Welcome to the

JERSEY **AERO CLUB**

June 2022 members newsletter

Committee update … *from Derek Fage*

You will have received the request below very recently but the committee are in great need of help and I thought it would be worth adding it to the newsletter

Honorary Secretary

Sandra Carroll has done some fantastic work for both this committee and the previous committee in the role of secretary, but as she said in the AGM she has stepped down from the role of secretary but had offered to help until we could find a replacement.

This is a last request to see if somebody is willing to stand as secretary before we need to look to get external commercial support in the way we have done with the treasury function.

If you feel you can help your club and committee, or want to find out more, please contact us.

Events Secretary / Lead

As we come up to the summer season, we're also looking for somebody to take a lead in the organising of events (social and flying). This person does not necessarily need to do everything as we have a number of other volunteers to organise fly-outs and help sort social events, but we need a 'lead' person to join the committee and take responsibility for putting the program together, liaising with other volunteers, and liaising with external third parties who may wish to hold events.

Again, please do not hesitate to contact us if this is something you feel you can do, or wish to find out more about.

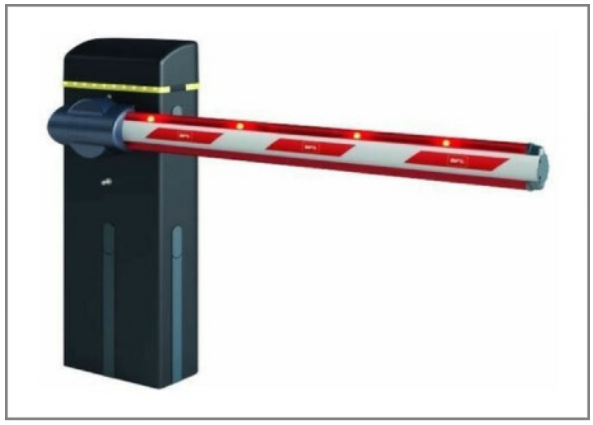
… and from Paul Hoylroyd …

Following some questions from members, we have checked with JCIS and the States of Jersey Police and Gen Decs must be submitted for all flights in and out of the Bailiwick of Jersey. This includes all inter-Island flights.

Property update … *by Andrew Renouf*

Car Park Barriers

This month the cables will be put in place with a plan for the barriers to follow within 60 days. Your Club members card will be required to operate the barrier using a card reader on a post. Visitors or those without a card for any reason will have to park near the Club building. Any friends of members flying away or those who visit for other valid reasons will be given a 4 digit code which will be changed every few days to prevent abuse. Valid visitors include the RAF Association, trial lessons, friends visiting the café and the like.



If you don't have a up to date Club card, please email.memsec@jerseyaeroclub.com

Covid Lab

The Covid Lab is remaining for a further short extension and is paying for the full period of occupation including the time spent removing the lab. All of this extra income will be reinvested in Club facilities.

Gasco

A successful GASCO safety evening took place with a good attendance. If any Club member can think of any UK speaker who has a pre-prepared talk that you have seen at other Clubs/Events, please let the Committee know. This is the heart of what the Club is about and for the right event, we will consider making a contribution to travel expenses etc.

