



NEWSLETTER

Last chance to book for Buffet Lunch - 19 Apr 17

March Meeting

The March meeting kicked off a little late but nevertheless soon was in full swing. We were all pleased, if not a little surprised when we were joined by Ron Doble. Ron had only left hospital on the Monday, after an 8 week stay, but came with Sandy Lowe. It really was great to see him up and about. (**Ed:** *Subsequently I am sorry to say Ron has been hospitalised again*).

The presentation on the Victor was given by our very own Ian Stewart, whose love of the aircraft was soon obvious. For those who were not sure who was giving the presentation, just think of him without the beard!

The other good bit of news was that Ian used our new headset microphone and it worked superbly, so even the hard of hearing were able to hear it all. The relief on Ian Mason's face was striking!

Buffet Lunch

Our Guests Buffet Lunch will be held this year on Wednesday 19 April at 12 Noon for 12.30 pm. We will be joined by 3 guests:

The Hon Jackie Assheton (Daughter of Bomber Harris)

Mike O'Farrell (Chairman Middlesex County Cricket Club)

Mike Neville (RAF Benevolent Fund)

To whet your appetite even more, we have asked Stephanie to add ham and beef slices to the menu, so there will be less pastry items, which we hope will prove popular. Your first drink will also be 'on the house' or rather on 'Chiltern ACA'

Please make an extra effort to attend to welcome our guests. Contact Ian Mason for tickets @ £10 per head (and yes you have guessed it **PLEASE** enclose a stamped addressed envelope!)

In this issue

As you will see we have sadly lost two 'Pathfinders' in March, **Jim Copus and Doug Hadland**, see Page 2. We all know of the appalling losses in Bomber Command and on Page 3 we have details of one such **Bomb Aimer who sadly was one of the 55,573** who did not return. We also salute a **member of the ATA who flew in a Spitfire on her 100th birthday**, Page 4. We have another **Air Traffic tale from Tony Brown** on Page 5, where what he thought he heard and what was spoken caused some embarrassment. Tony also featured in the story on Page 6 and 7 about courses for those worried about flying. The course is now called '**Flying with Confidence**' and although as ex aircrew it should not be required by our members, I am sure we all know of a possible candidate. A remarkably cheap method of conquering the fears involved, by flying in a British Airways Airbus at the end of a one day course for just a few hundred pounds.

If you would like to see your story in print, please let me have a copy.



Remember 19th April

**Join us for
"Guests Lunch"**

Greenacres 1200 Noon for 1230

WO Jim Copus 97 Sqn

We were sad to hear of Jim's passing on Tuesday 7th March. Jim joined the RAF in 1940 and was posted to 97 Sqn Pathfinder Force in late 1943 as a Mid-Upper Gunner. On a mission to Frankfurt on 22nd March 1944 his aircraft was attacked by German night fighters and after bailing out he was captured and sent to Stalag Luft I.

Jim wrote a comprehensive story of the fatal mission and his subsequent internment which featured in February, March, and April 2013 Newsletters. If anyone would like copies please let me know.

Flt Lt Doug Hadland

Douglas Edward Hadland, more affectionately known to us at Chiltern ACA as Doug, was born on the 3rd December 1922 in Worcester, his Mother and Father plus Nan and Granddad, all lived in the same property, but Doug sadly lost his Granddad when aged just 5. Daytime, Doug was raised for by his Nan, Doug's Mother and Father being working people themselves. Doug left school at the age of 14 in 1936, to take a job as a 'butchers boy' making deliveries in the local and surrounding area, however in the late 1930's the threat of war was looming.

Doug chose to join the RAF when aged 18 in 1941, Doug went on to complete his training in Canada and qualified as a navigator, returning to the UK to spend a brief time with the Navigation Research Flight, flying the Blenheim, Wellington, Halifax and



Doug striding away from ACRC at Lords

the Stirling, before being posted to 162 Squadron with No. 8 Pathfinder Group at Bourne, near Cambridge, flying the Mosquito. In 1944 the Mosquito was used by Coastal Command in its strike wings and Bomber Command's offensive against Germany saw many Mosquito's used in the Photo Reconnaissance role, as Fighter Escorts and, of course for Doug still on 162 Squadron with the Pathfinder Force. At the end of the war he went briefly to Blackbushe Airport flying operations, dropping diplomatic mail in Oslo, Wiesbaden and Brussels before being posted back to 8 Group with 692 Squadron Light Night Strike Force to prepare for the then proposed invasion of Japan, which was ended by the dropping of the atomic bomb, Japan finally surrendering in August '45

