



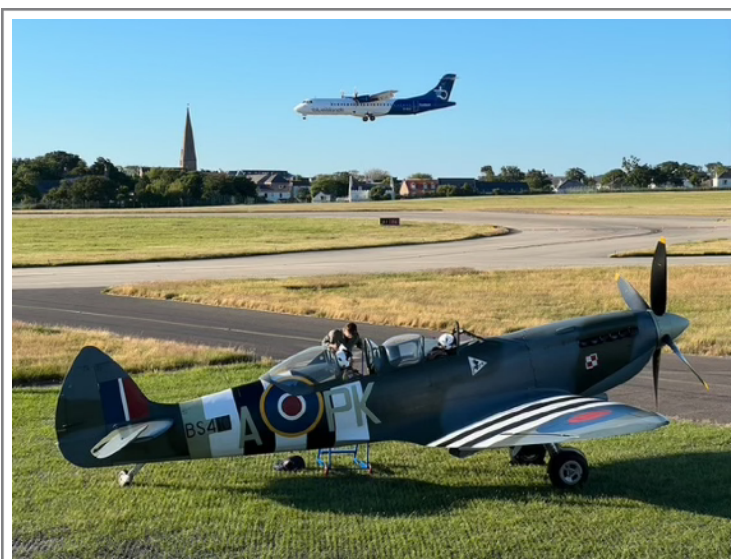
# Welcome to the **JERSEY AERO CLUB**

## March 2025 members newsletter

### FORTHCOMING EVENTS ...

| Date                   | Event   |
|------------------------|---|
| 24th April             | Ports of Jersey - Runway Run Event                          |
| 25th, 26th, 27th April | Aerobility visit, in partnership with Helping Wings         |
| 27th April             | Helping Wings - Spring Flying day                           |
| 29 or 30 April         | JAC Annual General Meeting (date to be confirmed)           |
| 08th, 9th, 10th May    | <a href="https://www.spitfires.com">Spitfires.com</a> Visit |
| 11th May               | Jersey Aero Club Open Day                                   |

### The Spitfire is back ... *by Jonathan Vibert*



Make your dream come true ..

Once again, YOU can fly in a Spitfire in Jersey!

For a select few days in May and July, it will be possible for paying passengers to roar around the island of Jersey in a two-seat Spitfire!

Spitfire flights are available from on 8th, 9th and 10th of May and then again on 17th, 18th and 19th of July 2025, with prices starting from £3,500 for a 30-minute flight experience over and around Jersey.

Flights can be booked online at: <https://www.spitfires.com/spitfire-flights - jersey-spitfire-flight-options> or by calling our HQ on 01243 531147.

Hand-picked pilots from the [Spitfires.com](https://www.spitfires.com) flight crew will command the Spitfire from the front seat with passengers strapped into the rear in their very own cockpit which is kitted out with a full set of instruments and flight controls. For those who want to, there will be the opportunity to take the controls and fly this legendary aircraft for a short time themselves!

[Spitfires.com](https://www.spitfires.com) will be based at Jersey Airport this summer and subject to demand, plans to base one of their Spitfires there every year. As such, we could continue to see Spitfires grace the skies above Jersey for many years to come.

To quote Matt Jones, Founder and Managing Director of [Spitfires.com](https://www.spitfires.com)

*“We thoroughly enjoyed offering Spitfire flights from Jersey last year. With the warmest of welcomes and the ongoing local support from Jonathan and the team, we couldn’t resist returning during such a highly significant year for Jersey.*

*Taking off from Jersey Airport and heading towards the ruggedly beautiful coastline and turquoise water and on to sights such as Gorey Castle and La Corbière Lighthouse promises to be truly mesmerising. Even during the shortest of flights we offer, we will be able to circumnavigate the entire Island, which promises to be incredibly special for Jersey residents. This year, we are offering the opportunity to fly on Liberation Day which should prove to be truly memorable!”*

## News from AOPA ... by Richard Hawkin



### FAA LICENCE HOLDERS

As recently reported, the FAA will require all non USA resident certificate holders to designate a U.S. agent for receiving documentation from the FAA on behalf of the individual. AOPA is actively looking for a solution.

