



Welcome to the

JERSEY AERO CLUB

January 2024 members newsletter

A few words from your chairman ... *Nigel Hall*

Dear Members

Yet another year has passed and we look forward to 2024.

In the April 2023 AGM there was agreement that membership fees would be increased for the 2024 Membership Year so please do not be surprised when you receive the revised member fee requests.

Your Executive Committee have met every month to manage Club affairs. The development of the car park is currently on hold due to a high-level strategic review of the airport being conducted by Ports of Jersey. We will receive a final update in Q1 2024. There are also several projects being developed in the New Year including focusing our attention on better serving General Aviation and helping develop the Flight Training experience. More on this at the AGM.

Talking of aviation, I recently heard this story which amused me thinking about my many Jersey airline landings:

An airline pilot on this flight hammered his plane into the runway hard. Considering his bad landing, he had difficulty looking the passengers in the eye as they disembarked, all the time he thought that a passenger would make some smart comment. However, it seemed that all the passengers were too shell shocked to say anything.

Finally, everyone had gotten off except for this little old lady walking with a cane. She said, 'Sonny, mind if I ask you a question?'

Why no Ma'am, 'said the pilot, 'What is it', and the little old lady said, 'Did we land, or were we shot down?'

Fatima continues to manage food and drink in our Café and we are very grateful for all the time and energy that she gives the Club.

Unlike the following ditty, Fatima always offers good food and a smiling face.

All airline passengers agree, the food in flight is awful.

Some even say it should not be, classified as lawful.

The pasta's mush, the meat is tough, the pudding's flavoured paste.

The salad's some sad wilted stuff, and nothing has much taste.

When served this fare inedible, each passenger will frown.

And so it is quite incredible, how few will turn it down.

Finally, a big thank you to your Exec Committee, Derek, Andrew, Mark, Matt, and Paul supported by Mike Pownall who has organised member events. All give so much of their time to ensure the JAC Membership have a vibrant Club. Thank you to all Members for supporting their Club and for those who produce this newsletter. And thank you to Robin MacRae and Paul Holley of Ports of Jersey for giving their support and guidance throughout the year.

Have a healthy 2024

Nigel

Social Events ... by Mike Pownall

I am currently working on next years talks and so, more details as and when events are confirmed.



Update ... by Richard Hawkin

10 AOPA CI members and local pilots had a tour of Jersey ATC on Saturday, 9th December. The group was shown around by air traffic controllers, Ramsay Cudlipp and Richard Price spending time seeing the workings of Jersey Approach and Jersey Control before visiting the visual control room (tower). Before the visit, the tower had been in fog but the weather cleared just before the visit to allow good views across the airfield and beyond.

The benefit of this type of contact between G.A. pilots cannot be understated with both pilots and controllers gaining a better appreciation of their respective needs and limitations.





ATC update ... by Richard Price Air Traffic Control Officer

The Airport has recently installed an Emergency Phone at the Jersey Aero Club (adjacent to the LVP (Low Visibility sign) This is for Emergency use only and goes directly to the ATC Tower. If you are not in the vicinity (on the grass) you can still use the following number 01534 446250. Consider saving this in your mobiles for speedy dialling if required!



Permanent removal of NDB and ILS at Cherbourg.

From January 03rd 2024, the MP NDB and ILS at LFRC Cherbourg will be withdrawn from service leaving just the 28 RNP Approach available.

Due to the short notice of the removal, this will be published by NOTAM in the interim until AIRAC 04/24 18th April 2024.

Jersey (EGJJ) information card

A red stop bar means **STOP**

Stop bars in permanent use

Noise Abatement

Take off

IFR 900ft

VFR 800ft

Landing

VFR 800ft (1300ft)

Take off
VFR 26/08 Climb straight ahead to 800ft amsl (QNH) before turning
IFR 26/08 Climb straight ahead to 900ft amsl (QNH) before turning

Landing
Maintain at least 1300ft amsl (1023ft aal) until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility. If under 5700kg and making a visual approach, land must not be overflown below 800ft amsl (523ft aal) until on final approach.

Circuits
Standard circuit altitude for propeller driven aircraft: 1300ft amsl (QNH)

IN CASE OF EMERGENCY, PLEASE CALL (01534) 446250
Please note, this number is for emergency use only. Do not use in any other situation.

