



Welcome to the **JERSEY AERO CLUB**

January 2022 members newsletter

A New Year message ... *from acting chairman - Nigel Hall*

" Thank you to all members of the JAC Committee, JAC members, and JAC guests for supporting and giving their time to the JAC during a difficult year, which will likely continue into the first part of the New Year.

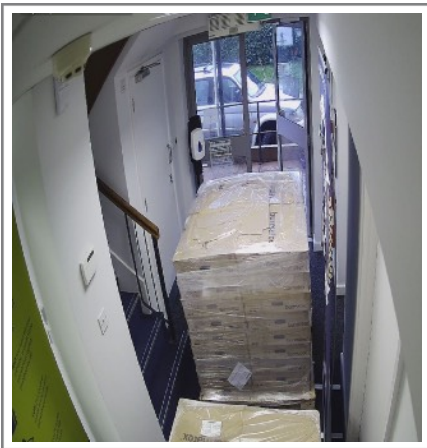
Please continue to support the JAC bar and cafe as best you can in these uncertain times to enable it to remain open every day in the New Year.

Let us hope and pray that 2022 will be an improvement on 2021 and that all members and their families and friends enjoy a healthy and happy New Year"

Property update ... *by Andrew Renouf*

Carpet Tiles

The carpet tiles arrived on pallets from a UK wholesaler on 4th December and were fitted the following weekend. This was a joint venture with Synergy Aviation who paid for the carpets in the Flying room. The Club carpeted other areas including the Meeting Room which is available to all members to hire. Buying at wholesale prices and employing the fitter directly significantly cut costs.



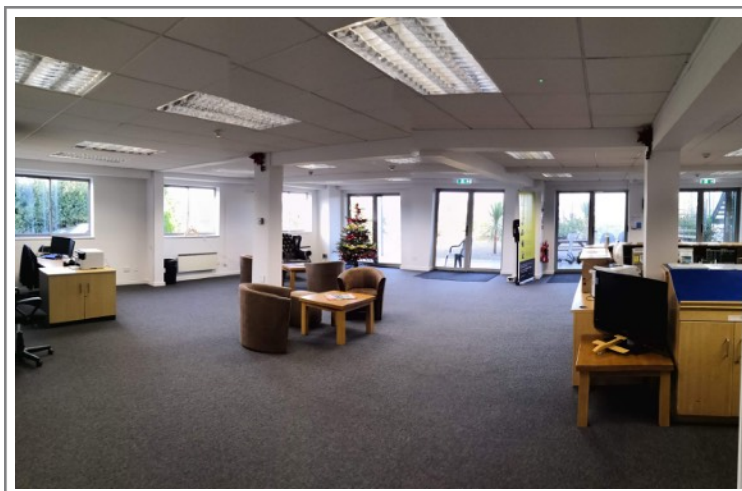
Tiles from UK Wholesaler



**Lifting old carpets Friday evening
to minimise disruption**



Floors before making good



Flying room with new carpets Sunday morning

Exam/Briefing Room

During the redecoration last year, the exam room was left in the original condition as the final new layout of the downstairs area had not been decided. The walls that will remain have now been decorated so Synergy now have a functional room until the facility is upgraded. If you ever took exams in the little room with yellow paint, here is a quick reminder!



**Work in progress
on Saturday afternoon**



Exam room during redecoration

Automation of lighting

The Club room, passage outside the loos and the ground floor hallway have all been fully automated with ceiling PIR presence detectors. This means members coming into the Club room for an early departure, or staying late after Fatima has closed up, don't need to sit in the dark.

The Loos, Stairs and Apron spotlights will all be automated in the next few months. We have also made a start on the Member's Hangar where some of the existing non-working fittings have been replaced with LED spotlights.



Lots of work continues behind the scenes by all of the Committee members often doing thankless tasks which are not always visible. I am grateful that I have had one of the highest budgets allocated for repairs and maintenance in recent memory. In 2022 we will continue to reinvest in the premises and facilities for members

This month's story... *submitted by Charles Strasser*

Twass the night before Christmas, and out on the ramp,
Not an airplane was stirring, not even a Champ.
The aircraft were fastened to tiedowns with care,
In hopes that come morning, they all would be there.
The fuel trucks were nestled, all snug in their spots,
With gusts from two-forty at 39 knots.
I slumped at the fuel desk, now finally caught up,
And settled down comfortably, resting my butt.
When the radio lit up with noise and with chatter,
I turned up the scanner to see what was the matter.
A voice clearly heard over static and snow,
Called for clearance to land at the airport below.
He barked his transmission so lively and quick,
I'd have sworn that the call sign he used was "St. Nick".
I ran to the panel to turn up the lights,
The better to welcome this magical flight.
He called his position, no room for denial,
"St. Nicholas One, turnin' left onto final."
And what to my wondering eyes should appear,
But a Rutan-built sleigh, with eight Rotax Reindeer!
With vectors to final, down the glideslope he came,
As he passed all fixes, he called them by name:
"Now Ringo! Now Tolga! Now Trini and Bacun!
On Comet! On Cupid!" What pills was he takin'?
While controllers were sittin', and scratchin' their head,
They phoned to my office, and I heard it with dread,

