



NEWSLETTER

See details of Moth Club Event P7

June Meeting

We had a talk from our new member Chris Brockbank about the Lincolnshire Bomber Command memorial or as it should be correctly known 'The International Bomber Command Centre (IBCC). He explained the history of the project and showed us the possible future design of the 'Chadwick Centre' where visitors will be able to see and listen to the splendid archive material,

Some of our members have already contributed to the project, having been interviewed by Chris and others will be 'caught' in due course.

There was some discussion during questions that followed the presentation as to whether the London memorial was enough, as the costs of keeping both would be considerable. The London Memorial of course is now in the hands of the Royal Air Force Benevolent Fund, and it is their job to look after the up-keep. The Lincolnshire project, as well as being a memorial, is to be a centre for education and study and the recordings will be used for research.

Our thanks to Chris and to Ian Mason for helping out with the digital side at the last minute.

See Page 2 concerning an event that the IBCC is putting on in September at the Petworth Lodge Hotel.

July Meeting

Now that I have my diary sorted and the month correct (my apologies for the confusion last month) I can assure members that we meet next on Wednesday 20th July at 1030 for 1100 start. We will be showing a full length film of the Lancaster at War. It will include the design, early tests as well as much excellent war-time footage of the Lancaster in the thick of it.

Some of you may have seen part of the film when we showed some last year but we thought it worthy of a full viewing. For those of you who have not flown in the Lanc it will show just what it was like to go to war in this "Woodford Wonder", even if not how bloody difficult it was to get into!

There will be many there who can answer your questions with first hand knowledge, so why not make that extra effort to come along and of course stay for lunch.

Act of Remembrance Bomber Command Memorial

A short service of Remembrance was held at the Bomber Command Memorial in Green Park on Sunday 26 Jun. The service was led by The Venerable Canon Brian Lucas (Hon Chaplain of the Bomber Command Association). Those taking part included our friend Douglas Radcliffe MBE. The service was organised by the RAF Benevolent Fund. I will investigate whether this is to be an annual event?



Remember 20th July 2016

**Join us for
"The Lancaster at War"
a film of this evocative aircraft
Greenacres 1030 for 1100 am**

Afternoon Tea with Heroes

On Saturday 17th:September IBCC will be holding an afternoon tea and talk by Bomber Command historian and established military aviation author, Steve Darlow and a crew of veterans, entitled "Heroes of Bomber Command – An Aircrew Experience". The event will take place in the historic Petwood Hotel in Woodhall Spa, famed for being the Officers' Mess for the 617 Squadron during World War 2.

Tickets include a delicious cream tea with a range of sandwiches, cakes and, of course, scones with jam and cream, the talk and an opportunity to meet the veterans who will be seated at the tables following the talk.



Steve Darlow

Steve Darlow has seventeen books to his name, including 'Lancaster Down', 'Sledgehammers for Tintacks', 'D-Day Bombers', 'Special Op Bomber' and the Bomber Command 'Failed to Return' series. He has often been called upon as a contributor, consultant, or researcher for television documentaries, most recently John Sergeant's 'The Lancaster: Britain's Flying Past', 'War Hero in my Family: Robert Llewellyn', and the BBC's 'Festival of Remembrance'.

He is currently acting as a consultant and co-writer on 'The Navigator', a theatrical production centred around the experiences of a Bomber Command crew. In 2009 Steve founded Fighting High Publishing, which seeks to publish books focusing on human endeavour in military situations. Through his publishing he actively supports fundraising for various military charities. Steve's grandfather served as a Pathfinder pilot with Bomber Command during the Second World War, flying on 32 operations and becoming a prisoner-of-war. He has been writing, researching and publishing books on Bomber Command for 20 years, making him one of the most knowledgeable and respected experts on the subject.

Steve and his team will be publishing a book for IBCC covering the development and unveiling of the Centre in 2017.

To book your place at this special event please call the Petwood team on 01526 352411 or email annabel@petwood.co.uk

B of Britain Service Westminster Abbey Sunday September 18th 2016

The Ministry of Defence have announced the 76th Anniversary Service will be held on Sunday 18th September.

