



Welcome to the **JERSEY AERO CLUB**

July 2022 members newsletter

News from the committee ... from Derek Fage

Meet our new Honorary Secretary ... Mark Hamilton



Mark returned to flying with Synergy in early 2021 after a break of almost 20 years. He originally gained his PPL through the Club in 1996 doing much of his flight training with Phil Ringsdore and Geoff Tipping, having caught the general aviation bug after a trial lesson for his 21st birthday in G-BOXA. At the time of completing the Club's VOR/DME Navigation Course in December 1997 there was a distinct absence of GPS equipment.

A member of the Club for most of the 1990's and 2000's, and having re-joined at the start of 2021, Mark is pleased to be able to help support the Club in acting as Honorary Secretary and being able to use some of his company secretarial skills gained from nearly 30 years in Jersey's finance industry.

Mark currently works as a Senior Director in the Private Client Services division of a locally headquartered international fiduciary services business. As well as aviation, Mark is interested in amateur meteorology and leisurely cycle rides whilst being kept on his toes at home by three mischievous Bengal cats. Mark is looking to build on the experience gained from his recently obtained IR(R) rating and to broaden his experience of flying in the UK and near continent. If you see Mark at the bar or in flying room, please say hello as he's keen to meet members old and new.

And all our thanks to Sandra Carroll

As you will all remember, Sandra stood down as Honorary Secretary at the last AGM. She agreed to stay on and help until a replacement for the position was found. Mark Hamilton has now taken that role and we would like this opportunity to thank Sandra for her many years of service.

Sandra will still be around at the club and will be helping out in some of the social events, but she has now stood down from her role on the committee.

Aero Club Airside Access Changes

At a meeting of members with airside access at the club on 30 June 2022, the Committee and Ports of Jersey gave a presentation on changes to future airside access requirements.

Due to changes in security requirements it was identified during an audit that the club airside access processes were no longer compliant with the latest security requirements, and on 3 May 2022 the JAC was instructed by the DCA to cease allowing members airside access outside the hours of Synergy Operation when the desk was manned (08:30-18:00).

A number of meetings were held between the club and Ports of Jersey looking at different options to get back into compliance and allow out of hours airside access again, and the presentation outlined how this will be delivered.

Going forward, the club will be deploying the Ports of Jersey access control processes to our airside door, and current members with airside access will need to get an Airport Identification Card (AIC) sponsored by the club (or be a club member with an existing AIC sponsored by JAL or Gama).

An overview of the changes in processes and the AIC application method were presented, and more detailed information will be supplied to members who currently have airside access and have completed the airside access survey to migrate to a new AIC, and additional detailed information will be provided to them next week.

A table showing airside access requirements is shown below.

Access control requirements for Jersey Aero Club Access Control point

	AIC (full)	AIC (temp)	ID (Government issued, passport or DL with photo)	Visitor log	Gendec	Escort required
Pilot/Student pilot (solo)	✓	✗	✗	✗	✗	✗
Pilot with passengers	✓	✗	✓	✓	✗	✗
Visiting Pilot	✗	✗	✓	✗	✓	✗
Passenger(s) of visiting pilots	✗	✗	✓	✗	✓	✗
Passenger(s) (local flight)	✗	✗	✓	✓	✗	✓
Visitor (not flying)	✗	✗	✓	✓	✗	✓
Contractors (external)	✗	✓	✓	✗	✗	✓
Members (ground handling)	✓	✗	✗	✗	✗	✗
Aircraft owners (non-pilots requiring access without a pilot)	✓	✗	✗	✗	✗	✗

NB: AIC's will be parked after 60 days of non-activity

More information and progress will be sent to members with airside access as we progress with the migration which is scheduled to be completed by 1 October (with out of hours airside access available earlier as soon as members have completed the AIC process and the new Ports of Jersey security systems are installed in July).

The sponsors for JAC sponsored applications will be Derek Fage and Paul Holroyd initially, and they are currently completing the process to be able to start dealing with members some time next week (information will be sent out soon).

