October 2021 members newsletter

Update... from our chairman - Nigel Hall

Dear Members

Your committee called an open evening meeting at the Aero Club on Wednesday 22nd September and even though there were only around twenty members who accepted the invitation, those who were there made up for the low attendance and contributed very positively and I am very grateful for all the input, support and constructive comments we received.

The following topics were covered:

. The Jersey Aero Club current financials and changing the financial year end to the 31st December each year to coincide with the Jersey Tax Year. The Meeting agreed that it would be very sensible to make the tax year change.

Rebranding: A considerable amount of time had gone into preparing presentation boards for members to consider. These are currently set up around the Club sitting area and Bar. The Committee want to improve the Club's identity both internally and externally ahead of seeking to attract new members to the Club. Other branding ideas included a revitalised and more interactive web site, limited and carefully selected JAC merchandise for sale to members and visitors to the Club and potentially a flag pole for flying a JAC flag. Members at the Meeting were genuinely positive about the proposed changes and improvements. Please let us have any additional comments, ideas or observations as soon as possible. These can be addressed to the committee email address.

. **Car Park:** This will always be a contentious subject and the Committee are looking at the cost of either barriers or a mechanical stump in conjunction with membership swipe cards.

. **Ports of Jersey:** The Committee wishes to build on all the hard work of previous committees and to this end have set up monthly meetings with PoJ senior management to drive the relationship forward. Discussions have been taking place for many months but are to become formalised.

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- . **Membership/Bar/Restaurant:** To keep the bar and restaurant open for longer hours the Club must attract more footfall to cover costs. The Committee recognises the need to review the product we are offering, to review the opening hours and to increase interest from current and new members. Ideas to attract members to the Club would be gratefully received.
- . **Property:** An inordinate amount of work, completed and ongoing, has and is been carried out on the Club, orchestrated by Andrew.

Finally could I ask all members to come and discuss any Club issues, concerns or simply opinions with either myself or another Committee Member before personal views are posted on social media sites. The Committee will always make the time to be available for an informal meeting.

Treasurer's update ... by Matt Palmer

Finance Overview - Sept 2020 to Aug 2021

Whilst we are moving our year end to 31 December and therefore accounts will be prepared to that date, I thought members would still appreciate a brief update at August. I am pleased to say our finances have improved over the last year. We have benefitted significantly from the COVID lab and with services being closed due to COVID most of the year, whilst not good for members, this has helped keep our costs low. Other positive changes to income included sustainable lease terms for CIAS (the engineering unit we sold last year), tenanting the main kitchen, donations received, and a slow but steady trickle of new members.

As a result we hit 31 August with close to £60,000 in the bank (2020: nil) having also invested a total of £49,000 in backlog repairs and improvements from car park repairs and electrical upgrades and certification to the refurbishment of much of the club house, the delivery of new Board Room and purchase of new audio-visual equipment, kitchen equipment, garden and balcony furniture, and other changes including improved plane washing facilities for members and a charging point for the Evie car now available to visiting pilots. The £8,000 we received in member donations made it possible to deliver so much in such a short period of time, and further improvements are planned.

Our trading subsidiary JAC (General Aviation) Ltd ran the cafe & bar to cost, operated our members hangar, and is progressing GA Handling with Synergy and Ports of Jersey. Importantly with post-COVID visitor numbers still low, Ports have agreed terms that will make this service sustainable. There is still much more to do if we want to extend our hours and deliver more for members. It is essential that we continue to build our membership and encourage more custom across the cafe and bar, as well as grow the flying training activity and visiting GA traffic, however this is an excellent start.

2022 Membership Subscriptions - Direct Debit

Following a lot of work on financial systems over the last year we are ready to move to direct debit for membership renewals. This will allow us to automate the member renewal process, saving the Club and members time and money.

From this point onwards, new members will be asked to complete a direct debit mandate as part of the member application process. For existing members we will be emailing you a link to an online direct debit mandate to complete in the coming weeks.

It may help to explain why this is so important. Manual membership renewals can take a huge amount of work. Once members have agreed the year's subscription fees, renewal notices are raised for each member, and sent by email or stamped and posted. Payments are then made manually by cheque, card or online banking. Each payment then needs to be manually reconciled; many don't reconcile and require investigation to resolve. Those that don't pay on time then need to be followed up, and often this can be quite a few payments. Lapsed subscriptions then require access card removal and various other administrative processes, in may cases with the member then seeking to rejoin later in the year when it turns out the delay was just an oversight or a result of the busy lives we all lead, requiring the process be repeated. All in all the cost of processing renewals in card fees, bank fees, and staff time is a little over £3,500. Manual payments are costly, time consuming, and not a lot of fun.

