



Welcome to the **JERSEY AERO CLUB**

August 2026 members newsletter

Editor - Eveline Hawkin

FOR YOUR DIARY ...

9th/30th August - Northern aerobatics visit - Details to follow

Tuesday 8th September at 18:30 - Talk by the Crew Chief, David Legg, of the Catalina which is over for the air display
Further details will follow.

Thursday 24th September at 19:00 - Ask the AME: What's changed, What Matters & What Pilots Need to Know ...by James Mair

Thursday 29th October - CAA - Airspace Infringement Prevention Presentation.
More details to follow.



Skywalker Jersey August 2026 update ... by Lee McConnell

Flying Programme

A solid month on the flying side — both club aircraft between them clocked up 96 hours across training and trial/voucher experience flying. Good to see the fleet working hard and plenty of new faces coming through on voucher flights.

Eight of our pilot students also had a treat this month: a chance to get up close to Ortac's Embraer Phenom 300. Kobi and Lee kindly showed the group around, inside and out, and fielded a good few questions along the way. Thanks to both of them for giving up their time — and equally to the students who came along, whose interest and enthusiasm on the day made it thoroughly worthwhile.





Good news for members: we've decided to extend our summer block hours offer through to the end of August. If you're flying solo or PIC hire, it's well worth a look — pop in and ask at the flying desk and the team will run through the rates with you.

Handling / FBO

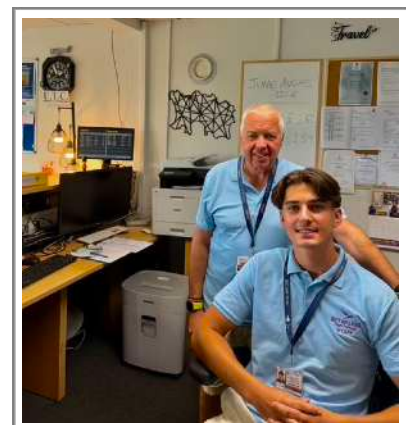
A busy month for the handling team, with 603 movements recorded overall between local and visiting traffic, and 15,000 litres of fuel delivered across the period.

Avgas is currently priced at 165.00 ppl.

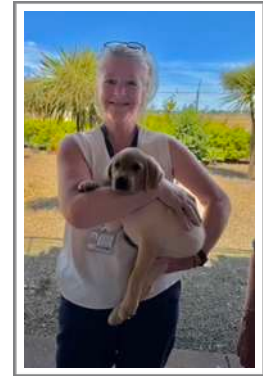
The highlight was hosting six Swiss aircraft visiting as a group from an aero club in the Zurich area. A great turnout, and the sort of visit that shows what the island has to offer as a destination — thanks to everyone who helped get them turned round smoothly.



You'll also notice our desk staff looking rather smarter these days — they're now in new branded shirts, giving us a proper uniform standard and making it easy to spot who to ask. So whether you're flying in for the day or just stopping through, there's the same warm greeting and the same friendly service waiting at the Skywalker desk.



We also had the pleasure of welcoming some very special puppies through FBO handling. Productivity took a brief pause — entirely justified — and our office manager Suzanne couldn't resist a cuddle. Honestly, who could? A big shout out to the wonderful team at Guide Dogs Jersey for the incredible work they do.



Other Activities / Business

A bit of excitement out in the garden: we've got new parasols up, branded with the Jersey Aero Club wings. They should make the outdoor space a good deal more inviting — well worth making the most of while this glorious weather lasts.

Looking ahead: we've got a Northern Aerobatics visit scheduled for the weekend of 29th August. More details to follow nearer the time, but worth getting in the diary now.

... and from the flying desk ... from Martyn Crespel desk



Great picture of a very happy David Mahe after his first solo yesterday evening, July 30th.

Committee updates ... from Andrew Renouf

Visitors to the Café will have seen the self-service terminal screen installed in the last few days. This has been a reasonably complicated project as it involves bespoke software which needs to talk to the Paxton Club Door system to gain member credentials. In addition, a new dedicated secure link, bespoke relay hardware & an interface with the debit card reader have all been required.



