



# Welcome to the JERSEY AERO CLUB

## October 2024 members newsletter

### Update from Skywalker ... *by Lee McConnell*

The Flying school is now actively running with PPL students and we have approximately a dozen students flying on G-JJER over the past month for training. We have also seen a reactivation of people wishing to renew their PPL licence and others keen to get back in the skies. We are actively encouraging people to get flying and book with the desk.

We are also in the process of implementing the Cloudbase GA booking system to the aircraft tach. This will help us create operational efficiencies, streamline and improvements, we will issue further detail on this very soon. You can also contact Jonathan Vibert on the flying desk who is running with this project for further details.

Cloudbase GA provides the following:

- Precise aircraft movement records. Our aircraft records its own movements!
- Log movements automatically.
- Keeps accurate records of aircraft flight, blocks and engine times which doesn't have to be time-consuming and error-prone.
- Run an online bookings calendar for students and instructors
- Keep a defects sheet and digital technical log
- Safely Maintain student records
- Track maintenance intervals
- Invoice for aircraft hire

### *... and ... from Jonathan Vibert*

Note to pilots and aircraft owners, that from Monday 30<sup>th</sup> September 2024 the Flying desk will be reverting to winter operating hours, 0800 through to 1800 daily.

Access airside will remain available outside these hours, using the out of hours security point; details of this can be found online [here](#).



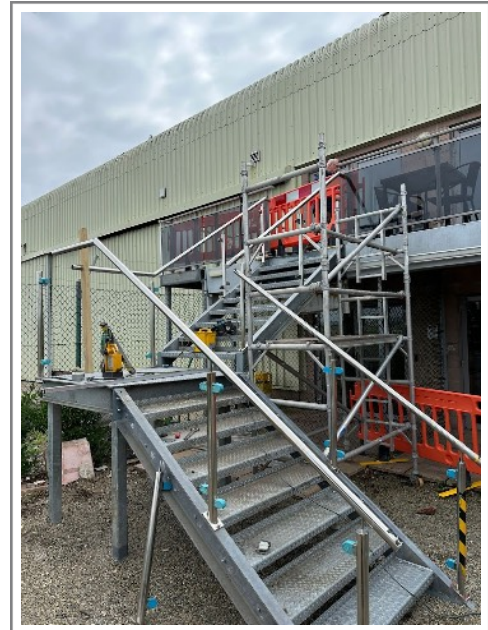
## Update from the Committee... *by Andrew Renouf*

### Stairs to Garden

Members will be aware that Ports of Jersey required us to remove the spiral staircase and move the straight set to be compliant with CAA regulations. The stairs are now in place and the stainless steel handrails have been modified. Much of the existing glass will be reused but new glass panels to fit the modified landing have been ordered and will arrive in 3-4 weeks.

Whilst a slow process, by re-using the existing structure and employing sub-contractors directly, this is being done at a cost far lower than putting in new staircase.

It also allows the Balcony extension to proceed in the Spring as a much simpler project.



## Aero Club plays host to a number of the acts for the 2024 Jersey International Air Display ... *by Jonathan Vibert*

Following the late confirmation given on 25<sup>th</sup> July 2024 for this year's event, the Jersey International Air Display Event Organiser (Mike Higgins) pulled off another year's show - even without crowd-pleasers, such as the jets of the Swedish Air Force Historic Flight or the RAF Red Arrows Display Team.



This being said, the Jersey Aero Club got to play host to a number of this year's single-engine acts including the Royal Navy Historic Flight with their North American Havard and Fairey Swordfish – the world's ONLY flying swordfish! Nicknamed the 'Stringbag', this slow, cumbersome and antiquated biplane was one of the most successful versatile, and underrated aircraft to operate with the allies during WWII and played a key part in sinking the Nazi Navy's battleship the 'Bismarck'.

The Equipe de Voltige de l'Armée de l'Air made a welcome return to Jersey with their Extra 330, which also stayed at the Club. To fly a sequenced set of solo aerobatic manoeuvres takes even greater skills and few are able to do it better than the pilots of the French Air & Space Force Aerobatic Display Team! Accompanied by their support crew in a Cirrus which also stayed with us at the club.



