



NEWSLETTER

Come and listen to “What goes up might come down!”

July Meeting

Ian Mason told us about the wartime exploits of his Grandfather during WWI, initially in the Royal Naval Air Service and after April 1918 in the Royal Air Force. His log book entries read like a diary and I plan to run a series of stories in the future covering all his activities, starting next month. Ian just brought out the



J M 'Jim' Mason

highlights from his wartime exploits but I think the story needs to be told in full.

August Meeting

We will listen to a recording of David Gunson who is a brilliantly funny, former air traffic controller at Birmingham Airport. He speaks on the general theme of 'What goes up might come down' - comic stories of his experiences of narrowly averted disasters! Dave's smooth approach and impeccable timing does nothing to allay the fears of frequent flyers, leaving



Remember 16th August 2017
Join us for
“What goes up might come down”
16 August 2017
Greenacres 1030 for 1100



Merlin's land on new carrier



Merlins landing on the new carrier

UK Royal Navy AgustaWestland AW101 Merlin helicopters performed the first deck landings aboard the service's new aircraft carrier, HMS Queen Elizabeth, just four days after the 65,000t vessel embarked on its maiden voyage.

The activity involved antisubmarine warfare/multimission helicopters from the Fleet Air Arm's 820 NAS, operating from the Royal Air Force's Lossiemouth base in Scotland in support of the carrier's introduction.

"We have proven our ability to operate aircraft safely," said the vessel's head of flight operations Cdr Mark Deller, adding: "Operating live helicopters adds another dimension to our understanding of how our flightdeck behaves. Now our focus is getting the ship and all her systems fully tested and set to work, ready to commence full fixed-wing flying trials next year," Deller says.

The Queen Elizabeth sailed from Rosyth dockyard on 26 June, and is currently involved in sea trials off the northeast coast of Scotland. This activity will be followed by mission systems testing later this year, before the vessel is handed over to the RN at its Portsmouth base in the south of England.

A second Queen Elizabeth-class ship – the Prince of Wales – is currently being completed at Rosyth by the Aircraft Carrier Alliance: a venture between Babcock, BAE Systems and Thales UK.

A350-1000 commences hot-weather testing



The A350 lands at Al-Ain

Hot-weather testing of the Airbus A350-1000 is underway in the United Arab Emirates after one of the three flight-test airframes arrived in Al Ain (formerly Buraimi Oasis).

The aircraft, MSN65, arrived at Al Ain on 4 July, landing on runway 01 following its flight from Toulouse. Airbus has not indicated how long it will spend at the airport but typically hot-weather testing spans several days.

As well as flight-performance tests, the aircraft is likely to undergo checks of its Rolls-Royce Trent XWB-97 engines and cooling systems, and be subjected to a heat-soak.

Al Ain is currently experiencing temperatures of around 46C (115F), according to the airport's meteorological data. Airbus is aiming to deliver the first A350-1000 to Qatar Airways by the end of this year.



Canada celebrated it's 150th Anniversary

Dave O'Malley reports with photos by Peter Handley



This year, Canada, my country, turned 150 years old. That's nothing compared to France and Great Britain and our great neighbours to the south, but it sure got us celebrating this year. Aviation has been an integral part of Canadian history and culture for 110 years of our 150 years in existence. As such, it was fitting that aviation play a major role in Canada Day celebrations in Ottawa in this most important year. A flying cavalcade was planned over Parliament Hill, with historic and present-day assets of the Royal Canadian Air Force—from Nieuport biplanes to Spitfire to CF-18 Hornets and C-17 Globemaster. The plan included a brace of biplane fighter replicas from the First World War, followed by fighters and bombers of the Second World War and then pretty well every type of rotary and fixed wing aircraft in the RCAF fleet and then the Snowbirds demonstration team and the maple leaf festooned CF-18 Demo Hornet would make a spectacular exclamation point to end the flypast.

