



NEWS SHEET

Stay safe whilst we are in “Lockdown”



Newly painted Voyager for Royal and VIP duties

One of two Voyagers that have been fitted out for VIP flights has been repainted and instead of Royal Air Force along the fuselage it now reads United Kingdom, a wavy cheat line has been added and a modernistic Union Flag on the tail. A few days after the aircraft returned to Brize it was back on refuelling duties. The VIP aircraft when not needed are used on the regular refuelling standby.



ZZ 336 back on refuelling duties

The aircraft will be used by the Prime Minister, Senior Government Ministers and the Royal Family when required for official and state visits.

Personally I am disappointed that the colour scheme used by The Queen’s Flight was not used as the fin looks remarkably like British Airways. At least, however, the aircraft looks better than one press organisation who tried to jump the gun with what it would look like, the result reminded me of Court Line with a BA fin!



Do you remember “Court Line”



The Queen’s Flight colour scheme

Apparently the project cost 900,000 pounds to show the United Kingdom around the world. As to the actual colour scheme, I will leave you to decide as to whether the fuselage with United Kingdom does the job? I know which one gets my vote but then again I may be biased!

The Preliminary Accident Report for Pakistan Flight 8303

Ed: *What follows beggars belief in many ways. It certainly does not put professional pilots in Pakistan in a good light and later there was some shock news about over 200 PIA pilots.*

On Jun 24th 2020, while introducing the preliminary report, Pakistan's Aviation Minister stated, that both flight crew and ATC failed to follow procedures, the pilots discussed Coronavirus and were not focussed on their piloting tasks, when ATC advised about altitude the crew replied they would manage it and again discussed Coronavirus. The crew was overconfident and not focussed. The captain's last three words were 'Ya Allah', 'Ya Allah', 'Ya Allah'.

The CAA Pakistan described the sequence of events:

On 22 May 2020 at 13:05 hrs PST, the Pakistan International Airlines aircraft Airbus A320-214, registration number AP-BLD, took off from Lahore (Allama Iqbal International Airport) Pakistan to perform a regular commercial passenger flight (PK8303) to Karachi (Jinnah International Airport) Pakistan, with 8 crew members (Captain, First Officer, and 6 flight attendants) and 91 passengers on board. At 14:35 hrs the aircraft performed an ILS approach for runway 25L and touched down without landing gears, resting on the engines. Both engines scrubbed the runway at high speed. Flight crew initiated a go-around and informed "Karachi Approach" that they intend to make a second approach.

About four minutes later, during downwind leg, at an altitude of around 2000 ft, flight crew declared an emergency and stated that both engines had failed. The aircraft started losing altitude. It crashed in a populated area, short of runway 25L by about 1340 meters. An immediate subsequent post impact fire initiated. Out of 99 souls on-board, 97 were fatally injured and 2 passengers survived. On ground 4 persons were injured however one of these later died in hospital from her injuries.

The investigation so far into the available evidence, ie FDR / CVR readouts (preliminary assessment), footages from CCTV / Security Cameras at JIAP, and "Karachi Approach" radar data etc, following has been reviewed and validated as the preliminary findings: -

(a) The reported weather at origin, en-route and at destination airfields was fit to undertake the flight.

(b) On 22 May 2020 PIA flight PK8303 took off from AllAP Lahore at 13:05 hrs (as per the Lahore ATC recording / transcript). Departure from Lahore and cruising flight were uneventful. The crew did not follow standard callouts and did not observe CRM aspects during most parts of flight.

(c) "Area Control Karachi East" cleared PK8303 for "Nawabshah 2A" arrival procedure (STAR - Standard Terminal Arrival Route as published in AIP and JEPPESEN), and advised to expect ILS approach for runway 25L. The flight was later cleared at pilot's discretion to report direct MAKLI (a waypoint 15 nautical miles at a radial of 075 from Karachi VOR) and descend to FL100, and later re-cleared for FL50. The aircraft changed over to "Karachi Approach" and was cleared to descend down further to 3000 ft, by the time it reaches MAKLI.

