



# NEWSLETTER

**Last chance to book your Christmas Lunch (P7) by 7 Dec 16**



**Wishing you a very Happy Christmas and a Safe New Year from your Chairman and Committee**



**Remember 14th December 2016**  
**Join us for**  
**“Christmas Lunch”**  
**Greenacres 1200 for 1230 pm**

**November Meeting - 16 Nov 16**



Our speaker secretary, despite valiant attempts was unable to contact our proposed speaker on the Czech Air Force. The equipment was all set up, so Ian Mason was asked to give us a presentation on his favourite charity "Hearing Dogs for the Deaf". He was, in the afternoon, giving a presentation to the ladies of Gerrards Cross, so this was used as a 'dummy run'.

Ian covered the dogs life from beginning to end. They now have their own breeding scheme of Spaniels, Labradors, Poodles and Poodle crosses. They stay with the breeder until they are 8 weeks old and it is then off to the 'Puppy Socialiser' where they stay until just over a year old and they are considered adult enough to start proper training (*how they find a one year old Labrador that is considered adult, I know not - none of our 4 ever grew up!*).

There are two Training Schools, one at Saunderton, Bucks and the other at Bielby, near Pocklington in Yorkshire. Here the dogs learn to recognise sounds like the doorbell and telephone as well as what to do in an emergency such as a fire alarm sounding. The recipient of the dog also receives training in a weeks 'bonding' at the end of the course.

Ian's involvement with the charity came initially as a driver, delivering dogs to recipients and occasionally

'dog swops' with the northern school, normally completed at Castle Donnington Services on the M1. He later became a B & B volunteer which meant he looked after a dog at home whilst it was on the course. Walking and feeding it in the morning before driving it to school at the centre and collecting it again at 5pm . It then stayed with him at home until the following day, except each weekend was spent at home.



*Hearing Dog "Sunny" - Ian's first B & B guest*

Ian also gave us a potted history of the charity, formed in 1982 at Crufts by Bruce Fogle and Lady Beatrice Wight with help from Tony Blunt and Gill Lacey (Bruce, a vet, was Ben Fogle's) father. In 1982 HRH The Princess Royal became their Royal Patron, and she holds the title to this day.

Ian also mentioned 'dual trained' dogs, as his last but one dog was. It had already been trained as a Guide Dog but this was for a recipient who was not only blind but deaf as well. After Saunderton it returned to the Guide Dog Centre for 3 weeks revision and is now active in Croydon. As Ian said, the dog not only affected the life of the recipient but or her parents as well, they could now go out in the evening, safe in the knowledge that if anything untoward happened at home, the dog would be the one to keep her safe.

The cost of training and keeping a dog totals £40,000 so if you would like to make a donation on: <https://www.hearingdogs.org.uk/donate/> or by post to:

Hearing Dogs,  
The Grange, Wycombe Rd, Saunderton,  
Princes Risborough, Bucks HP27 9NS.

*Chiltern ACA was pleased to give a donation to 'Hearing Dogs' for Ian's presentation.*

**Airbus A350 Crosswind Training in Scotland**



*Drift back on after 'touch and go'*

Europe's largest plane manufacturer has been testing out its latest passenger jets at Stornoway airport.

The widebodied Airbus A350 XWB carried out a series of "touch-and-go" landings whilst being battered by strong crosswinds. With a wing span nearly as long as its 67 metre length the plane was despatched from the Airbus headquarters in Toulouse, France, during November, as strong winds were forecast for Stornoway. These trial flights are standard for new aircraft and form part of their certification. Scheduled planes had less bumpy approaches, landing into the wind on the airport's second runway.



*Where is the 'turn and slip'?*

The A350 XWB is Airbus' all-new family of widebody aircraft that is shaping the future of medium to long-haul airline operations, overcoming the challenges of volatile fuel prices, matching rising passenger expectations and addressing increasing environmental concerns.

This new-generation jetliner – which entered commercial service in January 2015 – offers seating capacities between 250-440 with its three passenger versions: A350-800, A350-900 and A350-1000.



