



Welcome to the **JERSEY AERO CLUB**

November 2021 members newsletter

Update... *from our chairman - Nigel Hall*

Dear Aviators, dear members,

In no particular order.

Yet another month has passed where your Committee have actively pursued the numerous projects relating to the future growth and look of the Club.

Branding, merchandising, 70th anniversary celebrations, property improvements and opportunities to grow the Club's income have all been high on our agenda.

**Urgently Required: A part time locally qualified member of Staff to open and serve behind the bar and provide simple catering services on Monday's and Tuesday's.
Covering Fatima's annual holidays would also be required.
Hours: 7-8 Hours per day**

Sadly, if we cannot find anyone to fill this position the JAC will be forced, once again, to close the bar and catering services on both a Monday and Tuesday through the Winter and Spring.

Please pass the message on and let's hope we can, as a membership, identify someone, if only for a six month contract. In the first instance contact Paul Holroyd with any interest.

Whilst writing the Committee agreed that the financial accounts for the JAC should run from January to December in line with the Jersey Tax Year which will mean that the next JAC AGM will be held towards the end of March 2022. This will allow for the financial accounts of the Club to be independently checked and then presented to all Members at the AGM.

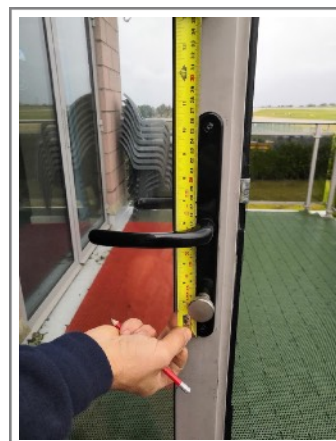
The Aero Club Committee urgently need a small group of members to volunteer to meet together and to organise around six social events a year at the Club.
Volunteers to Sandra Carroll please.

Finally a big thank you to two members for volunteering their services this week to engage in a couple of specific tasks within the Club. You know who you are!

Property update ... *by Andrew Renouf*

Balcony Flooring

This month, the new flooring tiles were fitted on the balcony. There was a significant build up of green algae which needed removing but all work was done below the budgeted cost.



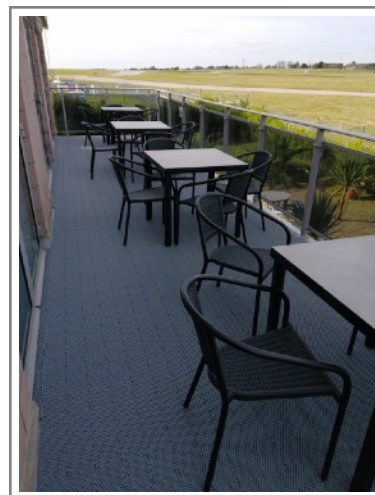
Original 20 year old red and green tiles



Moss & algae underneath



Cleaning up



Finished job with new tiles

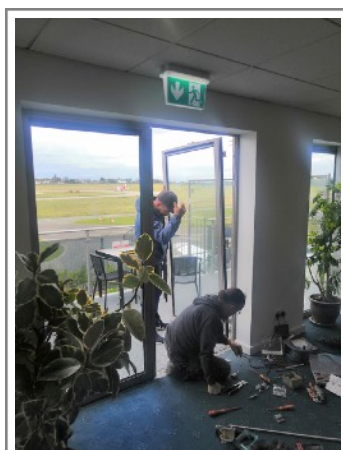
Patio doors

The patio doors were literally falling off the hinges which caused problems shutting & locking. All of the specialist contractors we spoke to told us the doors were beyond repair and just wanted to quote for new ones. At the moment the Club has other priorities so we did some repairs "in house" by taking hinges from the permanently closed doors in the flying room and using the parts upstairs.

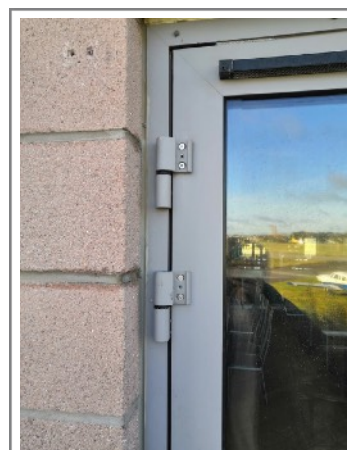
We have added additional hinges where required and replaced all damaged parts to give the doors a new lease of life.