For more information, visit cicz.co.uk or ais.org.uk

PORTS OF JERSEY
FOUR ISLANDS ONE DESTINY

Your story ... To Poland and back in JAC's Piper Archer, G-JACB - October 2005 ... *by Sean Morvan*

I first met Konrad Rogala when I turned up at the Club one blustery day in March 2004 to do my check out to Alderney with Bob Powell. Bob asked if I would mind if Konrad, who had also recently gained his PPL, could come along with us. That was the start of a friendship for a number of years before Konrad left the Island to pursue a flying career.

Konrad and I flew together from time to time after the Alderney trip, Konrad to hour build and me to try and find different things to do to keep my interest in flying alive. We both continued our training gaining night and IMC ratings. One day after we had flown together, I asked Konrad if he had thought of flying to his homeland of Poland in a Club plane. A plan was hatched in the early summer of 2005 and we decided to fly to see his parents in his hometown of Tarnow. We chose mid-September to try and get the best of the weather before the autumn and Konrad's partner Kasia was to join us.

Time off work was arranged and we purchased VFR maps for our intended route together with VFR plates for the countries we were visiting. We planned to do the trip over six days and asked Eveline if we could have one of the Club Archers as they were equipped with Garmin GNS 430's and autopilots. Then we hit a problem, in early July 2005 my family business had entered into a purchase agreement that was due to complete on Friday 30 September 2005. There was a lot of work to be done prior to completion and I was unable to take time out for the Polish trip. A new departure date in October 2005 was agreed. Fingers crossed for the weather!

Konrad was great as he did the planning given my extra workload prior to our departure. We had a final get together a few days before meeting on 16th October 2005 at 0700 at JAC to depart. It was a dull overcast morning and raining. Not the start we wanted. We completed the necessary formalities and were underway at 0730. However, the forecast weather enroute for the day was good.

Day 1 was to be Jersey to Rouen, Rouen to Frankfurt Hahn and Frankfurt Hahn to Karlovy Vary. We had agreed that we would fly alternate sectors, with Konrad flying the first. Take-off was uneventful with a SVFR clearance via the SE Corner to the Zone Boundary. Halfway to the French coast at 2,000' with the autopilot engaged we were in rain and encountered some lively turbulence. The autopilot disengaged and we couldn't get it to engage again. Great start we thought. At the French coast the air became smoother and the weather improved. We tried the autopilot again, this time it engaged and we had a pleasant fight to Rouen.

After refuelling we set off for Frankfurt Hahn, this time it was me in the left-hand seat. The weather was great and we enjoyed the scenery enroute. As we approached Frankfurt Hahn we got the airfield weather only to find a strong and gusty crosswind. That's when I appreciated all the Jersey circuits in lively conditions. Frankfurt Hahn is a busy airport and we really felt tiny amongst all the big commercial aircraft.



Frankfurt Hahn

Our last sector for the day after refuelling was to Karlovy Vary, a pretty Spa City, in the Czech Republic. The airfield is on higher ground to the southeast and our timing to get there was quite tight as they closed at 1600. We requested fuel ahead of landing and had a straight in approach to RW11. We landed at 1545 and the fuel bowser was waiting for us. After fuelling we were bundled straight through the terminal to the forecourt outside with the doors locked behind us. Fortunately, Konrad was able to telephone for a taxi to take us to our hotel in the city centre. We had a lovely evening reflecting on our day and the further adventures ahead.