Alpi Pioneer

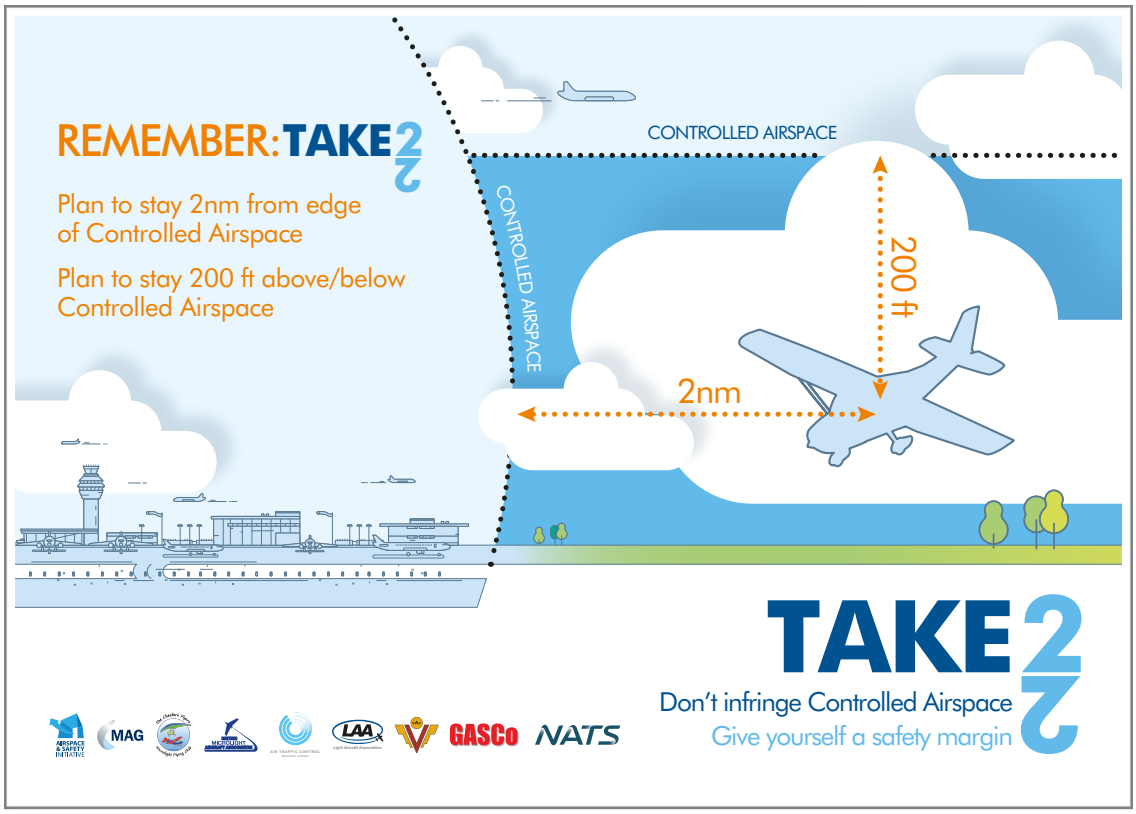
For the past few years, members might have seen the Italian registered Alpi Pioneer abandoned by the side of the East Gate. Parking charges were raised by the Club and this prompted the owner living in Malta to sell. The new owner is Łukasz Filipek from hi-techaviation.pl

He drove all the way from Poland to collect it and his plan is to renovate the Aircraft and get it flying again. The Rotax 915 is in good condition but he intends to put in one of the Zongshen aero engines he distributes and use the Alpi as a demonstrator for his business. It will be good to see this Aircraft fly again.

ATC update … *by Marc Hill, Safety Aviation Manager & Air Traffic Control Officer*

Airspace Infringements

We regularly get Airspace Infringements in the Channel Island Control Zone from Military and General Aviation. *Airspace infringement occurs when an aircraft enters notified airspace without previously requesting and obtaining clearance from the controlling authority of that airspace, or enters the airspace under conditions that were not contained in the clearance (SkyBrary).* Over the past few years, we've only had one infringement by a Jersey based Aircraft but recently, Solent ATC (Southampton/ Bournemouth have seen a lot of Airspace infringements. We don't have any data suggesting that aircraft from the Channel Islands areas are the cause, but as many CI based aircraft speak to Solent and Bournemouth Approach when travelling to the UK, it is an area to be aware of. The CAA Airspace and Safety Initiative website https://airspacesafety.com/ is a good place for advice on Airspace Infringement avoidance, 'Just Culture' and Hot-Spot updates. Solent CTA (No 4) and the Channel Islands (No 27) are both Hot-Spots and the website also refers to the Take 2 initiative (see poster).



