



Welcome to the **JERSEY AERO CLUB**

April 2022 members newsletter



The AGM was attended by 25 Club Members, 5 Committee members with 13 Apologies. A PowerPoint presentation was led by Nigel Hall who took the meeting through the original business plan approved by members at the last AGM and reviewed the progress made since that meeting.

An honest appraisal was made with the successes such as the Club now being on a stable financial footing, along with the weaknesses such as needing to attract new members and a younger demographic.

Matt Palmer our Treasurer stood down and as no nominations for a replacement were submitted, the members approved Grant Thornton to act as Treasurer for an initial two-year period (subject to re-election at the 2023 AGM) at a nominal concessionary fixed fee. James Pirie will represent Grant Thornton in this role.

Financial Statements had been prepared pro bono by FCM Management and the consolidated financial position for the club and its subsidiary was presented to the meeting. Separate entity financial statements are to be made available to members. FCM have agreed to provide accountancy support to the Club again at a highly favourable fixed fee for an initial 12-month period.

Andrew Renouf updated the members with a short summary of investment in the building and facilities. The meeting voted to authorise the Committee to enter into a contract to let the roof space to the JEC to install Solar PV panels after all approvals have been received.

Paul Holroyd summarised the forthcoming Airside security required by the CAA. Derek Fage spoke on Flying and other matters. Sandra Carrol stood down as secretary and as the post remains unfilled, the committee will outsource the function.

Thanks were given to Matt for acting as Treasurer over the last 18 months and Sandra as Secretary over a much longer period. Gratitude was expressed to Alan Roberts from Grant Thornton for staying on as an advisor on a pro-bono basis as well as putting in place the solution to provide a Treasurer.

After a wide-ranging discussion involving all members mainly on how to attract new members as well as other issues, the meeting was closed.

Meet your new committee ...

Nigel Hall - Chair

James Pirie - Treasurer

Andrew Renouf - Committee member dealing with premises

Paul Holroyd - Committee member dealing with Airside, Hangar & Café

Derek Fage - Committee member

David Nicholas - Committee member

Matt Palmer - Committee member

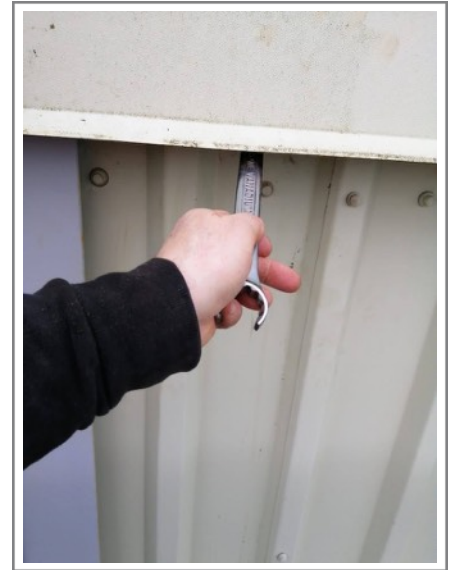
Property update ... *by Andrew Renouf*

Hangar Doors

We thought that we had solved the problem with the Hangar doors but, over the winter, two doors started to jam again. To get to the bottom of the issue we took accurate measurements of levels with both a laser and a water level. Previous contractors had told us that the bottom track had subsided 10 mm so it was a surprise to find it was perfectly level within 0.5 mm. Instead, we discovered that the whole building had shrunk 1.5 mm due to the seasonal movement of the structure. Small adjustments were made to the two problem doors so fingers crossed things are fixed.....if not we have a "Plan B"



Adjusting doors



Door spanner

Car Park Pot holes

Keeping on top of maintenance will mean much lower costs moving forward. 18 months ago we were filling numerous large pot holes at a cost of around £ 1,500 per visit. In March, only three small areas needed filling at a cost of £ 167



Redecoration

Steve Tompkins returned in March and touched up a few doors and scuffs on the stairs. We spent just over £ 130 on labour and materials and we will continue to keep on top of things to keep things looking clean.



