



NEWSLETTER

Celebrate the Jubilee (Back page)

May Buffet Lunch - 16 May

Fewer than usual joined together for our May Guests Lunch at Greenacres, however those in attendance enjoyed the usual plentiful fayre provided by Stephanie and her staff.

Diamond Jubilee Garden Party - 12 June

Bill George is hosting our Jubilee Garden Party at his home in Aston Clinton. He will provide a Buffet Lunch with wine. Tickets are now available at £12 per head. This will include a £5 donation to Bill's charity.

The date is Tues 12 June at 12.00 Noon at Blossom Cottage, 54, Green End Street, Aston Clinton, Bucks, HP22 5EX. Booking Form on Page 8

Visit to National Arboretum

The British Legion in Hemel have **changed the date** for their visit to the National Arboretum in Staffordshire on **Sunday 19th August 2012**, so if you are interested please contact:

Sarah Carmichael

01442 216891

07881 553237

Sad News

It is with deep regret that we announce the passing of two of our members and one recent former member. **Jim Pool** who joined our branch on moving to Hillingdon a few years ago passed away on

28 Apr 12 and his funeral is at Ickenham at 1130am on Tuesday 22nd May. **Hugh Coan**, one of our National Service Aircrew sadly died on 12 May 12, the funeral is at 1440 at Garston Crematorium on 28th May.

A former member who flew with the Army Air Corps, **John Gourd** also passed away on Tue 8 May 12 and his funeral was attended by the Hyland's and Laurie's at Amersham on Weds 16 May 12.

Bomber Command Memorial Opening

Singer **Robin Gibb** spearheaded an effort to memorialize those who lost their lives during World War II and in April, 2011, it was announced that the £5.6million needed to build the memorial was raised. Sadly Robin passed away on 22 May 2012 but he will be remembered by so many for his constant campaigning on behalf of the ex members of Bomber Command

The foundation stone of the Bomber Command Memorial for the crews of Bomber Command was laid in Green Park, London on 4 May 2011.

Distinguished Architect Liam O'Connor designed the memorial. He is best known for the design and construction of the Commonwealth Memorial Gates on Constitution Hill, near Buckingham Palace. Sculptor Philip Jackson designed a bronze sculpture within the Memorial consisting of seven, nine foot figures depicting the aircrew of a Bomber Command heavy bomber. The memorial will be dedicated and unveiled on **June 28 2012** by Queen Elizabeth II. If you have a ticket, enjoy! **See P4**

Trim

How many times did your instructor tell you to trim the aircraft and then ask you to fly 'hands off'? I can certainly remember being harangued during Basic Training, as I fought to fly, 'attitude, trim', 'hold the attitude and then trim', on and on and on!

Of course as the years passed by, this all became second nature and also made life so much easier. Whether a service pilot or an airline pilot or a general aviation pilot, the requirements were much the same. That was so until the introduction of the 'side stick', as in many of the Airbus range of aircraft.

So what is all this about a side stick? A side-stick or sidestick controller is an aircraft control column that is located on the side console of the pilot, usually on the righthand side, or outboard on a two-seat flight-deck. Typically this is found in aircraft that are equipped with fly-by-wire control systems.

The throttle controls are typically located to the left of the pilot (or centrally on a two-seat flightdeck). Only one hand may thus be used for the stick, and both-hands operation is neither possible nor required.

The side-stick is used in many modern military fighter aircraft and later Airbus aircraft, including the largest passenger jet in service, the Airbus A380.



Airbus A380 Flight deck

This arrangement contrasts with the more conventional design where the stick is located in the centre of the cockpit between the pilot's legs, called a "centre stick".

In the centre stick design, both the pilot's and co-pilot's controls are mechanically connected together so that each pilot has a sense of the control inputs of the other. In typical Airbus side-stick implementations, the sticks are independent. The plane's computer either aggregates multiple inputs or a pilot can press a "priority button" to lock out inputs from the other side-stick



Side Stick Controller

A friend of mine is a training captain with Thomas Cook, who have just replaced their Airbus Fleet and are now all Boeing. Many of the pilot's have not had to trim for years and are finding it hard. He is often heard to say/shout, set the attitude, hold it and now trim it! Everything goes full circle.

