



NEWSLETTER

Happy New Year and time for the AGM & Subscriptions (P7)

AGM

Wednesday 21 January 2015

Our Annual General Meeting will be held prior to our presentation on Wednesday 21st January 2015. There are rumours that all the committee are standing for re-election, so sit back and relax, it should not take long and we will then have a presentation by **Miranda Andrews** entitled:

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

The Agenda

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 12th January 2015.

Christmas Lunch

From all reports the Lunch was a great success, thanks in no small way to Stephanie and her staff at Greenacres. 54 people attended which was an encouraging number. Thank you to those of you who brought guests which helped swell those numbers.

Our thanks, also to Gerry Sealy-Bell for the administration which was completed with his usual aplomb and all of it without recourse to a computer! How does he do it!

We are very lucky to be able to use the facilities at Greenacres, for which they do not make a charge.

We really are very appreciative of all they do for us. We always see the front of house staff, marshalled by Stephanie but spare a thought for those behind the scenes, the chefs and kitchen staff who help to make it all possible. One thing is for sure we would like to do it again, so make a date in your new diary for Wednesday 16 Dec 15.



LOTTERY FUNDED

Remember 21st January 2015

**Annual General Meeting &
Responsibility and Recognition
(Arthur Llewelyn and the Cold War).**

Miranda Andrews

Greenacres 10.30 for 11.00 am.

Is the 'Cold War back?

The European Aviation Safety Agency (EASA) received a request from the European Commission to investigate a series of near mid-air collisions between European passenger aeroplanes and military aircraft during recent months.

According to an EASA statement, these incidents have taken place over the sea at the border of the European Union (EU). As reported by different EU member states, the transponder of the military aircraft were inactive and it was not possible to establish a radio contact with them. This may have caused an immediate safety hazard to civil aviation.

EASA did not identify these "military aircraft", but it is known that there has been increased activity involving Russian military aircraft in the past few months. NATO reported that a formation of four Tu-95 Bear H strategic bombers and four Il-78 tanker aircraft were intercepted over the North Sea on October 29. According to the NATO statement the aircraft did not file flight plans or maintain radio contact with civilian air traffic control authorities and they were not using on-board transponders. "This poses a potential risk to civil aviation as civilian air traffic control cannot detect these aircraft or ensure there is no interference with civilian air traffic," according to NATO. On the same day other Russian aircraft were tracked over the Baltic Sea and Black Sea. These aircraft included MiG-31 Foxhounds, Sukhoi Su-34 Fullback, Sukhoi Su-27 Flanker and Sukhoi Su-24 Fencer jets.

The EASA analysis will aim at identifying the causes of the near mid-air collisions and provide recommendations on how to minimise the potential safety impact of these events on civil aviation. EASA will deliver its recommendations to the European Commission in March 2015.

So it will be in the hands of the European Commission in another 3 months, so do not hold your breath for any action from the Eurocrats! In the meantime it boils down to 'see and be seen' and even the airline crews will have to keep their eyes out of the office and not rely on TCAS!



The Tupolev TU 95 "Bear"

The Tupolev Tu-95; NATO reporting name: "Bear") is a large, four-engine turboprop-powered strategic bomber and missile platform. First flown in 1952, the Tu-95 entered service with the Soviet Union in 1956 and is expected to serve the Russian Air Force until at least 2040. A development of the bomber for maritime patrol is designated Tu-142, while a passenger airliner derivative was called Tu-114.

The aircraft has four Kuznetsov NK-12 engines, each driving contra-rotating propellers. It is the only propeller-powered strategic bomber still in operational use today. The tips of the propeller-blades move faster than the speed of sound, making it one of the noisiest military aircraft. Its distinctive swept-back wings are at a 35° angle.

Like its American counterpart, the Boeing B-52 Stratofortress, the Tu-95 has continued to operate in the Russian Air Force while several subsequent iterations of bomber design have come and gone. Part of the reason for this longevity was its suitability, like the B-52, for modification to different missions. Whereas the Tu-95 was originally intended to drop free-falling nuclear weapons, it was subsequently modified to perform a wide range of roles, such as the deployment of cruise missiles, maritime patrol (Tu-142)). An AWACS platform (Tu-126) was developed from the Tu-114. An icon of the Cold War, the Tu-95 has served not only as a weapons platform but as a symbol of Soviet and later Russian national prestige.

AGM Committee Reports

In an effort to keep the AGM down to a few minutes, to allow our speaker a reasonable amount of time we have here both the Membership Secretary's and Secretary/Editor's Reports, as they will be presented to the AGM

Membership Secretary's Report

During the year we have sadly lost 8 members:

Johnny Johns, Jim Tomlinson, Don Francis, Harry Le Marchant, Eric Barnard, Harry Purver, Frank Barton and Stan Broomhead

Our thoughts and prayers are with their families and friends. We will stand in their memory at the AGM. We will remember them.

