so special.

Next event - Saturday 2nd October for our traditional day for young children.

Ports of Jersey have yet again shown their support by sponsoring the 2021 flying bursary worth £2000 of flying training with Synergy Flight Training. If you know of anyone who might benefit from it, the application form is available from our website :

<https://helpingwingsjersey.org/2021/06/26/helping-wings-2021-flying-bursary>



Your story... *My time on the Lightning by Paul Holroyd*

Not to be confused with the Lockheed P38 Lightning of WW2 or the more modern incarnation of the name, the Lockheed-Martin F35, the English Electric Lightning was a true beast of the 60s and 70s.

Two Avon 17,000 lb thrust engines mounted one on top of the other. Both then mounted on top of a (not very large) fuel tank. It had four underwing hardpoints for Red Top heat seekers and a couple of 30mm Aden cannons. The missiles are relatively streamlined and were mounted under the wings, but not the cannons. Some boffin came up with a very bright idea: The cannons get pretty hot when fired and need to be cooled. Fuel at 40,000 ft. gets quite cold and we all know that warm fuel is more combustible than cold fuel. So ... use fuel to cool the cannons and warm the fuel.

The cannons were mounted just forward of the fuel tank below the cockpit and a 'jacket' of capillary fuel pipes circulated around the cannons before the hot fuel was returned to the tank.

This aircraft would not have been certified today!!

There were two of us on the conversion course on the LTF (Lightning Training Flight). I arranged to meet Bob in the mess bar on the day of arrival. There were several others who had obviously been there for some time before we arrived! That afternoon, the 'Officers Wives' had been arranging flowers around the mess. It was late October in 1978 and fireworks were already on sale in the local shops. The 'boys' had raided the kitchen and taken a number of vinegar bottles. These were the old glass type which had a bulbous base which rose into a narrow neck. They were filling the bottles with the contents of dismantled fireworks, adding a fuse and cramming the neck with the flowers that the wives had so painstakingly arranged. Lighting the fuse and retiring behind the bar, the pressure built up in the bottle. The weak point was the 'bung' in the neck, which eventually gave way and they were able to make a multi-coloured ceiling. Great Fun!!

The Station Commander was not too impressed however and we were all hauled in front of him at 7am the next morning for the summary rollocking. Not a good start!

After two weeks ground school, where we spent a lot of time in the procedures trainer learning the checklists, we were ready for the first flight. This was in the twin side by side seated, T5, T-Bird.

The first impression on climbing the ladder to the cockpit was the smell – I remembered it was similar to the Hunter which I had just been flying – an eclectic mix of leather, kerosene and cordite, which sent shivers down the spine.

Cockpit checks complete and start no. 1 engine. Having listened to the Avon firing up from the outside it was noticeable how quiet was on the inside. Just a high-pitched whine. The Lightning was taxied on one engine due to the high residual thrust of two the Avons at idle. This would have meant riding and overheating the rather flimsy brakes. Due to the configuration of the airframe, the main wheels had to be extremely narrow in order to fully retract into the ultra-thin wing.

At the hold, fire up no. 1 engine and taxi onto the runway.

Hold full dry power on the brakes. A high-pitched whine up to 100% N1, then brake release and engage reheat. A kick in the back confirms they have lit, 150Kts rotate and fly off at 170. Gear up, cancel reheat and increase to 450 kts. The Lightning did not have the usual asymmetric characteristic that all of you with twin ratings will be familiar with. The asymmetric effect was in the longitudinal plane. With reheat always used for take-off, if the lower engine failed at high speed on the runway, it was not possible to raise the nose without a substantial reduction in power on the upper engine. Similarly, if the upper engine failed, she would try to leap into the air and point skywards!

The climb profile was 450 kts converting M0.9 which was also subsonic cruise speed. It was very uncomfortable to push forward to level off with climb rates of 10-12,000 ft/min, so the standard level off method was, with 2000' to go, roll inverted and pull 3g. As the nose drops to the horizon, roll level and you should be there. Then a few turns and aerobatics and it was time to recover.

