



Welcome to the **JERSEY AERO CLUB**

September 2024 members newsletter

Update from Skywalker ... by Lee McConnell

We have been busy obtaining the approval for the flying school in August and have struck up an agreement with the same ATO the Guernsey Aero Club uses in the UK. We are also keen to improve direct relations with our friendly Guernsey neighbours. We intend to use the ATO as a support structure over the next few months whilst we establish improvements in our own processes and procedures of running the flying school.

We hit some roadblocks with the UK CAA over our own application, surrounding their views on principle place of business and their views of Jersey being "third country" and "overseas". I had to remind them of our links with the British Monarchy and the Crown whilst the King was visiting us here in Jersey and we have now had confirmation that our own Skywalker DTO approval will be granted in October which is a great result, I didn't want to give up on that.

The flying desk has had a very busy few months in July and August with over 100 movements each month, including the Spitfire and Rapide visitors. The flying desk team Martyn, Jonathan, Suzanne, Paul and James have done a great job supporting the desk. The flying vouchers seem to be flying out and the public interest is energetic. G-JJER has been doing plenty of flying, flying well and is looking good. Big thanks to Mike Owen who has been an absolute star in supporting the flying programme of late.



You will have noticed some cosmetic changes and improvements to the flying room which we hope to make you feel more welcome and relaxed when visiting us, we will keep up the improvements and friendly welcomes. We always welcome your feedback and suggestions too!

We are planning a marketing plan and roll out of the flying school, so watch out for news and PR in the press and social media channels. We still have still so much to do and we keep on truckin' - Thank you to everyone so far for the wonderful support and kindness.



Committee update ... by Andrew Renouf

Spiral Staircase

Due to CAA regulations we had to remove the spiral stairs to the Garden as it was too close to both the straight set and the Airside Fence. Although we all recognise the risks of an airside breach are infinitesimally small, it does allow the club to install a straight set of stairs which will give much better access to the garden

Pictured right - The spiral staircase being removed with a Hiab crane on 19th August



The existing straight set of stairs is being modified off site and will be refitted in the new position shown above to provide better access to the garden. The glass balustrades from the East side of the balcony have been modified to fill in the gap left by the straight staircase. By re-using existing parts and hiring of all of sub-contractors directly we have effectively cut out the main contractor and will deliver these changes at cost price.

Solution for the jamming hangar doors

Some club members may remember that at the AGM of 11th December 2020, a quote was presented of £100,000 to repair the Hangar doors. Obviously this level of expenditure was totally unacceptable so a bespoke solution has been designed and commissioned by the committee which cost £335 + fitting for one door. If the test door continues to operate as expected we should be able to finally solve the jamming hangar door issue for between 3-5% of the initial quote.



Aeroplane Valet Services at Your Fingertips ...by Paul Holroyd

The Jersey Aero Club is excited to welcome Sean & Shaun of SAS Aero Valeting.

Two new club members, Sean Petch & Shaun Irving, are offering a new service for the club - aircraft valeting service. They both hold AICs and so, will not need to be escorted airside.

“We provide top-tier aeroplane valet services tailored to meet your needs. Whether you're looking for a quick exterior clean, a deep interior detail, or full-service aircraft care, our experienced team is here to deliver excellence.

We take pride in ensuring that your aircraft looks its best and is ready for takeoff at all times. Let us handle the details, so you can enjoy a worry-free experience.”

SAS Aero Valeting

Email - sean@sas.je

Mobile - 07797 856 684 or 07797 767 174

Fuel bowser training



Awaiting with great anticipation the arrival of the fuel bowser which will be based at the club.

Alistair Varrie from Ports of Jersey briefed pilots over two evenings about the management and safety operation of the fuel bowser.



Pictures - Courtesy of Cristin Bouchet

Dates for you diary ... by Mike Pownall

Thursday 26 September at 19:00

A friend of Peter Gosheron, Peter Buckley with a colleague Jonathan Walton will be giving a talk called "Flying the last dogs from Antarctica"

Jonathan Walton is a long serving Antarctic explorer and surveyor with fifty years experience and three generations of family who've worked there since the 1930's.

There will be a chance to hear of the adventures flying sleigh dogs from the Antarctica with some anecdotes along the way.

Thursday 7 November at 19:00

A talk by the Jersey Met office about all things weather and how it can impact General Aviation.

A chance to learn something new or refresh some old knowledge.



... update from Richard Hawkin

The 31st Annual Alderney Fly-In will take place between the 6th and 8th September.

The 2024 annual Fly-In weekend is organised by the Alderney Flying Club and attracts around 70 private aircraft and over 100 people from Guernsey, Jersey, the UK and the Continent.

