



# Welcome to the **JERSEY AERO CLUB**

March 2026 members newsletter...

*Editor - Eveline Hawkin*

## FOR YOUR DIARY ...

Helping Wings Spring Flying Day - Sunday 12th April  
Cherbourg Fly-in - 1st & 2nd May  
JAC AGM - Wednesday 29th April



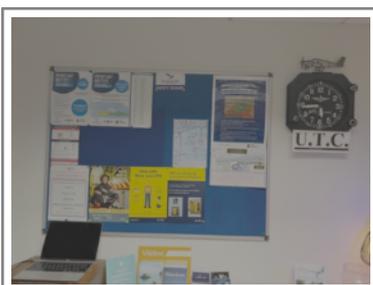
**Skywalker Jersey February 2026  
update ... from Lee McConnell**

### Flying Programme

G-JJER has now completed its annual maintenance input and is free for flyers, despite February being the wettest on record. However, Spring is on the way and we are expecting more flying days soon. Contact the Flying Desk to book now...

### Handling/ FBO

The AI Sim AL250 simulator is expected to arrive now in the first few weeks of March and work is under way to get it operational over next few months.



### Other Activities/ Business

We have added a Skywalker Safety Board in the flying room now next to the ramp exit. This will help us promote our Safety culture and reporting. Any questions do ask the Flying Desk.

## Club updates ... from Jonathan Vibert, Club Manager

### First of the 2026 Event Programme - Safety talk by GASCo!

A great evening was had recently at the clubhouse with General Aviation Safety Council's Michael Benson.

On Wednesday 25 February 2026, the Aero Club welcomed members, student pilots, and general aviation enthusiasts to an engaging GASCo (General Aviation Safety Council) Safety Evening at the clubhouse.

The evening was dedicated to enhancing safety awareness across general aviation — an essential part of our flying culture here in Jersey. Members gathered for an informative and interactive session (although technical issues plagued the GASCo equipment) delivered by GASCo, one of the UK's leading independent aviation safety organisations.

We got to enjoy a well-structured talk focusing on safety issues that affect many UK GA pilots of all experience levels, including:

- **Current safety trends and data** in general aviation operations.
- Key areas of risk such as **Loss of Control in Flight (LOC-I)**, **airspace infringements**, and **engine failure scenarios** — all framed with real-world examples.
- Practical, expert guidance on **Threat and Error Management**, weather-related decision-making, and **stall/spin awareness**.
- **Interactive polls and scenario discussions**, giving attendees the opportunity to share their own experiences and insights.

GASCo's Safety Evenings are well-regarded across the UK aviation community for delivering **practical, relevant safety education** that is applicable whether you're a student pilot or a seasoned aviator. Sadly due to funding, this was the final talk that GASCo will be offering for the foreseeable future, so our thanks to Mike Pownall for securing their visit

A core theme of the evening was **collective participation** — the idea that aviation safety is a shared responsibility. The more voices in the discussion, the richer our club's safety culture becomes.

We had an opportunity to take part in a Pooley's sponsored draw on the evening, with prizes being won by:

- Iain Meade
- Richard Hawkin
- Martin Welsh.





### Spring has now sprung, and so has the grass!

We have been informed of some up coming work by the Ports of Jersey Engineering team. They are planning works on the southern area of the grass parking from Monday 2nd March 2026. This is the area stretching from the end of the taxi lane, down to the main road boundary.

The works will involve the area being, harrowed, cut short, harrowed again, and then seed drilled so to establish stronger grass species that will help bind and stabilise the soil structure.

Aircraft owners have kindly relocated their aircraft, and if the weather is in our favour, we anticipate getting the space back in three to four weeks, ready for the summer.

If you have any queries, please contact the flying desk on 01534 743990 or email [info@jerseyaeroclub.com](mailto:info@jerseyaeroclub.com)

### Your story ... *VFR to Fez in an Archer by Jane Renouf*

#### Planning and departure

Spotting the approach of a massive high-pressure system, we made a last-minute decision to fly down to Fez in Morocco.

After some hasty planning, including PPR and handling requests, we set off from Jersey to Bilbao. After an uneventful flight, we overnighted in Bilbao and planned the next hop to Seville for the following day.