If every member is on direct debit, the process is simple. Once the direct debit is set up the whole process is automated with payments collected on the due date with no work by the member or the Club. All payments are automatically reconciled between the bank and the accounts system. Rather than many weeks of effort, the entire renewal process takes a matter of minutes and the total cost in admin time and fees is minimal.

Direct Debits work effectively with all bank accounts and are protected by the direct debit guarantee. Setting it up is easy with the online form, no printer, stamps or trips to the post-box required. Of course if you are not a computer user a paper form can still be downloaded or we can post one out to you. If you do wish to pay another way we will of course make alternative arrangements, however as this will incur additional costs to the club it would be very helpful if we could collect all membership fees the same way.

Please let me have any questions, and thank you in advance for your help and support.

Premises update ... by Andrew Renouf

Hangar Doors.....continued

This month two more coats of oil based top coat were applied to the surrounds on the doors on the members Hangar. So, in addition to removing all of the rust, we specified a primer, undercoat + 2 top coats. All coats were sanded/keyed between layers to make sure this work lasts many years.





Door falling off lower track

We still had one door which occasionally fell off it's track, but this has been resolved by lowering the door by 5mm. A longer term repair involving some welding is being planned.

Brushes

The brush strips at the bottom of the doors have been worn/missing for a number of years. Samples have been received and the strips will be replaced slowly over the next 24 months.



Energy Monitoring

Electricity and water sub meters were installed last year so we could bill both Engineering and the occupier of the Kitchen. The final part of this project is to sub meter the Flying Room and the Café so we can understand how much we are spending on heating each area during the winter. This will cost less than £200 per location and will provide valuable information to allow us to make decisions on payback for air source heat pumps or other technology in the future.



Plumbing

Over the past 12 months we have checked most of the plumbing and performed preventative maintenance on stop valves etc. Below is a brass Tee we found underground in the soil at the back of the Club which was leaking very slowly. Also the new valves and manhole we constructed in September.







Cutlery for the Café

In the last few weeks, we purchased over 400 items of high quality cutlery for the café. The Committee will continue to upgrade the members café and over the coming year we will be replacing plates, buying another bottle fridge and investing in some new tables. Watch this space and please call in & use your café.



Social update ... by Sandra Carroll

Dates for your diary



Saturday 6th November - 13:00 to 16:00

It has been 70 years since our aero club was founded to foster aviation in the Channel Islands. We have had some interesting challenges and now it's time to celebrate some remarkable achievements.

As a member you are invited to a birthday party to celebrate with others who share your interest in the past and future of aviation. It a great pleasure to confirm that His Excellency and Lady Dalton will be attending to help mark this special occasion.

More details on the event and how to register you attendance will follow shortly. Numbers will be limited to comply with regulations.

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Wednesday 20th October - 18:30

Come and meet **Inez Bartolo** - acting DCA for Jersey who was not able to attend the recent PoJ/ATC Safety Evening together with Marc Hill, Aviation Safety Manager.

Sunday lunch with ... Treacle ... by Eveline Hawkin

25 members and friends enjoyed an excellent 3 course Sunday lunch provided by Treacle recently. I believe there is a saying that says - 1 picture is worth a 1000 words... so here are a few pictures for you!









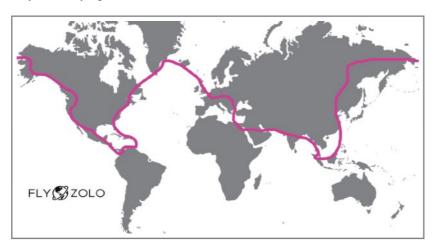


So, it's a big thank you to Susie Sharp and Simon Ralphs fromTreacle Jersey and their helpers for providing such excellent food and to Fatima... who is always there holding the fort and making sure everything is right all of the time!

Looking forward to the next one towards Christmas may be?

Your flying story... this month...Fly Zola... by Mike Le Galle

It seems that everyone is flying around the world!!



Zara Rutherford, started flying around the world solo this August. This would make Zara the youngest woman ever to fly solo around the world as well as the youngest person to fly solo around the world in a microlight, she will be 19.



Zara only qualified as a pilot last year, but comes from a family of aviators and started flying with her farther from a very young age, indeed she flew many long-distance flights in the family Cessna 414.

On 18th of August Zara set off from Kortrijk Belgium, heading west. The route takes her through the UK, Iceland, Greenland, Canada, USA, Latin America to Colombia, then back north via Alaska, to Russia, China, Indonesia, India, Middle East and back to Belgium, where she plans to arrive in early November. Zara is flying a Shark.



It is a high-performance ultralight aircraft manufactured in Europe. It is incredibly fast with cruising speed reaching 300 km/h. The aircraft has been specially prepared for such a long journey. During her around the world flight she will visit 52 countries and 5 continents.