LAIT

We've set up a Channel Island LAIT (Local Airspace Infringement Team) which reviews Airspace infringements around the Channel Islands and what we can do to prevent them. We also review the Hot-Spot data to see if it requires any updates. If anyone would like to be involved in the LAIT meetings, please email Marc Hill marc.hill@ports.je. We also liaise with the Wessex LAIT (including Southampton, Bournemouth, and Farnborough).

https://skywise.caa.co.uk/

This is a good website to sign up to (if you haven't already). They quite often have GASCo infringement avoidance webinars.

https://www.caa.co.uk/general-aviation/safety-publications-and-information/safety-sense/

Here's a link to several useful CAA Publications including VFR moving map devices.

The following information correct at the time of issue and is subject to change. It remains the Pilot's responsibility to check they are fully briefed and have the correct and up to date information.

Here's a reminder of the Noise Abatement Procedures at Jersey Airport:

Noise abatement procedures are designed to minimise exposure of residential areas to aircraft noise, while ensuring safety of flight operations. There are communities surrounding the airport which are sensitive. The procedures described below are extracts taken from the UK AIP specific to Propeller driven aircraft and helicopters operating to and from Jersey.

A full explanation of local noise procedures are referenced in UK AIP EGJJ 2.21.

a. The following Noise Preferential Routeings and Procedures will apply to all aircraft taking off, landing or going around from this airport and will apply in both VMC and IMC unless otherwise instructed by ATC.

b. Propeller Driven Aircraft and Helicopters:

i. Runway 26 – Take-off – VFR/SVFR - Climb straight ahead to a minimum of 800 FT AMSL (523 FT AAL) before turning and climb as rapidly as is compatible with safety to not less than 1000 FT AMSL (723 FT AAL).
ii. Runway 26 – Take-off – IFR - Climb straight ahead to a minimum of 900 FT AMSL (623 FT AAL) before turning.
iii. Runway 26 – Landing – Maintain at least 1300 FT AMSL (1023 FT AAL) until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility. If under 5700 KG and making a visual approach, land must not be overflown below 800 FT AMSL (523 FT AAL) until on final approach.

iv. Runway 08 – Take-off – VFR/SVFR - Climb straight ahead to a minimum of 800 FT AMSL (523 FT AAL) before turning and climb as rapidly as is compatible with safety to not less than 1000 FT AMSL (723 FT AAL).
v. Runway 08 – Take-off – IFR - Climb straight ahead to a minimum of 900 FT AMSL (623 FT AAL) before turning.
vi. Runway 08 – Landing – Maintain at least 1300 FT AMSL (1023 FT AAL) until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility. If under 5700 KG and making a visual approach, land must not be overflown below 800 FT AMSL (523 FT AAL) until on final approach.
vii. Wherever possible pilots should avoid overflying the island below 1000 FT AGL.
viii. Circuit Altitude - Whenever cloud base permits, aircraft should maintain the following altitudes and make the majority of the circuit over the sea:
• Standard circuit altitude for propeller driven aircraft is 1300 FT AMSL (1023 FT AAL).

a. The Noise Preferential Routeings and Procedures are supplementary to the noise abatement take-off techniques as used by piston-engined, turbo-prop and turbo-jet aircraft.

b. All aircraft departing from Runway 26 at Jersey and routeing to the south of the airport under VFR, must climb straight ahead to 800 FT AMSL (523 FT AAL) before turning left and must route via Corbiere lighthouse (4911N 00215W). Thereafter as much of the flight as practicable must be conducted over the sea.

We are looking to review the noise abatement procedures. If anyone would like to be involved, let ATC know.

Following the email received by all the club's pilots recently regarding engine starts, please read ATC's reply below.

There has been a lot of discussion about the email sent on Friday 27th May regarding engine starts published in the AIP.

This is not a new procedure. As a result of feedback, we are looking at amending the AIP entry to better reflect the users requirements. This may include removing the need for VFR aircraft to request start.

If you have any feedback, let me know marc.hill@ports.je

Synergy Flight Training update … *by Glen Heavens*

With COVID now behind us and Summer just around the corner we are looking forward to a busy time at Synergy! With the help of AOPA some joint publicity has been published to attract pilots to visit Jersey and I suspect that with continued disruption with commercial airlines that GA handling will see an increase in activity.