(d) The aircraft ended up higher than the required descent profile. At MAKLI the aircraft was at 9780 ft and at about 245 knots IAS. In order to manage the descent and lose the additional height, "OPEN DES" mode (open descent mode will reduce the thrust to idle and the planned speed will be maintained with no margins either side) was selected via the FCU, both autopilots were disengaged and speed brakes were extended.

(e) "Karachi Approach" inquired "confirm track mile comfortable for descent" and later advised to take an orbit, so that the height could be adjusted on the required descent profile. No orbit was executed and the effort to intercept the glide slope and localiser (of ILS) was continued. **The FDR indicated action of lowering of the landing gears at 7221 ft at around 10.5 Nautical Miles from Runway 25L.**

(f) **"Karachi Approach" advised repeatedly (twice to discontinue the approach and once cautioned) about excessive height.** The approach was not discontinued. However, FDR shows action of raising of the landing gears at 1740 ft followed by retraction of the speed brakes (at a distance slightly less than 0.5 nautical miles from the runway 25L). At this time, the aircraft had intercepted the localiser as well as the glide slope. Flaps I were selected at 243 knots IAS, **the landing gears and speed brakes were retracted.** Over-speed and EGPWS (Ground Proximity) warnings were then **triggered**, due to excessive Rate of Descent.

(g) Since the approach to land was continued, “Karachi Approach” instead of changing over the aircraft to “Aerodrome Control”, sought telephonic landing clearance from the “Aerodrome Control”. The “Aerodrome Control” conveyed a landing clearance of the aircraft (without observing the abnormality that the landing gears were not extended) to “Karachi Approach”. Subsequently “Karachi Approach” cleared the aircraft to land.

(h) At 500 ft, the FDR indicates: landing gear retracted, slat/flap configuration 3, airspeed 220 knots IAS, descent rate 2000 ft/min. According to the FDR and **CVR records several warnings and alerts such as over-speed, landing gear not down and ground proximity alerts were disregarded. The landing was undertaken with landing gears retracted.** The aircraft touched the runway surface on its engines. Flight crew applied reverse engine power and initiated a braking action. Both engines scrubbed the runway at various locations causing damage to both of them. Figures hereunder show selected screenshots of security / CCTV cameras footages of the aircraft engines touching the runway and showing sparks due to scrubbing, along with marks on the runway.

(i) The “Aerodrome Control” observed the scrubbing of engines with the runway but did not convey this abnormality to the aircraft. It was conveyed to the “Karachi Approach” on telephone. Subsequently “Karachi Approach” also did not relay this abnormality to the aircraft.

(j) The landing was discontinued and a go-around was executed. FDR recording indicates a brief action of selection of landing gear lever to down position, which was immediately followed by its movement to up position. Intention to undertake another ILS approach for landing on runway 25L was conveyed, however shortly after the go-around both engines failed one by one. Ram Air Turbine (RAT) was deployed to power the essential systems. FDR data recording stopped during this time-frame (as per the designed limitation). The aircraft was unable to maintain required height. The aircrew declared the emergency situation that both engines were lost, and transmitted a “Mayday Call”. Evidences from the wreckage indicate reasons for right engine failure, however left engine requires further examination, and landing gear in extended position did not demonstrate any malfunction of the landing gear system.

(k) The aircraft crashed about 1340 meters short from runway 25L. It was a slow speed impact with high angle of attack, with aircraft configuration indicating landing gears extended, slats at step / position 1, and flaps retracted. The said configuration was ascertained and documented from the wreckage at the crash site (as the FDR data recording had stopped earlier).

(l) The aircraft was reportedly serviceable for the said flight; necessary scrutiny of the aircraft maintenance records / documents is under way. **Captain and First Officer were adequately qualified and experienced to undertake the said flight; necessary scrutiny of the aircrew records / documents is under way.**

The preliminary report also mentions:

The aircraft remained on ground for 46 days (from 22 March to 06 May 2020) during Covid 19 quarantine, due to restrictions on flying operations. Scrutiny of the maintenance records before the release of the aircraft for normal flying is under process by AAIB, to evaluate the adequacy of the maintenance actions.

This remember is a Preliminary report required by International Standards to be produced about a month after the event. In this particular accident it already seems clear that the basic reason for the accident is clear but the last statement in **bold** print above may yet have a bearing on the case. For at the same Press Briefing the Pakistan CAA stated Pakistan International Airlines has already sacked 150 pilots over cheating on their exams in the wake of the Karachi crash of an A320 that killed 98 people in May.

