



NEWSLETTER

Members please fill in form on Page 8 to continue to receive the Newsletter



Ian Jones MBE

April Meeting

Our speaker, Ian Jones, had spent 40 years involved with bomb disposal operations. His first Explosives Ordnance Disposal (EOD) tour of duty was as a corporal in Northern Ireland in 1974. He then gained a commission, returned to the Province in 1982 and, as a captain, was responsible for all bomb disposal operations in Belfast.

In 1992, as a major, he was Officer Commanding 321 Company RAOC, responsible for all bomb disposal operations in the whole Province. This was followed by a year in an intelligence post gathering information on Improvised Explosive Devices worldwide.

He left the Army in 1994 and joined the Anti-terrorist Branch of the Metropolitan Police where, working shifts, he served as an Explosives Officer dealing with all incidents involving explosives in London. He answered over 2,000 calls for assistance in the following 18 years before retiring after the Olympics. His talk was a fascinating insight to some of the incidents he attended.

Data Protection Important Notice

The Government have invented a new law which means that we (The Chiltern Aircrew Association) must have each member's authority in writing, to enable us to contact you by any means (post, email or phone). It is not good enough to send the form back by email as the signature must be an original (or is it a way to improve the profits of Royal Mail?)

We have to comply to enable you to continue receiving this Newsletter and any other notification that your Committee feel fit. I am sure you are being inundated with similar requests from elsewhere, please accept my apologies for this additional one. To make it worse our illustrious Government have decided to go ahead with this EU ruling despite our Brexit vote.

All that will happen is members will continue to receive the Newsletter as now and 'Chez Laurie' will have to file all these forms, in case The Ministry of Data Protection or their representative should ask to see that we are compliant!

My apologies for bothering you with this piece of unnecessary bureaucracy. Yes Data Protection is important but you pay £10 annually and the renewal form asks for you to agree to us sending the Newsletter. Now we have a 'one size fits all' which I fear will mean we operate exactly as before!

BUT PLEASE FILL IN THE FORM ON PAGE 8 and return to Graham Laurie

If you are not a member but receive the Newsletter, do not worry it will still be sent until you ask us not to.



Remember 16th May 2018

"Buffet Lunch"

Greenacres 1200 for 1230

**The First World War Pilot J M (Jack) Mason
Part 9**

Ed: Here we continue further extracts from Jack's First World War Logbook, on Active Service. Another busy 5 days!

MARCH 2018

23	DH4	90 mins (PI)	Bombing Raid on Tertry & Mons District. Set out with the same object. Several bursts observed in the village & two fires caused. AA fire very poor & only about 3 E.A. Third raid today. Had to give up our new aerodrome at Champein on account of the German advance, so landed at Bertangle as per instructions.
24	DH4	102 mins (PI)	Bombing Raid on Lainsel Village. All bombs dropped over the target. Four distinct hits observed in the village. Rupten, who was leading lost himself & Watkins took it over.
25	DH4	90 mins (PI)	Tertry & Monchy Lagache Villages. Two explosions caused in the village of Tertry & three hits on some Hun tents on the road.
25	DH4	77 mins (PI)	Peronne – Bapaume Road. All bombs dropped on the road but observations were very difficult owing thick drifting clouds.
26	DH4	70 mins (PI)	Bombing Raid on Poyiers & District. Five explosions observed in the village of Poyiers causing at least three fires. AA light but fairly accurate. Twelve E.A. Seen but they did not attack.
26	DH4	61 mins (PI)	Bombing Raid on Brie Road & St Clivet Bridge. Three fires caused on some very large huts to the east of the bridge. No results seen of the bombs dropped on the road owing to very heavy drifting clouds passing over it. AA nil. E.A. nil.
26	DH4	73 mins (PI)	Bombing Raid on Mistle & Billancourt. Six bombs dropped at Mistle & six at Billancourt. Five explosions observed in the latter village. AA fire fairly heavy & very accurate. I got fair burst very near arm which put the wind up me very much. No Huns seen in the sky. My third raid today.
26	DH4	20 mins (PI)	Forced to return post haste owing to two of my mags giving up the ghost. Landed with all bombs. The squadron's eighth raid today also means we have dropped over 5 1/2 tons of bombs on Huns.

