



NEWSLETTER

Last Bookings for our Xmas Lunch Weds 17 Dec 14



Merry Christmas and Happy Landings in 2015 from your Chairman and Committee



Remember 17 December 2014

“Christmas Lunch”

Greenacres 12 Noon for 12.30pm

**Tickets from Gerry Sealy-Bell £20 each
(£10 for widows)**

Air Traffic Control Then, Now and the Future

Aldis Lamps, Runway Caravans and Very Signals were all the rage in years gone by. I even gained my PPL in 1963 without talking on the radio (thinking about it I just did not have enough hands to handle a microphone in a light aircraft). Joining the RAF and starting flying at the beginning of 1965 I had a microphone stuffed into my oxygen mask - can you remember that awful smell!



The Runway Caravan



East Kirkby Control Tower

Being brought up in the Transport World I was soon travelling along the airways telling the controller I had passed reporting point 'A' at Time X, was at Flight Level 'B' and estimating reporting point 'C' at time 'Y' - Procedural Control at its best. Oh the delights of flying to the Far East and communicating (sometimes) with Bombay on HF! I once sat with my co-pilot on his first trip to the Far East in

an HS 748 at FL 130, on a Bombay HF Frequency, shared with Delhi, Singapore, Jeddah and Nairobi trying to get a word in, not realising it was a common frequency and if the other aircraft was not also calling Bombay off you went with your message - he made it after 30 mins by which time we were close to the next reporting point and it was time to start again!

Then radar took over, less was said on the R/T and 'direct' routing started to be given, yet more strain on mental navigation and onwards to the days of GPS (The 'Tom Tom' of the air and Inertial Nav systems. But Air Traffic Control has always been there. Today Towers are taller with so much equipments, all computerised of course but controlling airfield and taxiway lighting as well as frequencies for 'Clearance', 'Ground' for taxiing and 'Tower' for Take Off and landing Clearance.



*ATC Tower at London/Heathrow and the view
cont'd on Page 3*

cont'd from P2

Once an aircraft is airborne it is usually handed quickly over to the area radar unit, in the case of England much of this is at Swanwick in Hampshire. Not on an airfield but built on a green field site, which could be anywhere because the radar signals are fed into it from all over the country.



Swanwick Centre (outside and in)

So all over the world the major ATC Centres are being built away from airfields and in Sweden they have just had approval for ATC Control Towers control traffic at other airfields many miles away.

“Remote tower” ATC systems advanced by Saab have passed site acceptance testing in Norway and Sweden, paving the way for broader acceptance of the technology at small and regional airports that have no manned tower or a tower that is temporarily staffed during the day.

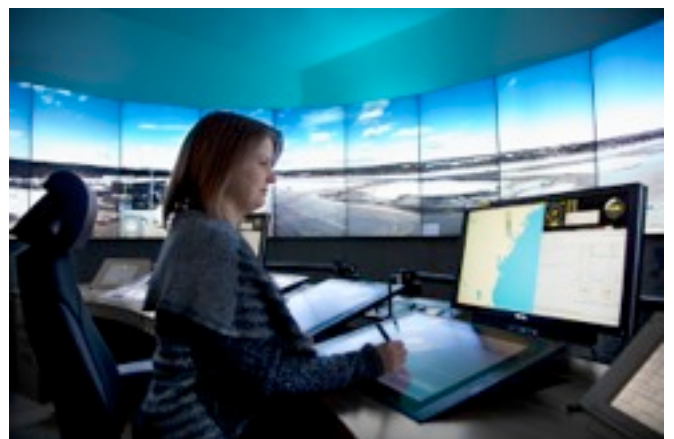
In April, Saab announced that the remote tower (r-TWR) system being tested for Norwegian air navigation service provider (ANSP) Avinor passed site acceptance at the Værøy Island Heliport. Earlier this year, Saab said the r-TWR system developed for LFV, Sweden’s ANSP, passed site acceptance at Sundsvall and Örnsköldsvik

airports, an industry first. The system then entered formal certification testing; commissioning by Sweden’s transport authority has just been completed.