Details of the programme at <https://flyalderney.com/>



06/09/2024 06:35 to 08/09/2024 18:30

AD PPR EXCLUDING SCHEDULED ARRIVALS AND THOSE ATTENDING THE ALDERNEY FLY IN. CALL GUERNSEY FLIGHT BRIEFING ON +44 1481 222201 OR EMAIL ATC AT GOV.GG

Your story ... Father John and The Puss Moth ... *by Bernie Runstedler*

Last August, Bernie Runstedler (from Ontario, Canada) emailed the aero club asking if there was any record of a De Havilland Puss Moth - G-AHLO, which took part in the 1963 Jersey International Air Rally. This email found it's way to me and I immediately thought that Bob Sauvary, may just have such a photo in his collection which he had and duly sent it to me.

I've now received the presentation Bernie made earlier this year at the National Convention of the Canadian Aviation History Society in Saskatoon. As this was a Powerpoint presentation, I've used his slides and text and hope you enjoy the story.

As it's quite a lengthy presentation, this is part one of two.



One of the great assets we have in Ottawa is the Canada Aviation and Space Museum. I never get tired of sauntering up and down the various aisles. Of the hundreds of times I've done this, there has always been something new, or captivating, that has drawn my attention. In all probability, there are quite likely many aviation enthusiasts that enjoy it as much as I do. At least I hope there are. There are a lot of great local museums to explore across this country.



Each of the aircraft has a story behind it. A brief description with two or three paragraphs highlighting the type, it's history and some claim to fame is displayed in front of it. This usually satisfies most visitors curiosity. However, sometimes significantly more has to be mentioned.



Such is the case of the little red and silver De Havilland DH 80A Puss Moth, CF-PEI.

Me, my wife and one of our many sons next to Stearman



How many of us have flown in an open cockpit airplane above 10,000 feet? It gets damn cold up there, I know.

It has been widely assumed that the idea for the Puss Moth came about when Geoffrey De Havilland and his wife, Louise, were flying back from Morocco to England.



Crossing the Pyrenees Mountains, some of which are higher than 11,900 feet, in an open cockpit Gypsy Moth made him realise the discomfort of the cold at these high altitudes. The poor forward visibility due to the position of the engine cylinders brought home the necessity of rethinking the entire design. The prospect would not be lost on the many potential long-distance flyers waiting for just such an airplane.

The first prototype DH 80 had an all-wooden structure and flew in September 1929.

A DeHavilland Gypsy 3 engine. It had about 120 hp
(Courtesy of the DeHavilland Aircraft Museum)



It was powered by a Gypsy III engine of 120hp that was positioned inverted, (with the cylinders pointing down) allowing excellent forward visibility. The second prototype, the DH 80A Puss Moth, had a welded, steel tube fuselage and flew in March 1930.

DH 60 Gypsy Moth with wings folded.
Note the poor forward visibility due to engine cylinders



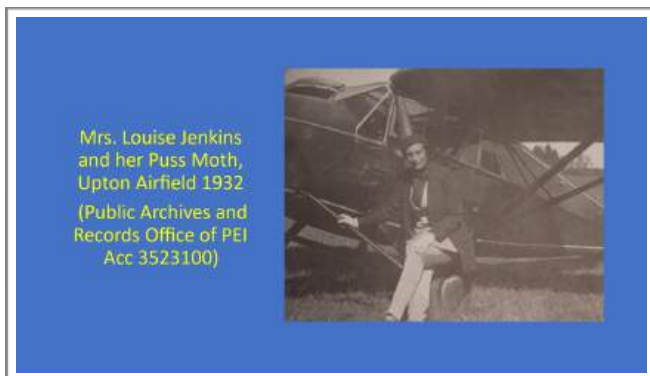
What made the newly designed and built high-wing monoplane so special? Like its predecessor, the DH 60 Gypsy Moth, its wings folded back making it easy to transport and store. As mentioned, unlike previous DeHavilland aircraft, the engine was inverted giving much improved forward visibility and keeping oil spray off the windshield.

The main undercarriage wheels could be rotated 90°, in flight, by turning the landing gear strut using a linkage in the cockpit. The wheels in turn acted like airbrakes.) Of course you had to turn them back to land. Coupled with the flaps, this gave it terrific short field landing ability. The steel welded tubing of the fuselage was covered by linen fabric. The wings were made of wood, also covered by fabric. Even more notable was that the cabin was fully enclosed giving much needed shelter to both pilots and passenger. The total cost for the airplane in 1932 Canadian dollars was \$6990.00. The Gypsy engine was an additional \$1960.00.) (This was the price the Royal Canadian Air Force (RCAF) paid for their seventeen brand-new ones)



The list of long distance and world record setting flights made with this type of airplane reads like a who's who of aviation history. Several of the records either started, or finished, here in Canada. Names like Bert Hinkler, Jim Mollison, Amy Johnson and Peggy Salamon (England to Cape Town 1931 age 19, would you let your daughter have the car?) were only a few of the pilots.