Whilst there will undoubtedly be some teething issues as we run through this process and there are some changes including requirements for access logs, we will end up with the appropriate security in place and have airside access back to members out of hours as soon as possible,



Robin Mac Crae, Airport Director Ports of Jersey and Maria Le Tiec, Head of passenger Services and Security during their presentation on June 30th at the club

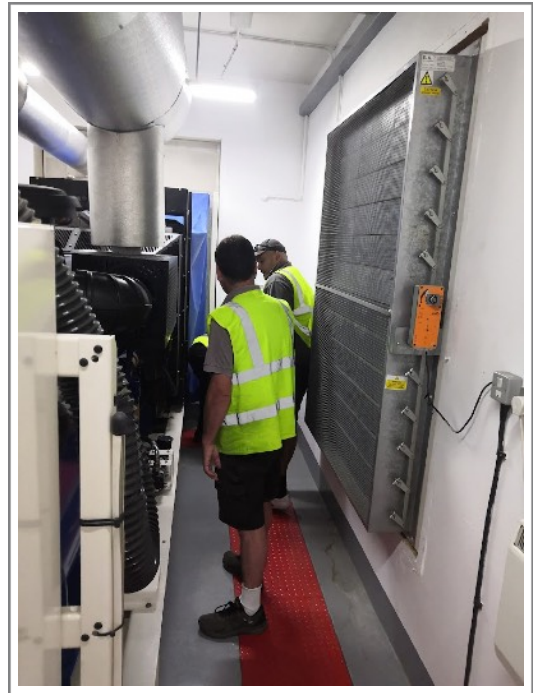
And from Andrew Renouf

Car Park Barriers

As mentioned in the last newsletter, the cables were put in place for the Car Park Barriers this month. We used the existing ducting and these are routed through the Ports of Jersey generator building to the Club. The cables include spare mains, fibre and data to allow any future upgrades of lighting, cameras, automatic number plate recognition etc.



All the cables you'll ever need!



**Routing under the red manhole covers
in the PoJ Generator room**

The barriers are scheduled to go in over the next month. Your Club member 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 an up to date Club card please email memsec@jerseyaeroclub.com

Covid Lab

On 28th June, trailers were brought into the car park to take away the Covid Labs



The containers were craned on to the flat bed trailers on 30th June and are scheduled to leave the car park on 2nd July.

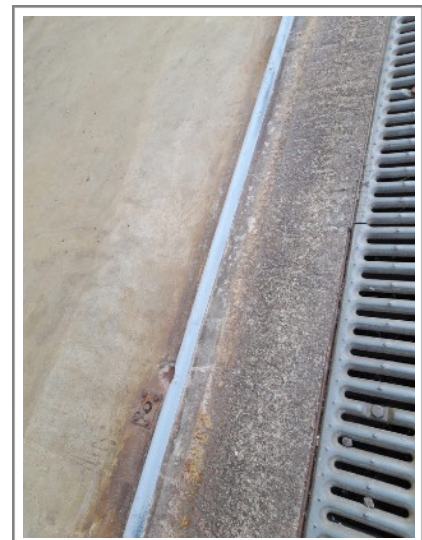
Hangar Doors

Some areas of the bottom guide rail were deteriorating badly so we imported some 96% zinc rich paint to slow down further rusting. Whilst the paint will be scraped off along the edges by the bottom guides, the top of the rail will be preserved plus the cathodic protection from the zinc will help.

In addition, a sticking door giving trouble in the Member's hangar was lifted on 27th May. This involved cutting an access panel in the cladding to allow adjustment. We have one final door binding slightly and this will be lifted during the Summer



Bottom guide rail
before and after
treatment



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

Alerting service

ATC will discuss the changes of service to aircraft operating outside Controlled Airspace at a later date, including the rationale behind it and the options going forward. ATC would like to remind all pilots that an alerting service is

From CAP493

Alerting Service - A service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid, and assist such organisations as required. ((EU) 923/2012)

8. Alerting Service

8.1 An Alerting Service is provided to notify appropriate organisations regarding aircraft in need of SAR aid and assist such organisations as required.