Applications for tickets, stating all names, addresses, place and date of birth, passport or driving licence number of individuals wishing to attend, should be made in writing and are to be accompanied by a self addressed Stamped Addressed Envelope to:

Ms Michelle Small, SO8 Ceremonial Events, RAF Ceremonial Office, Bentley Priory Building, RAF Northolt, West End Road, Ruislip, Middx HA4 6NG by 15 Jul 16.

to assist with seating please state which category you are:

1. Former BofB Aircrew who would like to escort the Roll of Honour
2. Relatives of those who lost their lives in the BofB
3. Past or present members of the RAF
4. Members of the Emergency Services or ground support staff during the BofB
5. Members of the General Public

Please state if you are a wheelchair user. Tickets and a note on dress will be issued 2 weeks prior to the event.

Project Propeller 2016

Project Propeller, which seeks to take WW2 RAF air crew for a flight in a light aircraft, was saved for 2016 after Leeds East Airport stepped in at the last minute as a venue.

The event was due to have been staged at RAF Scampton on 4 June but the RAF cancelled with 12 days to go, leaving the organisers scrambling for an alternative venue.

"I am delighted to advise that Project Propeller will now be hosted at Leeds East (formerly RAF Church Fenton), on 4 June," said Graham Cowie, the organiser. "The option of Wickenby was fully explored, but owing to the short time available, they didn't feel able to accept the number of aircraft inbound that was necessary to deliver the event there. Their support throughout this process has been magnificent.



'Leeds East Airport' aka 'RAF Church Fenton'

"The good news was that Church Fenton (Now Leeds East Airport) indicated that they could accept all participating aircraft, the runway lengths were sufficient, and we could be accommodated in a hangar."

The idea of Project Propeller is to match up WW2 RAF air crew with current pilots and to gather together for a day at a significant location. The air crew and pilots meet up at a convenient airfield, fly to the venue for the day, then fly back home once the event comes to a close. In addition (and all other conditions being favourable), it is hoped that the veteran air crew get an opportunity for some more 'stick and rudder' time.

Pilots volunteer their services and aircraft to enable Project Propeller to take place.

Here is a report from our only member who made it through the early morning mist:

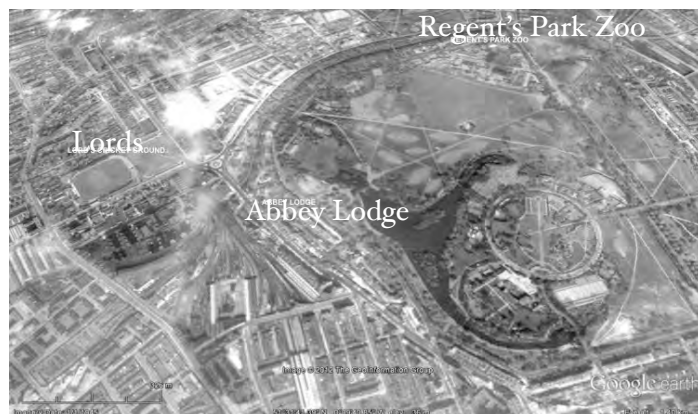
The day didn't start well with bad weather covering most of the country. I was due to be flying from White Waltham with Tom McCormack who spent a lot of time on his iPhone checking the 'weather en route'. We were due to be picking up 2 other passengers at Conington near Peterborough. Eventually the weather cleared sufficiently at Church Fenton and at White Waltham but we hung on for it to clear at Conington but it never did so we had to abandon our colleagues there and fly direct. Once airborne and above the layer of low cloud the weather wasn't bad except that it was still hazy which made it difficult for me at the controls. The instruments were all on the captains side and there was no clear horizon for me. Also I felt the aircraft was trying to fly left wing low (or was it me trying to fly right wing high!). By the time we reached Lincolnshire the low cloud was breaking up and we had good views of Scunthorpe, the Humber, the Ouse and Goole, all of which I remembered from many years ago.