At this time many aircrew were deemed 'redundant' and Doug chose to leave the R.A.F. in May 1945 to marry his beloved Binks in June 1945. Doug then returned to 'civvy street' securing employment with The Metal Box Company in North London and rose literally from 'office boy' status to become their Managing Director and onto retirement in the late 1980's. At the recent trip to Lords, he admitted to sneaking off some afternoons to watch Middlesex play! 'Binks' and Doug enjoyed 71 years of married life up to his untimely sad death on the 9th March 2017. Blue Skies – Doug – Blue Skies

Chiltern ACA were represented at both funeral services Jim's in Milton Keynes and Doug's in Hatch End. It is always sad to say goodbye to wartime veterans, particularly as both had served with the Pathfinder Force. **We will remember them and offer our sincere condolences to their families..**



One of the 55,573

We hear so much of 'The Few' from the Battle of Britain but not so much of 'The Many' who gave their lives during World War II in Bomber Command. This is the story of one such man and the search by a member of his family, to track down the details and story of his passing. My thanks to Tina Tyler from Nantellan in Cornwall for sharing her story.

Flight Sergeant Ernest Joseph Outram RAF

Ernest was born in Upton Manor in East London on 15 Mar 22. In 1933 he won a scholarship to Stratford Grammar School and upon leaving school was employed as a clerk by Dorman Long Steel Company, the company that won the contract to build the Sydney Harbour Bridge.

In July 1941 he joined the RAF Volunteer Reserve at Weston Super Mare Airfield. In the summer of 1942 he was serving with No. 61 Sqn who were twice loaned to Coastal Command for anti-submarine operations in the Bay of Biscay. It was detached from its base in Rutland to St. Eval in Cornwall and on the very first occasion that it operated from there - on 17th July - a crew captained by Flight Lieutenant PR Casement (Lancaster I R5724) became the first Bomber Command crew to bring back irrefutable evidence that they had destroyed a U-boat at sea - a photograph showing the U-boat crew in the water swimming away from their sinking vessel.

In 1943 he was selected for the Commonwealth Air Training Plan with the Royal Canadian Air Force based

at No 31 Bombing and Gunnery School, Picton, Ontario.



RCAF Picton

After returning from the 6 week course in Canada he returned to No 61 Sqn now back at RAF Conningsby and RAF Skellingthorpe flying in Lancasters. On the night of 25 Apr 44 Lancaster LM359 "B" with FS Outram as Bomb Aimer took off from Skellingthorpe on a bombing raid to Munich. On completing a raid outside Paris, they continued to Munich, when they were attacked by a Dornier. Badly damaged, with part of the fuselage and tail missing and on fire, the Lancaster crash landed in a field at Le Petit Bordey. As the wings hit a tree, the 4 thousand lb bomb and hundreds of incendiary bombs exploded, killing six members of the seven man crew. Their bodies were thrown vast distances from the aircraft. and Sgt Outram was only identifiable from his 'dog tags'.



Lancaster III LM 359 "B"

The villagers took their bodies to a meeting room and covered them in flowers, this was organised by M. Marcel Cureau, the Mayor. The coffins were ordered so they could be buried in the village but a German truck arrived and took them to Lyon to be buried.

(Cont'd on P4)

(Cont'd from P3)

The badly injured Navigator Cyril Ratner survived due to the members of the crew including Ernest Outram, helping him into his parachute and then assisting him to parachute to moderate safety. He was found by the villagers who hid him and called the local doctor to deal with his wounds. He was sent to Macon hospital but after three days he was found by the Germans on 28 Apr 44, taken prisoner and transferred to Lyon, then Paris and finally liberated by the Americans. At the end of the war he visited Ernest's parents and gave them the details of Ernest's death and that he had helped the Navigator out of the plane.



FS Ernest Outram's grave at Lyon (La Doua)



The Lancaster Crew remembered in Le Petit Bordey

Ed: With thanks to Tina Tyler

Boulton Flight Academy

This Academy is based at Goodwood Aerodrome and offers 2 seat Spitfire flights. In February former ATA pilot Mary Ellis celebrated her 100th birthday by flying



Mary in ATA uniform

above the South Coast, two Spitfires evoke powerful memories of Britain's wartime resilience. Mary watched in delight as Spitfire MV154 took its place beside her in an extraordinary airborne tribute. It was a plane she had delivered to RAF Brize Norton from Southampton on 15 Sep 44. It was currently based in Germany but the managing Director and Chief Pilot Matt Jones had persuaded the owner to fly over for the day.



