



# Welcome to the **JERSEY AERO CLUB**

## March 2022 members newsletter

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### Date for your diary

**AGM – Wednesday 17<sup>th</sup> March 2022**

**At 19:00**

An important date for your diary if you wish to be involved in the decision making of your club.

There are many matters to discuss and so, please join us on the night if at all possible.

We look forward to seeing you all.

### **Treasurer's update ... *Matt Palmer***

I am pleased to report that the Club ended the year in a significantly improved financial position. As at 31/12/2021 the Club had cash balances, excluding deposits held, of £63,216 (2020: £3,684). This was achieved despite inheriting a number of liabilities as well as incomplete records, and being unable to trade for much of the period due to COVID, and whilst also addressing significant backlog maintenance, improving members facilities, rebuilding supplier relationships, and without needing to draw on the proposed members loan scheme. In addition the Operating Company, JAC (General Aviation) Ltd, ended the year positively.

During this recovery period we have set up a new operating company, introduced new finance software, implemented a new direct debit scheme, established new and separate accounting records for the two entities, implemented new processes and controls, integrated banking and accounts, spun off Channel Islands Aero Services, hired Maggie as a part time bookkeeper and rehired Fatima as bar manager, set up a new payroll, sublet part of the site to support COVID response, recommenced general trading, relaunched the members room and cafe/bar, funded renovations and safety work, established a joint venture for GA handling and relaunched this with Ports of Jersey, relaunched flying training with Synergy, and more. It is of course good progress and as always there is more to do.

However whilst this has been rewarding, it has come at some cost to my family and my time, with the commitment extending to as much as a day a week in many months and sometimes, such as when we were negotiating of the COVID lab and transitioning CIAS, not far from a full time job. Whilst this has reduced significantly as we have moved towards a business as usual footing, it is simply not compatible with working full time for the public of Jersey as well as personal commitments and a young family. There are also other projects I need to progress, not least of which is seeking a permanent solution for the Heron. I therefore resigned in January as a Director of the operating company and will not be seeking re-election as Treasurer, though I have offered to continue to provide support to the Club as a committee member. We have arranged for a local firm to prepare the 2021 accounts for the AGM and to take forward the financial management, reporting in due course to a new Treasurer. This should make the task much easier for my successor whilst also ensuring a high standard of governance. I would like to offer my sincere thanks to club members for the opportunity to help with the recovery of such a worthy Island institution. I am sure that if we continue on this path of improvement GA will have a strong future.

We do now have a very smart board room with AV equipment that is available for corporate bookings for a small charge (or free to aviation non-profit organisations), a members room that can be hired out for events when the Club would otherwise be closed, and both our own Cafe and Bar and our catering partner Treacle available to cater for events. These have the potential to be valuable additional sources of income as well as allowing us to support the wider community. Please do spread the word.

Members will also be pleased to hear that renewals are progressing apace, with January renewals significantly ahead of the same time last year. However a number do remain outstanding and it does take time and effort to follow these up, so if you have yet to renew please do so as soon as possible.

### ***Cub Scout Visits***

We have now hosted several groups of Beavers and Cub Scouts who have come to learn more about flying and to complete their Aviation badges. They have enjoyed working in groups looking at topics from making paper aircraft, to learning the phonetic alphabet, to visiting the hangar in small supervised groups to learn about airfield safety and how aircraft work. These visits have been facilitated by several volunteers including myself, David Brown, and David Nicholas. It is an excellent way of engaging young people and inspiring them towards careers or activities in aviation. I have met a number of aspiring pilots, others inspired by the science and technology of flying, at least one future meteorologist and even several mad-keen aviation nuts who could teach an engineer a thing or two about aircraft construction! Common questions have included what aircraft are made of, why they don't fall out of the sky, how the controls work, why planes 'look wonky' on approach, how they know where to go, what happens when an engine fails.... and even one young man who wanted to know what would happen if you took a chainsaw to a wing mid-flight... it's fair to say not everyone's approach to risk aligns with my own!