Vintage Wings of Canada was asked to provide some of its classic fighters to represent, along with Canadian Warplane Heritage Museum's Lancaster and B-25 Mitchell, the outstanding contribution of Canadian aviators in the Second World War. During that global conflict, pilots and aircrew of the Royal Canadian Air Force and Royal Canadian Navy trained, fought and sacrificed in Canada and in distant lands. Many did not make it home—Bomber Command operations alone claimed the lives of over 10,000 stout-hearted Canadian boys.

We selected four of our finest aircraft for this great honour, all of which are dedicated to Canadian

airmen of the Second World War. The Spitfire Mk IX, known as the Roseland Spitfire, is painted in the markings of Flight Lieutenant Arnold Roseland, 442 Squadron RCAF of Alberta, who was killed in a dog fight over Normandy not long after D-Day. The Corsair is in the markings of Lieutenant Robert Hampton Gray, Royal Canadian Navy Volunteer Reserve, and Canada's last Victoria Cross recipient, who died while pressing home an attack on a Japanese destroyer in the final days of the Second World War. The Mustang, painted in the markings of 442 Squadron RCAF during the war, is dedicated to the two Robillard brothers, Rocky and Larry, who grew up just a few blocks west of Parliament Hill in Ottawa. These two pilots both flew with 442 Squadron and survived the war. The Hawker Hurricane Mk IV is painted in the desert camouflage of RAF squadrons operating in North Africa and is dedicated to Flight Lieutenant Donald "Bunny" McLarty, a long-time resident of Ottawa who was shot down in Egypt and managed to escape from an Italian POW camp. That's two Canadians who died to keep Canada "glorious and free" and three Canadians who went on to make this country a better place.

For Vintage Wings of Canada, the flypast would be the first public display of the newly completed Roseland Spitfire, the first Spitfire entirely built in Canada. After a 17-year building program, the Roseland Spitfire flew for the first time last month. The Canada Day Parliament Hill Flypast was the perfect mission to debut this beauty, to honour the man it is dedicated to, to demonstrate our great respect for all that Roseland and his generation of men and women did to keep this country the finest and freest in the world.



The flypast required complex planning, timing and positioning of assets. Three Nieuport scale replicas of the Vimy Flight would lead the parade. Vintage Wings of Canada would supply four of its fighters and the Canadian Warplane Heritage Museum would follow in their Lancaster and Mitchell bombers, and then the present day RCAF fleet. Planning was precise and complex and prescribed, but only one thing could affect the outcome—the weather.

over the Hill, but aborted and landed after just 19 minutes in the air. Not to be deterred, the Vintage Wings and mass formations launched and succeeded the next day... sadly without 500,000 people to witness it.

On both occasions, Vintage Wings photographer Peter Handley was on board in the Mustang to capture the experience from our point of view and to get the first true air-to-air shots of the spectacular Roseland Spitfire. Here for your enjoyment are some of the photos from that day. Let's ride along as Vintage Wings aircraft fly through some dramatic weather.



The briefing underway

The Plan required a practice the day before and two passes on Canada Day—one just with Vintage Wings fighters executing a “missing-man” formation over Parliament followed by a join up with the cavalcade for the mass flypast. Inclement weather prevented the practice and, as it turns out, both flypasts over the 500,000 or so expected Canadians on Parliament Hill and surrounding area.



Corsair leading the Spitfire and Hurricane

We tried hard to make it happen, launching on Canada Day into rainy and cloudy weather, hoping for a break