When we arrived at Church Fenton I was astonished to see so few aircraft had managed to get there and even more astonished to find that I was the only CACA member to make it. I found out later that the weather at Elstree and Denham never cleared sufficiently for take-offs. Most of those who did make it had come from the West Country. Fortunately Tom and I were there in time to hear the gorgeous tones of the singer ringing through the hangar. She would have given Vera Lynn a run for her money. I felt disappointed for the organisers who had had to put a lot of effort into moving the venue from Scampton to Church Fenton at short notice but looking on the bright side there were lots of delicious food for those of us who did make it. Despite the small numbers it was very pleasant to mingle with aircrew both older and younger than me and I hope we all have the opportunity to do it next year.

Bill George

Ed: *Our thanks go to Graham Cowie and his team, who somehow overcame the short notice decision of RAF Scampton to withdraw their support. The weather was not kind to them and thus this event must have run at a considerable loss. Let us hope through our support Project Propeller will continue. The hard work and willingness of the pilots must never be underestimated. Thank you all. Your committee will discuss a donation to PP*

Mosquito Memories



And how did you get about?

Mosquito memories were rekindled for one member of Chiltern ACA on the recent visit to the RAF Museum at Hendon. Doug Hadland poses in front of the Museum's Mosquito and our thanks to photographer Rod Finn.

I met a gentleman last week who had just flown in from USA and had the previous week been at an airshow where the New Zealand built Mosquito displayed.

More Recollections of ACRC 1942

Ed: *I have had the following memories from a dapper Spitfire pilot of his time at ACRC!*

MCC Cricket Ground, Lords....The Long Room

Fresh faced 18 year olds from the provinces standing in line, trousers and pants around their ankles, shirts up-lifted, as a female medical officer armed with a pace stick strolled the line lifting our private parts searching for infections.

Abbey Lodge...in line again, this time with arms bared as medics injected ATT and TAB, took blood samples and brutally vaccinated for smallpox.

Sick and fevered airmen, reacting to such barbaric treatment littering the floor!

Parading to the **Zoo cafe** for food the animals rejected

Prostitutes walking the **Regents Canal** towpath inviting custom from bromide saturated chaps, not 'up to it'



You marched...of course!

Well has that whetted the appetite for your contribution, I do hope so as their is a great deal of interest from Lords in particular

Ron Wallington

Many of you will remember the late Ron Wallington and we have been advised by his daughter Sue Parker that his widow Daphne has also passed away. As the family exited the church a bomber flew low overhead and the family were convinced this was Ron paying his last respects!



Sunny Day - late afternoon arrival Canberra to Sydney



VH-FVR Virgin Australia ATR 72-600

The Australian Transportation Safety Board (ATSB) has revealed that opposite control column inputs caused a “pitch disconnect” on a Virgin Australia ATR 72-600, resulting in overstress damage to the aircraft’s horizontal stabiliser.

In its June 2014 preliminary report, the ATSB said that the aircraft (VH-FVR) suffered overstress damage to its tailplane during a flight on 20 February 2014, but an overnight inspection failed to detect the damage. The aircraft then flew 13 additional sectors before pitch control anomalies were detected on 25 February, after which an inspection following a suspected bird strike discovered structural damage.

A fresh interim report, using flight data recorder information, reveals a crucial new detail: at one point during the 20 February incident the captain made a nose-up input, while the first officer made a nose-down input. This caused a “pitch disconnect” that damaged the aircraft’s tailplane. The aircraft was on approach to Sydney, the crew had briefed for a landing on runway 16R but later were advised to expect a landing on runway 16L (non-standard) which required the navigation aids to be re-tuned and the approach plates to be swapped. The first officer, pilot flying, was using the autopilot in vertical speed mode at a selected speed of 235 KIAS (max operating speed 250 KIAS). The fasten seat belt sign was illuminated and the crew was awaiting the cabin clear indication from the cabin crew, when the aircraft descended through 8500 feet.

The crew observed the airspeed of the aircraft rapidly increasing with an excessive speed trend. The first officer, concerned the aircraft might overspeed, disconnected the autopilot and manually rose the nose of the aircraft, the captain deemed the control inputs insufficient to control

the airspeed and manually pulled the yoke but did not verbalize that he took control of the aircraft. The first officer was aware however and took his hands off the control yoke, but then became concerned with a very high nose up attitude of the aircraft and began to push the yoke.