However on the brighter side, following the kind invitation of the members of the JOYSTICK CLUB, to visit them on 3 June 2014 at White Waltham, we have since signed up 4 of their members, who are most welcome. Our membership now stands at 54.

Payment of your membership Annual Subscription becomes due on 1 Jan 15.

At our meeting on 21 Jan 15, I shall be pleased to collect your subscription of £10 Please have your membership card ready for signature (but this is not essential). To those of you unable to attend our AGM, please complete the **Renewal Form on Page 7** of the Newsletter, together with your cheque for **£10 and a stamped addressed envelope for the return of your membership card.**

Do not worry about destroying part of the Newsletter, as the editor has kindly left Page 8 'Intentionally Blank'!

Thank you for your continued support and may I take this opportunity of wishing you all a Very Happy, Healthy and Peaceful New Year.

Cheerio for now

Gerry

Secretary/Editor's Report

By far the majority of my duties concern the Newsletter which continues to keep us in touch with those members who, for one reason or another, are unable to attend our meetings on a regular basis. It is also published on the ACA website to a wider audience.

We have some regular contributors, for which I am very grateful for their copy. It would be nice to hear a few more of those wartime stories, as I know they go down well. Please do put something down on paper or better still get someone to email it to me. Notes will suffice and then I will be happy to create an article based on those notes.

No annual review can pass without our thanks to Stuart McKay, who despite his very heavy commitment as Secretary of The deHavilland Moth Club, not to mention his book writing, manages to print and distribute the Newsletter to those not yet in the computer world. There are advantages to getting your copy by email, it generally arrives ahead of the print version and you also often have the benefit of colour photographs. If you have not yet signed up for the digital version and do have the equipment to receive it, please do get in touch.

Graham



The Aylesbury & Halton Branch meet at RAF Halton on the first Wednesday (1930-2300) of each month and their bar is open every Thursday and Saturday Evening (1930-2300).

Tom Payne and Derek Gurney would love to go to the monthly meetings and are looking for some kind car driver from the Hemel area to give them a lift. If you can help please contact Tom on 01442 251456

On 4 Mar 15 Tom will be presenting the Branch with the "Together Again" framed photo of the two flying Lancasters, mentioned last month.

Military Burial after 72 years

Many of you trained in Canada on Anson's and may even be aware that one aircraft went missing on 30 Oct 42. Incredible in 2013 the wreckage was found and the bodies of the four aircrew have now been interned.

The four airmen were laid to rest in a burial with full military honours in Saanich, British Columbia. It was 72 years after their Second World War Anson disappeared after leaving Sidney.

A single coffin, draped in the Canadian flag and containing the remains of the four Royal Canadian Air Force crew, was lowered into a Commonwealth war grave at Royal Oak Burial Park.

"We gather to honour these brave men today and to offer our condolences to their families and friends," said Rev. Major Angela James. In attendance were the families of wireless operator Sgt. William Baird, 25, from Calgary, Alta., and three Britons, pilot officers Charlie George Fox, 31, and Anthony William Lawrence, 21, and pilot Sgt. Robert Ernest Luckock, 21. The families placed wreaths at a common headstone.



*Pall bearers including one from
The Queen's Colour Squadron RAF*

Canada's Defence Minister Rob Nicholson said in a statement that it's gratifying to give the men the dignity and respect they deserve. "The ultimate sacrifice these brave young men made for our peace and freedom will never be forgotten," Nicholson said.

On Oct. 30, 1942, their Avro Anson, known as "Faithful Annie," failed to return from a navigation training flight. Several planes had taken off from the

Royal Canadian Air Force station Patricia Bay. Heavy fog rolled in and the aircraft were recalled. The Anson's radio wasn't working. It didn't get the message.

The west coast of Vancouver Island was busy at that time with aircraft crews in training, ready to defend the Pacific. More than 100 aircrew lost their lives while flying out of Patricia Bay during the Second World War.

The wreckage was discovered in October 2013, by forestry Engineer. The excitement of finding the crash site was soon tempered by the recognition that lives had ended there.

Families and friends, military personnel, veterans and those involved in the plane's discovery and identification attended the service and burial.

Royal Air Force veteran Tom Burdge, 91, who served in the United Kingdom, said his stepson is one of the engineers who found the plane. He, too, went to the crash site. That scene came back to him at the funeral "especially when I looked into the grave," Burdge said. "It was very touching, a very good send off for them after all these years. Now they are honoured, at rest and recognized, which is really good."

There are still about 800 missing people from the military training program, which ran between 1939 and 1945, and another 28,000 missing Canadian service personnel abroad.