26	DH4	73 mins (PI)	Bombing Raid on Mistle & Billancourt. Six bombs dropped at Mistle & six at Billancourt. Five explosions observed in the latter village. AA fire fairly heavy & very accurate. I got fair today.
26	DH4	20 mins (PI)	Forced to return post haste owing to two of my mags giving up the ghost. Landed with all bombs. The squadron's eighth raid today also means we have dropped over five & a half tons of bombs on the Huns.
27	DH4	42 mins (PI)	Bombing Raid on German Trenches, Troops & Transport in Estrees District & Afterwards Shooting up Huns with Machine Guns. The first stint we have ever done from a very low altitude. All bombs dropped on Hun transport on the Foneaucourt Road and three direct hits on lorries & mortars obtained. After dropping the bombs I made four large circuits & brought my guns & my gunlayers two guns to bear on masses of Hun troops etc on the roads & they were seen to dash into the ditches by the side. I also attacked a Hun kite balloon but it was hauled down. Altogether we fired 800 rounds.
27	DH4	48 mins (PI)	Same as Previous One. This raid I carried out in exactly the same manner as this morning. Shooting up the Huns & roads & fields after dropping the bombs. These exploded around troops moving along the road, scattering them left and right. Fired about 1000 rounds.
27	DH4	30 mins (PI)	Same as Previous One. Another stint of the same kind. Bombs dropped on some tents by the side of the road which looked something like rest tents, causing two fires. I had to come home without doing any shooting up as one of my flying wires broke on the way out.
28	DH4	33 mins (PI)	Same as Previous Raid. More low bomb dropping & shooting up in an effort to stop the Hun advance. No Huns encountered but very heavy & accurate AA fire & I had to take shelter in the clouds to get out of it. I was absolutely lost for some time but eventually got home by steering a compass course. F.S.L. Caroll missing, also F.S.L. Stocker.

**Official Opening of
International Bomber Command Centre
in Lincoln**

A number of our Bomber Command veterans attended the Official Opening of the International Bomber Command Centre on Thursday 12th April 2018., together with some widows and family of members no longer with us Sadly the weather played havoc with the planned proceedings. It was cold wet together with poor visibility, a sharp contrast with the opening of the Bomber Command Memorial in London, when heat was the only problem.

As was to be expected the weather did not dampen the spirits of over 300 Bomber Command veterans that attended, the youngest being a mere 92 years old.

Almost half of the 125,000 who served as aircrew lost their lives. The average age of those serving was 23.

Bomber Command saw more men killed in one catastrophic raid on Nuremberg than in the entire Battle of Britain.

Organisers of the event said the opening of the International Bomber Command Centre is likely to be the last formal gathering of those from the Second World War.

The opening included a ceremony compered by John Sergeant with musical performances and speakers including Defence Minister Lord Howe. Planned fly-pasts were cancelled due to poor visibility.



The spire and new Chadwick Centre

Nicky Barr, chief executive of the International Bomber Command Centre, said she was 'hugely proud' to see the number of veterans at the opening.



Jim Wright AFC from Oxford ACA attended

'I've just been given the most enormous hug by a 97-year-old gentleman in tears to just say thank you and I think that really summarises it,' she said.

'Nobody has fought to tell their stories like my team has, and it matters. They've been forgotten, and now they're not.'

TV personality and trained pilot Carol Vorderman was also there to remember Bomber Command The 57-year-old got her pilot license in 2014 and said she planned to fly solo around the world.



Part of one Memorial Wall

Alongside the centre is a digital archive project, which has so far preserved 190,000 documents including personal photos, letters and diaries. Our own Chris Brockbank has been involved in interviewing nearly 200 veterans and families for the project. If anyone would still like to contribute their memories please contact Chris Tel: 01296 770450

Message from Tom Payne

I lost/mislaid my RAFVR identity card (1250) last year, it could have been after visit to Hinchingsbrooke Hospital. Earlier this year I had a call on my mobile from a lady - sure she said Sarah, saying she had bought something of mine, as it was early morning I was not fully awake, so was unable to find out more.