Suddenly a high vertical acceleration (around +1.8G) was felt, the controls felt different and spongy, warning indications appeared. The crew verified the aircraft was in a stable descent at 230 KIAS, then checked the indications which included a “pitch disconnect” indicating the left and right hand elevator control systems had de-coupled permitting the left hand and right hand elevators to move independently. The crew worked the pitch disconnect checklist, both elevators appeared to be free, however, the captain took control of the aircraft and reduced the airspeed to 180 KIAS as advised in the checklist.

The ATSB summarises the safety issue as such: “Inadvertent application of opposing pitch control inputs by flight crew can activate the pitch uncoupling mechanism which, in certain high-energy situations, can result in catastrophic damage to the aircraft structure before crews are able to react.”

The incident occurred as VH-FVR operated a Canberra-Sydney service. At 16.40 the aircraft was at 8,500 feet on approach to runway 16 Left when the crew noticed airspeed rising quickly. Several control inputs followed, eventually leading to both crew’s making “pitch up” inputs.

“Shortly after, with both flight crew making simultaneous nose up pitch inputs on the controls, the aircraft rapidly pitched up with an associated increase in the g load,” says the interim report.

“The first officer responded by immediately reversing the control input to nose down. Both flight crew noticed that the controls suddenly felt different and ‘spongy’. The crew verified that the aircraft was under control, stable, and in “level or slight descent.”

Several warnings had occurred, including “pitch disconnect,” indicating that left and right elevator control systems had uncoupled. The crew worked through the pitch disconnect checklist to determine which control column was working normally. Both were found to be normal, and the captain landed the aircraft.

“The aerodynamic loads generated during the pitch disconnect resulted in serious injury to the senior cabin crew member and significant damage to the aircraft’s horizontal stabiliser,” says the ATSB. “Although the aircraft was inspected after the pitch disconnect, the damage was not identified until 25 February 2014.”

(Cont’d on Page 6)

(Cont'd from Page 5)

ATR, in a load analysis, found that several were exceeded. ATR also provided data about several incidents involving pitch disconnects, including three resulting from different pitch control inputs.

“During examination of the aircraft, the pitch uncoupling mechanism was tested in accordance with the aircraft’s maintenance instructions,” adds ATSB. “The load applied to the control column to activate the pitch uncoupling mechanism was found to be at a value marginally greater than the manufacturer’s required value. The reason for this greater value was not determined, but may be related to the damage sustained during the pitch disconnect event.”



Some of the damage to the tailplane of VH-FVR

This report highlights a number of things. It is always important that the crew report unusual events, as in this case they did. It is then the Engineer’s responsibility to look into the crew report. The damage was not spotted in the overnight inspection, which probably centred on ensuring the ‘pitch disconnect’ system was reset and functioning correctly. It was lucky that a subsequent bird strike meant a further investigation was required and the damage was then recognised.

Pitch control system

The pitch control system is used to position the elevators to control the direction and magnitude of the aerodynamic loads generated by the horizontal stabiliser. The system consists of left and right control columns in the cockpit connected to the elevators via a system of cables, pulleys, push-pull rods and bell cranks. The left (captain’s) and right (FO’s) control systems are basically a copy of each other, where the left system connects directly to the left elevator and the right system connects directly to the right elevator.

In normal operation, the left and right systems are connected such that moving one control column moves the other control column in unison. However, to permit continued control of the aircraft in the event of a jam within the pitch control system, a pitch uncoupling mechanism is incorporated into the aircraft design that allows the left and right control systems to disconnect and operate independently. That mechanism comprises a spring-loaded system located between the left and right elevators.

The forces applied on one side of the pitch control system are transmitted to the opposite side as a torque or twisting force through the pitch uncoupling mechanism. The pitch uncoupling mechanism activates automatically when this torque reaches a preset level, separating the left and right control systems.



Arrows lead to cockpit ‘Pitch Disconnect’ warning

So a long and intense investigation has now delivered it’s findings. Crews and Engineers alike will learn from this unfortunate episode. Even though there was no loss of life, it could so easily have been so different. Most modern aircraft have the ‘Pitch Disconnect’ system and thus this report is of use to the wider aviation community.