My alarming nightmare

In my long life, I have seen many deaths. I lost my dear Mum and sister when I was quite young. I was living on my own at 16 in a Royal Mews Flat near Marble Arch (my Father was a chauffeur to the Royal Family and had evacuated with some minor Royals). I was there all through the London Blitz, cycling through the Raids morning and evening to the Chelsea Aircraft Factory where I worked 12 hours a day. That was really hard going and I saw many dead bodies being brought out of the bombed buildings. What a wonderful relief it was when at 17 1/2 I joined the RAF at St Johns Wood.

Working on Bomb Dumps at Leconfield, Graveley and Coningsby I saw many shot-up Bombers returning with dead Crew Members. Then at Brize Norton I lost my very good friend Barny, when watching his Whitley Bomber trundling down the runway, the Horsa Glider they were towing, pulled their control column back causing an almighty crash with five dead.

As I had no family, I signed on again after the War and seeing many fatal crashes including very good friend, Fl Lt Dinger Bell of 32 Squadron in Cyprus, the most experienced Pilot I have ever met, did a loop on Night Flying and crashed into Mount Kyrenia.

But the accidents giving me the most tremors, even now, were at RAF Chivenor in 1947. A Spitfire 16 suddenly dived into the Bristol Channel followed two days later by another. We were all flabbergasted wondering why two Pilots had died so needlessly. It was not until a week later one crashed on Exmoor and we found the dinghy we sat on under our parachute pack had self inflated pushing the control column forward and rendering the Pilot pushed into his harness leaving him helpless.

I had only just married my Florrie. A week's honeymoon in Bournemouth then I brought her to stay in a Hotel adjacent to the Airfield. At a Mess Dance, I had introduced her to all the Pilots so she had met the hree Pilots who died. Each afternoon I had shown her

where to walk to the perimeter path where she could watch the Spitfires, taxiing, taking off and landing.

It still gives me shudders when I think it could have so easily been me. I still imagine the horror of those poor Pilots, helplessly pinned into their seats. Their control columns pushed forward out of their control, having to sit there knowing that in a very few minutes they would be dead.

I worry too about my poor Florrie after only a couple of weeks of married life could suddenly be left all on her own. That experience stayed with her for the next two years as after only just five weeks, I was posted to Palestine. We had only met a few months earlier and we had been shown what it was like to be married to a Fighter Pilot. We got to know each other by writing long letters everyday and later, that everyday she waited for the Postman fearing whether it would be a letter or a telegram

Later, when those two long years were over and we were back together; within minutes it felt we had never been parted.

George Biggs

De Havilland Events

Many of you will be familiar with the DH Moth Club Charity Flying weekends, recently held at RAF Halton. The MOD now charge too much but even that does not beat our dear Civil Aviation Authority (or the Flying Prevention Branch as they are sometimes called) as new 'European' rulings appear to mean this years event may well be the last. So on **June 9-10, the Charity Flying Weekend will be held at at Old Warden Aerodrome, courtesy of The Shuttleworth Collection.** Charity aircraft types booked to date: Tiger Moth, Fox Moth, Hornet Moth, Leopard Moth, Dragon, Chipmunk, Jackaroo and Miles Messenger. The 'disabled passenger' hoist will be in operation.

Another event of interest is the following weekend **June 17, when the North London School of Flying at Panshanger, hold their de Havilland Day**

It is nearly time-at last!

The long overdue RAF Bomber Command Memorial is just weeks away from being unveiled in Green Park, London in honour of the 55,573 airmen who died helping to defeat Hitler during the Second World War. The monument near Buckingham Palace will recognise the extraordinary sacrifice, courage and dedication of the young men who lost their lives.

Forty four per cent of the 125,000 men who served in the Command were killed in action.

Part of the memorial has been constructed from sections of melted down aluminium from a Halifax bomber shot down over Belgium in May 1944 killing eight people. The memorial is expected to be officially unveiled by the Queen on June 28 this year.

The men of Bomber Command suffered 10 per cent of all the casualties in the war. Few of the thousands of crews, who came from all over the world including the Commonwealth, are still alive. Night after night, the bombers climbed into their cramped and freezing aircraft to strike at Germany's cities and factories - the odds on them surviving enemy anti-aircraft guns growing longer with each raid.

In 1940, Winston Churchill praised them as Britain's 'salvation'. But amid public disquiet at the allied strategy, the leader snubbed Bomber Command in his 1945 victory broadcast, thanking all other sections of the RAF but them. After the war, there was widespread unease over the controversial tactic of carpet-bombing German cities which caused up to 600,000 civilian casualties.