The message they left was both urgent and dour:
"When Santa pulls in, have him please call the tower."
He landed like silk, with the sled runners sparking,
Then I heard "Left at Charlie," and "Taxi to parking."
He slowed to a taxi, turned off of three-oh
And stopped on the ramp with a "Ho, ho-ho-ho..."
He stepped out of the sleigh, but before he could talk,
I ran out to meet him with my best set of chocks.
His red helmet and goggles were covered with frost
And his beard was all blackened from Reindeer exhaust.
His breath smelled like peppermint, gone slightly stale,
And he puffed on a pipe, but he didn't inhale.
His cheeks were all rosy and jiggled like jelly,
His boots were as black as a cropduster's belly.
He was chubby and plump, in his suit of bright red,
And he asked me to "fill it, with hundred low-lead."
He came dashing in from the snow-covered pump,
I knew he was anxious for drainin' the sump.
I spoke not a word, but went straight to my work,
And I filled up the sleigh, but I spilled like a jerk.
He came out of the restroom, and sighed in relief,
Then he picked up a phone for a Flight Service brief.
And I thought as he silently scribed in his log,
These reindeer could land in an eighth-mile fog.
He completed his pre-flight, from the front to the rear,
Then he put on his headset, and I heard him yell, "Clear!"
And laying a finger on his push-to-talk,
He called up the tower for clearance and squawk.
"Take taxiway Charlie, the southbound direction,
Turn right three-two-zero at pilot's discretion"
He sped down the runway, the best of the best,
"Your traffic's a Grumman, inbound from the west."
Then I heard him proclaim, as he climbed through the night,
"Merry Christmas to all! I have traffic in sight."

When received from Charles, it brought a smile on my face... hope you enjoy it too...



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

Visit to the Pima Air & Space Museum, Tucson Arizona 27 October 1992



130361 Douglas YEA-3A Skywarrior Pima Air & Space Museum AZ - October 1992



42-56638 N4963C Lockheed 10A Pima Air & Space Museum AZ - October 1992



44-77635 Curtiss-Wright C-46D Commando Pima Air & Space Museum AZ - October 1992



31440 N54205 Columbia XJL-1 Pima Air & Space Museum AZ - October 1992

43-11727 Bell P-63E Kingcobra Pima Air & Space
Museum AZ - October 1992



53-2674 Northrop F-89J Scorpion Pima Air & Space
Museum AZ - October 1992



42-42353 Vultee BT-13A Valiant Pima & Space
Museum AZ - October 1992



44-44175 HE877 Consolidated B-24J Liberator Pima
Air & Space Museum AZ - October 1992



53-0554 Lockheed EC-121T Warning Star Pima Air &
Space Museum AZ - October 1992





54-1266 Convair TF-102A Delta Dart Pima Air & Space Museum AZ - October 1992



41-7723 Douglas C-47 Pima Air & Space Museum - October 1992



134748 Douglas F-6A Skyray Pima Air & Space Museum AZ - October 1992



61-0086 Republic F-105D Thunderchief Pima Air & Space Museum AZ - October 1992

ATC message ... from the ATC team



To our friends in the General Aviation community.

Wishing you a Happy New Year and all the best for 2022.

From Jersey ATC.

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

The items below have been gifted very generously to Helping Wings to raise funds

If you would like to make us an offer please email hello@helpingwingsjersey.org

Pooleys Headset (RRP £102)

Transair crew pro lifejacket (RRP £117)

Transair aircrew lifejacket (RRP £100)

[All proceed to Helping Wings](#)



Overseas members news ... *This month... David Brown*

David suggested that it would be a good idea to involve overseas members to share their stories and experiences around things happening away from Jersey. So, I thought it had to be David's story first... I really hope to receive many more over the next few months.

My new base of Priory Farm Tibenham is a small grass strip with about 6 hangars positioned largely around a lovely little club hut and situated very close to the busy glider base of Tibenham with its 6 runways dating back to January 1942 when the American Eighth were based there with James Stewart being base commander at one point. The local small red brick country pub is full of his memorabilia and serves a nice local pint.

I still find it very odd just pulling the aircraft out of the hangar .. starting up and going ... not an ATC call to taxi or move in sight ... I'm probably viewed as a 'newbie' with my full calls but I'm getting a little more chilled with sensible blind calls pre, on departure and arrival.