These sackings come in the wake of the statement by the country’s Aviation Minister Ghulam Sarwar Khan that 262 out of 860 Pakistani pilots had “fake” licenses through bribing other qualified pilots to take the exams.

In Europe further action has already been taken. Pakistan International Airlines (PK/PIA) has been banned from flying into Europe after the European Aviation Safety Agency (EASA) suspended their authorisation to operate for 6 months.

The move comes after it emerged that hundreds of pilots flying for the airline had “dubious” licences with 262 being suspended.

A spokesperson for Pakistan International Airlines said: "EASA has temporarily suspended PIA's authorisation to operate to the EU member states for a period of 6 months effective July 1, 2020 with the right to appeal against this decision,"

PIA flies to most European capitals including Paris Charles De Gaulle, Rome Fiumicino and Amsterdam. In the UK, PIA flies to London Heathrow, Birmingham and Manchester.

The airline has not said whether it intends to appeal the decision but confirmed it would be suspending all European flights temporarily.

Ed: *This story will run and run as it will probably be over a year for the full report to come out. One thing I find odd is that ATC have been blamed! What more could they have done they had told the pilot he was high, offered him a revised routing for him to lose height and yet all was refused. The approach controller obvious thought the aircraft would overshoot as he was too high and too fast to carry out a safe landing and therefore did not pass the aircraft to the Tower controller at the outer marker. The crew even selected reverse on on then the ground before departing for a second attempt. What were ATC to do, the crew knew what had happened!*

Private Aircraft lands at closed RAF base to 'go to the beach'

Ed: *Police are also investigating whether it was a breach of Covid 19 rules - and NO the pilot was not Dominic Cummings!*

A privately owned aircraft landed at a closed RAF Base without permission on last Bank Holiday Monday according to the MOD's Air safety information management system (ASIMS).

The report filed says that a Pilatus PC12 Registration N412MD took off from Fairoaks Airfield in Surrey and flew to RAF Valley on Anglesey.

As it was a Bank Holiday, RAF Valley was closed and work was being carried out on Runway 19.

According to the report the pilot attempted to call the Tower frequency several times but despite receiving no response, landed on Runway 19. RAF Valley's fire crew saw the aircraft and assuming it was in distress attended the scene as an emergency.



Pilatus P12 N412MD

It was quickly determined that the aircraft was not an emergency and the Military Provost Guard Service (MPGS) attended the scene to find out what happened. The pilot told them he had flown from London to "go to the beach".

When the pilot was informed about the restrictions in place in Wales due to Coronavirus he told them that "it was ok as he had it two months ago". The pilot went on to inform MPGS officers that he had found the airfield on Google Earth and read on Wikipedia that it handled civilian traffic as well.



RAF Valley

RAF Valley is also home to Anglesey airport, which sees daily flights from Cardiff Airport only, but has a strict prior permission required (PPR) system. The aircraft was searched by the RAF Police who found nothing suspicious and the pilot, who was the only person onboard the aircraft, was informed that he did not have authority to leave the base until it reopened the following day.

The pilot said he was departing regardless and the RAF chose not to block the aircraft in allowing it to depart at 14:15 local time. Superintendent Richie Green of North Wales police told us: "We were contacted by colleagues from RAF Valley at 1.04 pm on Monday 25th May, reporting that a light aircraft

had made an unauthorised landing at the airbase. The pilot was dealt with by Military Police.

“Whilst the incident is primarily being investigated by the RAF and Civil Aviation Authority, North Wales Police are currently considering potential breaches of the Covid legislation in Wales.” The Civil Aviation Authority (CAA) has confirmed it is aware of the incident and is investigating but said they couldn’t comment further at this time.

The aircraft is registered to Rosedale Aviation Inc. based in Wilmington, Delaware in the US but the identity of the pilot, who is understood to be English, is unknown. N412MD had previously been on the UK register as G-ILMD.

