



NEWSLETTER

Subscriptions now Overdue (P7)

AGM

Wednesday 21 January 2015

Our Annual General Meeting was held prior to our presentation on Wednesday 21st January 2015. The Chairman called upon Committee members to give their reports. We stood in memory of our members who had passed away in 2014: *Johnny Johns, Jim Tomlinson, Don Francis, Harry Le Marchant, Eric Barnard, Harry Purver, Frank Barton and Stan Broomhead.*

The Chairman thanked the committee for their hard work keeping the Association on an even keel and mentioned that all were happy to stand for re election. There was then a very swift show of hands from members electing the committee back in position - what a surprise!

George Meredith asked if a vote of Thanks to the committee could be recorded in the minutes, but since we do not have a Minutes Secretary this is the nearest we could get, so thank you George, much appreciated!

The AGM was then followed by a fascinating presentation from Miranda Andrews.

“Responsibility and Recognition (Arthur Llewelyn and the Cold War)”.

In a frank account of Arthur Llewelyn's life and times Miranda Andrews (his daughter) gave a fascinating insight to her father. He disrupted an Oxbridge career path to study engineering. Recruited to work on airborne RADAR throughout WW2, left TRE to join Bomber Command where he gained recognition for his work on H2S 'Peptone' and was involved in aircraft and missile deterrent forces including acceptance of THOR. Arthur was Scientific Advisor to NATO in Fontainebleau from 1960-1965. He then embarked on a 25 year career in the nascent computer-aided design industry. Credited as a father of the Cambridge Phenomenon, Arthur attempted to replicate that success in Middlesbrough and finally to run his own consultancy. He retired to write his memoirs and help preserve the UK's unique RADAR heritage, particularly at Duxford Air Museum with his enthusiastic participation in the Radio Society. Arthur's determination, selflessness and foresight to tackling many of the key issues that still face the 21st century, make his contribution relevant, long after he is forgotten by his dwindling band of peers



LOTTERY FUNDED

Remember 18th February 2015

**“The Boeing 787 Dreamliner”
Captain Colin Read
(Thomson Airways)**

Greenacres 10.30 for 11.00 am.



The Boeing 787 Dreamliner

Just to whet your appetite for our February presentation here are a few details of the aircraft:

Seats: Long-haul flights with 47 seats of Business Class and 241 seats of Economy Class

Range: 8,800 to 9,400 miles.

Wingspan: 197 feet.

Length: 186 feet.

Height: 56 feet.

Cruise speed: Mach 0.85, about 650 mph.

Cargo volume: 4,400 cubic feet.

Maximum takeoff weight: 502,500 pounds.

List price: £120million, although airlines often negotiate discounts.

Components: 50 per cent carbon fiber, 20 per cent aluminum, 15

Now who are Thomson Airways?

Thomson Airways has its origins in several predecessor airlines. **Euravia**, an airline which was founded in January 1962 was renamed **Britannia Airways** in December 1964. **Orion Airways**, founded in 1979 by Horizon Holidays and later owned by the large brewing firm Bass Brewery and InterContinental Hotels Group, was sold and merged into **Britannia Airways** in 1989. Britannia Airways was rebranded as **Thomsonfly** in May 2005. Finally, **Air 2000** was founded in 1987, and which integrated the operations of **Leisure International Airways** in 1998, became **First Choice Airways** in 2004.

Thomsonfly and First Choice Airways merged following the merger of the travel division of TUI AG and First Choice Holidays PLC in September 2007. All flights operated under the Thomsonfly CAA

Air Operator's Certificate from 1 May 2008.[citation needed] The **Thomson Airways** brand was launched for the combined airline on 1 November 2008, which became the world's largest charter airline.

The new brand retained the Thomsonfly colour scheme, and aircraft in the fleet were gradually repainted. Several First Choice Airways aircraft remained in the First Choice livery as they were due to be phased out of service. A new livery, named the "Dreamliner" livery to coincide with the delivery of the Boeing 787 in 2013, was introduced in May 2012.

Thomson Airways became the first UK airline to take delivery of the Boeing 787, receiving the first aircraft in May 2013. Passenger services with the aircraft began on 21 June 2013 with a flight between London Gatwick and Menorca.