This is the latest from Martin Robinson, AOPA UK’s CEO –

*“This question is being asked by pilots across Europe right now and whilst we have asked AOPA USA, who have said they are looking at finding a solution, nothing has been confirmed yet. I suspect that they will look at any solution being tied to membership of AOPA US! And or a national AOPA...when I have more information I will pass it on. There may be legal issues for AOPA USA to address too ie there liability if FAA data gets misused etc.”*

## ATC update ... by Marc Hill

### Jersey ATC Customer Survey

In the Channel Islands, we have great access and lines of communication with ATC so please help them to provide the best service by giving them feedback through this customer survey.

**OUR AIR TRAFFIC CONTROL TEAM VALUES YOUR FEEDBACK**

How can we improve your experience in Channel Islands airspace and flying to and from Jersey Airport?

PLEASE SCAN THE QR CODE TO TAKE A SURVEY BY FRIDAY 7 MARCH  
(5-10 mins to complete)

PORTS OF JERSEY



## Update ... by Eveline Hawkin

Our first event of the year is on Sunday 27th April and is aimed at those aged 13 and over with everyone enjoying a flight around the island provided by our volunteer pilots.

**Pilots** - if you are interested in offering a flight on the day, we would be delighted to hear from you on [hello@helpingwingsjersey.org](mailto:hello@helpingwingsjersey.org)

We are very much looking forward to Aerobility's return visit to Jersey to fly our students during the same weekend.

Aerobility's instructor Mike Owen will be bringing one of their specially adapted aircraft allowing our students with a lower limb disability to carry on with their training.

## A family story ... from our Chairman Nigel Hall

### Gloster Meteor 8 WA789

31 July 1952

RAF Stradishall 226 OCU

Flt Lt Brian.A.W. Stobart (Recently Deceased aged 99)



### A personal account, printed with the permission of Mrs Greta Hall (sister)

I was Flight Commander A Flt with Qualified pilot students being trained on the operation of an active squadron flying Meteor 8 aircraft.

We had only recently upgraded from the Meteor IV, which did not have an ejector seat, to the Meteor 8 which was fitted with the MB seat.

I was carrying out an air test on WA789 after a service. It was a splendid day, a little wind from SW and almost cloudless.

A standard radar-controlled intercept exercise was to take place over E. Anglia involving the USAF as well as aircraft of 12 Group RAF. I was monitored by the same radar.

I took off and climbed to about 30,000ft, where I carried out some aircraft performance drills.

The Commander-in-chief RAF Fighter Command was Air Chief Marshal Sir James Milne-Robb, and his message was "if you see anything of interest or question, it is your responsibility to investigate", which was interpreted as "go and see"

I became aware of a flight of four US Sabre aircraft about 4000 feet below me, about which I had not been advised, so I decided to go and have a cursory look.

At this point there was a nasty bang and my aircraft viciously reared up and started to rotate about the wings, nose over tail, and significant positive G. I looked to my starboard to try and see what might be happening and realised I was cartwheeling nose over tail, and that I needed to get out.

I was aware that the engines were still operating so I shut them down.

The first thing to do was get rid of the canopy, by means of the handle located on the instrumental panel, which I discovered I could not do because the G from the manoeuvres the aircraft was doing locked my right arm down on my thigh. I got round this by finger-crawling up the panel to reach the hood release, which was effective in getting rid of the hood.

Unfortunately, I had to go through the same operation to reach the seat firing loop above my head, but luckily, we had not adopted bone-domes ("Bone dome" is a slang for a flight helmet) yet so it was a clear action with both hands.



I had been unaware that I had subconsciously pulled my back hard against the seat, and my feet hard back to the footrest on the seat, which was quite fortunate because with the added G from the aircraft actions together with the G of the seat going off, I reckon I was under about 30G momentarily.

Because the seat was still an early version, I was faced with getting off the seat, which meant getting out of the seat straps and then leaning forward so that I had to stand up to just get off it.

However, while in free fall in the seat I suddenly realised that my arms and legs were stuck out in front of me because I was spinning very fast....and I laughed. Later the Institute of Aviation Medicine, Farnborough, became very interested in this, and I suspect had discussions with MB.

I undid the seat straps and got off the seat, which left me to release the canopy. This was completely uneventful, and I found myself looking around, but no sooner had I sort of settled to what was next when I realised, I was very near the ground, probably no more than a couple of thousand feet, not even enough time to see where I was except it was farmland. I landed in a little orchard of small fruit trees, and I didn't even break a branch. I was in a semi sitting position so I started collecting up my parachute, when I heard this little voice asking, "Are you alright, are you hurt, would you like a cup of tea?....UGH ....", said this lovely lady because she hadn't realised she was holding the electric fence against the cattle around her orchard.