Now I realise that as she used my mobile phone she must be known to me. I did publish it in a newsletter - so could she be one of our "family" ? So can you please include a note in next Newsletter advising that I have lost/mislaid my I.D. It was issued in 1949 with my picture, red strip down front & back - my service number 199071 plus name description and Date of Birth RAF date in 1923. I will pay the cost they paid plus a reward of £50.00 as I have listed on Facebook.

If no result then could readers put a note on their facebook page. Thank you very much hoping you can assist.

Buffet Lunch

We will be holding our Buffet Lunch on Wednesday 16th May 2018 at Greenacres Tavern. Please bring friends if you would like to. Let Ian Mason (details on Page 7) know by Sunday 6th May 2018. The menu will be cold meats and salad and sweets plus tea and coffee. Tickets are £10 for Members and guests . Our widows pay just £5

London, Easter Sunday, 1st April 2018

The Pipe Band of the Royal Air Force vied with the bells of St Clement Danes to welcome veterans and serving personnel to a service marking the 100th Anniversary of the Formation of the Royal Air Force. This was no ordinary service, how could it be with three Marshals of the RAF and fourteen Air Marshals present!

The National Standard of the RAF and the Queen's Colour for the RAF in the United Kingdom were paraded and following a Trumpet Fanfare a new Ensign of the RAF was brought into the Church and dedicated by the Chaplain in Chief, who also gave the address. Lessons were read by the Chief of the Air Staff and by Senior Aircraftman Sarah McGhin of RAF Northolt.

Music before the service was provided by the Band of the Royal Air Force Regiment and during the service by the Choir of St Clement Danes, concluding with a Ceremonial March "Lord Trenchard"

Time then to cross the road to the Royal Court of Justice for a Reception and an opportunity to mix with veterans and serving personnel. The Aircrew Association was represented by Des Richard and his daughter Fiona, Bill Moore, Tony Boxall, myself and Mary. Sadly Bill Pegg was not well enough to attend. Focus of the reception was the unveiling of the RAF100 Baton Relay by the Chief of the Air Staff who handed it to the first carrier, Air Commodore Charles Clarke (a veteran of the 'Long March') who in turn passed it to Aircraftman Wood one of the youngest members of the RAF, who will cover the first leg of the relay to 80 The Strand, former RAF Headquarters and from there to 100 RAF Stations.



The Chief of the Air Staff Air Chief Marshal Sir Stephen Hillier KCB CBE DFC ADC MA RAF handing the RAF 100 Baton to Air Commodore Charles Clarke



The RAF100 Baton Relay will finish on The Mall with all the RAF100 celebrations on Tuesday 10 July which coincides with 100 days after the centenary. The date was selected as 1 April was the Easter weekend.

Certainly an event to look forward to.

Report & Photos
Geoff Hulett

Tales from the Tower

Ed: *We promised to keep abreast of the US-Bangla Airways crash in Nepal. There has been much conjecture on Social Media, ranging from blaming ATC to blaming the young female First Officer. So far the only official update has been a Preliminary Report from the Nepalese Authorities:*

On Apr 10th 2018 Nepal's AAIC released their preliminary report reporting the aircraft touched down about 1700 meters down runway 20, travelled on the ground towards the southeast, went off the runway, broke through the inner perimeter fence, moved down along a rough downslope and stopped after a ground travel of 442 meters at the eastern side of the runway (editorial note: the coordinates of touch down point and final position do not match the narrative). The aircraft caught fire and was destroyed. All 4 crew and 47 passengers perished, 20 passengers survived with serious injuries. Initially 22 passengers were rescued alive from the crash site, two later succumbed to their injuries. The cockpit voice and flight data recorders were recovered and were dispatched to the Transport Safety Board Canada (TSB) together with other aircraft components like PSEU, EGPWS, EMU and QAR.

Ed: *So that is it and will probably be all we hear for sometime. The good news from the point of view of the investigation is that the CVR (Cockpit Voice Recorder) and FDR (Flight Data Recorder) have been retrieved. The recordings of all the frequencies the aircraft was on will also be retrieved and thus a full insight will be available to the investigators. Probably the most important will be CVR as this will hopefully include what the two flight deck crew were saying to each other as well as their transmissions to ATC.*

All in all, a very puzzling Accident on the outside but until we know the full story, it is wrong to speculate as has been happening on social media.