We are planning an ATC safety evening (probably in September) so can give a further update then, if not before.

For sale and wanted items...

As mentioned in previous newsletters, This is the usual reminder regarding items either for sale or that you wish to buy. This can be done by contacting me and it will automatically appear in the following month newsletter. If you have already advertised an item but wish to do it again, please let me know on the usual email evelinehawkin@gmail.com

`please always send photos separately.

Flying story ... Flying the Handley Page HPR Dart Herald ... by Mike Le Galle

Any aviation enthusiast will have seen the HP Herald lying dilapidated near the taxiway at London Gatwick. The Heritage Trust www.ukhat.org have in place a plan to recover the aircraft to a new home in Kent for restoration.

The UKHAT are fundraising, they say:

Please help save Herald G-CEXP, by donating any amount up to £20 its Easy and secure just text away. So, for example if you want to give £5 simply text Herald 5 to 70085 (Cost of your donation + one network message). By donating you will be help to save Handley Page Herald G-CEXP. 100% of your donation will go to the task of moving her from her current home at Gatwick Airport to her new home at Sellindge in Kent and allow us to restore her to her former glory.

Below is a short article I wrote for Air Britain.



Engine start was always an adventure with the Herald, the RR Dart engines were a very early turboprop and TGT temperature on start was critical. No automatic fuel adjustments fitted, pilots had to use the fuel trimmer switches to set a percentage of fuel before starting, however it always seemed to start hot with TGT rapidly rising towards the red line limit. We seemed to always find ourselves trimming back attempting to reduce the rapid rise in TGT, on occasions the dreaded milking technique was considered, not an official technique, but one that started in the 1940s with the early jet engine aircraft notable the Gloster E28 Whittle, this was carefully inching back and forward the fuel HP cock levers in an attempt to control the TGT rise, this most times didn't work and the inevitable engine shut down resulted.

Take off with the Herald was with two flap options depending on TO weight, at high weights 0° flap with water meth injection (engines have never been the same without water meth injection) or at lighter weights 5° flap and no water meth. This became a very often used phrase for Herald pilots "five and dry" so much so that I named my first boat *Five and Dry*. In flight the Herald was remarkable in having no real vices, its handling was not lively or inspiring but predicable and solid, pilots seemed to guide the aircraft through the profile you needed and the Herald inevitably followed. Landing was straight forward and assisted by the wide track main gear and double boggy nose wheel. Herald pilots soon learned that the cross-wind max limit was just that, unlike other types that left you nervous at max limits, and pilots would comfortably fly to that limit with confidence.

That ergonomic nightmare of the cockpit layout would catch you out from time to time, notable the raising of the nose wheel steering handle before landing resulting in a mad fumble to raise once landed before you had slowed down to taxi speed. Another that had a somewhat amusing antidote for me was the lever alongside the fuel HP cock levers, used to select ground fine propeller pitch after landing. On this occasion a sleepy first officer instead of moving the ground fine lever rearward, instead moved the HP cock lever to fuel shut off, the Herald started to swing on the runway, I controlled that but then he immediately realising his error moved the HP cock lever fully forward again, ATC asked if we were ok as we had a trail of white smoke from the unburnt fuel out the jet pipe, like a Red Arrow they said.



We used to say that the Fokker F27 aircraft was great, as indeed it was, but Fokker missed out and should have built an aircraft like the Herald with hydraulics and not pneumatics, double bogey nose wheel and forward retracting undercarriage. Indeed, one of our airlines senior Herald pilots once wrote in large print on the crew room notice board, "*The Herald the thinking mans F27*" upsetting several of our F27 pilots.

After five years flying the Herald, it was time for me to convert to the F27, so it fell to me to position the airlines last Herald to Norwich for retirement, or so I thought. Considering the huge contribution, the Herald had given to Channel Islands aviation starting with Jersey Airlines, it would have been wrong for us to not mark the occasion by a flypast of Jersey and Southampton airfields.