All has gone well and despite a few usual weather delays, as off September Zara had reached Mexico heading north towards Alaska.

The Shark Aero is a high-performance two seat tandem ultralight aircraft with retractable gear, smaller wing, variable-pitch propeller and first-class comfortable cockpit interior.

The Shark Aero was designed and constructed as a fast cross-country airplane, building on innovative design and new technologies. Using the most advanced technology of carbon fibre epoxy composite and its uncompromisingly optimised aerodynamics makes the Shark the fastest ultralight aircraft, proven by the world speed record and rewarded by numbers of design awards.



SHARK is powered by a ROTAX 912 ULS 100 hp engine running WOODCOMP 2-blade adjustable propeller. With low operating costs, long range (1600 km), exceptional speed (optimum cruising speed of 140 knots) and long service life, access to any public airport at optimum while keeping operational cost minimum.

Good luck to Zara, another inspiring flight in one so young, in an aircraft not usually associated with long distance global flights.

Follow Zara at https://flyzolo.com





Update ... by Eveline Hawkin

Sadly, we've had to say goodbye to one of HW's strongest supporter - Ron Bougourd.

Ron and his dear wife Maureen were always there for our guests, even at very short notice. Ron was passionate about HW and he will be greatly missed.

Ron learnt to fly at the JAC after he retired at 65 and thoroughly enjoyed every single flight. In fact, when he realised that he could not longer hold a valid medical, he still used to fly alongside an instructor.

Ron - You will always be in our heart. Rest in Peace.



Ron (far right)with pilot Peter and HW guests

Royal Air Squadron





We were delighted to welcome the crews from the Royal Air Squadron on a visit to Jersey the weekend of 24 - 26 September.

Of course, the wether had to play it's usual tricks and some crews were delayed.

But, the weather cleared and 16 Helping Wings guests and their carers were treated to a flight around the island. As per the photos, once again they speak better than words and show how much enjoyment everyone had. So, it's a big thank you to all the crews and we'll look forward to seeing you again!







PoJ/Air Traffic Control Safety Evening ... report from AOPA C.I

A well attended safety presentation, the first since covid times, took place at the Jersey Aero Club on the 29th of last month. The airport team was led by Airport Director, Robin MacRae, who explained the changes that had been introduced in response to the covid situation.

The ATC team (Richard Mayne, Head of Air Navigation Services, Marc Hill, Aviation Safety Manager, and Richard Price, Airspace Development Manager) talked about recent and planned airspace changes, flight planning constraints airspace infringements as well as an innovative way to encourage pilots to report any incident or event - more details to follow.

Alistair Varrie, the airport's head of airfield operations introduced the soon to be introduced Global Reporting Format for contaminated runways.

The presentation was followed by a Q & A session which covered such items as VFR clearances, the abundance of covid NOTAMs and Avgas refuelling.

Over the next few months, some of the items on the agenda will be covered in the JAC newsletter In more details.



Plane spotter's corner... from Bob Sauvary's collection ... temps passés



N29965 C.6-176 N.A.AT-6D Texan EAA Oshkosh 1986



N2738G DHC.2 Beaver Floatplane Lake Winabago on 2 August 1986



N5789E Cessna 150 on 1 August 1986 EAA Oshkosh



N9523V Mooney M.10 Cadet 1 August 1986 Oshkosh



N8430W Piper PA.28-180 Cherokee Chief EAA Oshkosh 1986



G-BOAB BAC Concorde 2 May 1987 Jersey



G-AZBU XR246 Auster AOP 9 PFA Cranfield July 1996



NC52834 Howard DGA-15P 7 March 1999 Kendell Tamiami



N63590 Boeing N2S-3 Stearman 24 September 2000 North Weald



N74189 Boeing PT-17 Kaydet 10 September 2002 Jersey

G-BTSB Corben Baby Ace D 2 May 2009 Popham



G-AKUH Luscombe 8E Silvaire 2 May 2009 Popham



N3HU 131906 Grumman HU-16 Albatross 29 September 2011 at Henderson, Las Vegas



22+35 Lockheed F.104G Starfighter 2 May 2009 Lasham



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.

email me on - evelinehawkin@gmail.com

Aircraft for sale

Sonnerai based in Vannes - France. Cruises at 130 mph stalls at 60 mph full load

Interested - Contact Harry Carter:

on kite246@gmail.com

or 07797 729 619.



and finally...

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

Anything interesting you would like to share with the membership? Send it to me at evelinehawkin@gmail.com. Please send the photos separately.

The club needs your support, not just for special events but on a daily basis - If we want our club to survive, it needs a lot more members to poplin on a regular basis and put their pennies behind the bar!

And so...see you there!

Eveline