Split door frame
damaged in the wind



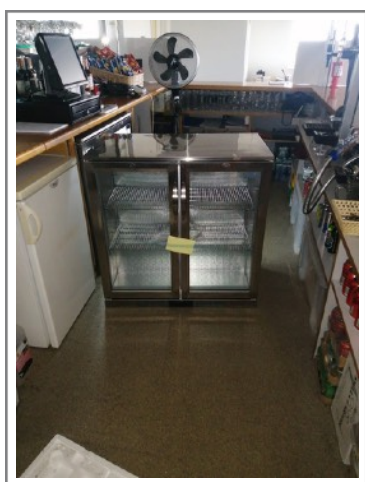
Work in Progress



Two hinges per door

Second Bottle Fridge

We continue to invest in the Café and have just purchased and installed the second bottle fridge. Fatima now has a wider range of soft drinks so please call in and support your Club.



For sale and wanted items...

Don't forget that the newsletter is for your use. If you have anything you want to sale or buy, just contact me on evelinehawkin@gmail.com and I will ensure it's done for you. Photos are always a good idea but please send those separately from the text.

Synergy Flight Training update ... by Glen Heavens

As we head towards November it will be 6 months since Synergy Flight Training officially launched in Jersey! Despite the complications and challenges of Brexit and COVID we have made significant progress towards our aim of establishing a world class Flight Training and GA handling facility at the Aero Club. The fleet of 2 PA28's and a Technam has now been joined by our refurbished C152 and we are seeing an increase in visiting aircraft as COVID restrictions continue to be lifted.

The flying club 'makeover' is still work in progress and whilst the improvements we have made to the layout have been well received, we have had supply (and colour) issues with the new flooring! I am hopeful that we will have this resolved in November so that we can then take delivery of the new furniture.

Our biggest challenge is still instructor availability and we have now been granted a licence to bring someone across as a full time instructor. As widely reported in local media, accommodation costs are significant in Jersey and I ask that if any members either have or know someone who has a spare room, self contained studio or other suitable accommodation that they please let Lois know asap!

As you may know Synergy also has an aircraft management business operating a fleet of private jets for charter across Europe and beyond. For every charter we sell we add a small 'charity fee' which my colleagues then decide how to distribute. I am delighted to say that alongside our charity giving in the UK, my colleagues have asked me to donate £1,500 to Helping Wings towards their valuable work in Jersey.

Finally I would like to send my congratulations to the club on reaching their 70th anniversary - a huge achievement!

Fly Safe



2021 Helping Wings bursary recipients, Nicole (above) and Ant (right), both looking forward to starting their flying with Synergy Flight Training.





Update ... by *Eveline Hawkin*

2021 has certainly been kinder to us allowing our event days to return although our day for young children was rather spoilt by the weather which did it's usual trick and stopped all flying!



So, we are still trying to catch up with the 19 cancelled flights! Thank goodness the Airport Fire Service came to our rescue and the children had a wonderful time and probably went home dreaming of becoming fire crews....

We are delighted to announce that we have just awarded the 2021 bursaries as follows -

16 years old Nicole Camacho who has Macular disease in her left eye received £2000 of flying training sponsored by Ports of Jersey

Anthony Lewis who suffered a stroke in 2007 received £2500 of flying training sponsored by the Butlin Family Charity Trust.

Both students will complete their flying with Synergy Flight training.

We are also looking forward to resuming the training for the lower limbed disabled once the hand control unit is fitted in one of Synergy's aircraft

We are also very grateful for the donation of £1500 just received from Synergy Aviation. We very much appreciate their support and look forward to both our past and current award recipients sending us their flying progress reports which we can share with you all.



This month's story... JAC – *The Take-Off* by Sheilagh Fox, San Diego, California.



In August 1949 I was flown home to Jersey in an RAF DC-3. I recall the occasion clearly as I was newly demobbed and the crew who came with me happily purchased packets of 50 cigarettes and bottles of liquor for mere shillings. They were in no doubt a very happy crew on their return flight to base in Southern England.

I married a few years later and some while after that, in 1951, I asked my then husband Chris Robbins – “Does Jersey have a flying club?” We discovered that the island did not have such an organisation at all. “Why not start one then?” I asked. In all honesty, I have to say that at first his reaction for this idea was both surprise and amazement as neither of us had a pilot's licence, current or otherwise.