Hangar Pedestrian Fire Doors

Ports of Jersey requested we replace the rusting fire doors on the rear of the Hangar. We purchased these directly from the manufacturer and last week a small local business fitted them. We have installed doors which are stronger than the originals with a marine grade powder coating which should last 25+ years. Buying carefully and dealing directly with sub-contractors makes Club funds go further, the final cost was just 1/3 of the highest quoted price from a large local contractor.



New door.



Replacing doors is so much fun!



Old rusty doors

Breakfast time!

It is important to support your Club. Just pop in for a breakfast or a coffee from time to time. The Aero Club Breakfast is great value for money at £ 6.00



Grass Parking

Ports of Jersey are aware that the grass parking has been a problem this winter. More than one plane has got stuck in molehills in the last few weeks. The solution is to mow the grass regularly so it dries out quicker along with continual mole prevention. Unfortunately the large tractors used by PoJ were too heavy to go on the wet grass so they had a Catch 22 situation. Thankfully, in the last few days the area has been mowed, rolled and mole prevention has commenced which is crucial.



Events

If anybody has any ideas for monthly talks or events, please let us know. The Committee see this as a core part of the Club's activities but for the past 18 months Covid has scuppered many plans. Any ideas welcome or if you wish to organise even one event let us know. The Club may even pay a contribution for travel and overnight accommodation to interesting visiting speakers

To help with presentations, we are about to purchase a new more powerful projector. Thanks to Club member Cristin Bouchet/Delta Events who gave us free hire on the projector used at the AGM



... by Richard Hawkin



GASCO SAFETY EVENINGS

GASCO (General Aviation Safety Council) Safety Evenings and webinars last for 90 minutes and address current GA safety concerns. Visiting speakers join the team of GASCo Regional Safety Officers and a short Q&A session is included.

Guernsey Aero Club

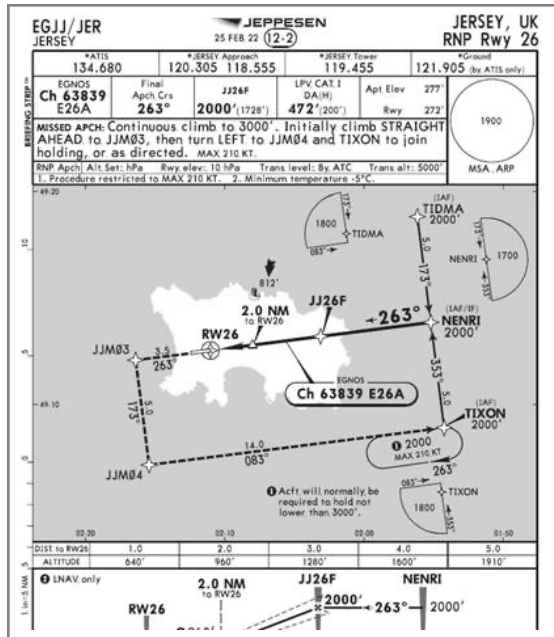
20:00 - Thursday 19th May 2022

Jersey Aero Club

19:30 - Friday 20th May 2022

ATC update ... from Richard Price, Air Space Development Manager

CHART DISCREPANCIES

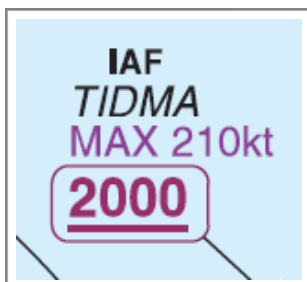
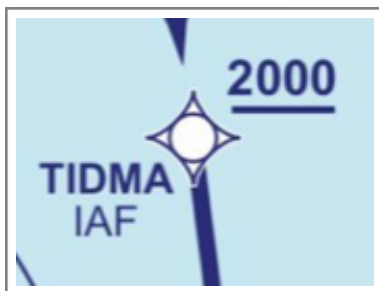


At a recent ATC / pilot forum, questions were asked about the altitude to be flown on Jersey's RNP's. Jeppesen charts show 2000 ft at the IAF but the UK AIP clearly shows not below 200 ft.