The decision to build the memorial was a massive victory for campaigners who blamed Britain's failure to honour members of Bomber Command who lost their lives fighting tyranny on 'political correctness'. Westminster City Council gave the green light after David Cameron stepped in saying it was 'time for the nation to show its gratitude' to the air crews.

The memorial recognises the extraordinary sacrifice, courage and dedication of the young men after the Nazis were crushed. Seven bronze statues - 9ft tall

on top of Portland stone plinths - form the centre-piece and will look to the skies like the airmen at the end of the Battle of Britain, watching for their comrades' safe return.

The memorial's website, www.theygaveeverything.co.uk, says: 'The two flank walls of the inner part of the memorial will also be in large blocks of Portland stone and will have central niches cut into the masses of the walls and contain cast bronze lamps that provide a general overall soft level of illumination during winter days and evenings. Flanking the niches will be carved, into the stone walls, depictions of the principal aircraft of the RAF Bomber Command such as the Mosquito, Wellington, Halifax, Bristol Blenheim and the Lancaster and the badges of those squadrons who flew these planes. These depictions will provide an educational element within the memorial and serve to remind visitors of the extraordinary leaps in design and technology that occurred during the six years of the Second World War.'

**Celebrate the Diamond Jubilee
in style**

at our

Garden Party

Tuesday 12th June 2012

1200 Noon

hosted by Bill George

at

Blossom Cottage,

54, Green End Street,

Aston Clinton,

Bucks, HP22 5EX

Tickets application on Page 8

The Equine Airline

Emirates airline’s cargo section set a new record this week – by flying horses from Oman to London for HRH The Queen’s Diamond Jubilee celebrations.



Emirates Boeing 777 Freighter at Stanstead

The first shipment of 70 horses was the largest number ever transported by the airline on a single freighter flight. The 112 horses were flown by Emirates SkyCargo on two flights from Muscat to Stansted, London

The horses, of the Royal Cavalry of Oman, were flown in on Boeing 777s for the Diamond Jubilee Pageant, which took place from May 10-13 at Windsor Castle. The pageant is a major event in the private grounds of Windsor Castle with more than 550 horses and 1,000 dancers, musicians and performers from around the world taking part.



The ‘Equine Pallet’ on the tarmac post flight

An Emirates spokesman said: “With our Dubai hub now a major player in the world of horse racing, we have gained considerable experience in the care and transport of horses and fly hundreds across the globe every year. “We are honoured to have been chosen to bring the Royal Cavalry of Oman to the UK for this prestigious event.”

A team of eight grooms, and a vet, accompanied the horses on each flight. As you can see the horses are transported in specially adapted ‘baggage pallets’ with room for a groom to enter, much the same as a traditional horsebox.

Fighters back at RAF Northolt

Following a successful pre-Olympic exercise Typhoon fast jets have departed from RAF Northolt. The jets from RAF Coningsby had been based at RAF Northolt from 2 to 10 May to take part in exercise Olympic Guardian which tested all aspects of the Olympic Security plans for the summer games.

Typhoon jets will return to Northolt in July, along with some military helicopters, for the duration of the Olympic Games themselves. However, they are expected to spend most of their time on the ground in high readiness and will not be conduct further training sorties



Typhoon departs RAF Northolt

Lincolnshire Lancaster-Just Jane

A Second World War Lancaster Bomber is pictured at the Lincolnshire Aviation Heritage Centre as the sunsets bathing the sky in a stunning yellow and orange glow.



'Just Jane' was built at Longbridge near Birmingham, in April 1945, by Austin Motors. Given the serial number NX611, she was due to join the RAF's Tiger Force in the Far East - but after Japan's early surrender, the plane was put in storage. In 1952, the French Government bought the plane, painted her midnight blue and she went on maritime patrol for the French Naval Air Arm. Moved to New Caledonia ten years later, she had another makeover - this time, painted white - and was used for air sea rescue and cartography.

'JUST JANE'S' PLANE SPECS

Engines: Four Rolls-Royce Merlin 24 engines (1640Hp each)
 Span: 102ft
 Length: 69ft, 11 3/4in
 Height: 20ft 6in
 Wing area: 1,300sqft
 Weight, empty: 37,330lb
 Max weight, all up: 72,000lb
 Max bomb load: 18,000lb
 Max speed: 275mph at 15,000ft
 Range: 2,350 miles with 7,000lb bomb load.

