



# Welcome to the **JERSEY AERO CLUB**

## January 2023 members newsletter

### Update from the committee ... *by Andrew Renouf*

#### Lower Car Park

After approval from members at the EGM, the Committee along with our Commercial Property Lawyer and our Chartered Surveyor have agreed Heads of Terms to sublet the lower car park. Full details will be circulated to members in due course.



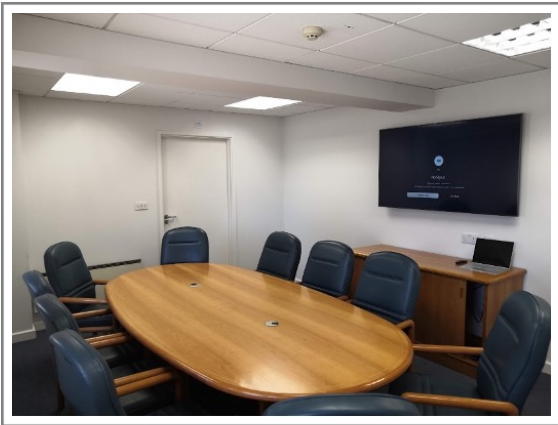
#### Car Park Barriers

Regular visitors will have seen the barriers have been tested during recent Rugby games and are now closed between 6 pm and 8 am. We will shortly be deploying the barriers 24/7 but we will email members in advance

#### Solar PV

The PV array which was approved by members some time ago has also been approved by Ports of Jersey, however, the permission is subject to a “Glint and Glare” survey which is currently being undertaken.





### Conference Room

In January we have another 11 days of bookings from Blue Islands on January 3<sup>rd</sup>, 5<sup>th</sup> 6<sup>th</sup> 16-19, 24-26, 31<sup>st</sup>. If any Club member wishes to book this facility please contact Fatima.

### Café

We continue to continue to invest in the Club facilities and have just purchased a large commercial fridge and the matching freezer to replace some of our smaller and older appliances. This will allow us to cope better with events such as Helping Wings, Club Dinners etc.



The last few years have been a consolidation phase where the Club has built up a cash buffer to deal with any unexpected events.

During 2023 we are hopeful that as new sources of income from the lower car park, the solar PV and other projects come in, this will allow a step change in reinvestment into facilities, including allowing us to employ more assistance to organise more social and flying events.



## Update ... by Richard Hawkin

### Drone Presentation - Jersey



As reported in the August newsletter, Jersey has been chosen as the testbed for a £3.7million project that could lead the way for autonomous flights. The UK Government funded Agile Integrated Airspace System (ALIAS) programme will see drones being used to test cutting edge aircraft guidance technology aimed at making the skies safer for all aviation, and ultimately enabling autonomous unmanned aircraft providing a better supply-chain and connectivity to the UK and Europe. The project will use Jersey's world-class connectivity, which includes three separate 4G networks and multiple dedicated Internet of Things (IoT) networks.

Anthony Lawrenson and David Cleaver from the ALIAS consortium will be presenting and hosting a session with local aviators at the Jersey Aero Club. They will be joined by Ports of Jersey Airport representatives to discuss the ALIAS project which has the aim of conducting trials to integrate new and novel uncrewed aircraft with conventional aircraft inside Channel Islands airspace

Hopefully, there will be the opportunity for lots of discussion to take place on this .

This event will take place at the Jersey Aero Club on Wednesday the 18<sup>th</sup> of January at 1900.



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



Quiet time for Helping Wings but I'd like to take this opportunity to thank everyone for the support we received in 2022.

Hoping that 2023 will prove another successful year bringing joy to many people who would not usually experience the pleasure of flying.

After each flight, the smiles on the faces say it all ...

## Social ... *Christmas trip to Dinan by Eveline Hawkin*

The weekend of the 3rd and 4th December to Dinan promised to be a fun one with a group of us looking forward to enjoying the Christmas market and a nice meal on the Saturday night.

However, the weather decided otherwise and with the freezing level at around 1000ft, it seemed unwise to fly.