*9 abreast seating in 'Economy'*

The A350 XWB is setting a new standard of efficiency in its class, with 25 per cent lower fuel consumption compared to its current aluminium long-range competitors. It also provides superior passenger comfort, with more personal space and 18-inch wide seats as standard in economy. With the Ultra-Long Range configuration for the A350-900, the A350 XWB demonstrates its versatility by offering the capability to perform flights of up to 19 hours. Built with advanced state-of-the-art aerodynamics and technology, its carbon-fibre reinforced plastic fuselage allows it to burn 25% less fuel in its twin Rolls-Royce engines, said the company.

**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.

**“Ladies and Gentlemen, our arrival will be slightly delayed due to .....”**



An Air Greenland de Havilland Dash 8-200, registration OY-GRH performing flight GL-415 from Nuuk to Narsarsuaq (Greenland) with passengers and crew, was enroute to Narsarsuaq when a private twin Cessna aircraft enroute from Goose Bay, NL (Canada) to Narsarsuaq with 4 people on board declared emergency reporting an engine was losing oil and had to be shut down about 45 minutes prior to estimated arrival in Narsarsuaq.

The Joint Arctic Command, responsible for rescue activity, dispatched a helicopter and a Hercules towards the Cessna. Due to weather the Dash 8 entered a hold at Narsarsuaq a couple of minutes later. While the Dash 8 was holding the Cessna, about 30 minutes after the initial emergency call, reported their navigation equipment had failed, too, they were in instrument meteorologic conditions with no sight to ground. The Dash 8 crew chimed in and advised that due to weather in Narsarsuaq it was not prudent to continue to Narsarsuaq, it was decided to re-route the Cessna to Paamiut (Greenland), about half way between Nuuk and Narsarsuaq.

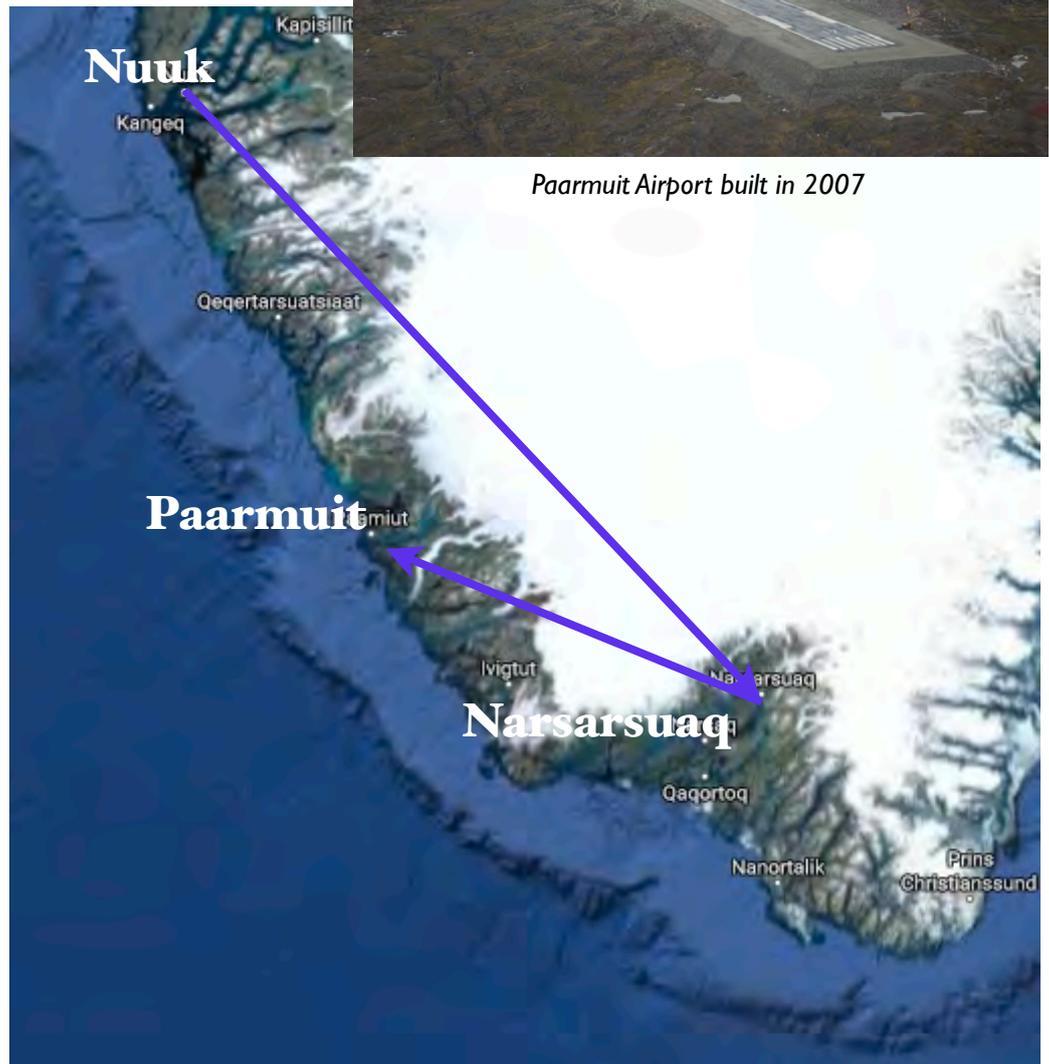
The Dash crew informed their passengers about the ongoing rescue activity, left the hold at Narsarsuaq