The club fleet remains stable with the Tecnam, 2 PA28's and our refurbished C152. Synergys eye-catching PA28 Arrow will also be available from time to time in Jersey and anyone interested in a check out should contact Lois or Abby.

We are delighted to Welcome Martin to our instructor team who following a few months 'acclimatisation' at Fairoaks has joined us in Jersey on a full time basis. Martin is an experienced instructor and I'm sure he would be delighted to say hello to both flying and non-flying members if you have a chance to pop into Synergy! Coming from the Welsh coast Martin's hobbies include both Sailing and Motor Boating - if anyone needs a deckhand on Martin's days off I'm sure he would be delighted to get afloat!

Huge congratulations go to Darrall Pullen on his first solo - I'm sure many of you fondly remember our first solos and the incredible feeling of freedom it brings.

We wish Darrall the best of luckwith the rest of his course!

Unfortunately there are still difficulties with solo flying in EASA airspace but CAA are working on this with their colleagues in EASA/DGAC. Recent reports that other CI Clubs have an exemption have been denied in writing by CAA. Please be assured we are keeping the pressure up but it is a Government level issue and far beyond our control! Whilst not ideal, we are able to facilitate our customers at Fairoaks to complete the Long Cross Country in the UK and we really hope to have progress from the authorities soon.

Darrall Pullen

Modernisation of the flying room continues with the new sofas now in place, several large TVs are due for delivery any day and subject to suppliers having stock, new briefing tables have been chosen.

As always I look forward to seeing many of you at the club!

Glen

Flying story … *One of the most amazing aeroplane stories ever.*

The story of Lockheed SR71 Blackbird test pilot Bill Weaver's escape from a disintegrating aircraft at 78,000 feet Mach 3.1. … sent by David Esterson

Among professional aviators, there's a well-worn saying: Flying is simply hours of boredom punctuated by moments of stark terror. And yet, I don't recall too many periods of boredom during my 30-year career with Lockheed, most of which was spent as a test pilot.

By far, the most memorable flight occurred on Jan. 25, 1966. Jim Zwayer, a Lockheed flight test reconnaissance and navigation systems specialist, and I were evaluating those systems on an SR-71 Blackbird test from Edwards AFB, Calif. We also were investigating procedures designed to reduce trim drag and improve high-Mach cruise performance. The latter involved flying with the center-of-gravity (CG) located further aft than normal, which reduced the Blackbird's longitudinal stability.

We took off from Edwards at 11:20 a.m. and completed the mission's first leg without incident. After refueling from a KC-135 tanker, we turned eastbound, accelerated to a Mach 3.2-cruise speed and climbed to 78,000 ft., our initial cruise-climb altitude.

Several minutes into cruise, the right engine inlet's automatic control system malfunctioned, requiring a switch to manual control. The SR-71's inlet configuration was automatically adjusted during supersonic flight to decelerate air flow in the duct, slowing it to subsonic speed before reaching the engine's face. This was accomplished by the inlet's center-body spike translating aft, and by modulating the inlet's forward bypass doors. Normally, these actions were scheduled automatically as a function of Mach number, positioning the normal shock wave (where air flow becomes subsonic) inside the inlet to ensure optimum engine performance.

Without proper scheduling, disturbances inside the inlet could result in the shock wave being expelled forward–a phenomenon known as an "inlet unstart." That causes an instantaneous loss of engine thrust, explosive banging noises and violent yawing of the aircraft–like being in a train wreck. Unstarts were not uncommon at that time in the SR-71's development, but a properly functioning system would recapture the shock wave and restore normal operation.

On the planned test profile, we entered a programmed 35-deg. bank turn to the right. An immediate unstart occurred on the right engine, forcing the aircraft to roll further right and start to pitch up. I jammed the control stick as far left and forward as it would go. No response. I instantly knew we were in for a wild ride.