The Event Team are asking for feedback on this year's event, in order to make further improvements year on year, so please check out their social media for their [online survey](#) and [registration for volunteers](#) for the 2025 event.

For those interested, a link to their volunteering site is [www.jerseyairdisplay.org.uk/volunteer](http://www.jerseyairdisplay.org.uk/volunteer)

If anyone wishes a copy of the 2024 Souvenir Programme, please speak with Jonathan on the Flying Desk for a copy or email [j.vibert@jerseyairdisplay.org.uk](mailto:j.vibert@jerseyairdisplay.org.uk)

**Pictures courtesy of ...** Bob Sauvary, Jonathan Vibert & Nigel Vibert

## Return of the Spitfires, and something a little 'Extra'!! ... by Jonathan Vibert





Following the success of their June visit, [Spitfires.com](https://www.spitfires.com) returned to Jersey with their 2-seater Spitfire, G-TCHI at the end of August.

"The [Spitfires.com](https://www.spitfires.com) team have once again loved being in Jersey. The island is so beautiful to fly and everyone we have met has been really charming, friendly and passionate, whether flying the Spitfire with us or simply watching from the ground around the island.

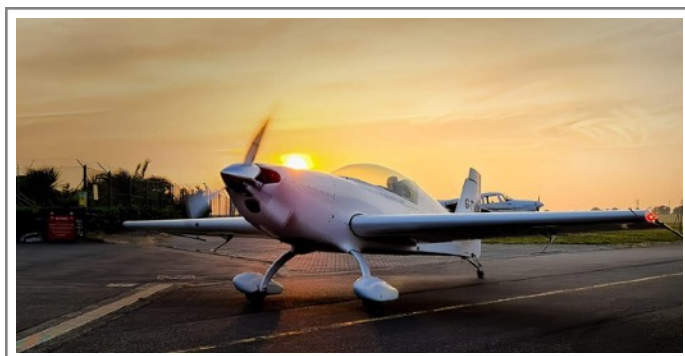
We are in the process of reviewing our 2025 calendar and hope to return to the Channel Islands again next year

Our thanks again to Jonathan at ORTAC, the team on the flying desk and the Jersey Aero Club, who have made it all possible. Our thanks also to Mally Richardson at Skydive Jersey for his support in our relocation across to Guernsey at the end of our Jersey detachment"



Shortly after the Spitfire departed, the Jersey Aero Club hosted North West Aerobatics with their Extra 300 over the weekend of 31st August. Whilst the weather was good for most of the visit, unfortunately a few bookings were cancelled due to the weather conditions.

Robert Bartrop, Head of Training at North West Aerobatics Ltd said "Our thanks to Jersey Aero Club and the committee for being such wonderful hosts - sorry to those we couldn't fly everyone, hopefully the weather will be much improved when we return in the spring!



Once dates have been confirmed for all visiting experience flying, we will ensure this is shared with members via the newsletter, social media, and through the flying desk. If you have any further ideas on what you would like to see visiting Jersey or to offer to members of the club, then email [jv@flyortac.com](mailto:jv@flyortac.com)

**Pictures courtesy of ... Jonathan Vibert, Suzi Falloon and Northwest Aerobatics**

## Dates for you diary ... by Mike Pownall

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.

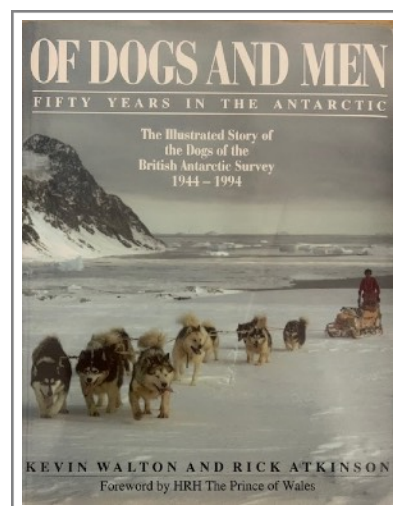
### *and also from Mike Pownall*

After the fascinating talk recently "Of dogs and Men" by Peter Buckley and Jonathan Walton, the book on the left was donated for auction, with the proceeds going to Helping Wings. It's a limited addition of 1,000 books signed by the author and by his son, Jonathan Walton.