Mary in the back seat with MV 154 beside her

For flight details Tel: 01243 531147

<http://www.boultonflightacademy.co.uk>

Tales from the Tower

by Tony Brown

The Manchester Control Zone covers quite an extensive area from ground level upwards. In order to help those pilots who for various reasons would otherwise have to route East or West around the zone, a north/south low level corridor was established roughly aligned Crewe to Wigan. The corridor is two miles wide and aircraft must not fly above 1250 feet. There is no requirement for them to talk to air traffic but most of them do so, mainly to get the latest pressure setting and also to get that warm and cuddly feeling of talking to someone ! The only problem is that there is a tendency to initially call when they are twenty or more miles out and being low down are distorted and difficult to hear.

"Aircraft calling Manchester I think you are a long way out, call me when you get closer"

"For your information "

Time passes, scheduled aircraft are marshaled on to approach and then:

"Manchester approach for your information "

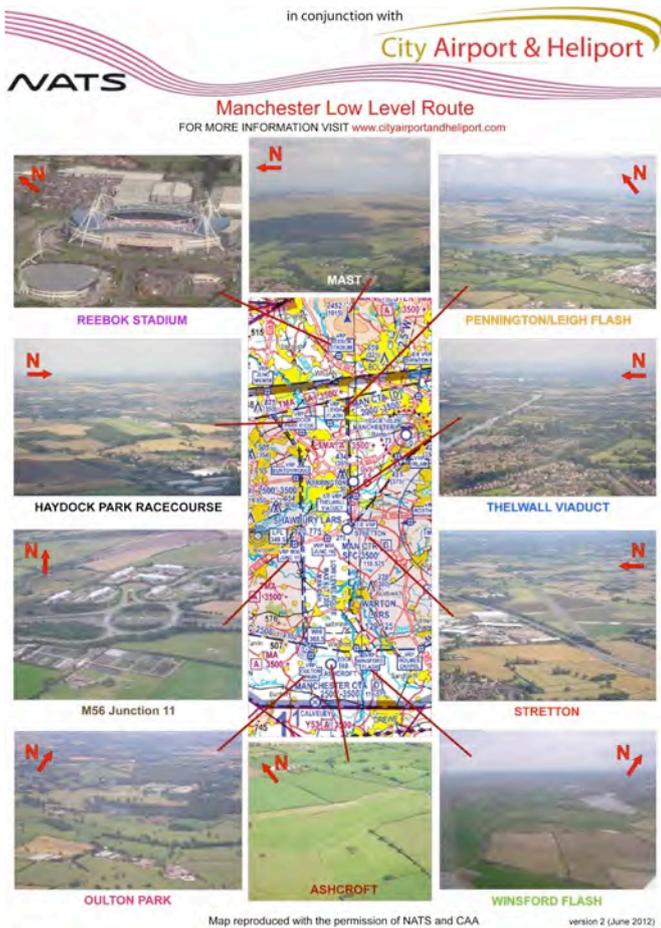
"Station calling Manchester pass your message"

"For your information"

"Look" I say in desperation" unless you tell me who you are I'm not going to talk to you!"

At this point a world weary BA pilot chips in. "Manchester there are two Royal Navy Sea Furies in the corridor, their call sign is "Fury Formation."

Red faced, I apologise to all concerned . "It's ok" say the Navy" it was good fun and we enjoyed your embarrassment!"



Manchester Approach Control

The Manchester Low Level Corridor

It was Sunday afternoon and there was a steady flow of inbound scheduled aircraft and then out of the blue:

"Manchester approach for your information "

"Aircraft calling Manchester pass your message"

"For your information "

Ed: Thank you Tony easy to see your problem 'For your information' versus 'Fury Formation'!

It reminds me of an incident I had in Tanzania, en-route with a member of the Royal Family on board. We were contacted on HF Radio by the company that were building the road that the 'Royal' was to open. There had been a change it was now 'Tea for thirty'. This flummoxed their Boss who started to panic as they only had crockery for 10! When we landed their company aircraft was ready and I flew with them to a nearby airstrip to pick up the extra crockery. When we got back it had all been resolved, the message was 'Tea 4.30 !!!!'



More than 60 years since the dawn of the commercial jet age, boarding a flight is statistically proven to be safer than making the journey to and from an airport by road or rail. But despite the huge advances in technology, operating standards and safety recorded over the past several decades, for some, the prospect of leaving the ground in a jet-propelled metal tube is a terror-inducing threat that can keep them from visiting friends and family, going on holiday or advancing their careers. For would-be travelers in this category, a very real fear can represent an insurmountable barrier, and prevent them from taking advantage of one of the true wonders of the modern age. So, how can those with an overwhelming dread of flying be helped to address their fears?