#### Bilbao to Seville

With temperatures at 37 degrees on departure from Bilbao, the only slight challenge for the day was whether we would have sufficient performance to be able to turn directly south and climb out over the high ground south of Bilbao or whether we would need to make a climbing orbit over the airfield before turning en route.

The 3-hour 45-minute flight over the barren, featureless terrain of central Spain was easily our most tedious to date.

Not being great fans of Spain, Seville surprised us to the upside, and we even managed to find some food that wasn't fried or bread based!

### Seville to Fez

Having contacted the Royal Aeroclub of Fez prior to our departure from Jersey to establish the logistics of our arrival, we made contact again while in Seville. We emailed all the required documents, and they kindly brokered our arrival with the relevant authorities for the following day.

After withdrawing enough euros to pay for fuel in Fez (cash only), we completed detailed flight planning, particularly with reference to the VFR routes and VRPs. Our flight plan to Fez was then filed.

### Departure from Seville

On arriving at Seville airport the next day, we realised we had no idea where to go as GA pilots and spent the next 30 minutes trying to find the entrance. After several calls with the handling agent, we finally gained access to the correct part of the airport.

Knowing how things can be in Spain, we had arrived in plenty of time so managed to meet our departure slot for the short flight to Fez.

### Crossing to Morocco

Cruising out over the Straits of Gibraltar and past Tangier, we finally felt that sense of adventure. Moroccan ATC seemed fine with our filed VFR route, so the flight was largely stress-free — until the names of the VRPs came into play closer to Fez.

Although we had familiarised ourselves with the VRPs geographically, being completely unfamiliar with Arabic meant matching the pronunciation to the written names was another matter entirely. Readbacks were a complete disaster and introduced some hilarity into the cockpit. We stuck to our filed route, assuming we would be given a heading if required. Not ideal.

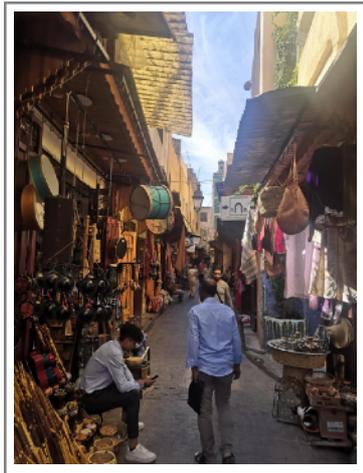
On landing in Fez, we were greeted by Mehdi Tazi, president of the aeroclub, who had been instrumental in facilitating our arrival, along with other club members who quickly brought tie-downs and hand-pumped avgas into our tanks.

### Time in Fez

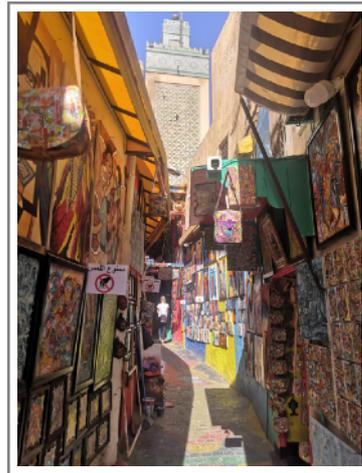
We were treated to Moroccan tea and snacks at the club while we booked accommodation. Our hastily arranged accommodation, the Palais Amani turned out to be perfect — located at the edge of the medina and a calm, green haven away from the souks.

On arrival at the hotel, it was straight for a hammam, followed by a wander through the Medina.

After an action-packed couple of days, we decided it was time to head back, despite the temptation to do a quick flying tour of Morocco. Next time.



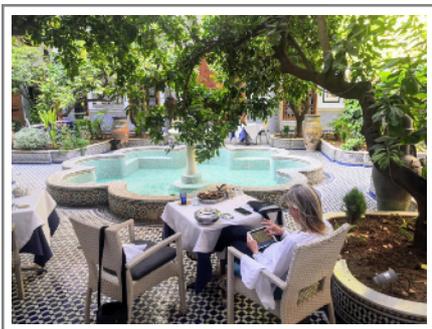
Fez souks



## Planning the Return via Majorca

Not wanting to return the way we had come, we decided to fly back via Majorca. Without the range to fly direct from Fez to San Bonet, and needing to check back into Schengen, we planned a stop in Almeria for fuel and customs before continuing to San Bonet.