Ed: You may wonder why the aircraft has an American registration, well it is so you can operate on an FAA licence and some of the engineering costs are cheaper. It is basically a back door round the CAA system. You may remember the footballer who was killed near the Channel Islands, that aircraft was on the US register but operated in Europe.

Wait for it - Boeing 737 Max going through certification with the FAA

“During three days of testing in late June FAA pilots and engineers evaluated Boeing’s proposed changes in connection with the automated flight control system on the aircraft,” the FAA said on 1 July. “While completion of the flights is an important milestone, a number of key tasks remain, including evaluating the data gathered during these flights.”

“The agency is following a deliberate process and will take the time it needs to thoroughly review Boeing’s work. We will lift the grounding order only after FAA safety experts are satisfied that the aircraft meets certification standards,” the regulatory body says.



Flight test crew from the FAA and Boeing during certification flights of Boeing 737 Max

Certification flights are among the final steps prior to the FAA issuing an airworthiness directive (AD) lifting the grounding. The AD will specify measures operators must take before returning the jets to revenue service. Boeing has said it expects the AD will come in time to permit it to resume 737 Max deliveries in the third quarter of the year.

According to flight tracking website Flightradar24, the aircraft with the tail number N7201S completed about 10 hours of flight time over Washington state and neighbouring Idaho on 29 and 30 June, and 1 July.



Flight tracks of N7201S on 29 June, 30 June and 1 July 2020

The FAA must still review and approve Boeing’s final design documentation and the regulator’s Flight Standardisation Board (FSB) as well as the Joint Operations Evaluation Board (JOEB) - which includes partners from other non-US jurisdictions - will evaluate pilot training requirements.

The type was grounded worldwide in March 2019 after two separate accidents killed 346 passengers and crew. The aircraft’s new Manoeuvring Characteristics Augmentation System (MCAS) was at fault in both crashes.

Earlier in the day another government watchdog issued a scathing report that blasted Boeing for misleading regulators and purposefully holding back information about MCAS during the aircraft’s certification process. The FAA was kept in the dark about potential dangers of the flawed system, and therefore it was not able to adequately test or otherwise address it.

Ed: All of this flight testing does not cover European airspace and EASA will also have to agree to the recertification of the aircraft

New Farm Aviation Heritage Collection

Ed: I had an email recently from the late Alan Dicker's daughter Janette upon receiving News Sheet No 5.

Thank you Graham.

I have become more interested in RAF since Dad *died, looking through his LogBooks, photos etc, & having to find good homes for his uniforms, charts, instruments etc. He had amassed so much & I only wish I had known of its existence & asked so many more questions about Dad's RAF & WW2 experiences.

Some items are now at a Museum /Visitor Centre at R.A.F Marham & some in a large designated glass cabinet at New Farm Aviation Heritage Centre, also in Norfolk. It was a way of keeping them together so interested family & folk could see them as well as many more things of interest.

NFAHC is a large Collection amassed by Volunteers led by Trevor Hewitt (trevorhewitt@hotmail.co.uk) 01603 897732/07516 223741. Some of it to do with nearby WW2 American Air Bases & particularly a terrible Plane Crash which nearly landed on the family bungalow-he & his father managed to rescue some of the large crew.

It is housed in large outbuildings of the ex- Nursery/Farm Trevor's parents & then he owned. Whilst all helpers are volunteers, we were encouraged to know they have a lot of youngsters involved as well as an active Model Aeroplane Club, to which we donated many Magazines, kits, materials etc. Larger Museums just stuff things in warehouses & hangars so this way things can be enjoyed.

I have given you contact details as it may be of interest to Members & friends. NB Best to check opening times or if you wish a private visit, Trevor will help if he can. Many folk will be holidaying in the UK this year so thought it might be of interest.

In case some of your members may not recall, my Father was Alan Dicker- RAF till retirement at 45 then Test Navigator at Handley Page till it went bust, then BEA/British Airways. Mother was Violet, ex Land Army.

Hope you are all keeping well.