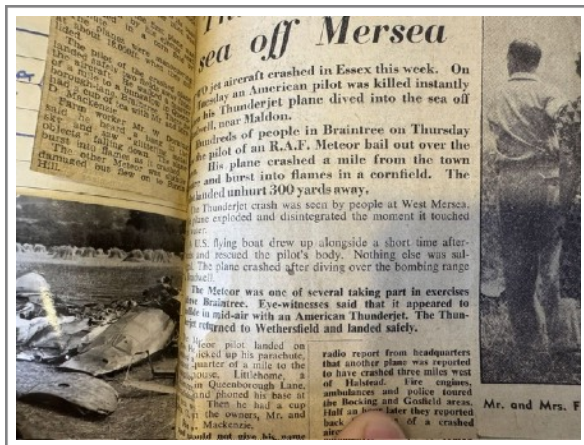
I was told by the RAF that I was only the 4th survivor and No 13 to use the seat to save life in anger in the RAF.

The remains of the Meteor and the seat were found not far away because it was such a brilliant day.

It transpired that I was actually hit by another aircraft, who I didn't see from behind and above, and who claimed he didn't see me either, who removed my tail.

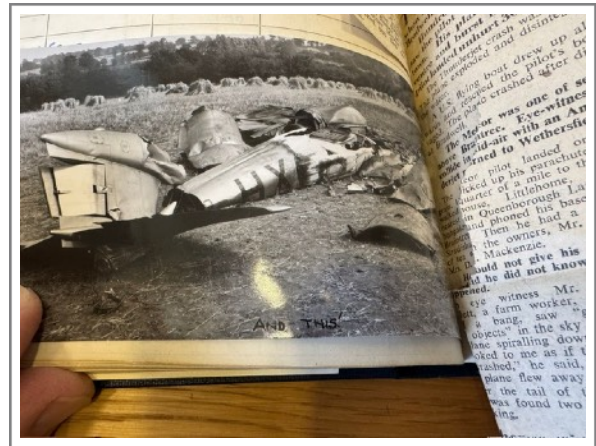
I realise that I was unbelievably lucky that it all happened at a great height, and that everything worked as it should. I know some lessons were learned by the RAF as well as MB, the most significant probably a means of stopping spinning after leaving the aircraft.

I now do not have a coccyx, I am about 2 inches shorter, the bones in my neck sometimes stick and make me lose balance, and I avoided using the 6ft box.



| (3) | (4)   | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12)      | (13) | (14) |
|-----|-------|-----|-----|-----|-----|-----|------|------|-----------|------|------|
| 33  | 18    | 20  | 4   |     |     |     |      | 07   | 75        | 44   | 100  |
|     | 25    | 25  | 15  |     |     |     |      | 20   | 35        | 05   | 00   |
|     | 1.00  |     |     |     |     |     |      |      | 30        | 30   |      |
|     | 1.05  |     |     |     |     |     |      |      | .45       | 20   |      |
|     | 1.00  |     |     |     |     |     |      |      | .10       | .45  |      |
|     | 1.00  |     |     |     |     |     |      |      | .10       | .50  |      |
|     | 1.00  |     |     |     |     |     |      |      | .15       | .40  |      |
|     | .45   |     |     |     |     |     |      |      |           |      |      |
|     | 10.55 |     |     |     |     |     |      |      | slut 1.45 | 3.25 |      |
|     | 5.10  |     |     |     |     |     |      |      | .15       | .40  |      |
|     |       |     |     |     |     |     |      |      |           |      |      |

Bailed out at 25g.  
No tail - 1 Sore neck.  
Wick



**Reference:** Martin-Baker Aircraft Company Limited (MB) is a British manufacturer of ejection seats and safety-related equipment for aviation. The company was originally an aircraft manufacturer before becoming a pioneer in the field of ejection seats. The company's headquarters are in Higher Denham, Buckinghamshire, England, with other sites in France, Italy and the United States.

Martin-Baker supplies ejection seats for 93 air forces worldwide. Martin-Baker seats have been fitted into over 200 fixed-wing and rotary types with the most recent being the Lockheed Martin F-35 Lightning II programme.

Martin-Baker claimed in 2022 that since the first live ejection test in 1945, a total of 7,732 lives have been saved by the company's ejection seats.

