



Welcome to the
JERSEY AERO CLUB

July 2019 members newsletter

News from the C.F.I ... by Mike Owen

July already ...

The club aircraft have been well utilised again this month and both P2008 s are due a 50 HR next week .

Congratulations to Liam Hardman who is the latest person to go solo . Liam leads a bit of a double life on both sides of the operations room as he is an experienced parachutist having done over 800 jumps . I only hope that our moderate descent rates of 500 feet per minute are sufficient for him and he is not tempted to land without the aircraft . I'll be keeping a lookout for him taking friends flying with suspiciously large lifejackets once he has got his license !

The training slots are almost fully booked for the months ahead and Lois has calculated that we currently have 19 students in training .

This July is a significant anniversary for me . It is 30 years since I first came to Jersey to do my PPL . Peter Elliot was then CFI and was about to hand over to Phil Ringsdore having accepted a job offer from Air UK . Phil sent me solo in G-BPHB .

It was also a significant year for the club too with 39 pilots getting their license that year of whom 13 went on to fly commercially . Tony Cleworth , Mark Hauer , Crawford Peden , Dave Sparrow , Lee McConnell , Phil Stott and Martin Beaton to name a few .

With many young people now in training or who have recently got their licenses who are looking to have careers as pilots , I hope they will still have an active membership and association with the club in 2049 .

Safe flying

News from Engineering ... by Alan Gay

As stated at the AGM the Committee has taken back the management of CIAS to expedite the sale and to transition the organisation to ensure the continued provision of engineering in Jersey for light aircraft. It became very clear to the committee that a group of volunteers having responsibility for such a highly regulated business was not appropriate and the two priorities for the club were continued engineering support along with sustained regular rental income for the area occupied by CIAS, that will further assist in the Aero Club's turnaround.

Work continues at a pace, Simon Kaye is settling in as Workshop Manager, Bob Wright continues to offer his extensive knowledge and experience within aviation, especially with regards to the UK CAA to expediting the change of post holder positions to allow Bob a well-earned rest.

Kevin Perryman has joined Chris Brook to assist in the regulatory, aircraft documentation and change program to achieve the committee's objectives. In the coming months the engineering department will be further bolstered with an additional member of staff, who has experience in light aircraft and extensive skills of airframe repairs.

Business remains solid and all involved with CIAS would like to thank the continued support of our customers as we prepare the company for sale.

Social ... by Sandra Carroll

A good time was had by all who attended our first summer BBQ in June, made special by fantastic weather.

July's social evening will be a BBQ on [Friday 19th July at 19:00.](#)

Advanced bookings at the flying desk are required. Tickets £10 for members, £12 for guests and £5 for children.

Flying desk contacts:

Telephone 743990

email info@jerseyaeroclub.com



...News from Richard Hawkin

Saturday, 6th July, is the date for Luc and Edith's penultimate summer BBQ at the Coucou de Fourchette, Cherbourg Airport



What's more, AOPA UK has recognised Luc and Edith's years of welcoming and assisting British GA pilots by awarding them the 2019 Contribution to the Community Award . The award will be presented at the BBQ.

We're hoping for a bumper turnout to beat all records !

As you may know, Luc and Edith are retiring later this year. This will be a great loss to our GA community but we wish them good fortune for their very well deserved retirement. If there's a silver lining, it will be the special offers on their wines on the 6th July !

Hope to see you in Cherbourg on Saturday!

Your story... FOLLOW THAT TRAM by Willy Weber

About 60 years ago an event took place at the height of the cold war, soon after Gary Powers found out the hard way that Soviet missile technology was advancing rapidly. Three of us intrepid aviators were trying to dream up more subtle intrusion techniques.

Like many cunning plans, this particular secret mission was concocted late one Saturday evening in a hostelry. The location for this one - Ye Olde Royal Oak, Stambridge, Essex. This had, incidentally, been where other hair-brained schemes had been plotted around that time. The landlord looked after his cellar like only a dedicated beer drinker can.

The plan involved borrowing one of the latest, high-tech, high-altitude stealth bombers. A U2 from Wethersfield was considered but rejected when we realised that none of us knew anyone in the US military. Nor how to fly one. In the event, all that could be found for the job was a Cirrus powered Auster Autocrat tail-dragger, on the UK register as G-AJUE. 'Uncle Easy'. Three pounds ten shillings and sixpence an hour but please don't break it. That would have to do.