Our final evening in Fez was spent in a frenzy of planning: arranging handlers in Almeria who could turn us around quickly, requesting PPR at San Bonet, route planning, and filing flight plans etc.



Left - Flight planning in Fez

In the meantime, the geopolitical situation had deteriorated. Our departure day — already Friday the 13th — had also been declared an international day of Jihad. What could possibly go wrong!

## Departure Day

Not wanting to waste time over breakfast, we requested a takeaway from the hotel and jumped into a taxi for the airport. Armed with our GAR, we entered the terminal expecting to be escorted through customs and then airside.

Instead, airport staff initially said this wasn't possible as we didn't have boarding passes. After some negotiation, we were eventually allowed airside and directed to the office to pay our landing fees. The process took longer than expected, and by the time we reached the aircraft, we began to question whether we would make it to San Bonet before it closed.

Once airborne, time concerns gave way to wondering if we might be shot down. Distracting ourselves with our breakfast boxes, we felt a definite sense of relief as we cruised out of Moroccan airspace and back into Europe.

### Almeria Stop

On arrival in Almeria, the handlers were waiting and processed us through customs and refuelling with the efficiency they had promised — one of the rare occasions when the handling fee felt justified.

With no time to spare, we departed for San Bonet.

### Arrival at San Bonet

Aware that our planning for this leg had been less thorough than usual, we briefed further from the AIP in flight. At this point we also realised that we hadn't received our PPR acknowledgement from San Bonet. With no mobile coverage over the sea, we were unable to chase it in flight.

Not having visited San Bonet or Majorca before, we had chosen to arrive over the north coast and were aware of Class A airspace at 1,000 feet AGL. Expecting to find a valley or obvious route inland, we were instead met by high undulating terrain and no obvious passage through.

Coasting in as low as we dared over the high terrain and descending with the contours of the land to avoid the Class A airspace above, we landed at San Bonet ten minutes before closing.

On arrival, operations asked why we hadn't requested PPR. We explained that we had. After checking their emails, they found our request and said that they would normally send a full pre-arrival briefing pack.

### Palma and back to Jersey

Relieved to have survived both Friday the 13th and the international day of Jihad, we headed into Palma for the night. Although we had originally planned to return to Jersey the following day, we decided instead to spend a day sightseeing in Palma.

Meanwhile, the high-pressure system that had facilitated our trip was breaking down, though this presented the opportunity to ride the southerly winds of the approaching low back up north.

After a couple of nights in Palma, we departed for Limoges to clear customs before continuing on to Jersey. The expected tail wind didn't disappoint, and we cruised into Jersey airspace with a 165kt ground speed.....not bad for an Archer!

### In summary

Flying to Morocco — and to Fez in particular — is highly recommended. Next time, however, we would fly direct from Biarritz to Tangier and continue from there, avoiding Spain and its bureaucracy altogether.

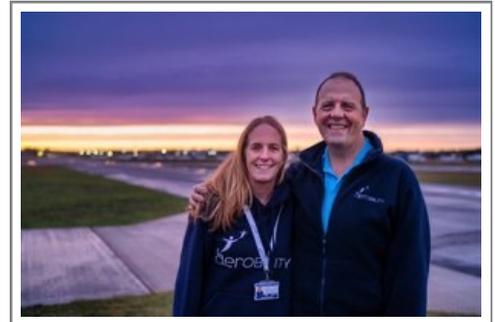


## Update ... from Richard Hawkin



### New Chair for Aerobility

Aerobility, the leading UK charity enabling people with disabilities to access aviation, has welcomed a new Chair of the Trustee Board. Neil Tucker takes over from former Chair Shona Bowman. Shona has served the charity since 2005 initially as one of its first flying instructors through to becoming Chair for the last 14 years. She was lauded for her sterling work during Aerobility's annual fundraising Aviators Ball last November.



Neil Tucker's journey with Aerobility began in September 2018 after a life-changing motorcycle accident resulted in a loss of a leg and use of his left arm. What followed is a story that perfectly captures the spirit of the charity. As a graduate of Aerobility's flight training programme, Neil progressed from flying light PA28 aircraft, to taking the controls of ex-military jets, demonstrating that ambition and determination overrides perceived limitations. Appointed as a Trustee for Aerobility in 2019, Neil has played a key role helping to shape the charity's direction and opportunities for its participants and flyers.