Long Haul Routes



Short Haul Routes

Damaged Bomber Lands in the North

*Translation from "Expressen (Sweden)" dated
16 November 1944*

Six of the British airmen who gave the German battleship 'Tirpitz' its coup de grace at Tromso on Sunday, are now somewhere in Sweden and 'Expressen' has the story of the big adventure from their own lips.

When the Royal Air Force issued its communique on Monday stating that the attack on the 'Tirpitz' had been crowned with complete success this time, after so many earlier attempts, it was stated at the time that only one of the 29 four-engined bombers had been lost. However, not even this one was shot down by the Germans, but it was merely damaged and made a forced landing later in the neighbourhood of Overkalix, without a single member of the crew receiving as much as a scratch.

And so now they are sitting here, six quiet, likable young men with trench coats over their light blue RAF uniforms, and describe their experience as far as wartime secrecy will allow. The pilot is from New Zealand and two of his crew are compatriots of his, the bomb aimer and navigator. The Wireless Operator comes from Wales, the engineer and gunner are English. They are nearly all young boys in their early twenties, except the pilot, who is in the region of his thirties and it is he who will speak.

'One of our starboard engines was hit by the German anti-aircraft fire before we had dropped our bombs but we were able to carry out the attack all the same and drop our bombs. Whether we registered a hit? We have no idea. That's a thing you never know. You don't have time to see how you've succeeded with your bombs - when the bombs reach the ground you yourself are already a long way off'.

'The visibility was unusually good when we reached the fjord West of Tromso where the 'Tirpitz' was lying. It was half past nine, broad daylight and not a cloud obscuring the view. We

could see the ship distinctly but the anti-aircraft fire we met was powerful. We had been on half a dozen raids before but never been hit. This was the first time we had taken part in a raid on Norway. You can imagine we were pleased when we heard, after our forced landing, that the attack had been successful and that the 'Tirpitz' was lying upside down!

'After the 'kiss' we got flying to the target, we realised we were not going to get home with one engine unserviceable. It was better, therefore, to be interned in a neutral country than a prisoner of the Germans. We set course for Sweden and looked out for a suitable landing place. It was no use flying above cloud, so we came down, to see where we were going and find a spot to put the crate down. We found a place on the bank of a river and did a belly landing, without mishap'. One of the Englishmen joined in and commented 'as far as I was concerned, it was a perfect landing!' The pilot continued 'What happened to our Lancaster? Well she will never get into the air again, but the wings are still there and the fuselage is in pieces.'

The six men have now been taken into custody in Sweden and are safe and sound. They were delighted with the reception they were given on landing. 'We didn't exactly stay any longer than necessary in the aircraft, but when we clambered out it looked as if the whole village had turned out! There were men, women and Swedish soldiers. We did not speak Swedish but there were some who spoke English, so we could make ourselves understood and all very friendly.'

'Whilst waiting for military transport we were kept in a house in the village, where we were given a splendid meal and were able to sleep.' The pilot from the other side of the world pulls out a small piece of paper, on it, in red chalk is written 'Frau Edith Hansson, Hedensbyn'. That was the name of their hostess for six hours, who can surely expect to receive a post card or two!

Ed: *You may remember a year or so ago I published a photo of a 9 Sqn crew, one member was William Jones and his son drinks at Greenacres. He popped this story to us at the January meeting.*

Crashed AirAsia A320 undertook rapid climb

Indonesia's parliament has been told that the Indonesia AirAsia Airbus A320 which crashed into the Java Sea last month climbed rapidly before its fatal descent.

The aircraft climbed at 6,000ft/min and then descended 7,900ft in the space of 45s, transport minister Ignatius Jonan stated. He was briefing the parliament on the latest findings in the flight QZ8501 investigation on 20 January.

There is no immediate indication as to the reason behind the rapid climb or the subsequent descent, nor any details on the flight-control law under which the A320 was operating at the time.

The aircraft's crew had requested a climb to 38,000ft from its assigned altitude of 32,000ft, while in the vicinity of poor weather, during the service to Singapore on 28 December. Investigators have previously stated that the aircraft had been cleared to climb only to 34,000ft.

On 27 January it was announced that the recovery effort was being scaled down. This was partly as the Indonesian Military who have been heavily involved believe that the bodies of the remaining passengers are not in the main fuselage. The bad weather and strong currents prevalent in the area, mean the remaining bodies could by now be far from the main wreckage position.