The r-TWR concept combines the ATC functions of multiple small airports at one centrally located facility, or remote tower center (RTC). The system links, in real time, cameras and sensors installed at the airports and feeds the information to controllers at the RTC, where it is streamed live on multiple LCD displays. The system can integrate camera views, radar data and wind and weather information in a 360-degree “virtual” display of an airport corresponding to a pilot’s head-up display.

The Værøy heliport is served by just four scheduled flights per day. Saab’s r-TWR system provides aerodrome flight information service (AFIS) officers at the Bodø RTC with high-resolution video of the daily helicopter operations. The AFIS officers control all sensors and airfield lighting. Saab said it is also testing an infrared camera at Værøy for managing operations at night and in bad weather.

In Sweden, Saab and LFV established an RTC at Sundsvall to manage operations at Sundsvall Härnösand and Örnsköldsvik airports. Sundsvall and Örnsköldsvik, both located along Sweden’s Baltic coast, lie about 78 miles (125 kilometers) apart.



The RTC at Sundsvall on trial

Saab is also deploying a r-TWR system for Airservices Australia at Alice Springs Airport in central Australia, using ATC provided from a remote tower center in Adelaide, about 950 miles (1,529 kilometers) away. Airservices Australia has been studying the technology since 2010. The ANSP is evaluating its use in the remote and harsh conditions of the country's interior.

Remote tower installations can expand ATC coverage at airports that have manned towers only during the day or during high traffic periods, Viggiano said. Thus far in the company's experience, controllers have not opposed r-TWR technology for potentially eliminating their jobs. Controllers really embrace the technology, and are learning new ways of operating. It's not like we're displacing somebody from a job. There's still a controller there; he just doesn't necessarily have to be up in a tower above the Arctic Circle doing the work."



75 miles North of Sundsvall/Harnosand, Ornskoldsvik traffic is controlled remotely

So is this what the future holds? controller sitting in a comfortable arm chair, somewhere many miles from the airfield with live pictures 360 degrees around his wall?

Is this the end for a Bomber Command Medal? Our PM thinks so!

On 17th Nov 14 Ron Houghton DFC PhD, President of Australian Bomber Command Association (BCAA) said in an email extract to Wg Cdr Jim Wright DFC EAF (Ret'd), long time campaigner for the Medal, and a member of Oxford ACA:

Quote:

The Australian PM, Tony Abbott, requested some 35 Bomber Command veterans to go to Canberra on Friday 14th November, to hear David Cameron give a speech to the Australian Parliament. Plenty of security about, never the less we vets were allowed into the House of Representatives chamber, also to hear Cameron's speech, which was rather good. After all the talking was over, most of all the parliamentary members came and spent quite a lot of talking with us mainly about BC, what squadron, what type of aircraft and so on. PM Abbott and PM Cameron walked together talking to us so when they came along to myself, there was no point in pussy footing around so **I put it straight to PM Abbott "would you please ask PM Cameron to give us a Bomber Command Medal?". Cameron blew a fuse on the spot, waved his arms and said straight out "we have been going through this business for 70 years, its over, its finished, you have a clasp, the Queen has signed it off, end of story"** At that point he walked away, I think he was less than pleased.

The fight will and should go on but I thought it only fair to produce the email forwarded to me by Jim. It does show, however, what a barrier is being placed in our way, David Cameron was a member of the Eton School Combined Cadet Force and they do have an RAF Section which according to the school: In addition to basic infantry training, members of the RAF section have the opportunity to fly in the Tutor aircraft at RAF Benson and glide in the Vigilant at Dalton Barracks (formerly RAF Abingdon). Obviously none of this, nor his History lessons, had any effect on our PM.

Maintaining the Bomber Command Memorial

"Together Again"

This limited edition print signed by 14 Bomber Command veterans representing 2 heavy bomber crews, commemorating the two remaining airworthy Lancasters flying together during the summer.



£119.95p +£9 UK p&p
(price includes VAT at 20%)

Printed on archival quality paper (330 gsm) using archival quality inks.