However, I had been keenly associated with aircraft through the RAF so, I stuck a pin into Chris and he placed a notice into the Jersey Evening Post announcing an explorative meeting to form a flying club. The meeting took place at 7.30pm at a pub in Cheapside in an upstairs room. Waiting around in the empty room, we wondered if anybody would brave the cold autumn evening and plough through the non-stop rain. Slowly, folks arrived carrying dripping umbrellas and quickly filled the folding wooden chairs and the first meeting was in progress. About thirty warm, humid bodies in raincoats listened closely as we told them of our hopes and aspirations to form a flying club.

At our second meeting two weeks later, we formed a working committee. These were as far as I can remember Tommy Froggatt (commercial pilot), Tug Wilson (car hire owner), The Prosser's (hoteliers) Chris Robbins (Automobile Association) and myself, Association) and myself Sheilagh (art teacher at Beaulieu Convent and Helvetia High School).

As Chris and I lived then in a cramped flat prior to our more spacious move to Almorah Crescent, the following meetings were held at Tommy's house on Beaumont Hill. His wife graciously provided tea or something stronger as we discussed and often battled our way through ideas and ‘rules and regulations’.

We organised dances, raffles and any event we could think off to raise funds. There was only one active flying member back then, other than Tommy. All the rest of the group were non-flying members.

When I look back, I have to smile when I recall how carefully our funds were accounted for and placed in a small black japanned tin box and carefully locked. It never crossed our minds that anyone would purloin the whole thing locked or not. It was a different age and Jersey was still in post-war recovery from World War II German occupation. Swastikas could be seen gouged into concrete blocks and smeared in black paint on all the houses of collaborators. However, we faced a new world and a future free and full with new ideas as they flowed towards establishing the Jersey Aero Club.

As the years flew by in the wink of an eye, the club began to find its feet and a small premise up some wooden steps became its new home. This was a popular spot in St. Helier back then. It continued to progress into a flying outfit.

To prove this point, one overly keen flying member made what can only be called a hasty landing and to commemorate the occasion the 'pranged prop' was placed over the bar. It reminded one and all to take care when the wheels are down. Do you still have this souvenir?

I wish we could conjure up once again that small group of initial committee members and share with them how well you have made our hopes and dreams take flight and out of those dreams has come a solid, well organised, world-wide flying association.

You are to be congratulated on a job very well done. A successful mission indeed and now I have the answer to that question so many years ago "Yes, we do have a viable, working flying club in Jersey. It is called the Jersey Aero Club and it has definitely landed safely"

Safe, happy landings...

ATC update ... by Marc Hill... Aviation Safety Manager

Customer Survey

After last year's Customer Survey, we are looking at Jersey Airport's future Navaid requirement. Please could you fill in our survey to help us with our future requirements. We are also looking at a suitable time next year to replace the 26 ILS in a period that will have the least impact on our operators. Please note this survey has been updated with a few extra questions on 31st October, but most of the extra questions are in relation to our commercial operators. Thank you to those who have already filed in the survey, you have until November 8th to complete it. If you haven't been emailed the link, please email marc.hill@ports.je.

FOD - Foreign Object Debris

In recent months we have seen an increase in FOD at Jersey Airport. What has caused this? Is it due to a post COVID increase in flying.... more movements = more FOD? Or due to a better reporting culture? In recent months we've had a mobile phone found on the grass near Delta, a fuel dip tester and various bits of baggage on stands. Remember Concorde at Paris!

Foreign Object Debris (FOD)

FOD is everyone's responsibility, whether it's a crisp packet, some paper, baggage, ground handling equipment or something off an aircraft. If it's safe to do so, pick it up. If not, notify ATC who can contact the Airport Rescue and Fire Fighting Service to remove it.



Can you name any of the above items or where they might have come from?

REVIEW – REMOVE – REPORT

If you see any FOD that will endanger an aircraft dial 2222 or dial 01534 446250*
(*This number is only to be used in an Emergency situation)

PORTS OF JERSEY
YOUR ISLAND GATEWAY

We work with our colleagues at the Airport Rescue and Fire Fighting service (ARFFS) to make sure the airfield (especially the runway) is clear of FOD with regular airfield inspections, but it is up to all of us to make sure any FOD is removed and reported ASAP. Recording of FOD, what it is and where it's from is also used to identify trends to see what we can do to reduce it. We are also working with our Business Partners to help identify any FOD. Further information can be found on the SKYbrary website FOD.