The target was to be the HQ of a well known gliding club, located on an active Royal Air Force station, in retaliation for a stitch-up that had inflicted on us a month or so earlier. Conditions apply:

“ON NO ACCOUNT WILL THERE BE ANY COLLATERAL DAMAGE INFLICTED ON THE MILITARY ESTABLISHMENT ON THE EAST SIDE OF THE AIRFIELD”.

The crew: Captain Charley Farley who was current on Gliders and Tigers but new to the Auster Autocrat. The F/O was Piggy Molone, who was really the team leader and an experienced gliding instructor. I was to sit sideways on the single back seat, having been nominated as the official munitions officer and bomb-aimer. I shared the rear compartment with a 12 volt accumulator which stank of sulphuric acid. On my lap was a cardboard box containing half a dozen high-tech, state of the art, laser guided missiles.

This was to be an early morning mission, approaching from the east for maximum surprise. However, that Sunday morning dawned misty and foggy. At the crack of noon, still nursing hangovers we blasted off, heading west up the Thames Estuary in steady drizzle, punching a strong headwind.

On arrival at the target, all seemed quiet. All eyes turned to the bomb-aimer.

“Hold her steady, steady, steady - BOMBS GONE”

Unfortunately I had under-estimated the strength of the wind. Hurlled from the cardboard box, the ordnance (Tubes of Tesco’s Top quality Tinted Toilet Tissue) unravelled vertically as planned but was carried gracefully downwind towards the military. Oh dear. Worse than that, all six of them draped themselves neatly over the officers’ mess.

Quick council of war. What do we do now? SCARPER - in fine pitch. Wing-over, full power, sharp descending turn downwind, head for the deck.

Unfortunately, while we had been a bit pre-occupied, the weather over the estuary had taken a turn for the worse and the tide had gone out. Captain Charley skimmed over the mud-flats at very low level, trying with some difficulty to stay 'clear of cloud and in sight of the surface'. Inevitably, we soon became temporarily uncertain of our position.

Events then took a slight turn for the worse when the battery on the floor beside me went on strike. There were implications for the continued operation of our high-tech, state of the art, six channel 'Murphy' crystal set. This secret, stealthy mission now had to be completed in total radio silence. Quite realistic!

Salvation came when we were suddenly confronted by a seaweed covered, skeletal apparition looming up ahead in the mist. Strangely, it had what looked like a tram trundling along the top of it, heading north with a load of soggy holiday-makers on board. Captain Charley (expletive deleted) Farley pulled hard back on the stick, just missing it.

Tram-miss? Tram-prox? Air-tram?

Piggy took immediate executive command: "FOLLOW THAT TRAM" then lapsed into a fit of uncontrolled laughter. (I bet he had been wanting to say something like that for years!)

Charley duly followed the tram, catching it up as it parked among the penny arcades and ferris wheels. Piggy, a local man and expert navigator, then chirped up between giggles:

"Steer due north until you come to the Royal Oak" (where all this nonsense had started). "Then sharp left, follow the stream and you will be on short finals for 24. Caution - multiple steam locomotives operating at low level nearby". Cue more raucous laughter.

Captain Charley splashed down right on the numbers like the true heroine she was.

Squelching into the clubhouse, trying to look nonchalant, we were intercepted by Pontius, the recently appointed Chief Flying Instructor:

"When you guys have finished dripping, I would like a word please". Oh dear!

We had been spotted (and identified) over the target. Our attempts at stealth had been rather let down by our distinctive, bright orange "Dayglo" coloured wingtips. The military sense of humour had been tested and found wanting.

The CFI's subsequent attempt at a bollocking rather fell apart when he too was convulsed in a fit of the giggles.

Happy days!

PS - Names have been changed to protect the guilty.

News from...



Helping Wings / Wetwheels joint day - Thursday 3rd July 2019

Four years ago Helping Wings and Wetwheels had the idea of combining forces for a joint event. The plan was to take a party of local disadvantaged and disabled people across to Guernsey for the day. Half the group would fly with Helping Wings, the other would sail with Wetwheels then everyone would swap mode of transport for the return.

Everything was set for this great concept until the day itself ! The sea conditions were ok for Wetwheels but the cloud base not good enough for the Helping Wings flights. Sadly the event had to be cancelled although Wetwheels did manage to do some sailing.