Just Jane finally came home in 1965, landing at Biggin Hill in May, after yet another overhaul in Sydney a year earlier. Public appearances were few, and brief, due to the costs involved - and in 1972, she was put up for auction in Blackpool.

After failing to reach the reserve price, she was eventually bought by the Rt Hon Lord Lilford - who sold her on to brothers Fred and Harold Panton in 1983. They kept Just Jane in an old airfield they had acquired in East Kirkby. The Pantons, from Lincolnshire, had lost their fighter pilot brother Christopher on the Nuremburg Raid in March 1944.

In 1993, restoration work began on the plane's engines, thanks to the efforts of two ex-RAF engineers. Work was later carried on the propeller blades - and local contractors checked all the wiring. Further tweaks were made on the motor, magnetos, fuel booster pump, ignition harness, throttle controls and fuel jettison system. Finally, after several hundred man hours, the engine was ready, at a cost of £7,000. Repairs were then done on the three other engines - and all now comply with the taxiing standard.



The Lincolnshire Aviation Heritage Centre lets people relive the sights, sounds and smells of the famous planes at the airbase

Programme

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

June 12	Diamond Jubilee Garden Party*	
June 20	Alan Bowles	V1, V2 & V3
July 18	Colin Gent	RR Merlin
August 15	Roger Miller	Halton and beyond
19 Sept	Guest Lunch*	1200 Noon
17 Oct	Alan Merriman	Flight Testing

Your Committee

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Welfare

Bill Hyland reports:

Not a great deal to report this month as I have been away for some time. Unfortunately a somewhat de-

pressing month, as can be seen elsewhere in the Newsletter. At least the weather appears to be cheering up a little. We shall be thinking of our 'long term sick' members including Bernard Maile, Ted Bunn, Peter Croft and Alan Dicker. Our thoughts also go out to Olive Bennett who brought Jim Pool to a number of events, poor Olive is undergoing some pretty heavy treatment herself at the moment. We wish them all well.

Bill

Membership

Sadly I have to report the deaths of two of our members, Jim Pool and Hugh Coan.

Jim died on 28th April and his funeral took place at Ickenham on 22 May 12. Jim started at Cranwell and met up there with Johnny Johns. They were also together on 26 Sqn. Jim was with the British Expeditionary Force in Northern France and left at Dunkirk by Lysander. he was initially a WOP/AG.

Hugh Coan died on 12 May and his funeral took place at Garston Crematorium on 28 May 12. Hugh was a National Service pilot in Transport Command, flying among others the Handley Page Hastings. This is probably why he amassed more hours than Bill George. After the RAF his civilian career was as a Chartered Engineer.

We offer our sincere sympathies to the families of Jim and Hugh and our thoughts are with them at this sad time.

Gerry

Reunions

Attending the 95th consecutive Reunion Dinner of No 46 Sqn reunion last week I met Dick Ward from East Devon and he updated me on Don Francis, who he says is a little up and down. Also met former National Chairman Peter Crouch, who sends regards to all and particularly to our last National Chairman Des Richard.

Graham

Diamond Jubilee Garden Party
1200 Noon Tuesday 12 June 2012
at ‘Blossom Cottage, 54, Green End Street, Aston Clinton,
Bucks, HP22 5EX (Tel: 01296 630998)

Please reserve seats at the lunch. I enclose a cheque for £..... (£12 per head to ‘W George’), and a Stamped Addressed Envelope

Name(s):.....

Address:.....

..... Postcode:.....

Telephone:.....

Please return to : Graham Laurie, 19 High St, Prestwood, Great Missenden, Bucks HP16 9EE

Please remember to enclose cheque (payable to W George)& Stamped Addressed Envelope

CONTACT NUMBER IN CASE OF EMERGENCY DURING A MEETING OR OUTING

Your Name: _____

Name of Contact: _____

Contact’s Telephone Number: _____

Relationship (Relative, Friend, Carer etc.) _____

Other information that you think may be useful (eg Diabetic etc)

This information is **CONFIDENTIAL** and only available to the Committee of The Chiltern ACA

Please complete and send to Bill Hyland, 57, Limes Avenue, Aylesbury, Bucks., HP21 7HD