Global Reporting Format

From Thursday 4th November 2021, Jersey Airport will adopt the new ICAO Global Reporting Format for reporting Runway surface conditions. There will be a change in how ATC report the runway surface conditions and contamination to Pilots. This was introduced as a recommendation from the Global Action Plan for the Prevention of Runway Excursions (GAPPRE).

For further information search GAPPRE. The ICAO ATIS Flyer gives examples of how the runway surface conditions will be delivered to Pilots by ATC.

Are you Global Reporting Format ready?

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Be aware! Get ready!

ICAO compliance date: 4 November 2021

For more information and examples of the ATIS, search ICAO ATIS Flyer. Any questions, please email aviationsafety@ports.je.

GRF AND ATIS
AUTOMATIC TERMINAL
INFORMATION SERVICE

INTRODUCTION

ATIS is an important means of reducing the ATC workload associated with the accurate and timely transmission of safety and operational information, including runway surface conditions, to flight crew.

The responsible ATS unit should update the ATIS message when they receive information concerning runway surface conditions through an RCR or SNOWTAM.

With the implementation of the GRF, some additional clarifications relating to the RCR-related syntax of ATIS messages are necessary.

CONTENT AND STRUCTURE

In addition to the provisions in PANS-ATM and Annex 11, the ATIS message and its RCR content should be as far as possible:

- The ATIS message and its RCR content should follow the order described in Annex 11 [SECTION 1](#)
- Articulate the content of the RCR/SNOWTAM, excluding NR [SECTION 2](#)
- Reflect the **runway in use** [not the lowest runway designator of the RCR/SNOWTAM]
- Refer to first, second and third parts of the runway. The first part always means the first third of the runway in the direction of landing or take-off
- Include both the performance content and situational awareness of RCR/SNOWTAM for both arrival and departure [SECTION 3](#)
- Announce RWYCC for the full runway, followed by contaminant coverage, depth and descriptor per runway third, [SECTION 4](#)
- Always announce contaminant coverage, depth and descriptor for each third, even if 2 or more thirds are the same
- Make reference to 'upgrade' or 'downgrade' after an RWYCC, if appropriate, [SECTION 5](#)

TIMELINESS AND LENGTH

An ATIS message needs to be as up-to-date and as short as possible:

- It should be updated when a significant change occurs [i.e. a new RCR is published]
- However, pending a new ATIS, significant changes should be broadcast by ATC
- If needed, implement separate arrival and departure ATIS
- After a period of contamination a dry runway should be announced by ATIS [SECTION 6](#)

ITEM 1: The order of information described in PANS-ATM is intended for radio communication with arriving aircraft, not the ATIS.

ITEM 2: NR is a syntax requirement of the NOTAM / SNOWTAM for automated handling. It is not intended to reflect observation or reporting omissions.

ITEM 3: Situational awareness content not needed for arrival performance calculations but flight crew will likely request such information.

ITEM 4: RWYCC, contaminant coverage, depth and descriptor may also be announced separately for the whole runway, but flight crew prefer the proposed structure.

ITEM 5: The GRF allows for an upgrading or downgrading of RWYCC in accordance with ICAO PANS-Aerodromes 3.1.3.

ITEM 6: Restoration of a dry runway is a significant change that should also trigger a new SNOWTAM.

ATIS LANGUAGE

ICAO REFERENCES

To help flight crew understand and extract information from an ATIS message that contains RCR information the ATIS phraseology should:

- Articulate RCR/SNOWTAM content
- Include the word "at" before any reference to a time ["runway condition report at 0925"]
- Include the phrase "runway condition report" to alert crew of upcoming content
- Use full words and terms such as "millimeter", "percentage"
- Express runway condition code as a plural ["runway condition codes 2 2 4"]
- The terms "coverage", "depth" and "contaminant" need not be articulated (the unit and descriptor are sufficient to ensure understanding)

The primary ICAO references for ATIS messages are:
Annex 11, 15th Edition, July 2018 [4.3]
PANS-ATM, 16th Edition, 2016 [4.1]
Circular 355, 2019 [4.48 and 4.70]
The content of this leaflet supplements, but does not replace, these references.