The recent crash of the Egypt Air Airbus A320 is just starting its investigation. The Black Boxes and Cockpit Voice Recorders have been found, albeit damaged but late on Jun 27th 2016 Egypt’s CAA announced (mirrored by the BEA (French equivalent of CAA) in the morning of Jun 28th), that the French experts at the BEA Labs were able to successfully repair the electronic boards of the flight data recorder; subsequent testing to ensure data were on the recorder and can be downloaded has been successful. The following day (Jun 28th) attempts to repair the board of the cockpit voice recorder will commence, thereafter the recorders will be returned to Cairo for download and data analysis.



**A GATHERING
OF
MOTHS
31 JULY 2016**



G-AOEI DH 82A Tiger Moth

Celebrating the 85th Anniversary of the Tiger Moth at Shuttleworth, Old Warden Aerodrome. Come along and enjoy the sight of a gorgeous gathering of Moths.



Captain Johan Wiklund

It is anticipated that Captain Johan Wiklund (who flew a DH.60 Moth Major solo from North Cape in Norway to the Cape of Good Hope in 2015) will be on hand to receive the Geoffrey de Havilland Trophy, the premier award of the de Havilland Moth Club for 'Spirit of the Enterprise'.

No ticket required.

Bill Overstreet



Did you know the story of the US fighter pilot who flew through the Eiffel Tower?

In the spring of 1944 Bill Overstreet and his P-51C, the 'Berlin Express' were near Paris following a Bf109 from the bombers he was escorting when most of the German fighters left. The two planes had been in a running dogfight. The German pilot flew over Paris hoping that the heavy German anti-aircraft artillery would solve his problem and eliminate Overstreet and the 'Berlin Express', though Bill managed to get some hits in at about 1500 feet.

The German's engine was hit, and Bill stayed on his tail braving the intense enemy flak. His desperation undoubtedly growing, the German pilot aimed his plane at the Eiffel Tower and in a surprising maneuver, flew beneath it.

In 2009, Overstreet was awarded the Legion of Honour by the French. He died aged 92 in Dec 2013.



Bill with P51 Mustang - Berlin Express

Programme 2016

Events at 1030 for 1100 at Greenacres unless (*)

2016

20 Jul 16 'Lancaster at War'
 31 Jul 16 A Gathering of Moths Old Warden*
 17 Aug 16 The Valiant Dick Haven
 21 Sep 16 Members Meeting
 19 Oct 16 RAF Hendon past & present-David Keen
 16 Nov 16 The role of the Czechs locally in WW
 Neil Rees
 14 Dec 16 Xmas Lunch* 1200 Noon

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Welfare

We have got a couple of members in hospital and we wish them well. **Dave Francis** had a bad fall and after being rushed to Paddington Hospital with rib injuries, has now been transferred to Watford General.

Clive Dealey was hospitalised in the Luton & District Hospital with a suspected heart attack and has had a stent fitted whilst there. Clive was discharged recently and is now resting at home. Possibly why we didn't see Clive at our last meeting!

Roy Briggs was over at Aces High recently and bumped into Ann Hyland. Whilst chatting Ann indicated to Roy that she'll be with us for our Xmas lunch.

David**Membership Secretary**

We have one correction to the membership list published with last months issue. The telephone number of Mike Vaisey somehow got 'scrambled', so here is his correct details.

263 VAISEY M. (Michael)* 28 Newford Close, Hemel Hempstead,
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Gerry**Secretary/Editor**

My thanks to our Chairman for his memories of Lords. As well as Middlesex County Cricket Club, the MCC are very interested, so please let me have your memories as soon as possible.

Did you realise that the DH.82 Tiger Moth is 85 this year? That is why The Moth Club is celebrating with the GATHERING OF MOTHS scheduled for Old Warden on Sunday 31 Jul 16. See Page 7

Graham**Programme Secretary**

Our programme for this year is complete and I am almost there for next year. I would like to keep some variety in our presentations so please, if you know of any likely candidates please do let me know.

Bill**Treasurer**

Just to let you know the raffle money is doing very well, thanks to the generosity of those attending our meetings. Any donations in the form of prizes, however, will be welcomed.

Rod