



# NEWSLETTER

**Join us for our AGM on 18 January 2017 & Pay your subs!**

## Chairman's Review of 2016

An interesting year with a wide variety of speakers (including members of 'Chiltern') presenting a range of subjects from Animals to Valiants

Everything to do with 'Chiltern' is special but a visit to Lords Cricket Ground by those who commenced their RAF service in such a hallowed place is particularly memorable and our thanks to Graham and the Middlesex County Cricket Club and the MCC for organizing the event

Sadly we lost a number of long serving members....Ron Rosie, Leo Smith, Allan Chappell, David Francis and finally Gerry Sealy Bell, our Membership Secretary of many years who served 'Chiltern with great devotion.

### **We will remember them**

We are always cheered when new members come along and we welcome Clive Dealey, Chris Brockbank and Mike Vaisey.

Christmas lunch was well supported and we thank Stephanie and the staff of Greenacres for their kindness, not just at Christmas but also throughout the year.

To our Newsletter printer, Stuart McKay, we are extremely grateful

On the Page 6 of your newsletter you will read the names of the committee to whom I owe a debt of gratitude and thank them for their patience. It was a pleasure to welcome on to the committee Ian Mason as Membership Secretary

To you, the members, my thanks for your continued loyalty and a Happy New Year to one and all

**Geoff**

## Janet Richard

It is with great sadness that we report the passing of Des Richard's wife Janet on 13 Dec 16.

*RICHARD Janet Margaret on 13th December aged 80. Dearly loved by Des and family and greatly missed. Now at peace after many difficult years of injury borne with great courage. **Service at West Herts Crematorium, Garston, WD25 0JS on 13th January, 2017 at 2pm. No flowers please. Any donations should be sent directly to the charity of your choice.***

There is afternoon tea and refreshments afterwards at the Sopwell House Hotel, Cotton Mill Lane, St Albans, AL1 2HQ. Des would love to see members of Chiltern ACA as he says "We need some eaters!"

The service will be taken by the former Aircrew Association Padre The Rev'd Bill Pegg.



**Remember 18th January 2017**

**Join us for  
"Annual General Meeting"**

**Greenacres 1030 for 1100 am**

## I learnt about flying from that (Part 2)

**Ed:** *We rejoin Alistair as he fights to keep control of his Jodel over Manchester International Airport back in the 1980's*

Despite all the previous training that had gone into instinctively practicing forced landings, engine failures and emergencies with "parrot fashion" May Day calls (ironically I did a practice Pan call in the previous flight!), my announcement in response to the controller not to worry about the delay and that I was experiencing control difficulties just blended into our conversation!

Despite only having some ninety hours PI in Oscar Alfa, the aircraft was nevertheless, beginning to feel like an extension of my limbs and I knew instinctively that something was very wrong, so terrifyingly wrong, that I felt this numbing gush of adrenaline, almost like a bucket of water, flow thorough my body and into the pit of my stomach as the aircraft started a slow right descending turn towards the ground.

At this point, the controller asked for my intentions, to which I replied a forced landing was imminent as I was experiencing severe problems controlling the aircraft. Very calmly and reassuringly, he passed me the surface wind speed and direction at Manchester International, which I duly acknowledged as I looked for a suitable field. (Unbeknown to me at this point, a very good friend, a controller at Manchester's ATC and who I had just tempted to come and fly with us, was cycling away from the airport to be passed by countless emergency service vehicles sounding the blues and two's, a general emergency having been declared on my behalf!)

I was however conscious from my headset of many inbound aircraft to Manchester Airport being instructed to take up the hold and to change frequency leaving 118.7 open to just me and my calm reassuring controller.

I did hear an inbound BA 1-11 captain's kind offer to orbit over my location to relay the situation declined, although his support quietly appreciated at the time, I later questioned how effective that would have been given his greater airspeed!

The 172 though, had actually followed us out along the railway and was now overhead and monitoring

the rapidly deteriorating situation as requested by ATC and asked to remain on frequency.