I attempted to tell Jim what was happening and to stay with the airplane until we reached a lower speed and altitude. I didn't think the chances of surviving an ejection at Mach 3.18 and 78,800 ft. were very good. However, g-forces built up so rapidly that my words came out garbled and unintelligible, as confirmed later by the cockpit voice recorder.

The cumulative effects of system malfunctions, reduced longitudinal stability, increased angle-of-attack in the turn, supersonic speed, high altitude and other factors imposed forces on the airframe that exceeded flight control authority and the Stability Augmentation System's ability to restore control.

Everything seemed to unfold in slow motion. I learned later the time from event onset to catastrophic departure from controlled flight was only 2-3 sec. Still trying to communicate with Jim, I blacked out, succumbing to extremely high g-forces. The SR-71 then literally disintegrated around us. From that point, I was just along for the ride.

My next recollection was a hazy thought that I was having a bad dream. Maybe I'll wake up and get out of this mess, I mused. Gradually regaining consciousness, I realized this was no dream; it had really happened. That also was disturbing, because I could not have survived what had just happened. Therefore, I must be dead. Since I didn't feel bad–just a detached sense of euphoria–I decided being dead wasn't so bad after all. AS FULL AWARENESS took hold, I realized I was not dead, but had somehow separated from the airplane. I had no idea how this could have happened; I hadn't initiated an ejection. The sound of rushing air and what sounded like straps flapping in the wind confirmed I was falling, but I couldn't see anything. My pressure suit's face plate had frozen over and I was staring at a layer of ice.

The pressure suit was inflated, so I knew an emergency oxygen cylinder in the seat kit attached to my parachute harness was functioning. It not only supplied breathing oxygen, but also pressurized the suit, preventing my blood from boiling at extremely high altitudes. I didn't appreciate it at the time, but the suit's pressurization had also provided physical protection from intense buffeting and g-forces. That inflated suit had become my own escape capsule.

My next concern was about stability and tumbling. Air density at high altitude is insufficient to resist a body's tumbling motions, and centrifugal forces high enough to cause physical injury could develop quickly. For that reason, the SR-71's parachute system was designed to automatically deploy a small-diameter stabilizing chute shortly after ejection and seat separation. Since I had not intentionally activated the ejection system–and assuming all automatic functions depended on a proper ejection sequence–it occurred to me the stabilizing chute may not have deployed.

However, I quickly determined I was falling vertically and not tumbling. The little chute must have deployed and was doing its job. Next concern: the main parachute, which was designed to open automatically at 15,000 ft. Again I had no assurance the automatic-opening function would work. I couldn't ascertain my altitude because I still couldn't see through the iced-up face plate. There was no way to know how long I had been blacked-out or how far I had fallen. I felt for the manual-activation D-ring on my chute harness, but with the suit inflated and my hands numbed by cold, I couldn't locate it. I decided I'd better open the face plate, try to estimate my height above the ground, then locate that "D" ring. Just as I reached for the face plate, I felt the reassuring sudden deceleration of main-chute deployment. I raised the frozen face plate and discovered its uplatch was broken. Using one hand to hold that plate up, I saw I was descending through a clear, winter sky with unlimited visibility. I was greatly relieved to see Jim's parachute coming down about a quarter of a mile away. I didn't think either of us could have survived the aircraft's breakup, so seeing Jim had also escaped lifted my spirits incredibly.

I could also see burning wreckage on the ground a few miles from where we would land. The terrain didn't look at all inviting–a desolate, high plateau dotted with patches of snow and no signs of habitation. I tried to rotate the parachute and look in other directions. But with one hand devoted to keeping the face plate up and both hands numb from high-altitude, subfreezing temperatures, I couldn't manipulate the risers enough to turn. Before the breakup, we'd started a turn in the New Mexico-Colorado-Oklahoma-Texas border region. The SR-71 had a turning radius of about 100 mi. at that speed and altitude, so I wasn't even sure what state we were going to land in. But, because it was about 3:00 p.m., I was certain we would be spending the night out here.