A few more sorties then first solo on the F3 single seater which had even less fuel than the T5. It had an endurance of around 13 minutes if the reheats were not cancelled, but at this stage it would have been at 40,000ft doing M2.0 somewhere North of the Outer Hebrides! The Lightning had low fuel warning lights, known as 'Bingo Lights'. When these came on it meant getting on the ground asap or the final descent would be care of Mr Martin Baker!

After a while, the day that we had been waiting for arrived, the first supersonic flight. We had been supersonic during training in the Gnat and Hunter, but these were only capable of supersonic flight in a dive and then only up to about M1.1.

So, climb to 35,000 ft and accelerate to M0.95 in dry power. Then engage the burners and take note of the trim changes during the transonic stage (M0.97 – M1.05) At M1.1, the reheat could be cancelled. Once past the transonic stage, the drag reduced and she would now accelerate to M1.6 in dry power. We only went to M1.3 initially as after a few turns and wing overs the fuel would be getting low and time to return to base. Only manoeuvres in the horizontal plane were flown when supersonic, as anything vertical would have put you into the rarefied air of the upper atmosphere.

One of the squadron pilots had experienced this. After a reheat climb he was a little late levelling off. With a climb rate of around 20,000 fpm, he literally ran out of air. The controls became ineffective and at some stage both engines flamed out. He remembers seeing 75,000ft on the clock but with no hydraulics, he had no controls at all. The aircraft, completely out of control drifted down and luckily it did not spin or go into a vertical dive. He was able to relight an engine as he descended through about 35,000 ft. and regain control.

A few beers were downed in the bar that night!

We then repeated the supersonic flight in the single seat F3. Bob, my compatriot, got a little carried away and was in so much awe of the acceleration through Mach 1 that he did not cancel the reheat. He was rudely awoken from his trance by the sight of the illuminated 'Bingo Lights'. Looking down he was now doing M1.6 and still heading towards Norway! Now an aircraft doing M1.6 will glide a long way. He remembers bringing it into a large 180 turn and then reviewing his options. As things unfolded, he calculated that he could return to Binbrook at low power, with enough fuel for a quick run and break. As he touched down, he breathed a long sigh of relief, not out of concern for his own safety, but that he had been spared the acute embarrassment and the ensuing rollocking. That was ... until after clearing the runway, both engines flamed out with dry tanks! The beers were on him that night.

The lightning had two Decision Heights. The first was at 30,000 ft. If the weather at Binbrook was less than double minima and Conningsby or Scampton were no better, then it would require a diversion to the West of the country – usually Valley where the weather was always good! Once a decent had then been commenced, you were committed to a landing at Binbrook or a very close diversion.

There were two landing techniques – Normal and precautionary. Normally after touchdown, the drag chute would be streamed before gentle braking. If the landing had to be assured, the precautionary technique was used. On a normal landing, if the chute did not deploy for any reason the chute was jettisoned, power went on and we went around for a precautionary landing. With no chute, moderate braking was required after touchdown. With the large thin single wheels, the brakes would get very hot and liable to catch fire! If an aircraft recovered on very low fuel, which was not uncommon, a precautionary landing would be carried out as there may not have been enough fuel for one circuit and taxi back to dispersal. In this case the brakes were applied on touchdown before streaming the chute. Once the chute had deployed braking could be eased.

I was recovering after one flight and the weather had deteriorated faster than the forecast had predicted. As I would use more fuel on a GCA approach, a go-around was not an option, so I elected to employ the precautionary landing technique and I had to get it right first time! I remember breaking out of the cloudbase somewhat on the high side and a few extra knots above the 160kts final approach speed, so a last second 'dirty dive' onto the runway, hard braking until the chute deployed and I pulled up just short of the barrier. On clearing the runway, I was then surrounded by fire engines with marshallers frantically signalling me to cut the engines. On climbing down from the cockpit in a hurry I saw that both brakes and wheels were burning well! My turn for the beers!