Peter Coe and his family were still very keen to go and hurriedly made their way to the harbour where they caught the Condor Ferry just on time (where as we missed it by a few minutes!).

So, it was a bit of a lonely weekend for them but they still enjoyed it!



## Your story - *Seaplane flying on Lago di Como Italia ... by Vin Cadigan*

I've always been fascinated by seaplanes and decided to "take the plunge" at the Seaplane base on Lake Como, the oldest seaplane base in Europe, hoping to complete a Seaplane rating and add SEP/SEA to my licence.

The very informative Aero Club Como website [www.aeroclubcomo.com](http://www.aeroclubcomo.com) had most of the information I needed so an Email later to get prices and availability I was hooked and booked. The earliest date they could offer me was 5<sup>th</sup> December for a six-day course, four days instruction, one day for the test and a spare day. I had a bit of a worry around the weather in December but could always stay a few extra days if necessary, so off I went.

The aero club is beautifully situated in a corner of the lake close to the centre and port of the town of Como. The fleet is hangared and moved by tractor and trailer down a ramp to the lake each day. This involves crossing a road and the cars have to give way to the aircraft.

Their 13 strong fleet is fully described on the website but the cheapest option was the Cessna 172N Skyhawk II floatplane, followed by the Piper Super Cub Amphibian. The Amphibian i.e. with wheels as well as floats, is a slightly different course but results in the same SEP SEA rating. The advertised cost of a course of 8 hours instruction and 1 hour's skill test in the Cessna is approx. €3,200, the Piper cub slightly more and includes a year's membership of the club and complimentary membership of the Yacht club next door.





**Super Cub Amphibian on the ramp**

I had booked a hotel 3 minutes' walk from the Aero Club for €70 per night B&B so arrived at the Club in good time for the 9:30 start on the Monday. There was one other foreign student there, Ronald, a Lufthansa pilot from Heidelberg who owned an apartment by the lake, so we had a joint briefing from the Chief instructor, Francesco Cereda. This mainly involved explaining the differences between a floatplane and a land plane. Apart from the obvious floats and water rudders there was a steel V Bar inside the windscreen to reinforce the structure against the stresses of water operations. Ronald, a very nice bloke, was doing the float plane and amphibian course together, requiring an additional two hours.

Como airport, (LILY) is 660' above sea level and has a North/South orientated water runway 900m in length delineated by eight buoys on either side. 01 is the preferred runway as 19 has obstacles at the far end.

The weather looked pretty marginal to me with low cloud clinging to the mountains around the lake but Francesco appeared very relaxed about it and sent us off to check our aircraft. The usual checks are supplemented by pumping out any water from the 12 tanks in the floats, checking the tautness of the various bracing wires and cables to the water rudders and also checking the V Bar which has been known to snap from the impact of a hard landing...ouch! This is all easier said than done with the aircraft bobbing up and down on the lake. Climbing up to the wing to dip the tanks needed a fair amount of bravery on my part!

**View of the Swiss Alps in the distance with V Bar in the windscreen**



Taxying on the water felt completely alien and it was quite difficult to keep the stick fully back, read the checklist and complete actions such as mag checks while keeping the aircraft taxiing in the right direction. Francesco helped out but without him it would have been a real struggle. Final checks and engine run up at 1,700rpm completed while taxiing in the opposite direction from take-off, we lined up on the runway, raised the water rudders and accelerated with full power and plenty of right rudder. The nose rises to a high angle pretty well by itself, then, after a few seconds it is allowed to settle into a slightly nose up attitude as it gets “onto the step” and starts to accelerate. After what feels like an age, the aircraft starts to skip on the water and the temptation to rotate has to be resisted and it may even need a slight reduction in angle to gain more speed until it finally unsticks from the water. At this point the nose needs to be held down in ground/ (water) effect before climbing at 65kts to 1,000’, then flaps zero and reduce power to 2,500rpm for further climb.

Francesco gave me a few moments to get my breath back and we did a couple of steep turns to get a feel for the aircraft and the width available between the steep lakesides. A bit more cruising north and it was time for my first landing on Lake Como, not on the runway just a stretch of the lake into the wind.

