



Welcome to the **JERSEY AERO CLUB**

December 2021 members newsletter

70th anniversary speech ... *from acting chairman - Nigel Hall*

COVID has struck again and our special guests the Lieutenant Governor and his wife have sadly had to cancel their visit today. We wish them both a speedy recovery and look forward to seeing them both at the Club for a smaller ceremony and unveiling of our celebratory plaque.

Good afternoon everyone and a special welcome to all our invited guests including le Connetable of St Peter Richard Vibert, Robin MacRae and his colleagues representing Ports of Jersey, acting DCA Inez Bartolo, the press and media, your hard-working Committee Members and to all members of the Jersey Aero Club.

My name is Nigel Hall, currently acting Chairman of the JAC whilst Derek Fage is off Island, I am a full JAC Committee member and a very patient trainee private pilot.

Firstly I would like to say a few special thank you's and apologise if I miss anyone:

Thank you ...

- For the hard work of your current committee, often unseen, over the last two years: Derek Fage, Sandra Carroll, Paul Holroyd, Andrew Renouf, Matt Palmer, David Nicholas and David Brown.
- To Fatima Goncalves our sincere appreciation for her hard work behind and in front of the club Bar. Always a happy face to greet members and guests alike. (Clap)
- To two individuals, Paul Berry and Bob Sauvary, for their dedicated consumption of liquid refreshments almost every day of the week.
- To Colin Wright for his special and continuing support of the Jersey Aero Club.
- Thank you to Glen Heaven, Lois, Abby and their aviator trainers including Duncan and Mike. Duncan and Mike have jointly managed to get me in the air, and flying solo, with my PPL Licence finally in sight.
- Thank you to Channel Island Air Services for maintaining our planes.
- Thank you Eveline Hawkin for managing the monthly newsletter and to all members for their continuing support.

Many of you will know far more about the Aero Club than I but for the purposes of this gathering here are a few pertinent facts, with many gaps. Please forgive me for any errors or omissions.

- 1 Founder members first got together to plan establishing an Aero club in around 1950
- 2 Channel Islands Aero Club was launched in Nov 1951
- 3 The club operated from 9 Patriotic Street, St Helier
- 4 First aircraft was a 2 seater Taylorcraft and a few professional pilot members started giving instruction
- 5 Membership fees £1.10 p.a. flying rate £3 per hour
- 7 First president was Tom Froggatt in 1952
- 8 First Liquor license was granted on the 19th Dec 1952
- 9 First premises were an old ex-German hut on the south boundary of the grass runway in 1954 (that later became the airport social club)
- 10 Expansion of the airport and the development of the fuel farm meant the club was too close to the runway so the airport leased land for a new club to be built (history repeated itself again in 1998/9)
- 11 Fundraising in 1964 lead to the development of a new club house and hangar built 1965 in the current Aero Club car park.
- 12 There followed a long period in the 1960's, 1970's and 1980's when it seems, from the many photos held in the Club album, that much frivolity, partying and the consumption of alcohol was had by everyone. Nothing else, apparently, seems to have happened.
- 13 The Jersey Aero Club was borne out of the Channel Islands Aero Club in 1987.
- 14 The further development of the Airport and approach road triggered much negotiation in the late 1990's and the current Club House was opened in 2001.
- 15 There then followed a period of stability until 2018/19 and the arrival of COVID.
- 16 The Club was effectively shut for long periods.
- 17 A new JAC Committee was elected in 2019 to take the Club forward and for the last two years the Committee has been building on all the hard work of previous Committees and their Chairmen.

Your Jersey Aero Club is financially stable and due to careful housekeeping and management of the Club's assets, has been able to invest into much needed maintenance of the Club and Hangars.

This is just the beginning because your Committee has some plans and ideas for 2022. Here are just a few of the projects in no particular order:



The Club is rebranding itself as you can see from the marketing boards around the club room.

We are going to produce carefully selected merchandise that you can purchase and be proud to wear or have around your home. This is one example that I'm wearing.

The Aero Club web site is going to be fully overhauled and brought right up to date.

We are working with Synergy and Glen Heavens to expand and improve both the PPL and General Aviation experience.

Your Committee recognises the importance of 'sustainability' in everything that is undertaken. This means looking at solar power, electric vehicles and growing the Club membership: To do this we need to offer members a unique experience when using the Club.