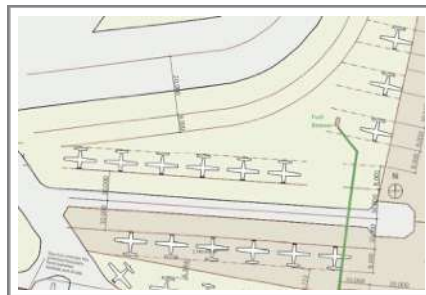
Testing is currently taking place and in a few days the coffee and tea machines will be available. Within 7-14 days all drinks will be available from the fridges

Meeting with Ports of Jersey

On the 28th July, the Committee had a very productive meeting with Ports of Jersey with a view to getting some of the projects presented at the AGM moving forward this Winter. The relocation of the Fuel Bowser is high up on the agenda with a dedicated mains supply, a new pump that will double the flow rate and an automatic fuel nozzle that holds itself in/clicks out when it detects fuel. This will be a vast improvement over the difficult to use nozzle in the present unit.



We are hoping to re-establish parking to the North of the brick taxiway involving hard standing pads for visiting GA. The Club and Skywalker are working on this project together and have produced a detailed risk assessment. We believe the scheme is fully complaint with CAA regulations. None of these projects are certain and even when agreed they will be rolled out as funding becomes available, however, a better fuelling facility which will allow aircraft to queue in an orderly manner whilst having remote reading of the totaliser gauge will create a definite boost to incoming GA and the Club.



... and from Jonathan Vibert

Air Display ...

It's coming to that time of the year again !

Treat yourself, buy a ticket and you might just be the lucky winner and support the Air Display at the same time.



Your story - Home of Homes ... *A pilot's journey from Speke (Liverpool) to the Jersey Aero Club ... by Captain Lee McConnell.* **Part two of two**

Then ... I came home — to Flybe in Jersey, on the Dash 8. I took a direct-entry command and flew the 200, the 300, and eventually the Q400. Another wonderful crew. Friends for life. After several years as a commander, though, something began to shift. I had been a pilot for two decades. I wanted to learn the rest of aviation — the business, the operations, the regulations — not just the aircraft.

The pivot

I read a book around that time called *The Wisdom of Insecurity*. It is, on the face of it, an unusual title. The argument inside it is that everything in life is constantly changing — the world, our circumstances, the cells in our own bodies — and that resisting change is the same as resisting life. It was a book I needed to read at exactly the right moment. It told me to embrace what was coming, not fight it.

Around the same time, I had lunch at the Aero Club with my old friend Tony Cleworth — the same Tony with whom I'd flown to Brüggen years before. He introduced me to a contact at TAG Aviation in Farnborough, who needed a Learjet pilot. I took the job. It was the best flying job I have ever had. The Learjet is an iconic aircraft, and the world I stepped into at TAG was another level — corporate aviation, demanding clients, exacting standards. I also had the chance to help the chief pilot write the Part B for the type, which was my first proper look at the structure behind a flying operation, rather than just the cockpit.

The Learjet years

From TAG I went to a project called European SkyJets, part of the Bombardier Skyjet network. They were taking delivery of eight Learjets, all named after Snow White and the Seven Dwarfs — G-HPPY came first, then G-SNZY, then G-DOPI. I was the fleet manager. I recruited the pilots, set the standards, and ran the operation from the client's side. Then the credit crunch happened, and the whole project collapsed. I moved on to Manhattan Jet Charter for a period, working with Trevor Jones — a fine man to work for.

After Manhattan, I joined Global Flight Solutions at Biggin Hill as deputy chief pilot, working under Peter Horton. Peter is one of the most important people I've worked with in my whole career. He was involved in the set-up, Gold Air, after the demise of Concorde, and he understood the business side of corporate aviation better than anyone I've ever met. Over five years he taught me how to run an AOC — the regulatory work, the standards, the commercial discipline. I owe him an enormous amount.