In Canada, along with the RCAF buying their seventeen, sixteen more were acquired by civilians. Sometimes there was back and forth registering between the RCAF and civilian owners.⁽²⁾⁽²⁰⁾ Since only twenty-five were assembled in Canada, this created a bit of confusion. One of these was received at Downsview, Ontario in August 1930.



It was initially registered as CF-AGV when bought by Mrs. Louise Jenkins of Charlottetown, PEI in February 1932. Louise Jenkins was not the first female pilot in Canada. But she the first female pilot in PEI. She was also the first women in Canada to purchase an airplane .

She seemed to really enjoy flying. She changed the registration to CF-PEI than proceeded to fly non-stop from Montreal to Charlottetown (another world record). After keeping the plane for a couple years, she sold it. This little airplane bounced around through a series of owners and misadventures, including forced landings and accidents, until late 1939 when it was given to the Galt Aircraft Training School. (Presumably as an instructional airframe).

Leaping ahead thirty years, another Puss Moth came to Canada from England. This Puss Moth was Construction Number 2187 and received its original Certificate of Airworthiness, in England, on July 16, 1931. I'll give you it's English history first.

In US Navy colours in the 1930's
(Airplane Monthly Apr 1977)



It was immediately shipped to the US Navel Attache at the US Embassy in London, England. He kept the aircraft at Hendon, in the northwest of London. It was given the US serial number A-8877 and, although painted in US Navy livery, the serial number was never applied.

In RAF livery as HM534
(Aeroplane Monthly Apr 1977)



By the start of World War II, aircraft in England were in short supply. In early 1942, the Royal Air Force (RAF) acquisitioned the plane giving it HM534 as a registration. Used by the Air Transport Auxiliary (ATA), quite frequently, those amazing ladies transited many airfields bringing ferry pilots back to 39 MU (Maintenance Unit) at RAF Colerne (Colerne, Wiltshire southwest of London). It was also often spotted at No.5 MU at RAF Kemble.

At Redhill, pre 1963
(Courtesy Bill Fisher)



In April 1946 it was disposed of. The new civilian registration was G-AHLO. After a few changes of ownership, it was fitted with a Gypsy Major engine of 130 hp in March 1950.

The Tiger Club Logo



The aircraft was purchased in August 1962 by Norman Jones who had established the Tiger Club at Redhill, Surrey. It was delivered in February 1963. The Tiger Club was formed in 1957. Flying what we refer now to as 'classic' or 'vintage' aircraft, they encouraged anyone who wanted to fly. The club would give basic lessons, one time flight experiences, sightseeing, formation flying, aerobatics and even air racing. Anything to raise money.

In next month's second instalment, G-AHLO enters the 1963 Jersey International Air Rally.

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



G-CLXB ML295 Vickers Supermarine
361 Spitfire T.9.
5 June 2024 Jersey

G-TCHI BS410 Vickers Supermarine
509 Spitfire T.9
5 June 2024 Jersey



G-CLXB+G-TCHI Vickers Supermarine
509 Spitfire T.9
5 June 2024 Jersey

2601 Aero Vodochody LET.410UVP-E20
5 June 2024 Jersey



G-TCHI BS410 Vickers Supermarine 509
Spitfire T.9
8 June 2024 Jersey

G-TCHI BS410 Vickers Supermarine 509
Spitfire T.9
12 June 2024 Jersey



G-AHAG Brush Coachworks built
DH.89A Dragon Rapide
9 June 2024 Jersey



Update ... by *Eveline Hawkin*

Helping Wings bursary sponsored by the Butlin Family Charity Trust



Pictured left - Tobias Hosking having just completed a successful trial flying lesson with Skywalker Flight Training instructor Mike Owen.

Tobias has now been offered the bursary worth £3500 of flying training.

Congratulations to Tobias. We hope he will enjoy his flying and we look forward to receiving updates of his progress.

Sunday 22nd September is our traditional day for young children.

This year, we are able to offer flights to 20 families and as usual, it will be a busy, noisy day with many activities taking place.

and finally ... a reminder ...

For sale and wanted items...

Do you have anything to sale or are you looking for a particular item ? If so, contact me on evelinehawkin@gmail.com and I will ensure your request is in the next newsletter, remembering to send the photos separately please.

Looking forward to catching up at the club

,Eveline

Committee email - committee@jerseyaeroclub.com

Items for the newsletter - evelinehawkin@gmail.com