The current highest bid with £80.00.

So, the question is ... Is anyone willing to bid higher??

All for a good cause!



## Christmas Fly-Out ... by Jasmine Clarke



### Marché de Noël

### Dare I say the "C" word in our October Newsletter!?

**Christmas** will be with us very soon and upon suggestion from a number of club members, I would like to try and organise a Christmas fly-out. As it will be Winter, taking our chances with the weather, customs requirements and all the things we know all about as island flyers, the fly destination will be Dinard to then take a 20 min taxi journey to Dinan for the festivities. We can enjoy the Christmas Market and a stroll around town in the afternoon, club dinner and drinks in the evening at a restaurant and fly home the following day. **Proposed dates Friday 20th - Saturday 21st December.** In the event of unfavourable weather it could be made into a day trip instead on either day. Please drop me an email at [JJ.Clarke@live.co.uk](mailto:JJ.Clarke@live.co.uk) if you're interested. Once I have an idea of numbers I will start organising! 😊

## Part 2 of ... Father John and The Puss Moth ... by Bernie Runstedler

G-AHLO on the Isle of Jersey 1963  
Note the Jersey Rally number 15 on the tail  
(Courtesy Robin M. Sauvary)



In May 1963 one of the Tiger Club pilots, a Mr. R. Palmer, decided to enter G-AHLO. Sporting the number '15' on its rudder, it took part in the rally. He didn't win but, hopefully, he enjoyed it.

The intended flight path back to England  
(Courtesy Google Maps)



On May 15<sup>th</sup>, Mr. Palmer and his passenger filed their return flight plan from Jersey to South Hampton, a flight across the English Channel. Taking off, they climbed to 2000 feet on a northeast heading. About forty-five miles into the flight, while still over the water, they developed engine trouble. This may not be a pilots worst nightmare flying a single engined aircraft but, it's very near the top.

Fortunately, the coast of France was fairly close. Between the town of La Hague and the city of Cherbourg, a field was selected to make an emergency landing. It wasn't a perfect field being only about 650 feet in length. Remember those great shortfield landing abilities I mentioned about the Puss Moth? Now was the time to try them. Complicating the issue even more, as they neared the field, they noticed people on it.

Charolais cow about 1425 lbs  
Puss Moth two males, baggage and full fuel about 1886 lbs



Retracting his flaps and turning, Palmer touched down in an adjacent field just before hitting a cow. Did it become hamburger or steaks? Who knows. The airplanes momentum caused it to careen forward. Next, it hit a low wall flipping the airplane onto its back before finally coming to rest. Both the pilot and passenger were injured and the airplane substantially damaged.

After arguing with a cow and a stone wall in France. Recovered to Croydon 1963 -64  
(Courtesy Bill Fisher)



I'm a purist and like to see all the evidence myself. Has anyone had the opportunity to deal with the French Transportation Safety Board? They were quite helpful in telling me how to find the accident report, right down to the file number and box it was in. However, when I asked for an electronic copy

They refused. "Monsieur, because of the sensitive nature you may look at the accident report but, you must come to Paris and look at it in the Archives National". Fortunately, I had a plan 'B'. The insurance company. I was able to get an abbreviated copy of the report from Lloyds of London.

What was left of the aircraft, after being disassembled, was shipped back to a hangar at Croydon, south of London. As you can see, the damage was quite extensive. I would be calling wrecking yards and hoping to get \$45 a ton for the aluminum. The Tiger Club decided to go ahead with the rebuild. It would be a further four years before taking to the skies once again following a complete, from the ground up, rebuild. (They did a super job. I have a copy of all the repairs from the logs. They were very thorough).