Approach to Karlovy Vary



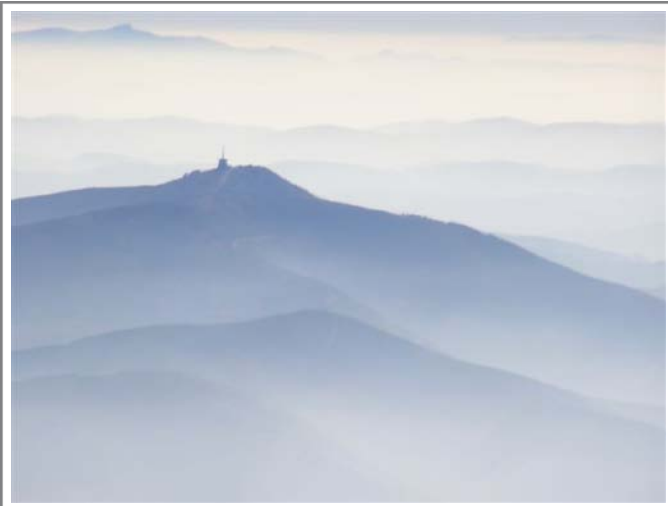
Karlovy Vary Spa

Day 2 - We awoke to nice weather. I met Konrad & Kasia at breakfast and we all looked forward to a more relaxing day as we only had one sector, to Krakow in Poland. That was an uneventful three hour flight, arriving at lunchtime. Once again it was a busy international airport. We were parked remotely, refuelled after landing and were mini bussed to the terminal. We went into the city centre and had a leisurely stroll around taking in all the wonderful sights. That evening we enjoyed a traditional Polish meal in a lovely restaurant. It was early to bed so that we could make an early start the next day to an airfield at Mielic, just to the east of Tarnow, Konrad's hometown.

Krakow- Market Square



Day 3 was again an early start for about an hour's flight to Mielic. Once again the weather was kind and we had an enjoyable flight. When we landed, Konrad's parents were there to meet us and Konrad took his father for a short local flight. It was a very proud moment for his parents to see him fly himself back home on what was the start of his journey to commercial flying. Mielic airfield was interesting with many old eastern block aircraft all around. We had a lovely time with Konrad's family and in the evening Konrad met up with his friends in the area. The next morning I was picked up from my hotel for a traditional Polish breakfast at Konrad's family home.



Monastery in Carpathian Mountains

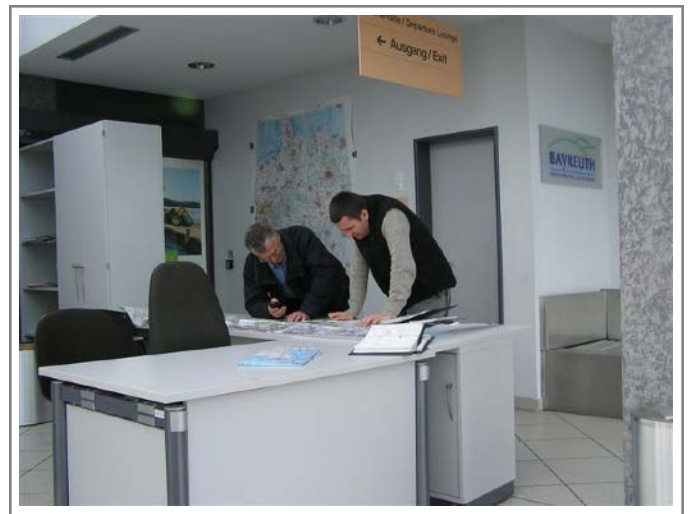
GJACB in Mielec



Day 4 - Breakfast was over far too soon and it was time to head back to the airfield to start our return journey. We intended to take the same route back but missing out Krakow and making Karlovy Vary our first fuel stop. The flight there was uneventful and we routed directly over Prague at FL80. After fuelling we checked the weather only to find we would not be able to get to our intended next stop, Frankfurt Hahn. After some deliberation we decided to make the short flight to Bayreuth in Germany hoping the weather would be better the next day. On arrival we were met by German Police who wanted to see our papers. They remained in their car and only opened the window far enough so we could post our papers through. After what seemed like an age they passed them back to us and off they went. We spent the evening looking at weather forecasts and possible alternative routes. One of our problems was our VFR maps didn't cover much further south than our intended route.



Prague



Replanning in Bayreuth

Day 5 - We got to the airfield early and whilst the weather there was good, there was no opportunity to get very much further west. We spent most of the day in the deserted terminal building hoping to get some better news on the weather. Eventually we retreated back to the hotel we stayed in the night before to formulate a 'Plan B'. Having poured over the VFR charts we decided that our best course of action was to get as far south as the coverage on the charts. We therefore decided that we would try to get to Strasbourg, weather permitting.