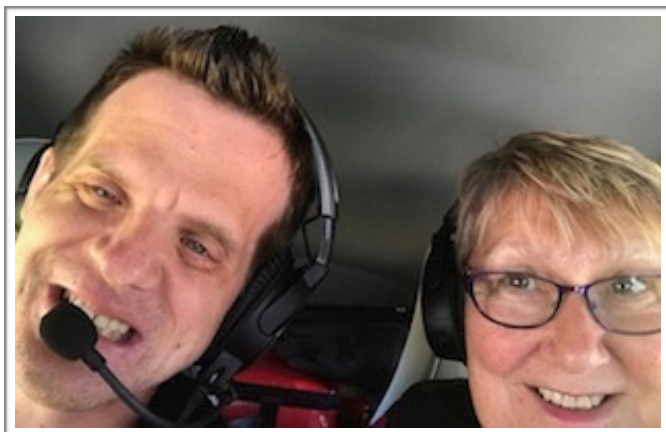
Four years on, a meeting was held recently between the two charities with the aim of trying again, using the same formula. Initially September was the favoured time but it was decided to bring the event forward to July in order to maximise the chances of good weather. It almost worked !

Thursday, 3rd July turned out to be a lovely warm and sunny day but with an annoying fresh north-easterly wind which was set to increase during the afternoon. There was only one choice and that was to abandon the idea of going to Guernsey. However, the conditions were good for flying and were good for sailing provided the Wetwheels boat remained in the protected waters off the island's south coast.

So everyone met, as planned, at the Jersey Aero Club for breakfast with the two charities patron, His Excellency Sir Stephen Dalton, joining the group and chatting with guests and helpers alike.

A few phone calls were made to cancel the Guernsey arrangements and a few more were made to re-arrange the day so that everyone would be able to fly and to sail.

After breakfast, half the group set off for La Collette Marina and their trip along the island's south coast. The other half remained at the aero club for their around the island flights taking in all the main sights around the coast.

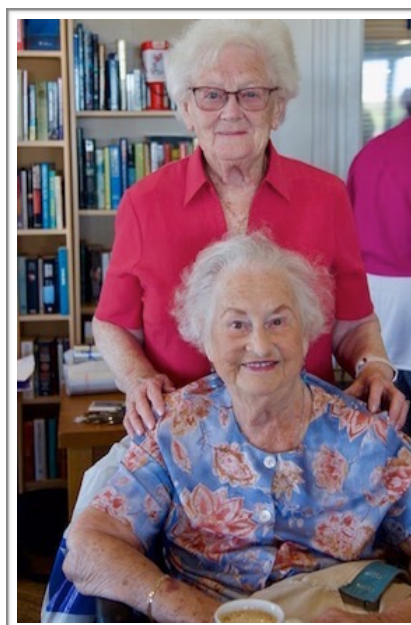


Matt and Marge obviously enjoying their flight (above) whilst Peter, Ray and Ron (right) are ensuring that Ray is comfortable before his flight.



By lunchtime, all the first batch of flights had been completed and those guests were joined at the aero club by the Wetwheels group. Following a lunch prepared with little notice by the Jersey Aero Club and provided by Ravenscroft Group, the two parties swapped over, the morning sailors taking to the air and the flyers to the sea.

In all, 20 guests enjoyed a great day of sailing and flying. It wasn't exactly as planned but that really didn't matter. Helping Wings and Wetwheels had had their first, and very successful, joint event.



Plane Spotter's Corner ... from Bob Sauvary's collection

This month is a selection of images taken at "Dakotas over Duxford" on 5 June 2019.

As Bob, sent 22 photos from Duxford, I will split them between the July and August editions.



Bob, relaxing on the club's balcony!



NC33611 Douglas C47B Skytrain



OH-LCH Douglas C53C Skytrooper

G-AIYR HG691 DH89A Dragon Rapide



G-ANZZ DE974 DH82A Tiger Moth



G-BKGM Beech D18S



HA-LIX Lisunov Li-2T





N47TB 292847 Douglas C47A Skytrain



N45366 268830 Douglas C53D
Skvtrooper



G-CORS KF183 Noorduyn built AT-16
Harvard IIB



G-ASJV MH434 Vickers-Supermarine Spitfire
LFIXb

For sale and wanted items... If you would like to advertise items you have for sale...send me an email on evelinehawkin@gmail.com

Happy to fly/want to go... In the same veins, if you are going somewhere with spare seats and would like a lift, email me and I will ensure it's publicised. This is with the CAA updated cost sharing rules in mind of course!

and finally...

Looking forward to receiving your flying story for the August edition with pictures sent separately please

I am happy to publish anything relating to aviation. All to be sent to the usual email address below.

evelinehawkin@gmail.com.

If you have any questions for the committee, their email address is:

committee@jerseyaeroclub.com

Looking forward to seeing many of you at the club.

Eveline