We already have a flying school and modern aircraft in which to learn to fly. We have a bar and café and access to quality one-off set meals from our tenant 'Treacle'. We have parking and a modern club house with exceptional views.

To take our offering to another level and to expand our membership to younger members like the air cadets, to further help aviation charities, to consider some form of scholarship system for young aviators, to offer more to the JAC core membership base, new and old, whilst importantly retaining the Club's ethos, we are considering, and only considering at this time, the installation of a full immersive motion flight simulator to be positioned within the Club and also the development of an area for a pool table and darts board to encourage all ages to use the facilities more frequently and to provide many more Islanders with an aviation experience.

If these ideas gain traction then we will definitely be looking for some corporate sponsorship in order to bring these ideas to fruition.

With that thought I would like to invite the Connetable of St Peter to make the first cut of our anniversary cake, in the absence of the Governor and his wife, and thereafter invite you all to enjoy the food and drink.

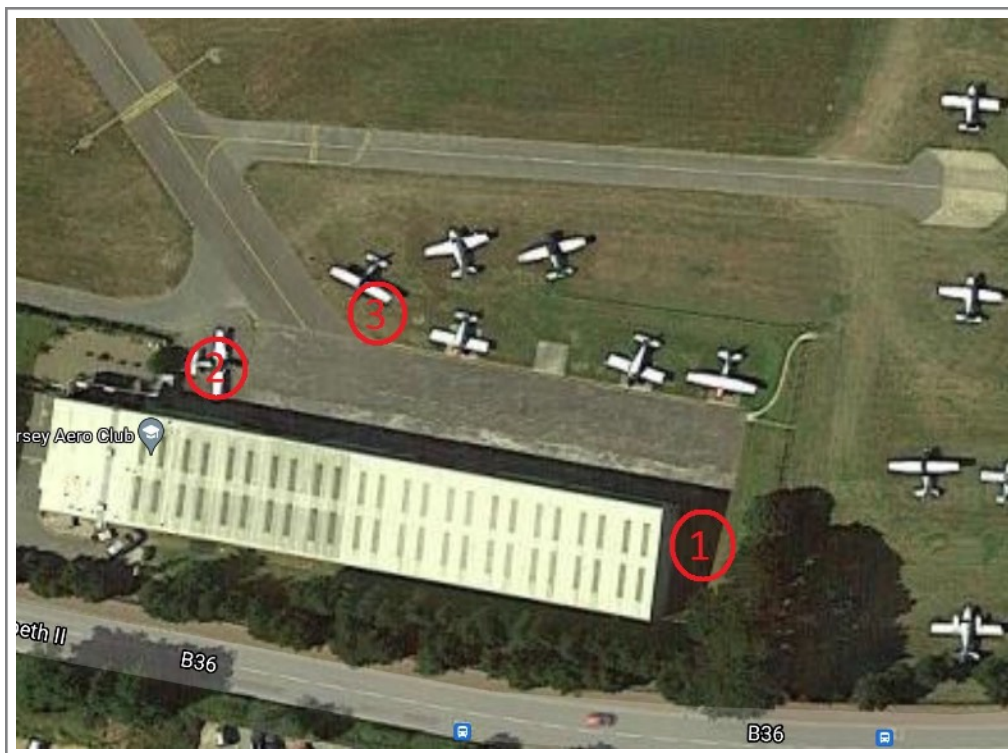


Property update ... by Andrew Renouf

Outside Aircraft Parking

In the December 2020 Newsletter, we announced that the committee had identified three spaces of hard standing right next to the Hangar and asked for expressions of interest. We will be supplying a metered electrical socket so that owners have the facility to plug a cabin or engine dehumidifier. Tie downs will also be provided if required. Subject to contract, spaces (1) and (2) below are already let. Owners can share a space so a different aircraft could occupy the space in the winter months.

If you want the advantage of a secure space, protected by the buildings please contact Paul Holroyd on committee@jerseyaeroclub.com We only have one more space to let so secure your space now!



Carpet Tiles

The new Carpet tiles for the ground floor have been dispatched by the UK wholesaler. This is a joint venture between Synergy (who are paying to re-carpet the Flying room) and the Club (who are paying for other areas). We have bought top quality tiles and by using our own fitter we will save 40% compared to quotes from local suppliers.

Car Park Barriers

When the Covid Lab facility vacates in February 2022 it is important we keep control of our car park.