For the past 30 years, British Airways has sought to do just this, through a regular series of courses staged at locations in the UK and overseas open to people wanting to beat their phobia and take to the skies. Originally called the 'Fear of Flying' course it has now been renamed "Flying with Confidence", the initiative is run at London's Heathrow and Gatwick airports, and additional sites including Dublin, Edinburgh and Manchester, plus Dubai and Johannesburg.

The course is run mainly by BA staff – including senior pilots and cabin crew – who volunteer their time to run the course. The one-day course is divided into two: an explanation of how an aircraft and its systems work, along with associated elements such as air traffic control (*provided by our own Air Traffic Correspondent Tony Brown*); and an exploration of the psychological aspects that hold back those wishing to beat their fears. These are followed by a short flight experience in one of BA's aircraft – lasting around 45min – to put the theory into practice.

Capt Andy Shaw, delivered the technical part of the presentation, which ranged from covering the fundamentals of flight and aerodynamics to wing design and strength, fuel reserves and diversion practices. A 787 captain with experience totaling more than 20,000 flight hours and over 20 years at BA, he also explained why a jet engine makes more noise during some phases of a flight, and how aircraft can continue to fly safely in the event of a failure. "Many people don't like take-off, but they do like landing," Shaw says, pointing to one of the phases of flight that causes the greatest anxiety to many. Leaving the

ground is optional, but returning is obligatory, he notes.

The technical part of the course also explains what causes turbulence – described by Black as "everyone's favourite" phobia – and how different people perceive it. Many pilots with decades of experience in the cockpit have never encountered the severe turbulence that many anxious flyers feel to have endured in the past, and the course suggests that alarming media reports of aircraft "plunging thousands of feet" during such incidents are often inaccurate, and heighten ill-placed fears.

In a book produced to accompany the training programme, Flying with Confidence course director Capt Steve Allright notes: "Flightcrew around the world share a common classification of turbulence: light, moderate and severe. For the fearful flyer, even light turbulence can be upsetting, whilst for pilots it is no different to a bumpy road: a small, but totally safe inconvenience and very much part of our daily lives." This section of the course also affords the chance for nervous passengers to ask questions of an airline captain: an opportunity they might never get otherwise.

Questions on the day included those about turbulence, communicating with passengers – or not – when something goes wrong, executing go-arounds and pilots consuming alcohol, with Shaw explaining each in turn.

Speaking separately, Allright – who has been involved with the programme for 24 years and co-authored the BA-produced book with psychologist Patricia Furness-Smith – notes: "If your question starts with 'what if', we've practiced it in the simulator." He lists simulator-based "what-ifs" as including "just about anything and everything you could possibly imagine. Engine failures, gear failure, flap failure, loss of electrics, hydraulics, volcanic ash encounter, decompression, fire, medical emergencies, pilot incapacitation, diversion."

Already among the most highly-trained professionals among any career, commercial airline pilots undergo regular refresher courses and testing in the synthetic arena. For BA pilots, this means two 4h simulator details every six months including testing, plus an annual medical check. They also fly as part of a team, notes Black, increasing overall safety. Flight Fleets Analyzer records BA as having an in-service fleet of 269 jets, comprising Airbus A320-family narrow bodies, A380s, Boeing 747s, 767s, 777s and 787s. Its current network serves 196 destinations in 85 countries, according to FlightMaps Analytics. It carries more than 40 million passengers a year, with around 650 flights per day.

Also delivering the flight element of the course in Gatwick was Capt Alistair Black, who would be one of the pilots to fly delegates on an A319 at the end of the day and put their learning into action. His task was to explain the “protective bubble” that safeguards an aircraft in flight, detailing its horizontal and vertical minimum separation distances and also explaining the liaison between pilots and air traffic controllers, plus the workings of modern terrain and collision avoidance system technology. He also noted how this protective space is increased in size in areas without radar coverage.

Psychological aspects of a fear of flying were covered by Furness-Smith: a former 747 stewardess. Important elements of the pre-flight preparations include relaxation and breathing techniques, to avoid or control what she refers to as “anticipatory anxiety” which can become part of an individual’s “behavioral DNA”. “Fear is harmless – it is when it is operationalised that it becomes nasty,” she adds. An aversion to flight cannot be overcome unless someone wants to address the issue, but is less debilitating a problem than for an individual with a fear of people, which cannot be so easily avoided during day-to-day life, she notes.