The course then concentrated on radar intercepts. We were the second line of defence to the F4 Phantoms from Leuchars and Lossiemouth. The Russian Bears and Badgers during the Cold War regularly probed our Northern defences - sometimes at high altitude and sometimes they came in low at 500ft or below. The high level intercepts were by far the easiest. The Lightning squadrons had long been campaigning to be equipped with radar altimeters, but the boffins at HQ did not think that the expense was justified. The standard Lightning altimeter was calibrated to read zero at 160 kts and sea level. At other speeds it had large errors. At 500 kts it was in the region of 600 ft. So, performing a high-speed low level intercept could require flying at an indicated -100ft. OK during the day in VMC, but in IMC or at night! There was a formula which we memorised to calculate the altimeter error and if anything could have been designed to concentrate the mind on mental arithmetic, this was it! We sometimes wished we could take one of these boffins for a ride in low level IMC and *then* ask them if a radalt could be justified!

After the LTF we were posted to one of the two squadrons 5 and 11, who operated the operational version – the single seat F6. This had a little more fuel than the F3 so the sorties were around 45 minutes as opposed to 30 on the F3. Even with the larger fuel tanks, it still did not have the endurance to fly to the North of Scotland and then intercept an intruder, so the first 'game' was to learn air to air refuelling. Trying to fly a probe into a basket at around 250 knots when the basket is being moved around by turbulence was not easy. A bit like flying an approach in bad weather. The first attempt is the best bet. The second you are starting to sweat. The third you are sweating badly and if you do not make it this time, it's time to go home ! Once refuelled, however, we had another hour before time to return. A quick wave at the crew of the intruder and they normally turned for home. A little worrying as we knew that they would be armed with nuclear weapons.

A couple of true stories to finish with:

Due to the configuration of two big engines sitting on top of a fuel tank, it was not advisable to execute a wheels up landing in the event of an undercarriage failure. This was back in the good old days when the value of a fully trained pilot exceeded the value of the airframe that he was strapped to! The standard procedure, if the undercarriage failed to extend, was to position the aircraft at 10,000 ft. over the nearest coastline pointing out to sea. Five miles past the coastline – 'eject'. The aircraft would then crash, harmlessly, into the sea, whilst the pre-alerted rescue services would be there to pick up the pilot.

After a detachment to RAF Valley, whilst the squadron had been practising on the firing range at RAF Llanbedr, a well-known and popular Northern Irishman had a total hydraulic failure. He followed the standard procedure and set up the aircraft heading West over the Welsh coast. He had advised ATC of his intentions who in turn had alerted the emergency services. As he approached the coastline all was looking good. With time in hand, he decided to have a final check of his harness and leg restraints, so he popped the autopilot on (not in the checklist!) Minutes later as he was floating down in his Martin Baker transport, the enormity of the situation hit him. A pilotless Lightning was heading towards Ireland at 10,000 ft. with its autopilot engaged.

ATC noticed that it was not descending and were unable to contact the pilot so assumed the worst. A pair of QRA fully armed Lightnings were scrambled but time was short. As it panned out, and maybe you have guessed, it ran out of fuel and went into the sea 10 miles short of Dublin!

Another other incident which also happened on a detachment to RAF Valley.

It was customary after a detachment for the squadron to perform a flypast on departure. Usually this meant a 'beat up' at 100ft. The Squadron Commander on one occasion was to lead a 4-ship 'flypast'. What went through his mind at the last minute was never to be established, but for some reason, he had a last-minute 'brainwave' which was to change his whole flying career. What if he pulled up over the airfield and called for reheat as the formation was running in at 550 kts. That would be spectacular. Now, there is only one thing that is going to happen if you selected reheat low level at 550 kts. on a Lightning. Four Lightnings went supersonic at 200 ft over RAF Valley. Most of the windows at the base were shattered as well as many others within a five-mile radius. The clean up operation was immense as was repairing the relations with the local community, which was fractious at best!