At about 300 ft. above the ground, I yanked the seat kit's release handle and made sure it was still tied to me by a long lanyard. Releasing the heavy kit ensured I wouldn't land with it attached to my derriere, which could break a leg or cause other injuries. I then tried to recall what survival items were in that kit, as well as techniques I had been taught in survival training.

Looking down, I was startled to see a fairly large animal–perhaps an antelope–directly under me. Evidently, it was just as startled as I was because it literally took off in a cloud of dust.

My first-ever parachute landing was pretty smooth. I landed on fairly soft ground, managing to avoid rocks, cacti and antelopes. My chute was still billowing in the wind, though. I struggled to collapse it with one hand, holding the still-frozen face plate up with the other.

"Can I help you?" a voice said. Was I hearing things? I must be hallucinating. Then I looked up and saw a guy walking toward me, wearing a cowboy hat. A helicopter was idling a short distance behind him. If I had been at Edwards and told the search-and-rescue unit that I was going to bail out over the Rogers Dry Lake at a particular time of day, a crew couldn't have gotten to me as fast as that cowboy-pilot had.

The gentleman was Albert Mitchell, Jr., owner of a huge cattle ranch in northeastern New Mexico. I had landed about 1.5 mi. from his ranch house–and from a hangar for his two-place Hughes helicopter. Amazed to see him, I replied I was having a little trouble with my chute. He walked over and collapsed the canopy, anchoring it with several rocks. He had seen Jim and me floating down and had radioed the New Mexico Highway Patrol, the Air Force and the nearest hospital.

Extracting myself from the parachute harness, I discovered the source of those flapping-strap noises heard on the way down. My seat belt and shoulder harness were still draped around me, attached and latched. The lap belt had been shredded on each side of my hips, where the straps had fed through knurled adjustment rollers. The shoulder harness had shredded in a similar manner across my back. The ejection seat had never left the airplane; I had been ripped out of it by the extreme forces, seat belt and shoulder harness still fastened.

I also noted that one of the two lines that supplied oxygen to my pressure suit had come loose, and the other was barely hanging on. If that second line had become detached at high altitude, the deflated pressure suit wouldn't have provided any protection. I knew an oxygen supply was critical for breathing and suit-pressurization, but didn't appreciate how much physical protection an inflated pressure suit could provide. That the suit could withstand forces sufficient to disintegrate an airplane and shred heavy nylon seat belts, yet leave me with only a few bruises and minor whiplash was impressive. I truly appreciated having my own little escape capsule. After helping me with the chute, Mitchell said he'd check on Jim. He climbed into his helicopter, flew a short distance away and returned about 10 min. later with devastating news: Jim was dead. Apparently, he had suffered a broken neck during the aircraft's disintegration and was killed instantly. Mitchell said his ranch foreman would soon arrive to watch over Jim's body until the authorities arrived.

I asked to see Jim and, after verifying there was nothing more that could be done, agreed to let Mitchell fly me to the Tucumcari hospital, about 60 mi. to the south.

I have vivid memories of that helicopter flight, as well. I didn't know much about rotorcraft, but I knew a lot about "red lines," and Mitchell kept the airspeed at or above red line all the way. The little helicopter vibrated and shook a lot more than I thought it should have. I tried to reassure the cowboy-pilot I was feeling OK; there was no need to rush. But since he'd notified the hospital staff that we were inbound, he insisted we get there as soon as possible. I couldn't help but think how ironic it would be to have survived one disaster only to be done in by the helicopter that had come to my rescue.

However, we made it to the hospital safely–and quickly. Soon, I was able to contact Lockheed's flight test office at Edwards. The test team there had been notified initially about the loss of radio and radar contact, then told the aircraft had been lost. They also knew what our flight conditions had been at the time, and assumed no one could have survived. I briefly explained what had happened, describing in fairly accurate detail the flight conditions prior to breakup.