Carb heat on, flaps 10 degrees and power 1,500 rpm to descend to 1,000’ QNH, throttle idle and then flaps 20 and carb heat cold for final glide approach from about 300’ above the lake. It felt very strange deliberately nosing down towards the water with no runway centre line or runway limits, no PAPI’s or a friendly ATCO giving us the instant wind. Francesco kept up a gentle stream of encouragement and advice until the round out and a very gentle flare to a slightly nose up landing attitude. Keeping the ball in the middle and the wings level and suddenly we were down on the lake with a hefty thump and pulling the stick right back we stopped on a sixpence...wow, my first landing on water, deliberate or otherwise! With water rudders still up, we needed to keep direction for the take off so it was immediately flaps 10, stick back and full power and off we went again.



**Just landed ... Where's the runway ?**

The lake is over 26 miles in length so we had a pretty long runway to practice on, no circuits, no holding and with full stop landings, touch and goes or go arounds at our own discretion, it was hard to take it all in. It was a very steep learning curve for an old codger like me with landings and take offs in various flap configurations culminating with Francesco covering the ASI with a large post-it note for landings and take offs by reference to attitude alone.

An hour after leaving the jetty we were back for a debriefing and a break for lunch. I was pretty knackered and, although it was all fascinating and very enjoyable it also felt a little scary at times in the low but legal cloud. I was wondering if I had bitten off more than I could chew. On reflection I realised that, with the lake in view I was always able to land safely anywhere on the 146km<sup>2</sup> of water available so there was never an issue. In fact, a floatplane can also safely land on snow, ice, grass or tarmac, and an amphibian can do the same while also braking quickly to a stop on land so what was the problem!

My instructor for the afternoon session was Gabriele, a highly experienced Seaplane instructor, who had instructed at CAE Oxford for three years. The weather in the afternoon improved quite a bit and was much clearer at the northern end of the lake. We continued on the same theme as the morning with lots of landings and take offs.

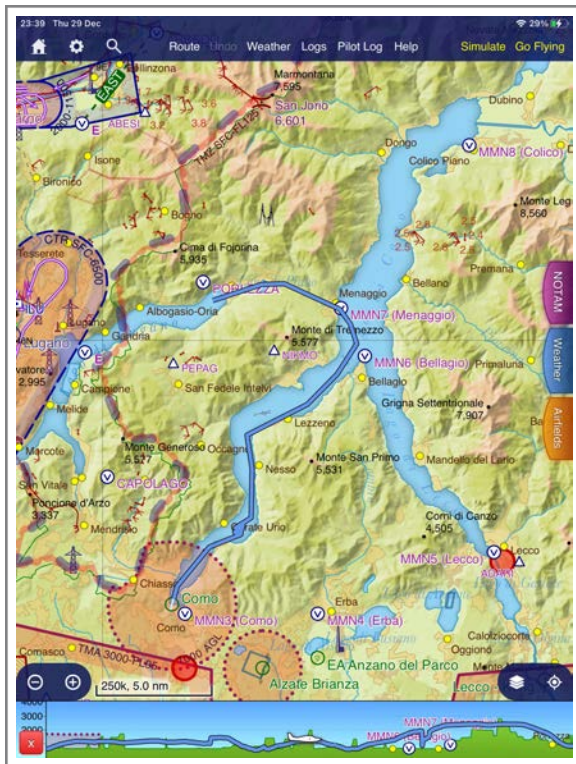
One skill that needs a lot of practice is spotting the wind direction and strength with no windsock, other than at the airport and is an artform in itself. The instructors could read the wind direction and strength from the water surface. I found that very difficult, but boats moored to one buoy and sea birds taking off or soaring, tend to head into the wind and smoke obviously blows in the same direction as the wind. At one end of the runway, right on the shoreline, there was a very tall fountain with a stone base. Whichever side of the base the water was landing gave the clue to the direction and strength of the wind.