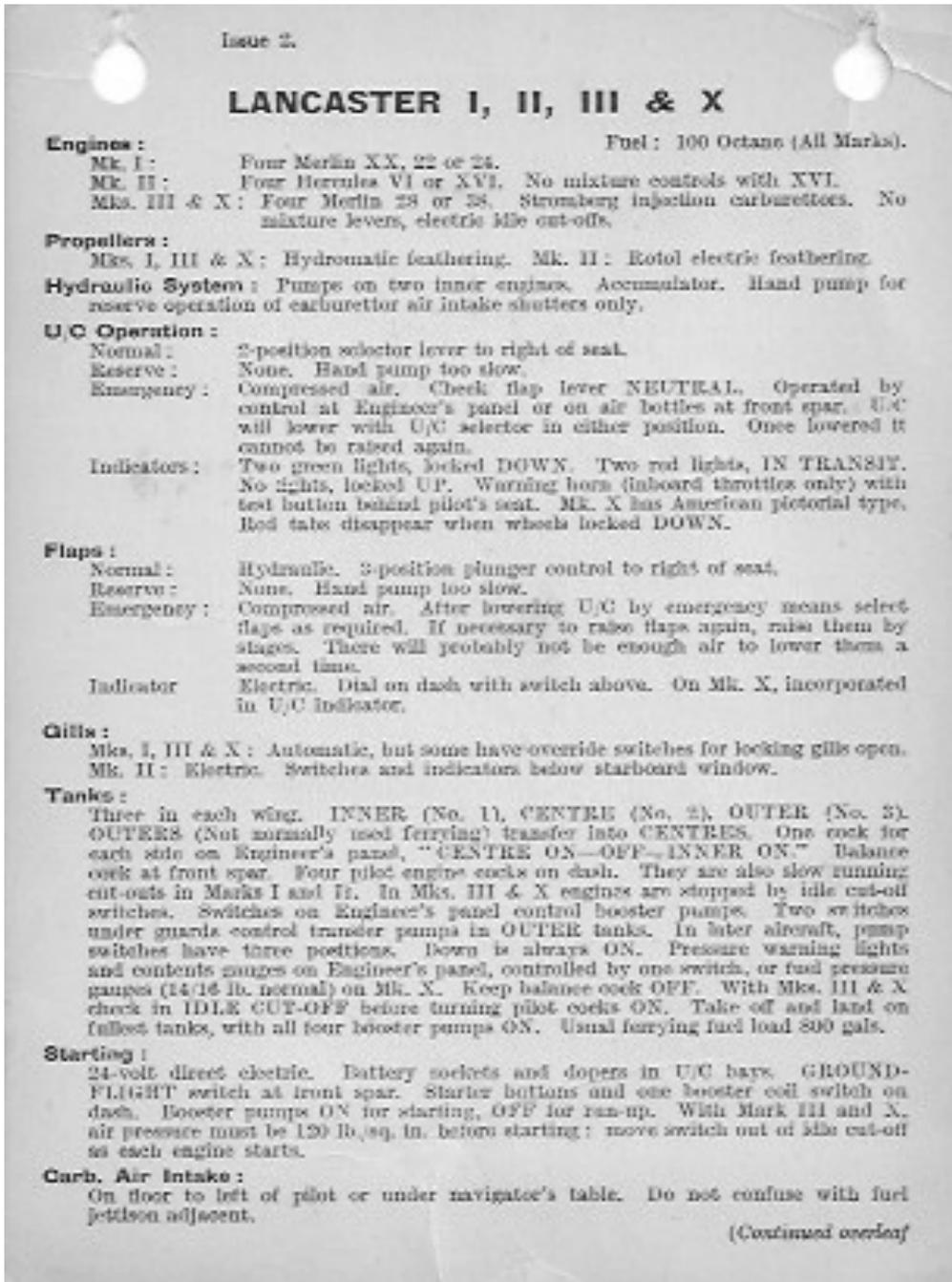
The view from Parliament Hill (a day late but worth it!