As the ground started to fill the windscreen, my body awash with adrenalin, which for a short while made my mind go blank and pure gut fear kicked in. I instinctively tried to play for time and delay the descent by slowly raising the nose. Within seconds of doing this, Oscar Alpha's stall warning horn sounded and the panel light illuminated reminding me that this was not a good idea, that a stall and incipient spin were imminent with likely fatal consequences. However, almost as if my highly revered and respected flying instructor was sitting on my shoulder, the words AIRSPEED filled my head despite the negative trade off of losing more height and our short flight ending abruptly.

With the airspeed immediately and instinctively restored and our height down to three hundred feet agl, with no real option, I risked challenging the control stick and managed to get it into the central position and the right turn ceased. Not wishing to risk the use of it and the aircraft at least being straight and level, I gently applied the rudder to ascertain how much control I had. All this was happening in milliseconds but it felt like an eternity!

Now having stopped the descent and the right turn, only using the stick for the elevators, I was able to apply rudder to "skid" the aircraft in circles back towards the airfield and announced my revised intentions accordingly to the Tower Controller.

A series of low level 360 degree turns shortly saw us lined up with the welcoming sight of the landing lights of Manchester's RW Zero Six !

Just seconds from touchdown, with a cursory glance towards my wife as she instinctively tightened her harness in preparation for the landing, countless flashing lights of emergency vehicles awaiting our arrival, as did the increasingly growing , welcoming numerals of "06" become larger until we were on top of them and safely back on the ground.

At this point, we were instructed by ATC to stop, switch off on the runway and await the Chief Fire Officer's instructions (unbeknown to me at the time – the Fire Service assume command of the airport in such circumstances).

*Cont'd on Page 3*

From Page 2

After a sincere welcome with utmost concern for our frightening experience, having ascertained that the emergency was now over with our trusty “Oscar Alpha” safely back on the ground, the Officer asked me to taxi back to the hangar, which we duly did with the convoy of emergency vehicles lined up behind us.

Finally back on the Southside, brakes on 19:10, the chief engineer of the company which had just undertaken “Oscar Alpha’s” C of A was by coincidence, standing by the hangar and whose face, suddenly mirrored the whiteness of ours when he saw the aircraft taxiing in with its colourful new followers and rotating beacons in line behind!

I explained what had happened, to which he replied that coincidentally, a CAA inspector would be in attendance in the morning and so the report could be conveyed at that time, after the aircraft had been inspected.

The cause of our terrifying experience proved to be incorrect cable tensions within the aileron controls, which had been aggravated by the aircraft sitting out in the hot sun all day causing further expansion. (my original gut feeling whilst airborne was correct).

Despite my energetic shaking of the ailerons during the pre flight inspection and at least three internal applications of the “full , free, correct ” movement of the control stick before flight, this serious problem was not apparent.



*Alistair with G-AVOA*

*(shot for photo purposes only, hence the lack of chocks! )*

Our experience was duly recorded with the CAA but sadly, some years later, I did read that a similar type of Jodel crashed with fatal consequences, the cause of which was incorrect cable tensions!

*Ed: My thanks to Alistair for sharing this story from the past. I met Al and his cycling Air Traffic Controller Tony, at about this time whilst serving with The Queen’s Flight. I was a regular visitor to Manchester and of course Woodford, where our Andover C2 aircraft were built.*

*I can assure you Al was a very contentious young PPL holder and always seeking to learn more. This story could so easily have led to another fatal accident but a combination of excellent flying and excellent Air Traffic Control, allowed Al to report a satisfactory ending. It is just a pity the story did not get the publicity at the time, as we might have been able to save another Jodel and it’s pilot. My best wishes to Alistair and his wife Lois and of course Tony, the cyclist from the pre Wiggins era!*

**Now I am sure that amongst our membership we could rustle up some stories of those ‘wups’ moments that we learnt from, so now is your chance. Let me have the stories and aircraft type, you do not have to have your name published, if you would rather not but please let me have the stories.**

**Your AGM**

Please make the effort to attend our AGM and at the same time pay your subscription for 2017 of just £10

**AGM 18 January 2017**

This is formal notice of our AGM for 2017 to be held at Greenacres on Wednesday 18th January 2017 at 11.00am

1. Chairman’s opening remarks
2. Committee reports
3. Election of Officers
4. Any other business

Please be prompt as we would like to get the AGM over quickly. If you have any matters for ‘Any Other Business’ please ensure they are with the Chairman by Monday 9th January 2017.