RCAF Avro Anson

Ed: My thanks to Tom Payne for sending me the article and to the Times Colonist Newspaper who published it.

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

Project Propeller was the brainchild of Gideon Todes, a private pilot who lives in London. "I used to visit some of those old, disused aerodromes," he told me. "There's an extraordinary atmosphere about these places. The huge, overgrown runways. The deserted, half-ruined Nissen huts. They're places full of ghosts. And I found myself wondering, who were the people who flew from here? They were so young and they had given so much. I wanted to give them something back in return. And what better than to give them an opportunity, to fly."

Out of that inspiration – and with the help of several other pilots, among them computer consultant Dennis Ray and marketing consultant Ian Burnstock – came Project Propeller. An ad was circulated in flying clubs around the country, asking for volunteers to fly veterans to Duxford. More than 100 private pilots responded. Most of them were born after the war. Many of them, like myself, had grown up with tales of the courage and adventure of these once-young fliers. Perhaps many of us had learned to fly because of them. The appeal of Project Propeller was very powerful. To fly with men such as Tom Austin, more than 55,000 of whose comrades in Bomber Command had been killed in operations during the war, would be a privilege. As it proved to be.

This year's event will be held at **RAF Cosford**, opened in 1938 as a joint aircraft maintenance, storage and technical training unit and has remained mainly a training unit to this day. The airfield is now home to the Royal Air Force Museum Cosford, which you will be able to visit on the day.

If you wish to attend by air please see the application form on Page 7 and send it in now or go online at:

<http://www.projectpropeller.co.uk/p/registration-aircrew.html>

It costs a great deal to put such an event on and all 'air minded' people can help by contributing to the cost of this year's event by sending a cheque or pay-

ing on line. All monies will be gratefully received by the organisers.

How can you help

It typically costs over £4,000 to stage PP (marquee, catering, entertainment, etc.). If you can help, please consider making a donation either via PayPal (using a credit/debit card) at:

<http://www.projectpropeller.co.uk/2014/12/project-propeller-is-annual-reunion-for.html>

or by sending a cheque payable to 'Project Propeller' at the following address. If you use a debit card and click 'Family & friends', PP will not be charged a fee.

Contact Details:

Project Propeller
 34 Dorset Square
 London NW1 6QJ
 e-mail: ian@projectpropeller.co.uk
 Tel: 0120 7262 4709

Put that date in your diary now, Saturday 30 May 2015.



Our Chairman Geoff Hulett on arrival at Staverton for the 2014 Project Propeller, with his pilot for the day Rod Heath

Ed: Many of our members go regularly to Project Propeller, so if you would like to know more suggest you speak to our Chairman or Tom Payne and they will be happy to let you know what a fabulous day you are in for.

Programme 2015

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

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
15 Apr	TBN
20 May	Guest's Lunch* 1200 Noon
30 May	Project Propeller - Cosford

Your Committee

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Welfare

It is some while since we have heard from Stan Colley, he has put his house up for sale and has moved into sheltered accommodation. We wish him well and it would be lovely to see him again at one of our meetings - the 'Raffle' is not the same without him. Bill Hyland is still battling away and just before Christmas was seen at St Clement Danes for the RAF Benevolent Fund '9 Lessons and Carols'.

I am on my travels again but when back at home will try and get in touch with some of you. Best wishes to all for 2015

David

Membership Secretary

Sadly I have to report the passing of Catherine King on Tue 9 Dec. Her funeral was held at Garston on Fri 18 Dec. She was a wartime WAAF and was married to Ronald King a CACA member who passed away in 1997. We send our condolences to her daughters, Judith and Rachel and to the rest of the family.

Please try and pay your annual subscription promptly and then we can issue the new Membership List, hopefully in the March Newsletter, so it is up to you

Gerry

Secretary/Editor

My thanks to Tom Payne for details of the Canadian burial. He is in contact with Mona Cogdell who he has known since 1941 and she passed on the article. She worked at John Dickinson's and trained Tom's future wife (how to operate bag machines - not how to look after Tom!). She was also a regular member of the RAFA at Halton.

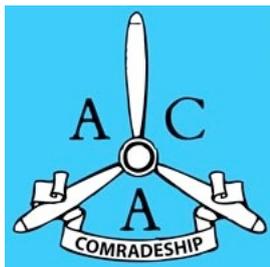
Graham

Chairman

I have been laid low by the lurgey over Christmas but should be ready for the AGM. Remember sit on your hands and only vote 'Yes' when I tell you!

Seriously if you have any points to raise at the AGM please let me have them by Monday 12 Jan 15

Geoff



The Chiltern Aircrew Association Subscription Renewal 2015

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 *

Aircraft

Squadron(s)

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

e-mail: ian@projectpropeller.co.uk

Tel: 0120 7262 4709