All you need to know to fly The Lancaster

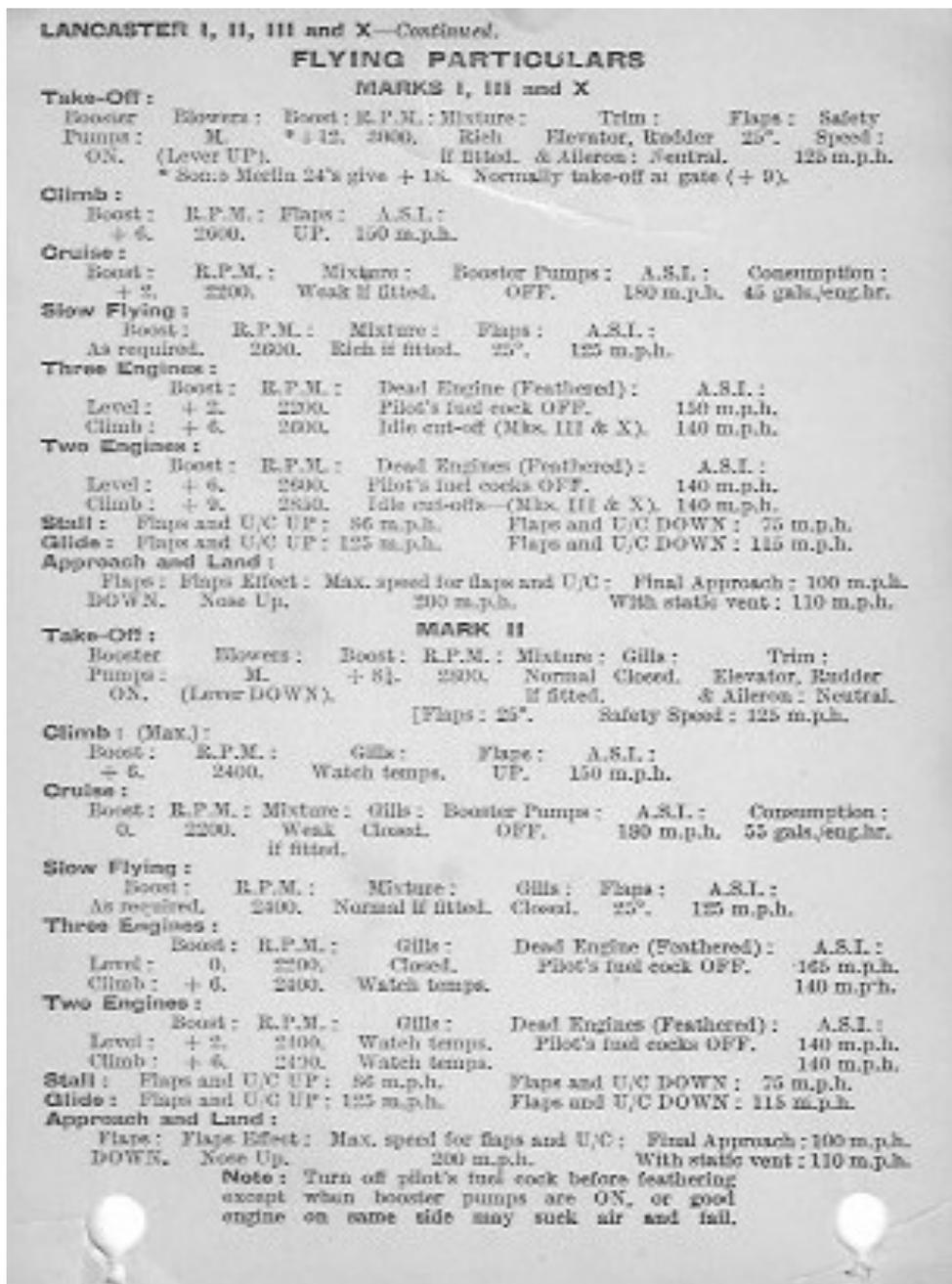
Ed: With thanks to our Spitfire Pilot Geoff Hulett

So here you have it lads, for those of you who flew the Lancaster, you will have either done or heard these checks being done many times. Geoff says this was all you needed to know but that comes from a Spitfire pilot! I suspect these notes were for those delivering the aircraft (but I may be proved wrong by Tom Payne and others - perhaps this was all you had before you flew?). Although in those days Pilot's Notes were nowhere near as comprehensive as modern ones, the checks below are really the basic requirements.