To quote Richard Price after having investigated -

- Having had several emails back and forth to Jeppesen/Boeing, the person there admits they differ "*other charting specifications are applicable*" for SID/STAR vs Approach charts (although the approach legend doesn't help as they all seem to have lines underneath) and has stated "*altitudes shown on approach charts are minimum altitudes (at or above) unless labelled otherwise according to the Jeppesen approach charting specifications.*"

So in summary the levels depicted for our IAFs are not "level by" restrictions, this would inhibit continuous descent operations which Jersey fully endorse and that users of Jepp charts should understand the legend for that particular chart.




Flying story ... Rare miracle from WWII ... sent by Mike Le Galle

CENSOR

Should there be some law, rule, or regulation against sending the picture below to my wife, please seal the flap above and return - it is an unduplicatable shot and one I should hate to lose.

Yours
H. C. Muesle
1st Lt., A.C.

DAMAGE COURTESY OF
Ludwig Maximilian
X His Mark R.P.



"PHOTO BY
Cliff Butcher"

OLD "ALL-AMERICAN" "SOMEWHERE OVER NORTH AFRICA"
FEBRUARY 1, 1943

THE CREW:

PILOT - Ken Bragg Jr.
COPLOT - G. M. Jr.
NAVIGATOR - Harry C. Muesle
BOMBARDIER - Ralph Burbridge
ENGINEER - Joe C. James
RADIO OPERATOR - Paul A. Dalloway
BALL TURRET GUNNER - Elton Londa
WAIST GUNNER - Michael Zuk
TAIL GUNNER - Sam J. Laybold
GROUND CREW CHIEF - Hank Heyland

B-17 "All American" (414th Squadron, 97 Bomb Group) Crew:

Pilot	Ken Bragg Jr.
Co-pilot	G. Boyd Jr.
Navigator	Harry C. Nuessle
Bombardier	Ralph Burbridge
Engineer	Joe C. James
Radio Operator	Paul A. Galloway
Ball Turret Gunner	Elton Conda
Waist Gunner	Michael Zuk
Tail Gunner	Sam T. Sarpolus
Ground Crew Chief	Hank Hyland

In a mid-air collision on 1 February 1943, between a B-17 and a German fighter over the Tunis dock area, this became the subject of one of the most famous photographs of WW 11.

An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot, then continued its crashing descent into the rear of the fuselage of a Flying Fortress named "*All American*," piloted by Lt. Kendrick R. Bragg of the 414th Bomb Squadron.

When it struck, the fighter broke apart but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged. The fuselage had been cut almost completely through . . . connected only at two small parts of the frame. And the radios, electrical and oxygen systems were damaged.

There was also a hole in the top that was over 16-feet long and 4 feet wide at its widest; the split in the fuselage went all the way to the top gunner's turret.



The tail actually bounced and swayed in the wind and twisted when the plane turned. And all the control cables were severed, except that one single elevator cable still worked; and the aircraft miraculously still flew!

The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart.

While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.



When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane.

When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me-109 German fighters attacked the "*All American*."

Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters.

The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.



Allied P-51 fighters intercepted the "*All American*" as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing that the appendage was waving like a fishtail . . . and that the plane would not make it and to send out boats to rescue the crew when they bailed out.

The fighters stayed with the Fortress, taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signalled that 5 parachutes and the spare had been "used," so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane to land it.