EXAMPLE

DOWNLOW INFORMATION OSCAR AT 0245 ILS APPROACH RUNWAY IN USE 24

RUNWAY 24 CONDITION REPORT AT 0230

RUNWAY CONDITION CODES 5, 2, 4, DOWNGRADED FIRST PART 100 PERCENT WET

SECOND PART 50 PERCENT 4 MILLIMETERS SLUSH

THIRD PART 50 PERCENT 3 MILLIMETERS SLUSH RUNWAY WIDTH 35 METERS

SNOW BANK LEFT 20 METERS FROM CENTRELINE TAXIWAY B POOR

APRON NORTH POOR

TRANSITION LEVEL 60 METAR DOWNLOW 0220

WIND 350 DEGREES 8 KNOTS VARIABLE BETWEEN 320 AND 060 DEGREES

VISIBILITY 10 KILOMETERS OR MORE SCATTERED 3 THOUSAND FEET

TEMPERATURE MINUS 1 DEWPOINT MINUS 3 QNH 1014 HECTOPASCALS NOSIG

Web: www.icao.int/safety/Pages/GRF.aspx | E-mail: GRF@icao.int

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

2 Air display images and some of this year's light aircraft visitors.



G-BEDF 124485 Boeing B-17G Fortress
9 September 2021



SE-DXP 35810 SAAB SK.35C Draken
10 September 2021



G-CBDK XX611 SAL Bulldog T.1
23 July 2021



G-HWKW MCD Hughes 369E
16 August 2021

G-OPUG CSA PS-28 Cruiser
18 August 2021



G-CDRV Van's RV-9A
20 September 2021



G-MYVP Rans S.6-ESD Coyote II
21 September 2021



G-LKAM Sonaca S.200
11 September 2021





N301GA Cessna 180K Skywagon 180
24 September 2021



G-GLSA Evektor EV-97 Eurostar SL
20 July 2021



G-UZZI Columbia 400 (LC41-550FG)
16 August 2021



G-JAAP Aeroprakt A-32 Vixxen
26 July 2021

A message from Sandra... *Saturday 6th November... 70th anniversary celebration*

We have had a great response so thanks to members who have confirmed their attendance. Phone Fatima on 742706 if you haven't yet added your name to the list.

His Excellency Sir Stephen and Lady Dalton are scheduled to arrive at 13:30 so please be at the club by 13:15.

This is a unique time in the clubs history and something we are proud to celebrate.

And a few words from across the pond ... *all the way from Santa Barbara, California... Sheilagh would have been so delighted to be with us to celebrate but instead send everyone the following message -*

WELL! We made it! 70 years and growing stronger than ever! Well done!

It will be an honour to have Sir Stephen and Lady Dalton sharing our special celebration
- Thank you.

70 years!!... I was 22 years old and then married to Christopher Robbins when we started the club.

As Tommy Froggatt was the only licensed pilot in the room at that point in time, we made him Chairman! I took care of the Art and Advertising, mainly for dances and raffles to bring in the much needed cash flow. I deeply regret not being able to share this occasion with you all. In a special way though, I am with each and everyone of you all the time, as I designed the club emblem and the badges that you wear. So that is some consolation for me!. My recollection of the early clubroom was when it was on The Esplanade. One had to climb up an outside, rickety, wooden staircase to reach the upstairs clubroom. On the back wall of the bar, (and yes, we always had a bar!).....there was a large "pranged prop!" I wonder, do we still have that trophy somewhere?

Aah! Memories! How they come rushing through time to delight the soul! It has been rewarding that over the passing years, I have been able to have an overview of the club's progress thru the eyes of Eveline's newsletter. As I presently live in Santa Barbara this close connection shortens the many miles between locations considerably.

It is such a joy to enjoy the rewards that we see here today mainly due to the strength of purpose shown by so many of you, as we struggled through this difficult year. I see a bright and successful future ahead as there has been such good progress in all sections of the club, both socially and in the flying section. Your future is strong due to your dedicated sense of belonging and service to others.

Thank you for making a dream come to life! I wish you all, success, much happiness and good fellowship in all things!

May you all fly high in a clear blue and cloudless sky!
HAPPY LANDINGS!! Love Sheilagh (Whiteley-Robbins)

and finally...

Any questions and/or queries, please email the committee at : committee@jerseyacroclub.com. If you have suggestions for events, please address your email to **Paul Holroyd**

Anything else you would like to share with the membership, email me at evelinehawkin@gmail.com sending the photos separately.

With all the hard work the committee is doing, it must be very disheartening at times to see how few members actually come up to the club regularly. Please...please...please... if you want your club to survive, do support it and pop in now and then for a cuppa, a glass of something nice, lone of Fatima's lovingly prepared lunch and a chat!

See you there...

Eveline