AirAsia 8501 flight path and search area



Now that the 'black box' and 'cockpit voice recorder' have been recovered and are currently being evaluated, it should not be long before the real reason for the accident is known. It appears to have some similarity to the Air France accident in the South Atlantic. Both aircraft stalled, which in itself is surprising with all the in built safety features of both Airbus types.

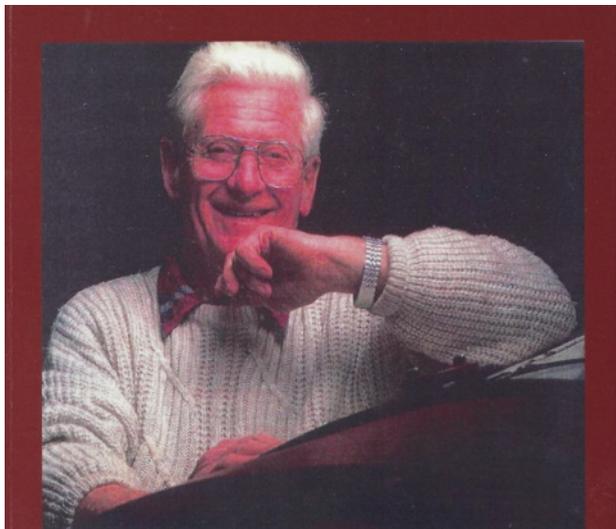
No doubt the 'training' of the crews will come under scrutiny. Did they receive detailed 'stall' training. One would hope that the answer would be a resounding 'yes'. Civilian airline training packages are however not like those of the RAF. We would receive stall training at Basic Training, Advanced Training, Type Training and could expect to demonstrate the skill at regular Flight Test or Categorisation flights. Much of the civilian training is based round 6 monthly flight checks flown in the simulator. Do not get me wrong, the modern simulator is a fantastic training aid, better in many ways than the real aircraft, as the trainer can let events run, rather than intervene. The problem is these trips cost down time and money for the airline and very often it is only the mandatory items that are covered in these sorties.

On normal scheduled airline services the amount of 'hands on' flying done by most crews is very limited. Yes the auto pilot does make the flight generally comfortable for the paying punter BUT and it is a BIG BUT, does the modern day pilot have a good 'feel' for his aeroplane? The Airbus concerned had a side stick which has different 'feel' characteristics to old fashioned aircraft. Basically however, it is not economic for airlines to carry out as much training as the RAF tends to do, although nowadays the RAF training is very much simulator based.

Those of us who have operated in the Far East know only too well the weather related problems the crew faced on this occasion. You can see the situation, that cloud bubbling up in front, it always looks as if you could out climb it and get on the other side before it gets to my level! Many have failed. What was that old adage - You have Old pilots and Bold pilots but very few Old bold pilots!

Guy Buckingham

Ed: This is the first in a series on one of our 'Haddenham Mafia'. It is taken from a book written by Jeanne Law (daughter in law) and with Guy's permission.



Born in Woodstock this month in 1921, Guy was an only child. When he left school he joined the family jewelry business in Market St, Woodstock. He was already keen on shooting and heavier engineering thanks to his Grandfather who lived on a farm at home. He also gained an interest in clocks and would assist his father weekly at Blenheim House, winding their many clocks.

He decided with his friend Robin to sign up as soon as war was declared. On 23 September 1939 he was sworn in at RAF Padgate, Leics. The usual basic training followed learning to march, carry a rifle, clean my bed space, polish my boots and buttons, Air Force Law and general 'square bashing'. I was also vaccinated and inoculated for every known disease - coughs, leprosy, cholera and mumps to name but a few. Then came a posting to RAF Cranwell for a 12 week course, doing engineering workshops, navigation and instruments - which I thoroughly enjoyed. During the course I played my trumpet (learnt as a boy) in the Central Military Band and also in the RAF Dance Band.

At the end of the course I passed out as Aircraftsman first class (AC 1), in instruments and navigation. I asked for and was given a posting to Brize Norton, close to home. It didn't last long as in 2 weeks I was

posted to France. I crossed the Channel with about 20 others in a small vessel called 'New Amsterdam'. I suffered from terrible sea sickness. The boat was sunk two weeks later!