The next day, our flight profile was duplicated on the SR-71 flight simulator at Beale AFB, Calif. The outcome was identical. Steps were immediately taken to prevent a recurrence of our accident. Testing at a CG aft of normal limits was discontinued, and trim-drag issues were subsequently resolved via aerodynamic means. The inlet control system was continuously improved and, with subsequent development of the Digital Automatic Flight and Inlet Control System, inlet unstarts became rare. Investigation of our accident revealed that the nose section of the aircraft had broken off aft of the rear cockpit and crashed about 10 mi. from the main wreckage. Parts were scattered over an area approximately 15 mi. long and 10 mi. wide. Extremely high air loads and g-forces, both positive and negative, had literally ripped Jim and me from the airplane. Unbelievably good luck is the only explanation for my escaping relatively unscathed from that disintegrating aircraft.

Two weeks after the accident, I was back in an SR-71, flying the first sortie on a brand-new bird at Lockheed's Palmdale, Calif., assembly and test facility. It was my first flight since the accident, so a flight test engineer in the back seat was probably a little apprehensive about my state of mind and confidence. As we roared down the runway and lifted off, I heard an anxious voice over the intercom. "Bill! Bill! Are you there?"

"Yeah, George. What's the matter?"

"Thank God! I thought you might have left." The rear cockpit of the SR-71 has no forward visibility–only a small window on each side–and George couldn't see me. A big red light on the master-warning panel in the rear cockpit had illuminated just as we rotated, stating, "Pilot Ejected." Fortunately, the cause was a misadjusted microswitch, not my departure.

Bill Weaver flight tested all models of the Mach-2 F-104 Starfighter and the entire family of Mach 3+ Blackbirds–the A-12, YF-12 and SR-71. He subsequently was assigned to Lockheed's L-1011 project as an engineering test pilot, became the company's chief pilot and retired as Division Manager of Commercial Flying Operations. He still flies Orbital Sciences Corp.'s L-1011, which has been modified to carry a Pegasus satellite-launch vehicle (AW&ST Aug. 25, 2003, p. 56). An FAA Designated Engineering Representative Flight Test Pilot, he's also involved in various aircraft-modification projects, conducting certification flight tests.

Whilst looking online for a picture of the Lockheed SR71 Blackbird, I came across William A “Bill” Weaver’s obituary by courtesy of the San Diego Union-Tribune.

Bill passed away on 28th July 2021 in San Diego , California

Next month … *another story from Mike le Galle*

Plane spotter’s corner … *from Bob Sauvary’s collection*

Part 1 of 2 from Bob’s recent visit to the Microlight Trade Fair at Popham on 30 April 2022.

F-JXEZ 79-II Raj Hamsa X'Air

G-ARFO Cessna

G-ARHB Forney F.1A Aircoupe

G-BULC Light Aero Avid Speedwing IV

G-CBXF Reality Easy Rider J2.2

G-CDAP Evektor EV-97 Eurostar

G-CGKZ Best Off Skyranger.
Swift 912S

G-CIGG P & M Quik GTR

G-CJFS Stephens Pulse SSDR

G-CLDB Evektor EV-97
Eurostar SL 912

G-CLFG TL-3000 Cirius

G-CLNZ A6906 TLAC
Sherwood Ranger ST

G-CMAX Ascent Eurofox 2K

G-CMJA Flylight Exodus
DeltaJet 500 Stingray

Date for your diary … *by Eveline Hawkin*

Friday 17th June - Dinner at the club from 18:30 onwards

Chicken Thai Green Curry (with a vegetarian option) and dessert - £15.00 per person.

As I will be doing the cooking, I would ask that you book and pay Fatima ahead of the event so that I know how many people will be attending and order the food accordingly.

We'd love to see many of you and have a chance to have a catch up!

To book - contact Fatima on 743990

And, possible flying trip away …

Quite a number of members have mentioned that it would be so great to have some club trips away … Well, if there is enough interest, there has been a suggestion by a member to organise a trip to Tours.

To give you an idea of cost, it is about 1 hour 15 in a PA32, 1 hour 45 in a PA28.

There is a great variety of things to do there (wine tasting, châteaux, walks, good hotels and restaurants) and a bonus of very friendly customs!

So, in the first place, please register your interest with me on the usual email and we can look further into the trip.

and finally … *a reminder …*

For sale and wanted items…

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