After a total rebuild,  
probably 1967 at  
Redhill. In the colours  
of Jimmy Mollison's  
plane  
(Courtesy of Bill  
Fisher)



The airplane had also been repainted to resemble Jim Mollison's Puss Moth, Hearts Content, sporting a silver wing and rudder with a green fuselage. Once again, the members of the Tiger Club could rent it. In September 1969, Norman Jones sold it to a Canadian military officer.

Fr John MacGillivray  
(Courtesy EAA  
Magazine Editor Ian  
Brown)



John MacGillivray was a Maritimer. He hailed from the village of Arisaig, Nova Scotia. A graduate of St. Francis Xavier University, he was ordained a Catholic priest in 1950. In 1954, he joined the RCAF as a chaplain. He had a keen interest in aviation history and, in April 1956, became a private pilot while stationed in Moosejaw, Saskatchewan.

By 1964, he had risen to the rank of Squadron Leader. This was later changed to Major with the amalgamation of the forces. He was a very early member of the Experimental Aircraft Association (EAA) and became their unofficial chaplain from 1960 to 1993.

Fr John and his  
nephew, Jack Neima  
(Photo courtesy of  
Jack Neima)



Father John, as he was known, donated a bunch of aircraft over the years. First to the EAA, a 1935 Miles Hawk that was acquired while stationed in Germany (the aircraft was eventually returned to England and still flies there). Then an ex-RCAF DH 82C Tiger Moth. This is one of the oldest Tiger Moths built. Finally, he acquired a 1941 Taylorcraft BC-12D. He had it rebuilt in the United States and recovered with new fabric.

When he attempted to return to Canada, from the US, it was refused a Canadian certification. He then donated it to the EAA as well. (Chapter 77, Dalton Airport, Flushing, Michigan. They're in the process of rebuilding it and have a 'Go Fund Me' page for donors) Now, in late 1969, he became the proud owner of a Puss Moth.

After purchasing the airplane, G-AHLO was packed up and shipped from England. It arrived at Dalhousie, New Brunswick in November 1969. With Canada's considerable aviation history, it was decided to remake it into something significantly more Canadian. Fr. John registered it as CF-PEI, after the record setting Puss Moth Louise Jenkins owned and flew in the 1930s. It was also repainted with her unique colour scheme, a red fuselage with silver wings and rudder. The plane was first flown in Canada in January 1970. It was kept at Canadian Forces Base Summerside, PEI.

Fr. John MacGillivray  
hand propping the  
Puss Moth, Ottawa  
1976  
(Courtesy Canada  
Aviation & Space  
Museum Collection)



There is no electrical system on the Puss Moth

The following year, 1971, Father MacGillivray flew the airplane to the EAA Convention in Oshkosh. Somewhere along the line the National Aeronautical Collection (now Canada Aviation and Space Museum) in Ottawa, became interested in the aircraft.

Five years later, in 1976, Fr. MacGillivray sold the little aircraft to them. Although it was not donated, the museum did get a remarkable deal. The airplane was ferried from Summerside, PEI to Ottawa International Airport. Fr. MacGillivray was now Base Chaplain there (CFB Ottawa South).



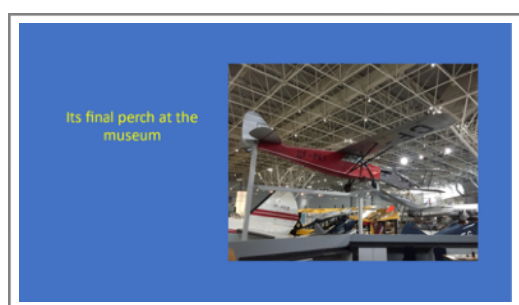
Here, he took his final flight in the Puss Moth. His passenger, a rather elderly Mrs. Louise Jenkins, had been invited up from her home in Connecticut for the short flight to Rockcliffe (CFB Ottawa North)

Once settled in at the museum, the aircraft was thoroughly inspected. A few snags were noted and repaired. In May 1978, a temporary Certificate of Airworthiness was issued for CF-PEI to fly to the 50<sup>th</sup> Anniversary celebrations of DeHavilland Canada held at Downsview Airport in Toronto. The return flight from Downsview to Rockcliffe on June 29, 1978 is believed to be the last flight of the airplane.