On Sunday 30th June 1985 I departed Jersey for Norwich with G-APWJ and after the obligatory flypast at Jersey, we set course for Southampton and the second flypast of the day. On arrival at Norwich, we were asked to position Whiskey Juliet to Leeds to pick up delayed F27 passengers and fly them to Belfast. The F27 scheduled for the evening flight was unserviceable due to partial unserviceable emergency exit lighting. The Herald once more showing its colours as we also were carrying a defect, starboard prop anti-icing unserviceable, however weather conditions allowed us to fly. A quick check that the AOC for the Herald was current as it was due to be taken off, and at 19.45 Whiskey Juliet was airborne with the addition of a Norwich based Air Hostess who was still current on the Herald.



With a quick turnaround at Leeds Whiskey Juliet departed at 21.00 with the addition of a Leeds based Air Hostess and the delayed passengers caused by the F27 technical problem. Another quick turnaround at Belfast and Whiskey Juliet was airborne at 22.35 for Leeds, but with the wind gusting 40 knots straight across at Leeds a diversion was carried out to Manchester, and landed at 23.35 the last commercial Air UK passenger flight with the Herald.

Next morning Monday 1st July at 10.20 a quick VFR flight down to Norwich. It was the last Herald flight for myself giving me 3556 hours on type over five years.

The HPR Dart Herald an aircraft you will not forget.



Next month ... no stories in reserve, so please, send me yours!

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

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



G-PWEF Magni M.24C Orion
on 30 April 22 Popham



G-OUAV TLAC Sherwood Scout
on 30 April 22 Popham



G-MIAN Best Off Skyranger Nynja
912S on 30 April 22 Popham



G-MARL AutoGyro Calidus
on 30 April 22 Popham



G-YROF Magni M.22C Voyager
on 30 April 22 Popham



G-XRAF Raj Hamsa X'Air 582
on 30 April 22 Popham

G-KRMT Ascent Eurofox 3K.
on 30 April 22 Popham



G-FECK Raj Hamsa X'Air
on 30 April 22 Popham



G-WALZ Best Off Skyranger Nynja
912S on 30 April 22 Popham



G-VXXN Aeroprakt A.32 Vixxen
on 30 April 22 Popham





G-XFOX Aeropro EuroFox 912S.
on 30 April 22 Popham



G-STUZ Lambert Mission M.108
on 30 April 22 Popham



G-MROC Cyclone Pegasus Quantum
15-912 on 30 April 22 Popham



G-MACC CubCrafters Carbon Cub
EX-2 on 30 April 22 Popham



Jersey's flying charity ... by Eveline Hawkin

Through our Patron, Sir Stephen Dalton, we were contacted to fly a group of veterans from The Not Forgotten Association. A few nervous passengers at first but everyone came down beaming!

It was wonderful to meet them all and for them to have a chance to see the island from above.

Once again, all our thanks go to the volunteer pilots for their generosity.



Social ... by Eveline Hawkin

29 members and friends attended the curry evening earlier this month. It was really great to see so many members and the atmosphere was very relaxed and cheerful.

Because of the beautiful weather, some were able to enjoy dinner on the balcony!



If there is enough interest, I am happy to cook another meal in the autumn - something like a Boeuf Bourguignon. With the kitchen facilities being so restricted, it will be limited to 36 covers.



More details closer to the event.

And finally ...



A sad day today when His Excellency Sir Stephen and Lady Dalton left Jersey with their dog Archie.

They flew to Scotland where they are making their new homes.

Sir Stephen was both President of the club and Helping Wings Patron. They both gave so much to the island during their 5 years of service that they will be sadly missed.

We wish them all the best in their retirement.

And a reminder Should you wish to contact the committee, please do so on committee@jerseyaeroclub.com

Anything for the newsletter please send directly to me on evelinehawkin@gmail.com

Looking forward to seeing you at the club,

Eveline