## Permanent ATA exhibition “Grandma Flew Spitfires”



An exhibition and archive dedicated to the (ATA) Air Transport Auxiliary is at the Maidenhead Heritage Centre, 18 Park Street, MAIDENHEAD, Berks SL6 1SL

The exhibition honours the achievements of the Air Transport Auxiliary, and is home to a fabulous spitfire simulator!

A visit to “Grandma Flew Spitfires” begins with a short introductory film before you move upstairs past photographs of some of the amazing men and women who made ATA such a success.

The gallery is packed with uniforms, flying equipment, navigation equipment and ATA memorabilia. Displays explain how ATA pilots came from 25 different countries, how they managed to fly so many different planes and how they flew all over Britain in a single day. Pilots’ log books are on display together with more than 150 photographs, and you can listen to recordings of ATA aircrew telling their own stories. If you want to explore ATA in more depth, computer terminals give access to filmed interviews, log books and historic photographs from the museum’s archive.

The large ATA collection includes, over 100 pilot (male and female) and flight engineer log books. Hundreds of photographs, many from private collections. Uniforms and flying clothing, including a ladies uniform worn by Ann Wood (USA). Navigation equipment. Personal diaries and letters. Maps used by ATA pilots, aircraft delivery chits, official documents. A complete list of all ATA employees. Newspaper, magazine articles and obituaries. It is intended to have the ATA collection catalogue and certain documents available on-line, in the future.

The Air Transport Auxiliary exhibition and archive tells a forgotten story of courage, skill and sacrifice. 70 years on, it is difficult to believe that Britain was so desperate that the amateur pilots of Air Transport Auxiliary (men and women), were employed to fly dozens of different types of war planes between factories and front line squadrons. But it is true, as you will discover when you visit the Maidenhead Heritage Centre.

Why is the ATA exhibition & archive in Maidenhead? Because Air Transport Auxiliary’s headquarters airfield was at White Waltham, just 2 miles from Maidenhead Heritage Centre, which owns one of the largest collections of ATA memorabilia and records anywhere in the world. This Air Transport Auxiliary collection is on permanent display.



**Cost:** It is a voluntary-run charitable museum with no financial help from the government. The huge investment in the Grandma Flew Spitfires project means that we have to make a modest charge for visits.

There is an admission charge in addition to the Spitfire Flight cost. The admission charge gives you access to the ATA museum & the Grandma Flew Spitfires exhibition, and it is valid for 12 months. ATA admission charge: Adults £3.50, Concessions £3.00. Children (aged 10-16) £2.00, Children under 10 FREE

Spitfire flights cost: 15 minutes flight: £7.50, 30 minutes flight: £15.00

**Ed:** We thought this might make a good visit, although of course Geoff has just done the real thing!



*Spitfire Simulator*

**Christmas Lunch**

50 members and friends attended the lunch at Gre-nacres on Wednesday 14th December. As usual Stephanie and her staff laid on a super meal, excel-lent service and a wonderfully decorated room.

Ian Mason started the proceedings with a very apt grace and soon all 6 tables were chatting away, re-kindling old friendships and making new ones. We were pleased to welcome a number of guests, in-cluding Bill Moore and Tony Boxall from Woking ACA. It was also good to see a number of our wid-ows. We toasted Her Majesty and Absent Friends remembering in particular our former Membership Secretary Gerry Sealy-Bell who used to do so much to organise these events. Alison Cole, his daughter, sent a lovely message wishing us all well. The lunch finished with a word from our Chairman and a toast to The Chiltern ACA.