Martin-Baker also manufactures what it calls "crashworthy" seats for helicopters and fixed-wing aircraft. As of 2012, over 20,000 crashworthy seats have been delivered. The Martin-Baker company continues as a family-run business, run by the twin sons of the late Sir James Martin since Autumn 1979

**Reference:** The Gloster Meteor was the first British jet fighter and the Allies' only jet aircraft to engage in combat operations during the Second World War. The Meteor's development was heavily reliant on its ground-breaking turbojet engines, pioneered by Frank Whittle and his company, Power Jets Ltd. Development of the aircraft began in 1940, although work on the engines had been under way since 1936.

The Meteor first flew in 1943 and commenced operations on 27 July 1944 with No. 616 Squadron RAF. The Meteor was not a sophisticated aircraft in its aerodynamics but proved to be a successful combat fighter. Gloster's 1946 civil Meteor F.4 demonstrator G-AIDC was the first civilian-registered jet aircraft in the world. Several major variants of the Meteor incorporated technological advances during the 1940s and 1950s. Thousands of Meteors were built to fly with the RAF and other air forces and remained in use for several decades.

Slower and less heavily armed than its German counterpart, the jet-powered Messerschmitt Me 262, the Meteor saw limited action in the Second World War. Meteors of the Royal Australian Air Force (RAAF) fought in the Korean War. Several other operators such as Argentina, Egypt and Israel flew Meteors in later regional conflicts. Specialised variants of the Meteor were developed for use in photographic aerial reconnaissance and as night fighters.



The Meteor was also used in research and development and to break several aviation records. On 20 September 1945, a heavily modified Meteor I, powered by two Rolls-Royce RB.50 Trent turbine engines driving propellers, became the first turboprop aircraft to fly. On 7 November 1945, a Meteor F.3 set the first official airspeed record by a jet aircraft at 606 miles per hour (975 km/h). In 1946, a Meteor F.4 reached a record speed of 616 miles per hour (991 km/h). Meteors also broke records in flight time endurance and rate of climb.

On 10 February 1954, a specially adapted Meteor F.8, the "Meteor Prone Pilot", which placed the pilot into a prone position to counteract inertial forces, took its first flight.

In the 1950s, the Meteor became increasingly obsolete as more nations developed jet fighters, many of which used a swept wing instead of the Meteor's conventional straight wing. The RAF service replaced its Meteors with newer types such as the Hawker Hunter and Gloster Javelin.

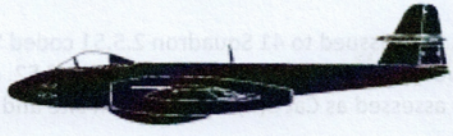
As of 2023, two Meteors, G-JSMA and G-JWMA, remained in active service with the Martin-Baker company as ejection seat testbeds. One further aircraft in the USA remained airworthy, as did another in Australia.


# AVIATION SAFETY NETWORK

AN EXCLUSIVE SERVICE OF FLIGHT SAFETY FOUNDATION

This information is added by users of ASN.

**Date:** Thursday 31 July 1952  
**Time:** day



**Type:** Gloster Meteor F Mk 8  
**Owner/operator:** 226 OCU RAF  
**Registration:** WA789  
**MSN:**  
**Fatalities:** Fatalities: 0 / Occupants: 1  
**Other fatalities:** 0  
**Aircraft damage:** Destroyed  
**Location:** Rayne, 2 miles west of Braintree, Essex, England -  United Kingdom  
**Phase:** En route  
**Nature:** Training  
**Departure airport:** RAF Stradishall, Suffolk  
**Destination airport:** RAF Stradishall, Suffolk  
**Confidence Rating:** Information is only available from news, social media or unofficial sources

### Narrative:

Gloster Meteor F.Mk.8 WA789, 226 OCU RAF Stradishall: delivered 5/2/1951. Written off 31/7/1952 when collided with Gloster Meteor F.Mk.8 WE957 over Rayne, 2 miles West of Braintree, Essex. Meteor WA789 lost its tail in the collision, the pilot abandoned the aircraft and bailed out safely.

### Crew:


Flight Lieutenant B. A. W. STOBART (1869839) (pilot) RAF - bailed out, survived OK.