heading west towards the Cessna, found the Cessna and navigated and accompanied the Cessna to Paamiut, where the Cessna was able to land safely about 90 minutes after declaring emergency. The Dash landed in Paamiut as well, refueled, and headed off to return to Nuuk for a safe landing about 4:50 hours after departure from Nuuk and about 1:50 hours after the Cessna made the safe landing in Paamiut.

Greenland’s Joint Arctic Command published the event at their Facebook page stating a “Well Done” to the Air Greenland crew and thanking all parties involved in the rescue of the Cessna.



*Paamiut Airport built in 2007*



# The Class of 1942 and again 2016



Photo courtesy of MCC

## Class of 2016 Lords

L to R: Geoff Hulett, Roy Briggs, Doug Hadland, (*Harry Latchman-President MCCC*), Harold Kirby, Tom Payne, Derek Gurney and (*Mike O'Farrell-Chairman MCCC*)

Our visit to Lords, courtesy of Middlesex County Cricket Club and the MCC was certainly a highlight of the year, for those attending and we thought that a 'then and now' photo was in order. My thanks to the lads for the black and white shots and to the MCC for the lovely colour shot in front of the pavilion on 22<sup>nd</sup> September, the 3<sup>rd</sup> day of the final game against Yorkshire.

We had hoped that Mike O'Farrell would be able to join us for our Christmas Lunch but alas his programme was already full that day, so we will try and organise something for the New Year.

Finally our congratulations again to Middlesex for securing the County Championship Trophy, by winning the match on the 4<sup>th</sup> day

**Ed:** Sorry Geoff, had to rub it in.

### I learnt about flying from that

*Ed: This series has run and run in various magazines including of course Air Clues, and although this story from a good friend of mine is from a few years ago, the story is valid today just as much and appeared in the October edition of Pilot magazine.*



*'OA parked Southside at Manchester Airport*

The warm Spring evening of May 16th 1980, remains indelibly in my mind. Just two years previously I had gained my PPL and with just over 90 hours in command logged as PI in the 1968 built Jodel DR1050 Ambassador, "Oscar Alpha" awaited me, basking in the early evening warm sunshine outside the hangers at Manchester Airport "Southside" (long since given way to the parallel runway 23 Left 05 Right)

Having earlier passed a successful post C of A test flight, accompanied by my wife, this was to be OA's first outing following a lengthy complete strip down and complete overhaul. Following all of the usual rigorous pre flight checks, an especially vigilant internal inspection (no loose screwdrivers or other!) and external walk round to ensure that everything was secure and correct, with particular attention to the operation of the ailerons, elevator and rudder, listening out for any unusual or loose cable activities, I declared the aircraft fit to fly and duly booked out with Manchester's ATC.

Returning to the aircraft ensuring brakes fully "ON", master switch "ON", fuel select "FRONT", prime "set ¼ inch", fuel pump "ON", rotating beacon "ON", stick "FULLY BACK" magneto switch "#2", "CLEAR PROP", pull start! True to form, Oscar Alfa's superb Rolls Royce Continental engine fired smoothly into life first time sounding as sweet as ever.