I'd like to say a couple of things about the Canada Aviation and Space Museum. It's a beautiful building, the people there are great, as are the displays. However, I sometimes think it was designed by an artist rather than an engineer.

Nothing can be hung from the ceiling and, because of different thicknesses in different areas of the floor, certain aircraft have to be parked in certain areas. With limited space, the Canada Aviation and Space Museum can get quite crowded. Some of the collected artifacts were getting lost behind larger ones. It wouldn't be good to put the Puss Moth behind the Lanc or CF 18, no one would see it.



Because of its diminutive size (wingspan of 36 feet 9 inches, length of 25 feet and height of 7 feet) (smaller than a Cessna 150, it was decided to mount the Puss Moth on a pedestal for all to see.

Initially thinking this would be an easy feat, an attempt was tried. Then, a second and a third. I'm not sure how long it took the pyramids to get built but, it took several more attempts at the museum before a beautiful three-point mount was designed and constructed. The museum blamed this on the Centre of Gravity location.

For those of us pursuing a career in aviation in 1978, it was tough. As usual, pilots were starving to death. There was always a slim chance you could get on with a small company that was flying up north. You wouldn't be flying much but doing everything else. If you did get to fly, you did it for free just to build up your hours. Another option was to join the Canadian Armed Forces and hope to be selected for pilot training.





*I was still slowly filling my first logbook and this was the situation I found myself in. Even the Armed Forces could be selective. When I finally decided to apply, I wanted to have that extra something to get my foot in the door and make my application really stand out. A letter from a senior officer of the Canadian Armed Forces might just get me an invitation.*

*In March 1978, I approached Fr. John about writing such a letter for me. He was extremely well known in the flying community, belonging to some aviation organizations longer than I'd been alive. Not only was he a pilot, he was a prolific writer and historian. He undertook the daunting task of putting out the EAA newsletters in several cities while stationed there. He was a regular contributor to CAHS Newsletters and Journals. Numerous presentations on aviation and many articles, in a large number of flying magazines, are all to his credit.*

*My appointments with him, up to that time, had mainly been on Sunday mornings for church services. Now our next meeting would be held in his office during a weekday afternoon! Of course, I showed up in my best suit and tie, with my hair combed (I had lots of hair then). My trepidation was put at ease a couple minutes into the meeting. He had a great way of making you relax and a fairly long conversation ensued between the two of us. A few days later I received a glowing letter about myself from him. In it, he spoke of how well known to him I was and how great an asset I'd be to the Canadian Armed Forces (CAF) as a pilot. How much of it was true? Well, he was a priest.*

*The letter must have worked because I was invited by the CAF, under their Pilot Selection Program, for further testing and medicals in the fall of that year. But this is another story. Fr. John's last military posting was Ottawa before he retired. We never had the opportunity to fly together. In 1995, at the age of 72, he 'flew west'. His poems and prayers are still used by aviation organizations in Canada and the United States. He is missed.*



*If you're interested, there are a few YouTube videos out there showing takeoffs and landings out west. Of the 284 Puss Moths manufactured, there are still a few airworthy examples to be found. There are three in the UK and a couple in Australia. There is also one at the Reynolds-Alberta Museum in Wetaskiwin, Alberta. I really want to convince them to let me have it for an hour or two to get checked out.*

*What can you take away from this story? Like a good book, an artifact at a museum can have a lot more depth to it than originally shown on the cover. Some of its chapters can be incredibly interesting and may even evoke some further research on your part. Never hesitate to delve into it. You may be more than surprised at what you uncover!*