Total print size with border - minimum 610mm x 487mm,
image size - 527mm x 372mm

Issued with a certificate of authenticity. Published on 17 November 2014. Please allow up to 10 days for delivery.

ALL PROFITS FROM THE SALE OF "TOGETHER AGAIN"

GO TO THE MAINTENANCE OF
THE BOMBER COMMAND MEMORIAL

To order either use the 'Buy Now' button (for UK orders) on

<http://www.fightinghigh.com/2Lancstogetheragain.htm>
or call us on 01763 802018.

For overseas orders please email
fightinghighbooks@btinternet.com

One of the signatures on this wonderful Jim Dooley photograph is our very own **Gerry Norwood**. The RAF Battle of Britain Memorial Flight Avro Lancaster PA474, displaying the markings of No. 617 Squadron Lancaster DV385, KC-A, 'Thumper MkIII', in formation with the Canadian Warplane Heritage Museum's 'Mynarski Memorial Lancaster', dedicated to the memory of Andrew Mynarski VC and painted in the colours of his aircraft KB726, VR-A, 'Vera', which flew with RCAF No. 419 (Moose) Squadron. Photographed by aviation photographer Jim Dooley. 419 titled, numbered, and signed individual prints. The print has been signed by 14 Second World War Bomber Command veterans representing 2 heavy bomber crews.

Pilot: Jo Lancaster DFC

Pilot: George Dunn DFC

Navigator: Jim Wright DFC

Navigator: Gordon Mellor

Bomb Aimer: John Bell MBE, DFC

Bomb Aimer: Charles Clarke OBE

Flight Engineer: Frank Tilley

Flight Engineer: Ron Brown

Wireless Operator: John de Hoop

Wireless Operator: John Richards DFM MID

Air Gunner: Harry Irons DFC

Air Gunner: Dave Fellowes

Air Gunner: Steve Bethell

Air Gunner: Gerry Norwood (Chiltern ACA)



Gerry signing, alongside Dave Fellowes

Ed: My thanks to Steve Darlow and Fighting High Publishing www.fightinghigh.com

Great news for air travelers as new technology revealed that would signal end to ban on liquids larger than 100ml in hand luggage.

WE'VE ALL BEEN THERE - stuffing as many 100ml bottles into a tiny see-through bag until it's fit to burst, or having to begrudgingly throw away a brand new bottle of water (or expensive perfume) at airport security due to the liquid restrictions on hand luggage. Well, thankfully, with the help of some new technology, these days look set to be numbered.

A new security scanner, developed by technology firm Cobalt Light Systems is currently being trialled at Heathrow and Gatwick airports in the UK and in 63 others across Europe and Australia. This new detection system is capable of telling the difference between a liquid bomb and a harmless bottle of H₂O, which should mean that liquids in bottles over 100ml will soon be allowed back on flights. This will come as welcome news to the many travelers who have experienced extra delays as a result of lengthy airport security checks.

The original ban was implemented back in 2006 as an anti-terrorist measure, but now the European Commission hope it will be lifted by 2016, with thanks to Cobalt's Insight100 liquid explosive detection system. Costing £40,000 per unit, the system's accuracy has been praised and proven throughout international trials, even earning the company an award from the Royal Academy of Engineering.

Here are some other things that are currently banned in the cabin:

1. Tent pegs

Flying to a music festival? Camping? Don't carry your tent pegs in your hand luggage as they'll get confiscated. Tent poles are ok though, so if you can work that out please let our Civil Aviation Authority know!

2. Multiple cigarette lighters

Oddly, considering the official line, 'you can't take any objects in your hand baggage that could

cause injury to yourself and other passengers,' you can take a lighter on the plane. But no more than one. Can you spot the logic in that?

3. Medicine

While we're on the subject of liquids, if you need a keep a big bottle of 'essential' medicine on you, well, tough. You can't take more than 100ml of the stuff. Actually, you can, as long as you notify the airport in advance. Not sure that they'll accept sauvignon blanc as essential medicine, but it's worth a try.