Trevor Jones of Manhattan Jet charter & Peter Horton at the Guild of Air Pilots.



Bringing it home

Through all of those London years, I had also been quietly advocating for something else. From around 2005 I had been working with Charles Strasser to lobby the Channel Islands governments to establish their own aircraft registry. We sat on scrutiny panels, we made the case, we waited. Eventually the governments came round, and Guernsey opened its own register — including, crucially, an AOC regime that allowed commercial charter.

The owner at Global Flight Solutions had moved to Malta. I helped him set up his Malta AOC, but I didn't want to live in Malta. I wanted to come home to Jersey. I took a two-month sabbatical in Ibiza to think about what I wanted to do next, and somewhere in that quiet stretch the decision settled in my mind and the idea of Ortac was beginning to take shape.



First delivery of Learjet 75 into Europe.

Ortac

Ortac was established as a unique and independent, Jersey-based aviation management company on the 2-REG Aircraft Registry and we got our AOC approval in 2018.

More than anything, it was a way of giving back. Aviation had given me a career, lifelong friendships, and a life I could not have imagined as a boy in Liverpool. Jersey had given me a home. There are fewer aviation jobs on the island today than there were when I first arrived in the 1980s, and one of the things I hope Ortac can do is give the next generation a step up — a route into aviation that doesn't require them to leave home. Young people on the island should be able to look at a company like ours and see what is possible without packing a bag.

Ortac journey starts.....

Skywalker

The Aero Club committee recently asked us to establish a flight training operation alongside Ortac. Skywalker Flight Training was born. I feel very proud of what we have built. My dear friend Martyn Crespel has been an extraordinary supporter throughout the process, and the school is now an established and integrated part of flight training at Jersey Airport.

The name itself has its own story, and it loops all the way back to that 1980s check-in desk. One of the regulars in those years was Jack Walker — the Jersey-born industrialist who founded and owned Jersey European Airways, and who would later be remembered as the man who took Blackburn Rovers to the Premier League title. He would always ask, kindly, how my flying was going. One day he told me his chief pilot was asking him to choose an aircraft callsign. The choice had come down to “Jersey” or “Skywalker”, and Jack felt “Skywalker” might be a bit egotistical given that his own name was Walker. He asked me what I’d recommend. I was a teenage Star Wars fanatic at the time. Of course I said Skywalker. He chuckled, took his boarding card, and went.

Many years later, when I was running the AOC at Global Flight Solutions, we needed a company callsign. My accountable manager asked me to spend six months trying every variation of “Global” with ICAO, and every one had been rejected. In the end he said get whatever I wanted. I thought for a moment and asked whether Skywalker might be available. The team were sceptical — that kind of name is usually long since taken — but a few days later they came back and said yes, it had been sitting in their system for many years, and we could have it. I took it on the spot.

When Global Flight Solutions wound down, I held onto the callsign with the quiet intention of bringing it home to Jersey one day. It is now Ortac’s callsign. And when the Aero Club asked us to set up the flight school, naming it Skywalker felt obvious — and right. Jack Walker’s idea, declined by him decades ago, has finally come home.

And sometimes the loops close in ways you don’t expect

Home of homes

So here I am, now based at the Jersey Aero Club with Ortac. Back where Eveline Hawkin first met me at the flying desk. Back where Peter Elliott trained me for my first solo flight. Back where my mother stood on the terrace and watched the twinkling lights of my aircraft cross the Jersey sky.

The boy with the airband radio at Speke would never have believed how this story ends. He would have been astonished — and I think, secretly, quite pleased — to know that one day he would help write the next chapter of the same Aero Club that first welcomed him. None of it would have happened without my mother Val’s unwavering belief in my aspirations to fly. Aviation has been the great gift of my life. The Jersey Aero Club has been my home of homes. And it still is.



My Mother in the PA28 & Eveline celebrating with Jersey ATC



The Sky knows the reasons and the patterns behind all clouds, and you will know too, when you lift yourself high enough to see beyond the horizons —a Richard Bach quote



Update ... by Eveline Hawkin

Helping Wings & Wetwheels joint event.