There are existing empty underground ducts from the Club to the Car Park entrance. Ports of Jersey Engineering did a great job last week and put in draw ropes to help us install cables which we hope to complete in January

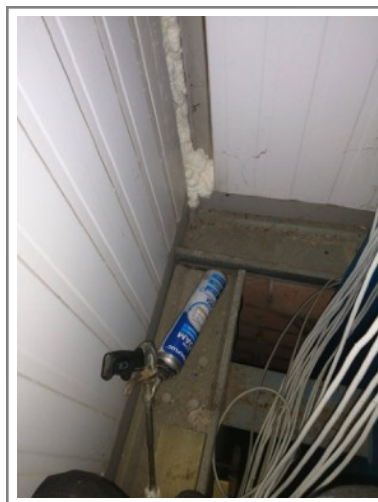
We will ensure that we have enough data/power and control cables to allow any services we need in the future including CCTV. We have a fully costed scheme in place and plan to install automatic barriers in place in the next 12 months.



Insulation Project

On very windy days the ceiling tiles in the café used to move and air could be felt blowing out of the gaps in service cupboard doors.

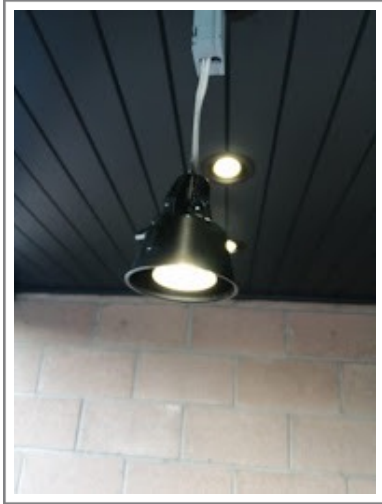
Some massive voids in the “loft space” above the café have been identified and the large gaps have been sealed with Rockwool. Smaller gaps around the whole perimeter have been sealed with expanding foam. All of the work only cost £ 200 but this will cut heating bills significantly.



Automation of Lights and LED replacements

The lights in the Club room and other areas have had ceiling occupancy detectors fitted so that members departing early or staying to finish their drinks after 4 pm can use the Club room after the bar closes. After 15 minutes, the lights will turn off automatically.

The lights outside the entrance lobby have been replaced with 25,000 hour life LED's and have also been automated.



This month's story... *From the adventures of Bessie Archer*

Now that the northern European VFR flying season has wound down for the winter, it is time to start planning that next adventure!!

Instead of a somewhat formularistic trip report, this is a sharing of some of our experiences which may be of benefit/interest to anyone thinking of venturing to the southern Mediterranean. A few years ago, seeking a more challenging experience than flying around northern Europe, we decided to venture further south to the southern Mediterranean islands of Corsica, Sardinia, Elba, Sicily, Pantelleria, Malta and mainland Italy.

Not knowing anyone who had flown VFR in these regions, it was a bit of a launch into the unknown. Undeterred by reports of Italian bureaucracy and unfavourable comments about Italian ATC we set forth.

Prior to our first trip, as part of planning, we bought the Avioportolano guide for information on the smaller airfields which we soon learnt to be variable in its accuracy, muddled and in some cases just plain wrong. The Italian AIP proved a little better for the larger airfields but also contained out of date information particularly regarding the availability of avgas and contact details. Planning for the first trip was therefore a more painful process than it is now. For licenced airfields handling is mandatory and must be booked in advance along with obtaining PPR. The cost of handling is variable and appears to have no correlation to the service you get and can range from nothing to pure 5 star such as in Olbia.

Planning

It goes without saying to check that all the aircraft documents and your licence and medical are in order as is any safety equipment.

Lighten the weight of your aircraft by removing excess seats and other unnecessary items.

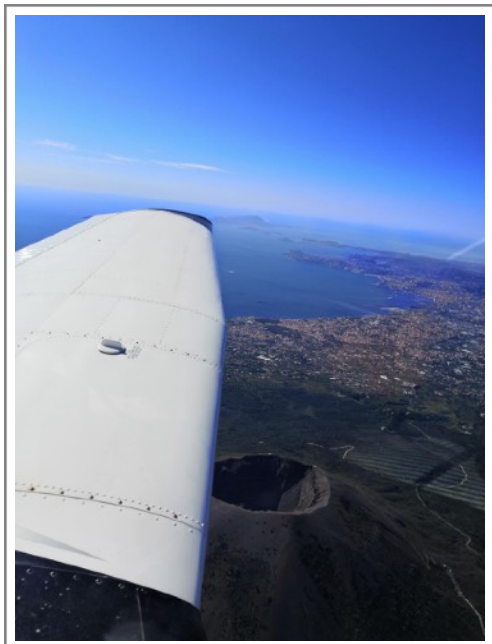
Not essential, but it can be helpful to equip yourself with in flight weather, useful if there are storms about. We use Goltz which is a portable system.