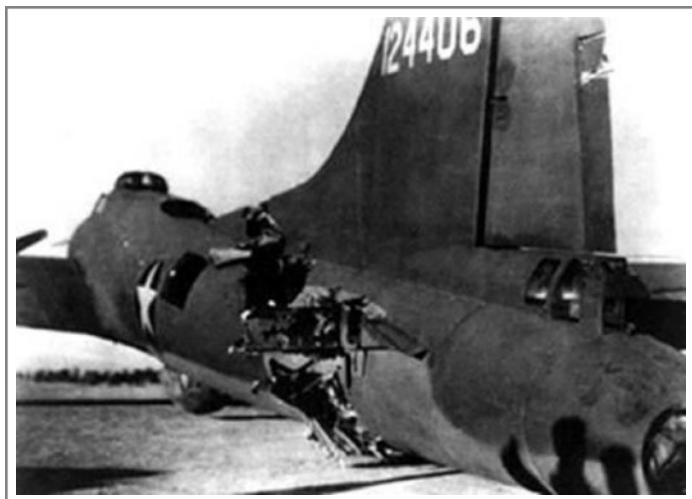
Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.



When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured.

No one could believe that the aircraft could still fly in such a condition.

The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed.



This old bird had done its job and brought the entire crew home uninjured.

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



OK-YUU-66 Rans S-12 Airaile
28 June 1997 Koblenz



D-ETHH Rutan Long Ez
28 June 1997 Koblenz



D-EIFS Piel CP.301S Smaragd
28 June 1997 Koblenz



D-EJMW Kitfox 3
28 June 1997 Koblenz



N166LG Douglas DC-3-201G
18 October 1992 Opa Locka FLA



VQ-TAD BN.2A Mk III-2 Tri-Islander
18 October 1992 Opa Locka FLA

N681DG Fairchild C-123K Provider
19 October 1992 Fort Lauderdale FLA



N6348U Aero Commander 680
20 October 1992 Sabastian FLA



(N44915) 56528 Douglas C-54G Skymaster
29 October 1992 Chandler Memorial AZ



N7086C Lockheed PV-2 Harpoon
29 October 1992 Chandler Memorial AZ



N224GB Douglas EC-47H
22 October 1992 Buckingham Field FLA



N203EV Lockheed P-2H Neptune
26 October 1992 Pinal Air Park AZ



N7251C Lockheed PV-2 Harpoon
29 October 1992 Chandler Memorial AZ



N130P Howard 500
29 October 1992 Chandler Memorial AZ





Jersey's flying charity ... by *Eveline Hawkin*



On Friday, March 4th, in the presence of our Patron, H.E. Sir Stephen Dalton, Nicole Camacho and Ant Lewis received their bursary certificates.

Ports of Jersey sponsored one of the awards and were represented by Jersey Airport director Robin MacRae and CSR Development Manager, Leanne Bass. With a value of £2000, this award was presented to Nicole Camacho. Despite suffering from macular degeneration, Nicole who is a student at Granville School has the determination to make the most of her flying training.

The second award was sponsored by the Butlin Family Charity Trust and is worth £2500. This was awarded to Ant Lewis. Prior to suffering a stroke, Ant was assistant editor for the local newspaper, the Jersey Evening Post. Since then he has taken a leading role in the Jersey government's disability strategy. The trust was represented by Hugo Butlin and Karen Spence. Hugo's father, Billy Butlin Jnr, was a pilot Jersey European Airways and was a very active Vice Patron of the Royal International Air Tattoo-Flying School, founded in memory of Sir Douglas Bader, training disabled people to fulfil their ambition to fly.

Both Nicole and Ant will do their flying training in Jersey with Synergy Flight Training.

For sale and wanted items...

As mentioned in previous newsletter, should you have anything you want to sale or buy, contact me on evelinehawkin@gmail.com and I will publish it. Please send photos separately.

and finally ...

Thanks to Mike Le Galle for coming to the rescue again this month and sending his fascinating story. Sadly, I do not have anymore stories in reserve and so ... I'd love to receive yours!

See you at the club ... *Eveline*