After weeks of superb weather, dawn on the morning of July 5th was not very promising. With low clouds and poor visibility, it looked that our joint day with Wetwheels was going to be sailing only ... However, the day started as planned with breakfast at the Jersey Aero Club for our 40 guests and HW & WW volunteers.

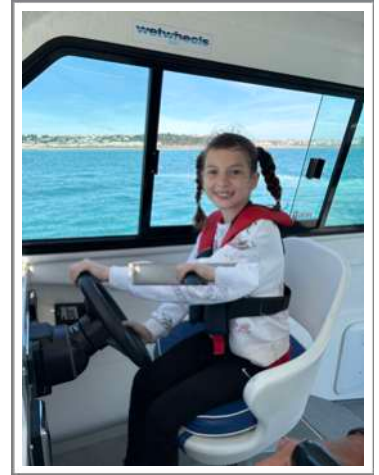
Once breakfast was over, half the party made their way to the St. Helier Yacht Club for their trip on Wetwheels whilst the remaining 20 guests sat tight and hoped the weather would improve ... and improve it did! Once the weather cleared, our volunteer pilots were able to do all planned 20 flights around the island.

A great addition to the day was the visit from the Airport Rescue Fire Fighting Service. They are always a great success and their visit at our events is always very much appreciated by children and adults alike.

So, despite a slow start, everyone flew and everyone sailed and enjoyed their wonderful experience.

A busy day both for Wetwheels and Helping Wings with lots of wonderful photos showing how much everyone appreciated their day.

As usual, our grateful thanks to all our volunteers without whom, our events simply would not happen.



Our day for young children

Our traditional autumn day for our young guests and their families is on Sunday 20th September. Lots of activities on offer with of course, a flight around the island but also the visit from the airport fire service, our magical magician, rides in a vintage potato lorry and more. So, expect a noisy but happy day!

Other news.

With such lovely weather, our bursary students are enjoying their flying getting up in the air as often as they can with Skywalker Flight training, Jersey's local flying school.

We are now, at last, very close to offering flying training to lower limb disabled local residents once the specially adapted hand control unit is installed in Skywalker's latest aircraft.

A thank you ...

To all our generous donors and volunteers without whom, we simply could not operate!

If you are interested in either flying for Helping Wings and helping on the ground, contact us on hello@helpingwingsjersey.org

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



**CF-ZVR DHC.2 Beaver
at Jersey 1971 en route from Libya to Canada**



**CS-ARQ Piper PA.36-375 Pawnee Brave
on 30 March 1983 Cascais Portugal**



EI-BOY Practavia Pilot Sprite



**EC-YAF Monnett Moni
on 28 July 1988 Moulins**



**6V-AFM Robin DR.400-180 Regent
on 30 July 1989 Moulins**



**EI-ABI DH.84 Dragon
on 5 July 1996 Cranfield**



EI-BVY Zenair CH.200AA on 5 July 1996 Cranfield



CS-UGY Tecnam P.92 Echo



**C-FPNT Murphy Rebel
on 6 July 1996 Cranfield**



**EI-AYY Evans VP-1 Volksplane
on 4 July 1997 Cranfield**



**EC-AUQ CEA Jodel DR.1050 Sicile
on 3 July 1998 Cranfield**



**EC-XIC Tecnam P.2002 Sierra
on 26 July 2012 Jersey**



**C-FQIP Lake LA4-200 Buccaneer
on 29 July 2017**



EC-ZCZ Jodel D92 Bebe on 31 August 2018 Sywell

For sale and wanted items ...

Aircraft share for sale



G-OSCC Piper PA32-300 (Cherokee Six)

- Locally based and hangered since 1997
- IFR equipped
- One quarter share for sale

Please contact Jonathan Gready via e-mail for further details:

jongready@gmail.com

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

Anything else regarding the club, please email the committee at - committee@jerseyclub.com