*Photos by Graham Laurie (sorry table 1)*



**Programme 2017**

Events at 1030 for 1100 at Greenacres unless (\*)

**2017**

18 Jan 17 AGM  
 15 Feb 17 324 Field Company RE (Reg Palmer)  
 15 Mar 17 HPVictor Mk2 variants (Ian Watson)  
 19 Apr 17 Member's Meeting (Provisional)  
 17 May 17 Guests Lunch\* 12 Noon  
 21 Jun 17 Project Propeller (Gideon Topes)

**Your Committee****Chairman:**

Geoff Hulett

11 Pearsewood Gardens, Stanmore, Middx  
 HA7 1NU. Tel: 0208 952 4092

Email: [banghulett@btinternet.com](mailto:banghulett@btinternet.com)

**Newsletter Editor/Secretary:**

Graham Laurie

19 High St, Prestwood, Gt Missenden, Bucks  
 HP16 9EE

Tel: 01494 863492

Email: [graham@kitty4.co.uk](mailto:graham@kitty4.co.uk)

**Membership Sec:**

Ian Mason

65 Sunnycroft, Downley, High Wycombe, Bucks  
 HP13 5UR

Tel: 01494 439845

Email: [ian.mason197@ntlworld.com](mailto:ian.mason197@ntlworld.com)

**Treasurer:** Rod Finn

67 Hayfield, Chells Manor Village, Stevenage  
 SG2 7JR Tel: 01438 350115

Email: [rodfinn@btinternet.com](mailto:rodfinn@btinternet.com)

**Welfare:** David Bray

23a Aylesbury Road Wing, Leighton Buzzard,  
 Beds LU7 0PD Tel: 01296 688425

Email: [adbray@aol.com](mailto:adbray@aol.com)

**Programme Secretary:** Bill George

Blossom Cottage, 54, Green End Street, Aston Clinton,  
 Bucks, HP22 5EX Tel: 01296 630998

Email: [bill.bbgi@btinternet.com](mailto:bill.bbgi@btinternet.com)

**Welfare**

Shirley & Ron Doble are not having the best of times with a lurgy hanging over them to such an extent that their neighbour kindly cooked Xmas day lunch for them. Rosemary Calvert is cheerful and hopeful of a full recovery after a bad fall

It was great to see Ann Hyland and Norma Hagan plus a host (or should it be hostess?) of ladies at the Christmas Lunch

**David**

**Membership Secretary**

January is the time for our subscriptions so please send me BACS or your cheques for £10, plus membership card (if you can find it + SAE for safe return). Form on next page.

**Ian**

**Secretary/Editor**

Another year finishes and now we are in 2017, please keep the stories coming and in particular see my note on Page 3.

**Graham**

**Programme Secretary**

As you see the programme for 2017 is well on the way, I may even be able to fill April, we shall see. Keep the ideas for speakers coming.

**Bill**

**Treasurer**

Another good year for the accounts and we remain in good shape. Thank you so much for your support of our raffle, it really does help with our day to day expenses and enables us to sponsor other events.

**Rod**

**Chairman**

So sorry to hear the news of Janet Richard, the wife of our member and former National ACA Chairman. I hope we will be able to muster a good turnout for the funeral at Garston on 13 Jan at 2pm. Look forward to seeing you at our AGM the following week on Wednesday 18th January.

Happy New Year to you all

**Geoff**



## CHILTERN ACA 2017 MEMBERSHIP RENEWAL

SURNAME:

CHRISTIAN NAME: (Known as: )

ADDRESS

POSTCODE:

TEL NO:

MOBILE:

EMAIL:

DATE OF BIRTH:

PARTNER'S NAME:

RANK & SERVICE:

SERVICE/LICENCE NO:

AIRCREW CATEGORY

SQN'S:

TYPE OF AIRCRAFT FLOWN/OPERATED IN:

DECORATIONS, MEDALS ETC:

CIVILIAN OCCUPATION

LEISURE PURSUITS & INTERESTS:

MEMBERSHIP OF OTHER SERVICE OR FLYING ORGANISATIONS:

Please advise you are happy for email to be used for correspondence and for your address to be placed on Membership List (to Members only) YES / NO

Please send by BACS: I M Mason 09-01-28 41009326 or by cheque payable to Chiltern ACA for £10 together with your membership card (if you can find it) and a SAE to:

Ian Mason, 65 Sunnycroft, Downley, High Wycombe, Bucks, HP13 5UR