Volunteers including Tony Brown (in white shirt) help calm passengers before and during their ‘special’ flight

According to the book accompanying the course, “the key to overcoming your fear is to be proactive, have self-belief, instill a positive attitude, and apply your knowledge and tools”.

At the end of the classroom phase, attendees passed through airport security to board the aircraft that would test their new-found determination. Once on-board the A319, Shaw provided a running commentary from the flight-deck, so that passengers were

not left to wonder what that sound was – from the narrowbody’s auxiliary power unit switching off and the lights blinking during engine start-up, to the type’s distinctive “barking dog” sound after landing.

Of those who attended, only a couple opted against taking the brief experience flight at the end of the course, which was just long enough to allow passengers the chance to get out of their seats and move around the cabin – for some, only after they released their tight grips on the armrests for the first time.

The experience at the recent Gatwick event underscored the proven success of the Flying with Confidence scheme: BA says that more than 50,000 people have now attended, and it cites a success rate of 98%. While by no means everyone attending the day will relish the prospect of flying in the future, many will at least be able to do so without encountering the stress of the past. Just under 1,300 people attended BA’s courses in 2016, and for the airline’s volunteers, it is a great opportunity to make a difference. While as every pre-flight announcement highlights, the cabin crew are there primarily to ensure comfort and the safety of their passengers, getting the chance to work with a group of nervous flyers brings immediate rewards.

The scheme delivered its first course of 2017 on 4 February, welcoming 130 people at Heathrow. Now in its fourth decade of helping passengers to overcome their fears, BA looks forward to welcoming many more aboard this year and beyond.

Course Prices 2016/17 including a flight on a BA JET London Heathrow £325 , London Gatwick £299, Edinburgh and Glasgow £229. For accompanying friends and relatives on the flight, the price is £129 at London, £119 in Scotland. All the courses are fully inclusive of VAT, taxes and credit card charges. All UK courses include a 45-minute flight on a British Airways jet aircraft. All UK courses start at approx 8.30am, include a substantial lunch and refreshments throughout the day, and finish after the flight approx 7pm. We recommend you do not make arrangements for the evening (other than to celebrate!) as the flight departure time may be subject to circumstances outside of our control.

See <http://flyingwithconfidence.com/courses> for full details.

Ed: Thanks to British Airways, Flight International for the original article by Craig Hoyle and Tony Brown and all the Flying with Confidence team.

Programme 2017**Welfare**

Events at 1030 for 1100 at Greenacres unless (*)

2017

- 19 Apr 17 Guest's Buffet Lunch* 12 Noon
 7 May 17 Act of Remembrance @ Runnymede
 11.00 am
 17 May 17 Members Meeting
 10 Jun 17 DH Moth Club Charity Flying
 11 Jun 17 Old Warden*
 21 Jun 17 Project Propeller (*Gideon Topes*)
 25 Jun 17 Project Propeller 2017*
 Gloucester Airport*

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Tom Payne has broken the very top of his arm. After a couple of weeks in Watford General he is now in Hemel Hospital's Rehab unit for some time. He has his mobile so would welcome calls on 07749 266241. I have visited Ron Doble and he hopes to be out of hospital any time. Our Chairman Geoff Hulett missed the March meeting having lost the sight of one eye. He is slowly improving and hopes to be at the Lunch.

David

Membership Secretary

That long awaited Membership List will be out next month. I will be giving numbers to Greenacres for our April Lunch a week before, so the last day for bookings is Wednesday 12 April, so please do try and join us and let me know soonest. **Ed: With an SAE of course.**

Ian

Secretary/Editor

If any of you have not yet done a profile for us please let me have a page or so on your career, both in and out of flying. Members will be interested, believe me.

Graham

Chairman

I was sorry to have missed the presentation on the Handley Page Victor Mk 2 by Ian and look forward to reading the story in the April Newsletter.

I had a long chat with Tom Payne who is in Hemel Hospital and pleased to say he sounded up-beat in spite of his injuries.

Chiltern ACA was well represented at the funeral of our late member Doug Hadland. Firstly at the Parish Church of St Anselm in Hatch End, where his son, Martin led the tributes, then on to Breakspear Crematorium and finally to Grimsdyke Golf Club for a reception and an opportunity to meet the family.

Discussing the proposed visit to 32 Squadron, a date in the week commencing 8 May found favour and if in general agreement, we could put it to Steve Court-nadge (OC 32) for confirmation.

Geoff