The reported crash location of Rayne is a village in the Braintree district of Essex in the East of England. It lies on the Roman road called Stane Street, about two miles (3 km) to the west of Braintree, which is the nearest town. The crash location was at approximate co-ordinates 51.8768°N 0.5142°E

The other Meteor involved in the collision, WE957 made a successful emergency landing at RAF Stradishall (it was later written off in a separate accident at RAF Biggin Hill, Kent, on 5/2/1953)

**The other Gloster Meteor**

**Date:** Thursday 5 February 1953  
**Time:**



**Type:** Gloster Meteor F Mk 8  
**Owner/operator:** 41 Sqn RAF  
**Registration:** WE957  
**MSN:**  
**Fatalities:** Fatalities: 0 / Occupants: 1  
**Other fatalities:** 0  
**Aircraft damage:** Destroyed  
**Location:** One mile north-east of RAF Biggin Hill, Bromley, Kent, England -  United Kingdom  
**Phase:** En route  
**Nature:** Military  
**Departure airport:** RAF Biggin Hill, Bromley, Kent  
**Destination airport:**  
**Confidence Rating:** Information is only available from news, social media or unofficial sources

### Narrative:

WE957: Delivered to the RAF 24.4.51. First issued to 41 Squadron 2.5.51 coded Y; hit by WA789 during mock dogfight with Sabres over Braintree, Essex; landed safely, 31.7.52. (Pilot - Flying Officer M.R. Holmes - survived OK). Damage assessed as Cat 3(R). Repaired On Site and returned to 41 Squadron 11.12.52.

Written off (damaged beyond repair) 5.2.53: Damaged by shot-away fragments of a towed banner target; the lead balance weight built into the target had come loose from the towed banner target, and struck the leading edge of the starboard wing of Meteor WE957, causing damage to the engine controls embedded in the wing of the Meteor.

In the subsequent emergency landing, Meteor WE957 overshot RAF Biggin Hill, Bromley, Kent, during a forced landing and ended up in a field one mile North East of the airfield; the Pilot - Flying Officer M.R. Holmes (208462) - was injured. Meteor WE957 was deemed to be "beyond economic repair" and struck off charge as Cat 5(s).

The pilot not only survived this incident, but continued to serve in the RAF until finally retiring 27 years later, on 15.12.79



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



G-) WZ589 DH.115 Vampire T.11  
1 June 1974 Headcorn



G-) WV483 Percival P.56 Provost T.1  
22 August 1975 Southend Museum



OK-WMN Zlin Z.226T Trener 6  
18 June 1992 Kunovice



OK-KMT Zlin Z.226MS Trener 6  
20 June 1992 Letnany



PH-NEH Auster J.5B Autocar  
4 July 1992 Wroughton



N ) 59-0150 Convair F-106B Delta Dagger  
27 October 1992 Davis-Monthan AZ



N ) 149345 (N856BA) Sikorsky UH-34D Seahorse  
27 October 1992 Davis Monthan AZ-1





Sikorshy H-34  
28 October 1992 Davis-Monthan scrap yards



N ) 58-3058 Beech U-8D Seminole  
28 October 1992 Davis Monthan AZ Scrap yards



N ) 53-0535 Lockheed EC-121H Warning Star  
28 October 1992 Davis Monthan AZ scrap yards



Piasecki H-21 Workhorse  
28 October 1992 Davis-Monthan AZ Scrap yards



D-) 29+03 Mig 29G Fulcrum  
20 July 2002 Fairford



G-USTV 10639 Erla built Messerschmitt Bf.109G-2  
31 May 2015 RAF Museum Hendon



ZK-TVD D7343 17 Albatross DVa Replica  
31 May 2015 RAF Museum Halton.

## RAF Association ... by Stephen Ross-Gower



**A reminder ...** 100th RAFA anniversary this coming October.

Do you have any old RAFA records of either your involvement or that of family members?

If so, please contact me on the email below:

[Stephen@ross-gower.co.uk](mailto:Stephen@ross-gower.co.uk)

## Cherbourg Airport Restaurant...

Good news ... **La Table des Cieux** is opening it's doors on March 3rd.

The restaurant who be open Monday to Saturday. Telephone number if you wish to reserve a table :+ 33 02 33 71 18 12

Now that the weather is more settled, may be it's time to pop over and sample the menu !

**Reminder ...** Don't forget Customs require 24 hours notice during the week and 48 hours if you are flying there on Saturday, Sunday or bank holidays.

*... and finally ...*

### Members nights

Mike Pownall who has organised a number of evening events is wondering if anyone would like to do a talk presentation in the coming months.

So, If you have a story which you think would be of interest to members, please contact Mike [events@jerseyaeroclub.com](mailto:events@jerseyaeroclub.com) .

See you at the club ...

*Eveline*

Committee email - [committee@jerseyaeroclub.com](mailto:committee@jerseyaeroclub.com)

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