Taxi clearance to runway 06 received from ATC and brakes released at 18.40, we slowly moved towards the taxiway, briefly interrupted by a gentle application of the brakes to ensure fully operational, then onwards down towards the holding point. As we slowly taxied out, taking pride to keep the tail dragger's rear wheel on the centreline and working through the checklist, we soon arrived at the "Fan Tail" holding point as locally referred to in those days. Following the satisfactory execution of all remaining checks, full power, low idle, mag drops, transponder to standby, controls full free and correct, I announced us as "ready for takeoff".

Manchester Ground then handed us over to the Tower controller having wished us a good flight. On calling the Tower controller, we were warmly greeted and advised to expect a customary delay for the time of the evening due to inbound and departing traffic. Some fifteen minutes or so having elapsed, we were invited to "line up" behind a landing BAC1-11 and hold. A Cessna 172 had by this time joined us at the Fan Tail and instructed to line up in turn behind us. As we waited a few more minutes for takeoff clearance, yet again, I took the opportunity, (which in any event would have been witnessed by the 172) to give the ailerons and elevator a further and final "full and free" check.

Take off clearance received, brakes off and full power smoothly applied, "Oscar Alpha" accelerated along Manchester's runway Zero Six lifting gently into the clear smooth air, making a gradual right turn out to follow the Wilmslow to Crewe railway line, being the exit route for our Special VFR departure. As the aircraft climbed towards the cleared height of 1500 feet, whilst making a small corrective turn to the right, to keep the railway line well on my left as required, my headset filled with apologies from the Tower Controller for our delayed our departure. At that same moment as I moved the stick to the right, horrifying I sensed what felt like an acute obstruction to this command from the ailerons. I gently challenged the movement again but the stick wouldn't ravel any further. Even worse, the ailerons were locked in this slow right, descending turn and the Jodel beginning to feel almost uncontrollable!

I immediately had this mental picture that the cable on the control pulley had become almost detached, sitting on the lip, a visualisation of which was to ultimately prove correct!

**Ed:** To see what happened next to Alistair Macpherson and G-AVOA see the Jan 17 issue.



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

Wednesday 14th December 2016  
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'  
or by BACS: I M Mason 09-01-28 41009326**

**Please Post together with a stamped addressed envelope to:**

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

**Closing date: 7 Dec 15**

**Programme 2016**

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

**2016**

14 Dec 16 Xmas Lunch\* 1200 Noon

**2017**

17 Jan 17 AGM

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

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**Welfare**

Ron Doble has had another fall but we trust he is on the mend with advice from a Doctor change; he anticipates attending the Xmas lunch. Also Jim Copus was unable to attend the November meeting but again hopes to see us on the 14 December.

I am talking to the ladies and hope to convince a few that they should be with us at the Christmas Lunch. Mavis Dyson has had falls and has been out of commission for a while but hopefully will resettle at home and be available for the lunch.

**David**

**Membership Secretary**

**Please let me have your bookings as soon as possible for the Christmas Lunch as the closing date is fast approaching, 7 Dec, for the lunch on 14 Dec.**

**Ian**

**Secretary/Editor**

As we come to the end of another year, I would like to thank all who have sent contributions to the Newsletter (keep 'em coming) and also to thank Stuart McKay and all at deHavilland Moth Club Headquarters for all their hard work producing the hard copy of the Newsletters for those not digitally inclined. If any of you have ventured into the Computer or I-Pad era please do let me know, because you will then be sent this Newsletter in 'Full Colour', except that is for the black and white bits. Just send me an email and I will use that address for your Newsletter in future.

**Graham**

**Programme Secretary**

I am putting the final touches to next years programme so watch the Jan 17 issue for details.

**Bill**

**Treasurer**

Glad to report the accounts are in good order and that we will be able to subsidise some of the costs of your Christmas Lunch.

**Rod**

**Chairman**

We are conscious that our numbers at meetings have been decreasing of late. If this is because of a reluctance to drive, do let us know and we will see if we can 'divert' a member to pick you up.

Thank you all for your support this year and I look forward to seeing as many as possible at the Christmas Lunch and our thanks also to Jo Laurie for yet another excellent Christmas Card.

**Geoff**