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

Part 1 of 2 - A Selection of images from LAA Rally 2024 at Leicester East



G-LLYN AeroPro EuroFox 912S  
on 30 August 2024



G-LVCY Colomban LC-30 Luciole  
on 30 August 2024



G-RAGS Pietenpol Aircamper  
on 30 August 2024



G-RVAG Van's RV-8  
on 30 August 2024



NC90190 Cessna 140  
on 30 August 2024



OK-DUG 36 Jihlavan Skyleader 400  
on 30 August 2024





HB-YMM Van's RV-8  
on 31 August 2024



OM-ADD Aerospool WT-10  
on 30 August 2024



G-RVDB Van's RV-7  
on 30 August 2024



G-SNXA Sonex Aircraft Sonex  
on 31 August 2024



G-YELA Van's RV-8  
on 31 August 2024



G-VXGC Aeroprakt A.32M Vixxen  
on 31 August 2024



G-SWAY Piper PA.18-95 Super Cub  
on 31 August 2024





update ... by Richard Hawkin

## AOPA UK'S INSTRUCTOR OF THE YEAR 2024

As reported in the AOPA UK newsletter, Aerobilty's Mike Owen has been awarded Flight Instructor of the Year Award for 2024.

The citation for Mike's nomination ( by BLAC board member Martin Jones ) sums up his track record perfectly –

*Aerobility is a world-leading charity that transforms lives of disabled people through aviation. its CFI, Mike Owen, gave up his career in IT to join Aerobility in 2008. In the 16 years that followed, he has been key to both the success of the charity and to changing the lives of so many people.*



*Mike was the first instructor in Aerobility's history to take the responsibility for and instil enough confidence in disabled pilots, to send them solo and thereafter gain a full pilot's licence. Despite significant challenges due to disabilities such as Paraplegia, Amputation, Autism and Cerebral Palsy, over 50 people have qualified as pilots because of Mike.*

Mike has conducted over 1300 experience flights, flying people with all kinds of disabilities, physical, mental, sometimes even terminally ill. Each flight an achievement, a true life-event.

*Mike developed safe ways to train disabled pilots to fly; Conceiving and implementing a circumspect approach to training, so that disabilities and disadvantages are worked 'with' rather than 'against'. This has given Aerobility a world-wide reputation.*

*Everybody at Aerobility; The Board of Trustees, Management, team and fliers recognise what a profound impact Mike has had on so many people and how his work has hitherto been unrecognised.*

Thousands of lives that were marginalised or lacked self-worth, changed forever or cut short by disability, lives for whom '...it would never be possible' have all been transformed by Mike Owen.

Mike has worked with Jersey's flying charity, Helping Wings, providing both guidance with flight training for disabled and disadvantaged pilots and for conducting a four day training session in Jersey in April of this year using one of Aerobilty's specially adapted aircraft.



Update ... by *Eveline Hawkin*

## HW day for young children.

After days of lovely weather, the HW team were so disappointed to wake up to drizzle and low cloud on Sunday 22nd September. However, with 20 families booked to fly and looking forward to their day, the show had to go on.

With a break in the weather, 9 families were able to enjoy their flight.

Luckily for us, other activities were at hand and so, the day was rescued thanks to Marc and Wayne, PoJ firefighters who with their patience and friendliness kept the children entertained "learning" to fly in their training aircraft and letting them scramble all over the fire engine. By the end of the day, we had a few ... when I grow up, I want to be a fireman!

Throughout the day, the families were taking for rides in a vintage potato lorry driving by ex ATC John Le Ruez. The families simply loved it!

And the day would not be the same without a magic show. Our new magician, Rev. David Grantham had the room under his spell. He certainly did work his magic with the children. Sadly, however, he was not able to help with the weather!

So, despite the weather, thanks to the support of everyone involved, the day was a success and the families went home happy and smiling!



During that weekend, we had planned a return of Aerobility's instructor Mike Owen with 4 students booked. Sadly, Mike was not able to renew his instructor's rating in time (due to the CAA's examiner illness) and his visit was cancelled.

However, with Skywalker now fully operational, (Jersey) Mike Owen was able to rescue some of the flying.

Of course, this means that all except the students needing the hand control can now resume their flying training.

*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](mailto: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](mailto:committee@jerseyaeroclub.com)

Items for the newsletter - [evelinehawkin@gmail.com](mailto:evelinehawkin@gmail.com)