We finished with an overhead join at 2,000' over COMO runway 19 (the wind had changed to southerly around midday.) While descending dead side to a circuit height of 1,400' QNH, Gabriele explained this was called the "Church circuit" with a downwind leg towards a church bell tower on the North east coast, base leg towards a church bell tower on the west coast then turn final between two church bell towers to line up on the runway. There are a lot of churches in Italy!! We had to perform a go-around on the first attempt due to boat wakes on the runway, quite a hazard to a floatplane.

The next three days seemed to shoot by flying in glorious blue skies between the towering snow-capped mountains. My instructors were Gabriele, Matteo, who had flown out of Stansted and Southend and Francesco again. We covered flapless landings, low power take-offs, rough water take offs and landings, glassy water landings, tailwind landings, emergencies, taxiing and docking. I was feeling comfortable with everything learned by the end of the 8 hours instruction and, as we had been very lucky with the weather for the last three days, I had had a chance to enjoy and photograph the incredible scenery around the lake.



One of the aircraft I flew ready to be pushed out of the hanger



Outbound leg of my skill test from Como to Lake Lugano (with the monster of the lake off Lezzeno)

Saturday, the day of the Skill test arrived and the weather was pretty well ideal with very little wind. Chatting to another instructor he explained that the wind generally blew from the north in the morning and the south in the afternoon, if that pattern changed it was a sign of bad weather to come. The northerly wind was called in Italian “Il divino”, the southerly, “La Brezza”, (the breeze).



Francesco was very relaxed and steadied my nerves chatting away as the test progressed with steep turns and landings to about halfway up the lake. On reaching Bellagio, with the highest mountain in the region, the 8,400' Monte Legnone straight ahead, he asked if I would like to land on Lake Lugano for the obligatory glassy water landing. I agreed without hesitation and after a climb to 2,500' and a left turn through a valley, we had lake Lugano in sight, looking very still and slightly eerie in the morning mist, with snow covering the mountains down to the lake edge. Landing done we took off, turning 180 degrees and climbing to 1,500' and then it was the EFATO. We were downwind so needed to do a 180 turn when Francesco announced our flaps had also failed along with the ASI which he quickly covered with a post-it note. More by luck than judgement I greased it (or whatever the equivalent is on water) back to Como and as we docked for the final time, "You passed" said Francesco. Magic! Just the written test to go.

For me the trip was a great success despite a few minor mishaps. The first was forgetting to validate my train ticket before traveling from Milan airport to Como, resulting in a hefty on the spot fine. I've since discovered that by simply writing the date and time of boarding on the ticket I could have self-validated it. The second was colliding with the Cessna's wing. The resulting damage to my head being expertly treated by Gabriele. The third was dropping my iPhone in 10ft of Lake Como water by the jetty while pumping out the floats. The club engineers tried to retrieve it but their net, extended by rolling up a sleeve, wasn't long enough so I trudged disconsolately back to the hotel wondering what to do. The next morning, I walked into the office and everyone was grinning at me. My iPhone was on top of a radiator and working again after about 5 hours underwater, astonishing resilience by the iPhone and service above and beyond from the club!



Two Cessnas ready to fly

I can't praise Como Aero Club enough. The staff were very friendly and extremely professional. All the instructors were terrific and made the whole thing great fun whilst imparting their extensive knowledge of the black arts of seaplane flying. The aircraft were very well presented, fuelled, oiled and warmed up by the engineers and ready to go by the jetty or motored down the ramp by tractor/trailer. The lessons were all pre-booked well in advance on the excellent "Flight Logger app" (supplied as part of the course) and tach times, debrief notes etc noted immediately on the same platform. The course notes were comprehensive and nicely presented. I had downloaded the FAA Seaplane documentation prior to travelling which was also a big help.

I would love to go back next year to do the advanced course and try the Piper Super Cub or perhaps the Birdog. Two notes of warning however, as from 1<sup>st</sup> January 2023 the situation re gaining a UK rating in the EU is uncertain so best to check with the CAA if you want to get the rating.