The hangars have some amazing aircraft including a few very vintage Austers in invasion livery and various micro lights and, until recently, a large bright yellow Stearman. Interestingly the local chap who owns the field (Bob Sage) was a prolific repairer of Stearmans many of which have subsequently left the nest for France and U.K. new homes.

Bob clearly has a reputation and was asked recently to retrieve another vintage biplane from Duxford - a Meyers to complete and very long term rebuild. He duly turned up with a trailer at Duxford to dismantle the wings and bring it back for Priory. As many may be aware, Tom Cruise has been on and offsite as Duxford recording flying various stunts and sequences with a Stearman, and it turns out Tom was there on that day. His 'aides' rushed around when they saw Bob and his co mechanic dismantling the biplane and ushered them around the back of the hangar so that Tom didn't see them. I don't know Tom, but suspect he is the sort that if he had seen Bob with a spanner in hand up to his elbows in main spar and rigging ... he would have jumped at the chance to get stuck in vs a (relatively) boring film session !

One of the really nice things at Priory is that we have a small wheeled Avgas fuel bowser that has a simple hand written log book, where you log start, stop and delivered litres by aircraft reg. With all the talk of reducing carbon footprints, this hasn't passed Priory by and Bob has reviewed all the 15 or so aircraft on site and only 2 NEED Avgas. So, when this current load runs down, we will be replacing it with UL91. I gather my Jabiru will be fine on this .. and indeed would be fine if I'd had to pop down onto a dual carriageway (like the ever increasing number of US forced landings) and fill up with Super in France or Unleaded in U.K.

A particularly sad time was that my father died quite unexpectedly and we had planned so many flights in and around the U.K. as well as annual membership of Duxford. I talked with my brother and sisters and we decided that it would be very fitting to fly over the post funeral event. Smoking and trying to give him my best flight it was a tearful but fulfilling flight. As Bob said later, did you ask permission to smoke ? ... and I said a good old friend of mine (Greg Graham) said once .. better to ask for forgiveness than seek permission ... and anyway .. who would you ask ... I'm sure Dad appreciated the thought and was a nice diversion and end to a sad day.

I've spent a few days up at The Light Aircraft Company recently and have been amazed at how vibrant U.K. aircraft manufacturing is be it full build or kit supply. One project they are currently working on is the E Kub .. a redesign of the standard Sherwood Kub single seater but with a battery powered engine in place of the normal Rotax. Having watched the build with some admiration I have been really enthralled by the very small size of the electric motor (about 12" diameter by 3" depth .. in old fashioned measurements)

I was lucky enough to be onsite the night they did the first engine ground test run. Wow, the thrust off that small engine and quite a nice sound to it on the composite prop they were using. The ground test included a small forklift truck as main anchor .. and clever spring mechanism with digital sender and hooked to the rear of the aircraft. They could then check, very accurately, the thrust based on power drawn and projected run time. Going to watch this one with great interest.

I've got a visit planned down to Hercules propellers very early in the new year .. to pickup a new prop. Rupert, who owns the factory has invited me around the factory where they turn these gorgeous pieces of wood into the fantastically beautiful works of art that they are. I will leave the reason I need a new prop to the next instalment.

Finally, looking forward to better weather and wondering where to go ..now based in the U.K. and not every flight involves initial transit over a mass of water or a flight plan ... so .. where to go ?

I've been playing with destinations on SkyDemon and plugging in different wind directions and speeds, a very draggy biplane does make fuel something to very much factor in. Currently I have Duxford - I used it as my penultimate landing point when flying the Sherwood over from Jersey ... picking their grass runway of course ! And a definite place to visit before end of February and pop in to see the fabulous Spitfire collection .. all 12 in one hangar ! Another few include Bicester, Northrepps or Cromer as it was known, Old Warden and a whole raft of places in and around East Anglia.

As I've now joined the committee of the Priory Farm Aviators I have also been asked to arrange a club trip down to Jersey .. so that's something to plan for when warmer weather and easier regulations apply ...

Stay safe and enjoy your flying ..



Winter Flying... *By Richard Hawkin*

The UK CAA has recently published a 5 minute video about flying in winter. This can be accessed here- [Winter flying | UK Civil Aviation Authority \(caa.co.uk\)](http://www.caa.co.uk/News/News%20Pages/Winter%20Flying%20Video.aspx)

Also an updated version of its Safety Sense winter flying leaflet can now be accessed at -

<http://publicapps.caa.co.uk/modalapplication.aspx?catid=1&pagetype=65&appid=11&mode=detail&id=1158>

Whilst the Channel islands rarely get true winter conditions, they can occur and, of course, we may come across them flying elsewhere. And, if the weather's too bad, you can augment your flying skills simply by taking a look at both of the above.

Reminder ...

Any questions and/or queries, please email the committee at : committee@jerseyaeroclub.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 thank everyone for sending me their contribution during the year.

Wishing everyone a happy and healthy New Year.

Eveline