4. Badminton racquets

The authorities take a dim view of sporting equipment. Cricket bats: fair enough – the trusty willow is the weapon of choice for many a well-spoken, white-haired, real ale-enjoying assailant, but the ban extends to badminton racquets. As for 'martial arts equipment', that's fine as long it's checked in, so you can stuff your case with an arsenal of 'knuckledusters, clubs, coshes, rice flails and nunchucks'.

5. Peroxide

From tear gas to infected blood and fire extinguishers, 'Chemicals and Toxic Substances' are a complete NO. This includes peroxide. So if you're off to Malia with the lads and you're all planning to amusingly bleach your hair, do it before you leave. Here is an example from earlier in the year on 18 Apr 14:

A CSA Czech Airlines Avions de Transport Regional ATR-72-212A, registration OK-GFS performing flight OK-534 from Prague to Frankfurt with 59 passengers and 4 crew, was on approach to Frankfurt when the crew declared emergency reporting a smoke indication in the cargo hold and smoke in the cabin. The aircraft continued for a safe landing at Frankfurt. Emergency services identified a piece of luggage in the hold as source of the smoke, that contained a bottle of Acetone and a hair dryer packed too close together.

Looking down our membership, I think we are all safe but it might be worth pointing out to partners, before jetting off!



**Chiltern ACA
Christmas Lunch**
Green Acres Tavern,
Leys Road, Bennetts End,
Hemel Hempstead,
Hertfordshire, HP3 9LZ

Wednesday 17th December 2014
1200 Noon for 1230

Traditional Christmas fare

**Please reserve me tickets for the Christmas Lunch @ £ 20 per person
Widows @ £ 10 per person**

Name

Address
.....

Postcode **Tel No**

Name of Guests
.....

Special Dietary Requirements

I enclose Cheque for £ payable to 'The Chiltern Aircrew Association'

Please Post together with a stamped addressed envelope to:

**Gerry Sealy-Bell
31, Hempstead Road,
Kings Langley,
Herts, WD4 8BR**

Closing date: 10 Dec 14

Programme 2014

All events at 1030 for 1100 at Greenacres unless (*]

17 Dec	Xmas Lunch 12.00 Noon	
21 Jan	Responsibility and Recognition (Arthur Llewelyn and the Cold War).	Miranda Andrews
18 Feb	The Boeing Dreamliner	Capt Colin Read
18 Mar	Member's Meeting	

Your Committee

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Welfare

Not a great deal to report but I have had a few good chats on the phone. Bill Hyland hopes to join us at the

Xmas Lunch assuming his current treatment goes to plan. When we last spoke he thought it would coincide with a 'good appetite day', so if you end up on his table, watch out he doesn't pinch all the food. As the price of Xmas Cards rises, instead of sending a few cards to members who we do not see at meetings, what about a quick telephone call, I am sure it will be appreciated.

David

Membership Secretary

I am sad to report the passing of **Stan Bromhead** on Sunday 23 Nov 14. Stan flew Mosquitos between March and September 1947. No 21 Sqn provided a courier services between Blackbushe and Nuremberg in support of the Nuremberg Trials before it was disbanded shortly after Stan left the Squadron. Stan was a guide for many years at the de Havilland Mosquito Museum at London Colney.

Just as we go to press we have the details of the funeral. Friday 5 Dec 14, Garston Crematorium at 3.00 pm.

Gerry

Secretary/Editor

As we come to the end of another year, I would like to record my grateful thanks to all those who have helped get the Newsletter out in style over the past 12 months. Firstly, as ever, my thanks to **Stuart McKay** for all his hard work with printing and distribution of the hard copies. The speed he executes the task is incredible. My thanks also to the regular contributors, they know who they are, but I could always do with more. If you have not put your wartime stories in print, please do it now or at least make it a New Year's Resolution. My final thanks to my better half for allowing me the time to get the Newsletter completed, without too often saying 'are you on that bl...y computer again! Thanks Jo and for the cartoon on the front page.

Graham