Airfields and Fuel

Landing and parking fees, whilst more expensive than in France are set in law and reasonable. It is the handling fees and the eyewatering prices of Avgas that max out your credit card. When you need full tanks, paying 4 euro/l can leave you feeling a bit ripped off for the entirety of your next sector. Wellbeing soon returns when you land in the next beautiful place. At private strips, a few beers or a few bottles of Prosecco seems to be the currency of choice for landing and parking fees.

Another useful tip is to request fuel on the approach frequency to regulated airfields, this can save lengthy waits in the sweltering heat until the fueller has finished his coffee and found his keys! I don't think they appreciate that most aircraft from N Europe don't have aircon.

In southern Italy and the islands, Avgas is scarce which unfortunately shapes ones routings and the ability to fly locally once at your destination. In addition, always check with your destination airfield that they do actually have avgas as it is not uncommon for published information to be wrong or that they have just run out!



Overhead Mount Vesuvius



Smoking Stromboli

If you are leaving your aircraft for any length of time, it is worth enquiring about hangarage, as even in the summer there can be some pretty evil storms with hail that may reshape your aircraft! More often though at small private strips you will find that the only parking available is under a citrus or palm tree.

Airspace and ATC

As most readers will know, touring through and transiting controlled airspace in France is easy and rarely denied.

Being the types that like to fly from A to B in a straight line, we adopted a “try it and see what happens” approach in Italy. Results have been generally good although there are some places where you will definitely be denied a transit and that is through the west side of the truly gigantic Rome TMA so unless you want to fly down the west coast of Italy past Rome at 1,000ft well out to sea, avoid this area or file IFR.

There are also swathes of Danger areas in Italy and it can be almost impossible to work out if they will be active or not unless you are prepared to spend hours working out which areas will or won't be active from rafts of notamed coordinates at different time intervals. Our policy has therefore been to plan a straight line and see what happens, obviously having a plan B should transit be denied! If you don't have the latter or are reluctant to deviate much due to endurance issues, ask ATC to give you a best direct routing to avoid, this has been beneficial tactic.

Italian ATC takes a bit of getting used to, sometimes super helpful other times not. Rome Information covers virtually the whole country and thus has to span big distances. To facilitate this, they use a wide area repeater system which can be very echoey and a bit disturbing on first experience. Having gone through this induction process it is painful to hear other non Italians, clearly stressed by the communications much as we felt on our first trip.

From our experiences, provincial TMA transits are coordinated and approved by Rome rather than the respective TMA.

Bureaucracy

Yes, it is a given when flying in Italy but does vary depending on where you go. Prior to our first flight into Italy, we had read of people's experiences of being delayed for hours over paperwork. Thank fully we have not encountered this and have experienced minimal hassle. In fact, in our experience they are more concerned that you know where the nearest bar is!

Be prepared to be met by the authorities. It has only happened to us once and on that occasion it was after an intra Italian flight, possibly because we were the only flight to arrive that day, it was peak covid panic and post Brexit transition period. On arrival at our destination we were met by 6 officials including the Carabinieri, the state police and the Guardia di Finanza, which can be quite daunting. In southern Italy, English is not widely spoken, so being able to speak Italian is very helpful in such situations! On this occasion it turned out that the issue was about no more than the fact that our passports hadn't been stamped on entry to the Schengen area. After much gesticulation and shrugged shoulders we escaped stamp free . :-).

Climate

Unless you are planning a multi sector day, plan to fly in the mornings when it is cooler and the air is more stable.

It goes without saying that the summer months are hot and it is not unusual for temperatures to be in the late 30's or early 40's in the shade on the ground. Many of our pens left on the cowling have melted in the heat. Also, even at FL75 + we have encountered temperatures of 30 degrees.