Best Wishes

Janette Noonan nee Dicker



How to find us:

New Farm Aviation Heritage Collection

New Farm

10 Buxton Road

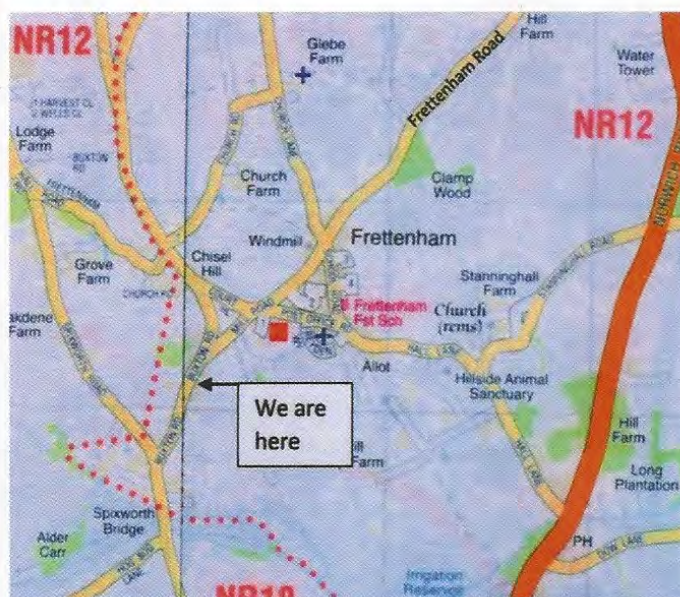
Frettenham, Norwich

NR12 7NG

01603 897732

07516 223741

trevorhewitt@hotmail.co.uk



**Open to public 2nd Sunday of the month
April to December. Entrance Free**

Chiltern Aircrew Association

A Newsletter Editor - NOW

From the current Editor:

Yes you have seen this plea before but now is the time for change. I have carried on during the lockdown but my reasons for standing down will shortly reappear and we need someone to take up the role. It really would be sad if all we got each month was an email explaining what was happening at the next meeting. So please use these last few weeks (we hope) of lockdown restrictions to step up to the plate and put something into your membership of this fine organisation.

And Finally: As ITN News used to say

“Fighting to be Heard “ is a wonderful coffee table type book to be published at the end of the year written by Brian Wiklem concerning the history of the BAe 146, the last airliner to be built at Hatfield.

For those with internet connection you may use this link to see the project and if you wish even pre order your copy by backing the project (like wot I have!)

<http://kck.st/3gi5NMZ>

Graham

Your 2020 Committee**President - Geoff Hulett**

11 Pearsewood Gardens, Stanmore, Middx
HA7 1NU.

Tel: 0208 952 4092

Email: banghulett@btinternet.com

Chairman - Des Richard

37, Southdown Road, Harpenden, Herts, AL5 1PG

Tel: 01582 763779

Email: des.richard@ntlworld.com

News Sheet Editor/Secretary:**Graham Laurie**

19 High St, Prestwood, Gt Missenden, Bucks
HP16 9EE

Tel: 01494 863492

Email: graham@kitty4.co.uk

Membership Secretary - Ian Mason

65 Sunnycroft, Downley, High Wycombe, Bucks
HP13 5UR

Tel: 01494 439845

Email: ian.mason197@ntlworld.com

Treasurer - Rod Finn

67 Hayfield, Chells Manor Village, Stevenage
SG2 7JR Tel: 01438 350115

Email: rodfinn@btinternet.com

Welfare: - David Bray

23a Aylesbury Road, Wing, Leighton Buzzard,
Beds LU7 0PD Tel: 01296 688425

Email: adbbay@aol.com

Programme Secretary - Bill George

Blossom Cottage, 54, Green End Street, Aston Clinton,
Bucks, HP22 5EX Tel: 01296 630998

Email: bill.bbgi@btinternet.com

Please, if you have any problems do not hesitate to get in touch with any member of the committee.

In the meantime, stay safe and our best wishes to you all. I will try to get another issue out before too long.

Intentionally Blank

Well almost. You will have seen recently short stories from Committee Members, Bill George, Ian Mason and David Bray and our very own Tom Payne covering particular incidents in their RAF careers. "Simples" as the advert says, now it is your turn!

You do not have to fill a whole page but we are looking for genuine short stories, no need for photos. Why do I need them, well simply to fill future Newsletters and for the new Editor to have some copy to use, so please help him/her in the early days.

As ever in hope

Graham

Your Story

Here