They have been particularly inspired by David Brown's plane building adventures, by hearing from pilots experiences, and by the Duchess of Brittany and learning how aviation has shaped the Island they live in today. I have in turn found them inspirational too, and hopefully many of these children will go on to be future members of the Club. Of course for any future visits like this we do ideally need Club members to help out alongside the scout leaders (one to talk about planes, one to make sure they go in the right direction!), and it would be nice to give others the opportunity to share their knowledge and experience. If anyone would like to help with this please get in touch.

I would also like to remind everyone that last year, in order to drive inclusion and improve accessibility of flying to the younger generation, the Committee introduced a new membership tier for young people and students under 21, who can join the club for a reduced fee of £25. Synergy also agreed to take no membership fee for this group, steps that have reduced the barrier to young people being part of our aviation community and starting a PPL. We would love to see a strong take-up of this membership, as this group are very much the future of GA and the long term sustainability of the Club. Please do encourage young people to get involved and perhaps visit the Club for a trial flight or consider a PPL.

### ***Duchess of Brittany***

Time has flown by. Despite good intentions 2021 brought many challenges, and now I am handing over the Treasury role I hope to be able bring a team together again to focus on driving this to a conclusion that, we hope, will protect her for the Island. However I have an immediate challenge in that in December I was informed by several parties currently holding parts that this storage would no longer be available. Some of these parts can now be sold or if necessary disposed of, but others are still required (and for those that can be sold, finding new homes for historic aircraft parts takes time and effort). My initial attempts to find alternative storage have been unsuccessful and I would therefore appeal to Aero Club members to keep an eye out for any covered storage that could be made available whilst the project progresses. If I am unable to find or fund an alternative location, we will have no choice but to surrender the equipment. Please let me know if you are able to help, or know someone who can. I am also looking for a volunteer to assist with project management / coordination activity, and of course for contributions or offers of help to see this to completion. I would be very happy to talk to you if you can help in these areas as well.

## **Property update ... by Andrew Renouf**

### ***Grass Parking***

AOPA and your Committee have been working behind the scenes to ensure Ports of Jersey are fully aware of the very poor state of the grass with multiple mole hills. A Diamond Aircraft was towed out by the Fire Service a few weeks ago.

PoJ have already rolled and cut the grass but also inform us that mole eradication will commence soon and have plans to improve the area.



### ***GASCo Safety Evening***

GASCo are coming to the Club on Friday 20<sup>th</sup> May to present one of their safety evenings. The talk will start at 7.30 pm. These have always been popular events so see you then.



### ***Automation of Hangar Lights***

Users of the member's Hangar have had difficulty operating the lights as the switches were hidden 40 cm on the opposite side of the mesh dividing grille. We have installed a 10 minute timer switch by the Hangar doors and we used RF technology to avoid long cable runs and cut installation costs. Just push the blue button!







### ***Low level radiant heaters***

Since December we have been trialling low level radiant heaters under the desks of the Flying room. These are 160 watt and 400 watt but save much more powerful heaters being switched on all day. Lois and Abby are now enveloped by heat and have better working conditions, but costs are now lower.

### ***Hangar Pedestrian Fire Doors***

We have just taken delivery of four pedestrian fire exit doors to replace the doors which have rusted through and are beyond economical repair. We had these finished with a Marine Grade powder coating which will give them a much longer lifespan the originals. Fitting is planned soon and the first redecoration is planned for 2040!



### ***Final Bar Fridge purchased***

After the insolvency all of our fridges were taken back by the brewery as these were tied units. Over the last 18 months we have purchased bar fridges outright we have recently just taken delivery of the final unit to complete the run in the kitchen. We remain tie free and can buy our supplies from the cheapest sources.



## **Your story ... *My lifetime in Aviation... by Chris Winch***

My first flight was as a 6 year old in April 1949, in a dH 89 Dragon Rapide G-AKOD from Heathrow Airport on a 30 minute joy flight! (When such capers were allowed).



Heathrow 1949

I then spent a few years going to school and becoming an aircraft enthusiast, my next recollection was going to Southend Airport in 1953 to see the Kings Cup Air Race , which was marred by my first sight of an air crash, when 2 Percival Proctors collided in mid air, one managed to force land on the airfield but unfortunately the other spiralled down to crash near a churchyard with a fatal result.