No doubt the ATA pilots were used to this type of info prior to delivery flights.



And now overleaf (Page 6), all the numbers you had to know!



Thanks Geoff and I hope this brings back memories, even if not happy ones for everybody who operated the Lancaster. For the rest of us, I am sure it increases the admiration for all those who did. We will always be proud of you all, including all those who were lost doing the job for King and Country.

Role:	Heavy Bomber	Primary users:	Royal Air Force Royal Canadian Air Force Royal Australian Air Force
Manufacturer:	Avro	Number Built:	7,377
Designer:	Roy Chadwick	Unit Cost:	£45-50,000
First flight:	9 January 1941	Developed from:	Avro Manchester
Introduction:	February 1942	Variants:	Avro Lancastrian
Retired:	1963 (Canada)	Developed into:	Avro York, Avro Lincoln

Tales from the Tower

by Tony Brown

Ingrid who has been to see her parents and explain our relationship quite likes this story:

The airfield suffered from a considerable number of birds and following a couple of birdstrikes it was decided to purchase the latest mechanical scarecrow with moveable arms which went up and down. It also came with a full set of workmen's clothes, a pair of boots and a high visibility jacket. Unfortunately it was discovered the next day absolutely naked with a pile of old clothes alongside. It was alleged but never proven that one of the workman who was on the night shift relaying the taxiway decided that the scarecrow was decidedly better dressed than he was and had swapped attire. Nothing daunted the scarecrow was given the discarded set of clothes, an old pair of boots and a soiled high vis jacket.



Now as all you seasoned aircrew know the standard arrival in a helicopter is to make the approach to the runway and then to hover taxi to the apron.

A/C. "Army 123 we have the field in sight, approaching from the south"

ATC. " Army 123 Roger standard arrival along the runway please"

Aircraft does as he is told and comes to the hover opposite the tower.

ATC. "Army 123 hover taxi to the apron"

A/C. "Roger

A minute later the chopper is about to land in the grass

ATC somewhat excited "Army 123 what are you doing?"

A/C. "Army 123 I am following the marshalls instructions but I would rather be closer to the apron!!!"

The scarecrow was removed that afternoon!!.

Ed: Thanks Tony, I knew if I looked hard enough I would find a photo of Ingrid. I wonder what size cup (cake) she has there!



Programme 2017

Events at 1030 for 1100 at Greenacres unless (*)

2017

16 Aug What goes up might come down!
 20 Sep Halton Apprentices - Min Larkin
 29 Sep Aircrew Lunch, Black Horse, Gozzards Ford
 18 Oct
 15 Nov
 13 Dec Christmas Lunch*

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Welfare

David was unable to join us for our July meeting but he has reported good news from his telephone calls. Great to hear Tom Payne progressing well with his family in Chatteris.

David

Membership Secretary

I hope to be able to report a couple of new members next month, the forms are out just awaiting their return.

If any of you know of friends who would like to join us please drop me a line and we will send them details.

Ian

Secretary/Editor

I had hoped to print the menu for the 'Aircrew Lunch' at the Black Horse in this issue but alas the management have recently changed and despite a telephone call they have as yet to send it to me. Please make a note of the date in your diary's of Friday 29 September and full details will be in next months issue.

Graham

Treasurer

Our funds are doing well, in no small part to those attending meetings digging in their pockets for the raffle. With our attendance being poor over the past 3 months it has been these stalwarts who have kept us going. Please do try to attend the meetings as we are getting to the stage when Bill will not be able to invite speakers, which would be a shame. So please come and support us.

Chairman

We are awaiting news of the Bromley Council meeting where they were discussing the plans for the Museum on the site of St George's Chapel, RAF Biggin Hill. Whilst the Museum plans are supported from a Lottery Grant, much of this famous church will change. Bromley Council has approved plans to demolish the part of St Georges Chapel that contains the ACA Memorial Window without, as far as can be determined from documents available on the web, specifying a future for the ACA window. Regardless "We shall remember them"

Geoff