I later bumped into the ex- Squadron Commander, who had been posted to a Jetstream squadron – but, as he said, at least he was still flying!

An incredible aircraft and a joy to fly but, boy, could she get you into trouble...!



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

A small selection of visiting Aircraft or French aircraft on ILS overshoots during this year so far.



G-OMUM Rockwell 114

27 May 2021



N707SN Cirrus SF.50 Vision

12 June 2021



N42LR Diamond DA.42NG Twin Star

18 May 2021



F-HKCX Cirrus SR.20

24 June 2021

G-AXTA Piper PA.28-140 Cherokee

12 June 2021



G-CLFY Piper PA.28-181 Archer II

29 May 2021



N533GT Eclipse Aircraft EA.550 Eclipse

16 July 2021



G-CTDW Flight Design CTSW

19 June 2021





F-HAMJ SOCATA TBM.700C-2

3 June 2021



F-HDSR Diamond DA.40D Star

1 June 2021



F-HFMU Pipistrel Virus SW 121

24 June 2021

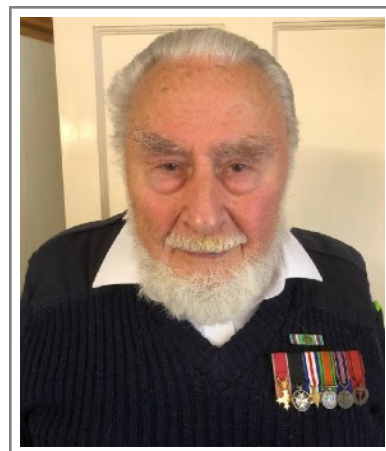


F-GSBM Robin DR.400-180 Regent

15 July 2021

Long standing club member honoured by Czech Government.

Jersey resident and second world war veteran, 94 year old Charles Strasser has recently, 76 years after the event, been notified by the Mayor of Kasejovice in the Czech Republic, Ms Maria Capova, that he has been awarded Honorary Citizenship. As a then 18 year old soldier in the Czech Independent Armoured Brigade of the British army, he lead as a despatch rider a convoy of 50 army vehicles back to Czechoslovakia from their wartime duty surrounding Dunkirk, a German army held enclave. His was the first allied unit to enter the town of Kasejovice after 6 years of German occupation.



Due to the virus travel restrictions, the ceremonial award has had to be postponed but in the meantime he has received a certificate of the Honorary Citizenship and a medallion.

... and, is it really good bye!



Captain John Portch Last Commercial Flight 23 July 2021

EXT to JER with Captain Spencer Raynes in Right Hand Seat.

There can't be many club members who don't know John and there are certainly many who have either learnt to fly with him, done some sort of renewal or simply flown with him!

John has been part of Jersey Airport for 46 years. Starting as a baggage handler as a youngster, with Aurigny Air Services, he worked for many years in Air Traffic Control, became a flying instructor and culminating his career as Captain with Blue Islands...so, retiring? With all the knowledge and skills acquired over the years, John has so much to offer that retiring may not come too easily yet ... and so, watch this space!

New this month... *Regular ATC updates from Air Traffic Control by Marc Hill*

FOD - Foreign Object Debris. Recently we've seen an increase in FOD around the airfield. Please be keep an eye out for loose objects on, or around the aircraft (including mobile phones) as part of the pre flight checks. If you spot anything while moving around the airfield, let ATC know.

Noise - We've started to get an increase in noise complaints which is probably to do with the increased movements recently. Please remember to avoid overflying land below 1000ft alt where you can and circuits are to remain over the sea whenever possible.

For sale and wanted items...

Don't forget that the newsletter is for your use. And so, if you have anything you want to sale or buy, just contact me and I will ensure it's done for you. Photos are always a good idea but please send those separate from the text.

Simply email me on - evelinehawkin@gmail.com

and finally...

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

Please keep sending me your flying stories for publication at evelinehawkin@gmail.com (please send photos separately)

Looking forward to catching up at the club!

Eveline