At these temperatures, make sure you use the density altitude to calculate take off runs and watch for rich cut on the ground so lean appropriately and adjust in the climb. It is helpful if you have an engine monitor, as even in the cruise, it can be a challenge to prevent your engine from over heating. You may find that you have to run at a lower power setting to keep the engine temperature within limits which in turn may impact on your calculated flight time. Running richer in the cruise also helps cool the engine so factor this in when planning endurance.

Things we got wrong:

Crossing into the Italian FIR at FL 75 VFR and being asked by Rome information if we knew the VFR flight rules in Italy to which the answer was obviously a confident “affirm”, then being told to descend immediately to 2000ft.

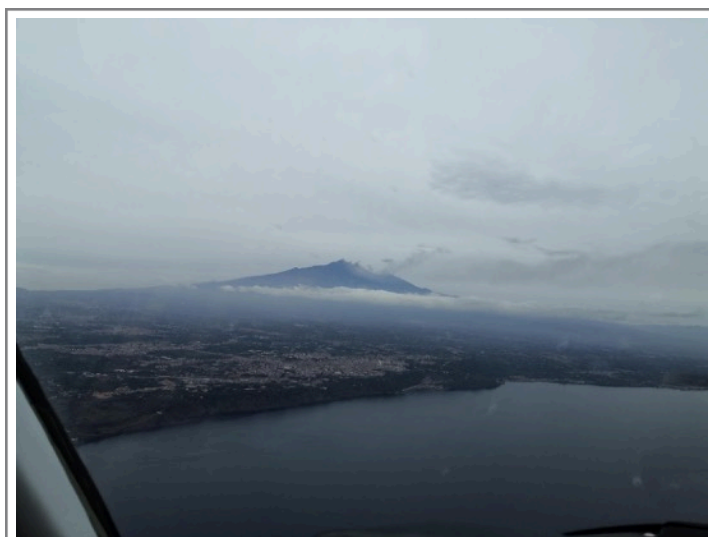
Not filing a flight plan for a flight from the French mainland to Corsica which is classified a maritime flight and so must be flight planned.

Filing flight plans less than an hour before departure in Italy, unaware that flight plans are processed centrally before being sent to the respective airfields unlike in the UK. This can take up to an hour.

Landing in Reggio Calabria for fuel and having to wait over 24 hours for the pleasure of their service at the same time being denied the use of their facilities due covid!!



(Left) Holding over the Grand Harbour Malta



(right) Mount Etna erupting

Stressy moments

After a long day's flying arriving at our destination airfield, a 600m grass strip which we had visited on foot and met with the owner the year before. We had observed the power cables at the end of one end of the runway which considerably reduced the LDA and the hills running along the base leg but not the high tension lines closer in on base leg. On arrival, we chose the into wind runway, the one with power lines at the threshold. Having tried both left and right hand approaches it became clear that due to the high tension cables on base, the final was so short there was no time to slow the aircraft to minimum speed. On the last attempt we configured the aircraft to land on the downwind leg and made a gently curved approach...success. On landing we were met firstly by the owner's guard dogs then by the owner who then revealed that it was a one way in one way out strip. and that we should not have landed on that runway but seemed quite impressed that we had managed to do so! Several proseccos later we staggered from his hangar wondering how none of our pre flight planning and prior conversations with the owner had revealed such an important fact.

Mid flight over the sea to Malta hearing a commercial aircraft reporting GPS jamming near Benghazi and realising how totally reliant we are on Sky Demon!

Entering a region of French airspace when the ATC were on strike (the fact was notamed but not the implication) and being told to exit their airspace immediately which posed a major problem until another Brit heard our plight and told us to turn off our transponder and continue!

And that old chestnut of thinking you can fly above the CBs you see ahead only to be forced higher and higher into oxygen territory and not having it.

Navigating a route back to Jersey to avoid staying in a Jersey classified covid red area and house arrest on return!

In summary

Is it worth it??? In short, a definite YES!

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

During the ramp up in traffic, ATCOs and pilots are more likely to keep things standard to reduce risk of incidents etc. Sometimes it may seem that ATC are being unduly restrictive in view of the low traffic levels, but by keeping it standard, it reduces the risk during the busier periods.

Taxiway Incursions

In the last Quarter we have had 6 taxiway incursions. Out of the 6, the only trend is 2 at Zulu and only one of the taxiway incursions was by an aircraft that was locally based.