During my teen years I became more interested in aircraft and became one of the gang of spotters at Southend Airport and after leaving school in 1959 started work in the Air Traffic Control dept as an Air Traffic Control Clerk which involved taking landing fees, preparing flight forecasts for the commercial flights and sending the various Flight plans by teleprinter.

My employer also owned the local Flying school so I could learn to fly at a discounted rate (£ 4.25p per hr!)

I commenced my training on 10th September 1962 with the local CFI Charles Cockburn, in Auster Autocrat G-AIZY



I flew my first solo on 7th November 1962 in G-AJUE. This particular Auster is still active and I flew her again solo on 2nd August 2010 after a gap of 47 years, I'm hoping to repeat this later this year to celebrate 60 years since first solo!



1st solo 7/11/62

I continued my training for PPL during the terrible winter of 1962/3, doing a lot of circuits on frozen snow, in fact my qualifying x/c was to Luton and Cambridge as the usual route was to grass airfields of Lympe and Shoreham which were covered in snow drifts and became waterlogged after the thaw.

On 4th April 1963 I passed my PPL flight test and became the proud owner of PPL no.63569

One of my first flights with passengers was to take an Auster for lunch at Gatwick, parking on the South stands next to a Transair DC3, imagine trying that today!

Unfortunately the Flying School decided to close due to new requirements for the training for Commercial pilots, my last flight with them was on 31st January 1964

In the meantime I managed to get a few hours in a single seat Biplane called a Currie Wot which was great fun.



I also managed to fly a Miles Hawk Trainer which had dubious spinning characteristics ...



Due to the fact that there were now no suitable aircraft to fly at Southend a few of us decided to form a group and purchase our own aircraft, after much searching we found an Auster 5D G-ANHX at Rhoose(Cardiff Airport) and snapped it up for the princely sum of £700, one of our group members flew her to Southend. The Rochford Hundred Flying Group was up and running.



Arrival at Southend 1/9/64

The group owned 4 different aircraft until finally disbanding in 2002

In 1965 having qualified as an ATCO but with no prospect of a job at Southend I moved to Lympne Airport in Kent and started working there as an ATCO and continued my flying in the local PA22 and BE23's .

In 1969 an opportunity arose to join IAL and take up a position in Antigua, which was one of the better locations in which IAL had the contract, I did a few hours in the W Indies in a PA22 and PA32 picking up crayfish from the outlying islands and ferrying them to Antigua to be picked up by a Be18 or DC3 and taken to San Juan for onward delivery to New York.



Antigua 1969

I had various postings with IAL ending up at Leavesden Airport (where the Harry Potter studios are now!).

I left IAL in 1971 and moved back to Southend continuing my flying in C150s and PA28s with the local flying clubs.

In 1974 I saw an advert in Flight for ATCO's in Jersey so I applied and eventually succeeded in becoming an ATCO in Jersey starting work on 1st June 1974.

I soon decided to visit the Aero Club and was checked out by Ken McFadden in a C150 G-BAZS on a trip to Alderney, my first visit. Little did I know but I would visit Alderney a lot in a few years time .

I decided to take the CPL exams and get an Instrument Rating in 1989 and also add an Instructors Rating which was completed in Jersey courtesy of Mike Le Galle and then commenced Instructing for the Aero Club for many years in my spare time between shifts in ATC .

During this time I managed to fly as P1 in a Dragon Rapide which had been painstakingly restored in Jersey by Peter Harrison



Dragon Rapide Jersey

In 1998 at the ripe old age of 55 I retired from ATC and commenced 5 years with Aurigny flying their Trislanders around the Islands, France and UK. This was the best flying I've ever done as it was single crew in all weathers. Flying into Alderney at night with a surface wind of 220/25-40 kts and cloud base 200 ft was certainly "character building"



Tris in corporate colours Jersey



Beach landing 1998

After attaining the magic age of 60 I had to retire (again).

But it wasn't long before I was asked if I would like to fly a Citation jet for a local owner, I jumped at the chance and before long I was on a Citation course in Wichita Kansas where the daytime temps often reached 35deg C. The locals stated that in the winter the temps were in the teens, I thought that's quite warm not realising they were talking Fahrenheit!!