The second is to watch out for the monster of the 1,400' deep lake, Larry the Lariosaurus, which has supposedly been spotted a number of times and is actually visible in "Sky demon" if you study lake Como on the app.

Gabriele told me that the best time to complete a course is out of season when the lake is quieter and it's a lot cooler which gives the engines a bit more power and the prices around the town are also more reasonable.

The last word goes to Francesco. I asked him which of the fleet was his favourite, he replied in a lovely Italian accent "I love them all, they are like women, all beautiful but each with their own soul".

**If Vin's story has inspired you ... here is a different adventure ..**

### **Guernsey Air Rally 2023 9th - 11th June**

The Guernsey Aero Club will be holding its 49th Guernsey Air Rally on 9, 10 & 11 June 2023.

The Guernsey Aero Club welcomes You Magnificent Men (& Women) in Your Flying Machines to Guernsey for a fun weekend.

This extremely popular event will follow a tried and trusted format (with a little tweaking here and there) providing entrants with a weekend of activity.

The Air Rally is geared up to cope with the experienced and Novice pilots and we welcome you all.

The popular Saturday NAVEX will be over Brittany. In addition there will be other activities offered during the day on Saturday.

The Saturday night Hangar Party is the highlight (and yes we do empty the hangar of aircraft and convert it for this large function). It will have a fancy dress theme "Roaring 20s" as the hangar ball theme, complimenting Those Magnificent Men in Their Flying Machines. The themed hangar extravaganza proves so popular every year, and will include a 3 course meal, presentations, raffle and back by popular demand the floor filling Disco. Fancy dress is encouraged but not essential. This is a marvellous fun evening for all.

Book early to register your interest to avoid disappointment!  
Full details will be provided for you early in 2023.

Contact the Guernsey Aero Club office on [manager@guernseyaeroclub.com](mailto:manager@guernseyaeroclub.com)  
Or phone +44 1481 265267 or fax +44 1481 263830 for more details.

Photos of the 2022 48th Air Rally appear on the web site at: <https://guernseyaeroclub.com/2022-06-10-11-12-48th-guernsey-air-rally/>

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

### *Part two of two - Kemble's LAA Rally 2004*



G-RIKS Europa Aviation Europa on 9 July 2004 Kemble

SE-VAY LAMCO Eurocub Mk 4 on 9 July 2004 Kemble



SE-XUP Piper PA.18-150 Super Cub on 9 July 2004 Kemble

G-RODI K3731 Issacs Fury on 9 July 2004 Kemble







**G-FKNH Piper PA.15 Vagabond on 10 July 2004 Kemble**

**G-BIYK Isaacs Fury on 10 July 2004 Kemble**



**LY-TTD Yakovlev 52TD on 10 July 2004 Kemble**

**G-BULM Aero Designs Pulsar on 9 July 2004 Kemble**







**G-CUBS Piper J.3C-65 Cub on 10 July 2004 Kemble**

**G-AXXC Rousseau built Piel CP.301B  
Emeraude on 10 July 2004 Kemble**



**EI-CMN Piper PA.12 Super Cruiser on 10  
July 2004 Kemble**



**G-RODI K3731 Issacs Fury on 9 July 2004  
Kemble**



## For sale and wanted items ...

Anything you wish to sale or to buy? Simply send me an email at [evelinehawkin@gmail.com](mailto:evelinehawkin@gmail.com) and it will appear in the following months newsletter.  
*Please remember to send photos separately.*

***And the usual reminder ....*** Should you wish to contact the committee, please do so on [committee@jerseyaeroclub.com](mailto:committee@jerseyaeroclub.com)

Anything for the newsletter please send directly to me on [evelinehawkin@gmail.com](mailto:evelinehawkin@gmail.com)

And sadly, as I am writing the newsletter, Fatima has contacted me to let us all know that Nikos, who worked in the bar for many years, passed away this morning, on his birthday.

We will always remember Nikos' smile and warm welcome.

Our thoughts are with his partner Michael and his family.



## ***And finally ...***

*I would like to wish everyone all the best for the coming year - let's hope it's a peaceful and healthy one for us all.*

***Eveline***