Things started to look serious, on arrival in Northern France, everything was chaotic, planes were burnt and wrecked and those that could fly were leaving. Organisation in France was hopeless and nobody seemed to know what to do with us, so as a result of this shaky situation a number of us decided to move on. We got lifts in trucks and cattle trains and started to make our way to the South of France. This was a long arduous journey as we had to avoid German posts. We were successful and arrived in Marseille. It was here an Army Major finally organised us and directed us to the docks where we boarded the troopship 'Devonshire' (this was the boat that the famous song 'Troopship' was based) and set off for Malta.

Ed: We leave Guy in the middle of the Mediterranean until next month.

Project Propeller 2015 RAF Cosford (EGWC) Saturday 30 May 2015

We have made a donation from our Chiltern Aircrew Association Funds to Project Propeller, but should anybody wish to make a personal donation please send a cheque to:

Project Propeller
34 Dorset Square
London NW1 6QJ

John Franklin - Books and Photos

We will be joined at our February meeting by David Edwards, a friend of both John and our former Treasurer Ian Nelson.

David will bring along some books and photos that were John's, as he wishes them to go to a good home. We will decide whether to auction them or just allow members to borrow them at our next Committee Meeting.

Programme 2015

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

- 18 Feb The Boeing Dreamliner
Capt Colin Read**
- 18 Mar The Bomber Command Memorial
Harry Irons
- 15 Apr TBN
- 20 May Guest's Lunch* 1200 Noon
- 30 May Project Propeller - Cosford

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Welfare

Pleased to hear that Alan Dicker is out of hospital but has been moved to a specialist Care Home at Margaret House, Abbots Langley. Vi will continue to live in the Abbeyfield property nearby, so can visit regularly.

Jack Baynton-Glen has been in touch to say how much he enjoys getting the Newsletter and thanks the Committee for all they are doing to keep the Chiltern ACA aklive (we thank you Jack). He is still the main carer for his wife and thus is not able to come to regular meetings.

It was good to see Bill Hyland at the AGM and to see his fighting his way through his lengthy treatment programme. Also good to see Nurse Ann as she called to pick Bill up.

I am away on holiday for much of this month but will start phoning round on my return.

David

Membership Secretary

Payment of your Annual Subscription is now overdue. I will be pleased to collect your subscription of £10. A Renewal Form is on Page 7 of the Newsletter; please send together with your cheque for £10 and a stamped addressed envelope for the return of your membership card.

Gerry

Secretary/Editor

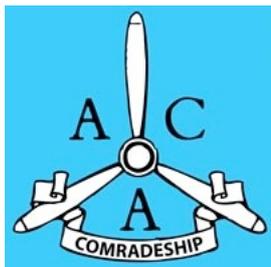
My thanks to Guy Buckingham for allowing me to cover his wartime story, which we will do over the next few months. It will be good to hear of tales from the groundcrew, as a change from the daring do's of the aviators!

Graham

Treasurer

I am arranging for HSBC to change the date that we receive our monthly statement, to enable me to give you a more accurate figure of or accounts each month.

Rod



The Chiltern Aircrew Association
Subscription Renewal 2015
NOW OVERDUE

SURNAME:

CHRISTIAN NAME:

Known As:

ADDRESS:

POSTCODE

TELEPHONE NO:

MOBILE

EMAIL:

DATE OF BIRTH:

Please send remittance of **£10.00** by cheque payable to The Chiltern Aircrew Association

Enclosing your **Membership Card** (if you can find it) and a **Stamped Addressed Envelope** to:
Gerry Sealy-Bell, Membership Secretary, 31 Hempstead Road, Kings Langley, Herts WD4 8BR

..... **Tear Off**

Project Propeller 2015 Veteran Aircrew Registration Form

Our volunteer pilots relish the opportunity to meet our 'old and bold' aviators, and take great pleasure in flying you to our selected venues for a reunion.

If you are interested in joining us, please complete the form below. We must know your name, at least one telephone number or email address, and your home address. Nearer the time, we will contact you again to introduce you to your selected pilot. This will usually happen as little as a couple of weeks before the big day.

* Required

Name *

Email Address:

Home Phone:

Mobile Phone:

We would rather communicate with everyone via email as it saves us money!

Home Address *

Your Nearest/Convenient Airfields:

We can find which airfields are closest to your home if you aren't sure, but if you have any preferences please let us know here.

Your Background:

**RAF Command / Service *
Squadron(s)**

Aircraft

Send to: Project Propeller, 34 Dorset Square, London NW1 6QJ

e-mail: ian@projectpropeller.co.uk

Tel: 0120 7262 4709