The course was quite intensive (US style) but I managed to complete it OK and then amassed over 300 hrs flying around Europe and UK.



I still maintain my MEP and I/R and fly regularly but my favourite aircraft is my 1936 dH87 Hornet Moth in which I hope to celebrate 60 years of holding a Pilots licence this year (2022).

My Moth G-ADKC



## ATC update ... from Marc Hill Air Traffic Control Officer & Aviation Safety Manager

The Aviation Safety Steering Group (ASSG) are running a promotion to the General Aviation community in order to encourage reporting of incidents. Whether a Mandatory Occurrence Report (MOR) or a Voluntary Report, the reporting of incidents helps improve the Safety Culture and reduces the number of safety events.

An MOR is the reporting of an incident where safety has or could have been affected. This must be reported within 72 hours.

A voluntary report can be made at any time. This is more of an observation for improvement.

Guidance for reporting can be found at <https://www.caa.co.uk/Our-work/Make-a-report-or-complaint/MOR/Occurrence-reporting/>

As discussed at the Aero Club ATC Safety evening last September, we have launched the Jersey Airport Safety reporting form. This can be used to raise any concerns that you have that don't come under the MOR scheme. These reports only go to Marc Hill (Aviation Safety Manager) and Ali Varrie (Head of Aerodrome Operations) and we treat every report in strictest confidence.

### Jersey Airport Safety Reporting form

At Jersey Airport, we want our Business Partners to be able to report anything safety related for further investigation and to improve safety around the Airport as part of our Just Culture Policy.

If you have anything you'd like to report, please scan the QR code or email [AviationSafety@ports.je](mailto:AviationSafety@ports.je)



# SAFETY



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



D-EWBR PZL 104 Wilga 35A  
20 June 1992 Shernhagen

DDR-WLA Omnipol L.200D Morava  
21 June 1992 Shernhagen



D-ESRE Ehmann RE.4 Grasmucke  
28 June 1997 Koblenz

D-ERPS Pottier P.220S Koala  
28 June 1997 Koblenz





D-EFFI Van's RV-4  
28 June 1997 Koblenz



D-EGKW Klinker K.1  
28 June 1997 Koblenz



D-EJIP Hatz CB-1  
28 June 1997 Koblenz



D-EFCB E3B-606 CASA 1.131E Jungmann  
28 June 1997 Koblenz



D-MSAW Dallach D.3 Sunwheel R  
28 June 1997 Koblenz



D-EHUG Aero Designs Pulsar XP  
28 June 1997 Koblenz



## New opening in JACL aircraft group

G-JACL is a 4 year old Tecnam P2010 with the 180hp Lycoming engine with a 2 blade fixed pitch propeller.

According to Tecnam it is the most advanced high-wing, modern single-engine aircraft in the marketplace. Balanced controls. Unsurpassed stability. This aircraft is where performance and comfort meet in one sexy IFR package. Cut through the air with speed, ease and efficiency in the Tecnam P2010, thanks to its smooth shape, gently upswept wings and sculpted cowling.

It normally cruises at 120 knots TAS and burns around 50 litres an hour in the cruise. In still winds you get a range of just over 400 miles not including final reserve and fuel for an alternate. This is the equivalent of flying from Jersey to Edinburgh or Glasgow.

If you would like to know more please contact George Romeril.

Phone number - 07456 767277

Email - [romerilga@yahoo.com](mailto:romerilga@yahoo.com)



## *and finally...*

I always enjoy putting the newsletter together and I have to say that it has been particularly interesting in the last 18 months to witness the committee's progress and being in awe of how much they've achieved.

The newsletter is an easy way for us all to keep in touch. As members, feel free to contact me for anything you want included. I am particularly interested in your flying stories of course, but it would be great to be able to receive more news from overseas members. David's Brown launched - Letter from Overseas 2 months ago and I look forward to receiving many more!

Also, don't forget the newsletter is a way to advertise items for sale or to buy .

Please, whether for a flying article or anything else, always send the pictures separately.

With spring on our doorstep, there should be a lot more activity in and around the club and so, keep in touch and support your club by popping to the café for a coffee, a nice lunch and of course a chat ...

and, don't forget the AGM!

All the best,

*Eveline*

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