Day 6 - An early start and the weather on our route to Strasbourg was flyable. We were on our way again. At Strasbourg we chose only to pay the landing fee rather than paying for handling which wasn't mandatory. However, as a result, we were regarded as a bit of a nuisance and our request for weather information was 'pay for handling'. After refuelling we set off for Troyes. Weather en route was good and Troyes had the advantage of a Meteo France facility at the airfield. We fuelled and then went to the Meteo France station for a detailed weather update. The forecasters were friendly however when we told them we hoped to get to Dinard they laughed and showed us the weather radar.



Approach to Strasbourg

'Plan C' was now called for. Given the poor weather was to the west running in a line down from Le Havre to Le Mans I suggested to Konrad we get airborne and fly as far to the west as we could. There are plenty of airfields in France and worst case scenario if we ended up in deteriorating weather we could do a 180 and land at the nearest airfield. We got as far as Chartres in good weather conditions so called it a day there. On landing we had a fabulous welcome at Chartres Aero Club with great interest shown in our journey. They also very kindly insisted on giving us a lift to the Ibis Hotel close to the airfield. We had a lovely evening meal and were buoyed by the better forecast for the next day.

Day 7 - We awoke to good weather. Over breakfast we had to make the decision whether we cleared out of Europe through Dinard or Cherbourg. It was a very easy decision, we had to have a coffee on the way out with Luc & Edith at Cherbourg. After a two hour flight in good VFR conditions we were in Cherbourg. We had to buy a couple of cases of Luc & Edith's famous Coucou wine. Flight plan filed, it was then a short hop back to Jersey. We had done it! We had had a fabulous time, had some great flying, visited some beautiful places and spent time Konrad's family.

Once the euphoria of completing the trip had subsided, we subsequently met up to run through the flying side. We had flown over 2,000 nautical miles in five different countries, landed at international airports and coped with challenging weather. To top it all we won the JAC long distance award for a flight in a Club aircraft in 2005.

Photos by Konrad and Kasia Rogala



... news by Eveline Hawkin

A truly magical start to Christmas!



On Saturday 16th December, with glorious sunshine, many local families were able to enjoy a flight around the island courtesy of Blue Islands.

As usual, pictures speak for themselves!



A day the families will never forget and so, our grateful thanks for everyone who made this possible - Blue Islands of course but also Jersey Aero Club and Ports of Jersey.

Photos courtesy of luke@protect.blue

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



HB-EMI Fairchild F.24W-41A Argus II
Brienne Le Chateau.jpg



F-BGPO Beech A.35 Bonanza
27 July 1982 Toussus Le Noble



N611CE Cessna 310B
4 July 1985 at Cranfield.



DDR-WKV Moravan-Zlin Z.526A Akrobat
21 June 1992 Shernhagen



CN-TZS Cessna T.210F Centurion
6 June 1992 Toussus Le Noble



F-AZPA Yacovlev C.11
6 June 1992 La Ferte Alais



G-AIPV Auster J1 Autocrat
5 July 1996 Cranfield.



G-AWHY Falconar F.11-3
5 July 1996 Cranfield



**D-KOWI Brditschka HB.23-2400SP
Hobbyliner
28 June 97 Koblenz**



**G-AKRP DH.89A Dragon Rapide
4 July 1997 Cranfield**



**G-BUED Slingsby T.61F Venture T.2
13 June 98 Alderney**



**N27YK Yakovlev 52
30 July 1998 at Oshkosh WI**



**42-101198 (HH-DGA) Curtiss C-46D
Commando
15 October 1999 at Warner Robins GA**



**HB-ERO Fairchild F.24R-46A Argus III
30 June 2001 Equvillians**

For sale and wanted Items

Anything you wish to sale or buy? Simply send me an email at evelinehawkin@gmail.com and it will appear in the next edition

Item for sale with offers to - strassercharles@gmail.com

"Survival" 4-6 person life raft (EX N37US) out of test period
(Mendelssohn new price £1795 Pooleys new price £2274)

And finally...

The committee can be contacted on - committee@jerseyaeroclub.com

Anything for the newsletter should be sent directly to me on evelinehawkin@gmail.com. Please remember to send any photos separately.

Wishing you all the very best for the coming year.

Eveline