Pilots must exercise caution when approaching Runway 26 holding points. The proximity of Holding Points A1, G and a blocking stop bar (Zulu) may cause confusion. No green centre-line lighting exists on Taxiway Golf.

Stop Bars/clearance limit

As we are getting busier, there has been an increased use of intermediate stop bars for apron management. We have had some feedback about the stop bar signage positions which we are reviewing, but Pilots are asked to refresh themselves on the intermediate stop bars (A2, A3 etc.) If anyone has any feedback about signage you can email aviationsafety@ports.je

Taxiway Excursions

Pilots are reminded to follow the yellow centreline at all times. Please do not cut the corner, especially around stands 6 & 7 as you'll infringe the roadway. After refuelling on stand 20, 21 etc do not cut across the other stands to re-join the Juliet Taxilane.

Jersey ATC has been holding its annual ABES training. This involves the ATC Team (Controllers and Operational Support coordinators) spending the morning discussing recent incidents and the lessons learnt, including the Human Factors element followed by a discussion on stress management. The afternoon involved emergency scenarios recreated on the Aerodrome and Radar simulator.



Update ... by *Eveline Hawkin*

A quiet month for Helping Wings with pilots still trying to catch up with all the flights they were unable to do on our October day!

Should you find yourselves in and about in St. Peter between the 6th and there 12th December, do pop in the Parish Church for their Christmas Tree festival which is a delight for the eyes! The church will be open between 10am and 6pm. On Sunday the 12th, the festival ends with a 40 minute Christingle Service at 4pm at the end of which the church will close.



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.

Aircraft Winter Covers For Sale

I recently purchased a set of used grey Cambrai fuselage and wing covers for a 2002 Piper Arrow 3, hoping they would fit 2-GOLD, but they don't unfortunately. I paid £850 for the covers (which come in three separate draw string Cambrai bags), so would like to sell the covers for around the same price I paid for them if possible, but I am open to offers.

My contact details are:

Mobile: 07786309243

Email: martin.welsh@barrick.com

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

Part 1 of 2 - Images from 1986 wanderings in USA



NC17613 Spartan 7W Executive
July 1986 Oshkosh



NC11609 Pitcairn PCA-2 Autogyro.
July 1968 Oshkosh WI



N342T Hamilton Westwind III
July 1986 Willow Run



N813TW WACO ATO Taperwing
July 1986 Oshkosh WI



N78852 AM Texas Bullet
July 1986 Oshkosh



N99AW Taylorcraft BC.12D
July 1986 Oshkosh WI

N2808J Beech UC-45J
July 1986 Lewis University IL



N331FD Volpar VTB-18 Super Turbo 18 Willow Run
July 1968

N113G Republic RC-3 SeeBee
July 1986 Pontiac MI





ALTERNATIVE FUELS... *By Richard Hawkin*

Zero Petroleum achieved a milestone recently with the the first flight powered by their 100% synthetic SynAvGas, The flight took place from Kemble on the 2nd November in an RAF Icarus C 42 ultra-light .

The Zero SynAvGas fuel for the flight was produced by Zero Petroleum and IGTL Technology, via an adaptation of the Fischer-Tropsch process. This involves extracting hydrogen from water by using energy generated from renewable sources, before combining it with carbon dioxide captured from the atmosphere.

Zero Petroleum says this process can provide a “drop-in” alternative fuel, “without the need to adapt distribution infrastructure or engine design”. Such a solution is “crucial for sectors in which electrification is not currently an option, including aviation, agriculture and a wide range of high-performance vehicles”.



Also last month, Rolls Royce claimed a world record for the fastest speed recorded for an electrically powered aircraft. Its Spirit of Innovation reached a speed of 623 kms/hour (336 kts).

The “Spirit of Innovation” is the result of a project called ACCEL, or Accelerating the Electrification of Flight.

Partners in the initiative include electric motor and controller specialist YASA and Electroflight, which Rolls-Royce has described as an aviation start-up. YASA is a wholly-owned subsidiary of Mercedes-Benz. In terms of funding, 50% has come from the Aerospace Technology Institute in partnership with the U.K. government.

Reminder ...

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.

and finally...

I would like to wish you all the best for Christmas and the coming year. Let's hope that it is kind to us all and that we are able to carry on with our daily lives as normally as possible!

Please support the club by popping in over the Christmas period. Worth coming in just to admire Fatima's very festive Christmas Tree... What better time to catch up and share some gossip and a drink...Tis the season....

Eveline