This news from Aerobility has a double connection with the Channel Islands. Shona Bowman flew the Shorts 360 with local airline Aurigny before going on to become a British Airways captain on the Airbus fleet, frequently flying of the London – Jersey route.

Aerobility is no stranger to the islands as they've provided flight training to local disabled students through Jersey charity Helping Wings ( [www.helpingwingsjersey.org](http://www.helpingwingsjersey.org) ). Helping Wings currently has six students who fly with Aerobility in Jersey. The weekend training sessions allow Helping Wings to offer flying for the disabled whilst they look for a suitable aircraft for their own hand control.



## Update ... by Eveline Hawkin

Our first event of the year is on Sunday 12th April when we expect to do 20 around the island flights.

We are always looking for volunteer pilots who need a minimum of 100 hours solo and be under 80 years of age.

So, if you want to join our team of volunteers, drop me a line on [eveline@helpingwingsjersey.org](mailto:eveline@helpingwingsjersey.org)

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



OY-DRR S.A.I. KZ 8  
on 5 June 1982 Stauning.jpg



LN-FAB Taylor J.2 Cub  
on 5 June 1982 Stauning.jpg



OY-AEA S.A.I. KZ 2 Coupe  
on 5 June 1982 Stauning.jpg



N24144 Pitts S.1S  
on 5 June 1982 Special Stauning.jpg



OH-KZE S.A.I. KZ7 Lark  
on 5 June 1982 Stauning.jpg



LN-FAD Piel CP.301A Emeraude  
on 5 June 1982 Stauning.jpg



OY-DAB S.A.I.KZ 3  
on 5 June 1982 Stauning.jpg



OE-DBS Meteor FL.55BM  
on 11 July 1982 Old Warden.jpg



**OE-CVA Erco 415C Ercoupe  
on 11 July 1982 Old Warden.jpg**



**LX-UXM Bolkow 207  
on 31 July 1982 Brienne Le Chateau.jpg**



**HB-UBK Klemm 35D  
on 2 July 1983 Cranfield.jpg**



**I-BRAK Aero Z.131 Jungmann  
on 10 July 1983 Duxford.jpg**



**959 Mig 21PFM  
on 13 July 1996 Duxford.jpg**



**HB-ONA Piper J.3C-65 Cub  
on 29 July 83 Brienne Le Chateau.jpg**

## **Cherbourg Airport ... by *Eveline Hawkin***



Taking advantage of a rare sunny day we've had this month, both G-JACB & G-AYPU crews met with Edith & Luc at Cherbourg Airport restaurant for lunch.



A very warm welcome and excellent food mean that a return is on the cards may be for the May Fly-in (1st & 2nd) or even before.

## Annual General Meeting

**Your Pre-Flight Briefing** for the  
**Most Important Flight** of the Year...

Destination: **JERSEY AERO CLUB CLUBHOUSE**  
Callsign: **AGM 2026**  
ETD: **WEDNESDAY 29TH APRIL 2026 | OFF-BLOCKS: 19:00 LOCAL**

**Why Should You File This One?**

Set the **Heading** → Plot the **Course** → **Fuel Up** Ideas → Take the **Controls**

**No Excuses Accepted!**

It's **Indoors!** | Drinks Available from the **BAR** | Only **Debates** Get **Turbulent!**

**Squawk and Be Heard!**

- Ask Questions
- Offer Ideas
- Volunteer Bravely!
- Support Your Committee

**The Simple Flight Plan**

WEDNESDAY 29<sup>TH</sup> APRIL 2026 | 19:00 LOCAL TIME  
AERO CLUB CLUBHOUSE

**FINAL APPROACH**  
**Don't Miss the Departure!**  
**SEE YOU AT 19:00!**

**JERSEY AERO CLUB**

The official AGM notice is on display on the Aero Club Noticeboard.

**And finally ...**

**Do you have a story or tip to share?**

We'd love to feature it in the newsletter. Email me at [evelinehawkin@gmail.com](mailto:evelinehawkin@gmail.com)

Anything else regarding the club, please email the committee at - [committee@jerseyaeroclub.com](mailto:committee@jerseyaeroclub.com)