One sad note

The aircraft Captain was a former Bangladesh Air Force officer. Abid who was flying the US-Bangla plane, was a veteran with over 5,000 hours, he was killed along with 48 others in the worst aviation disaster in Bangladesh's history.

On Mar 18, his wife Afsana was hospitalised with a stroke after the news of her husband's death spread. She underwent a surgery and was later put on life support as her condition deteriorated and she died on Friday 26th March, leaving a son aged 16.

Improper instructions from ATC personnel at Changi Airport led to the wing-to-wing collision between a Scoot Boeing 787 and an Emirates Airbus A380 on 30 March 2017.

In its final report, the Singapore Transport Safety Investigation Bureau (TSIB) classified the incident as serious. It occurred at at 01:40 local time, the left wing tip of the 787 collide while it was taxiing with the right wing tip of the A380, which was being pushed back from a parking bay at Terminal 1. There were no injuries aboard either aircraft.



The TSIB found that the ATC staffer in charge of the 787, who was in training, made a number of mistakes, which led 9V-OJA to turn left on the wrong taxiway, where the collision occurred. It was found that the 787's left wing suffered damage which included the delamination and scuffing of multiple composite panels; multiple bent and abraded skin panels; cracked wing tip light lenses and severed static discharger wicks.

Meanwhile, the A380's right wing had scratches on wing leading edge and slats, as well as cracked ribs and spars.

The Civil Aviation of Singapore is also working towards a system by 2020, where the green taxiway centreline lights are automatically switched on, just ahead of the taxi path of an aircraft and automatically switched off, once it has taxied past.

Ed: *Whatever ATC did in this case it is 100% the pilot's responsibility to ensure the safety of the aircraft. The lighting system has been in use at Heathrow for many years. Taxiing at Major International Airports is often the hardest part of any flight but Heathrow lighting certainly makes it much easier.*

Programme 2018

Events at 1030 for 1100 at Greenacres unless (*)

2018

10 May RAF Museum Hendon, Veterans Day
 16 May Buffet Lunch
 20 Jun Visit to RAF Halton Trenchard Museum

Your 2018 Committee**President**

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Welfare

The old and bold enjoyed their day at the IBCC despite the very cold and damp weather.

We shall persevere in getting the ladies to join us on a regular basis and not just for the lunches.

Tom Payne sends his best wishes

David

Membership Secretary

Re Buffet Lunch Please also send me you cheques or pay by BACS: I M Mason 09-01-28 41009326

Please Post cheques, together with a stamped addressed envelope to:

Ian Mason
 65, Sunnycroft,
 Downley,
 High Wycombe HP13 5UR

The closing date will be SUNDAY 6th MAY

Ian

Secretary/Editor

Please fill in the form overleaf and return to me by post as soon as possible, this will ensure the Association complies with new Data Protection Law.

Please note our **June meeting will take the form of a visit to RAF Halton's Trenchard Museum**. David Bray will co-ordinate this, so please let him know if you are interested. He will be out of the country until 9 May but will reply on his return. Details are yet to be firmed up but the visit may be followed by a Pub Lunch in Wendover.

Thanks to our President Geoff Hulett for representing the ACA and Chiltern ACA in particular at the RAF 100 Service at St Clement Danes on 1 Apr 18 and for his report on Page 5. Amasing what a veteran can do with a new I-Phone!

Graham

Treasurer

Just to let you know our accounts are in good form and that we are subsidising the May Buffet Lunch to keep prices at £10 and £5 for our widows.

Rod



From: Graham Laurie
 The Secretary, Chiltern Aircrew Association
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Form to be returned by post (not Email by 27 May 2018)

Your privacy is important to us, and we want to communicate with Association members in a way which has their consent, and which is in line with revised UK law on data protection wef 28 May 2018. As a result of a change in UK law, we now need your consent to how we contact you. Please fill in the contact details you want us to use to communicate with you:

Name _____

Address: _____

Email Address: _____

Phone Number: _____

By signing this form you are confirming that you are consenting to the Chiltern Aircrew Association (ACA) holding and processing your personal data for the following purposes (please tick the boxes where you grant consent):

I consent to the Association contacting me by post, phone or email.

To keep me informed about news, events, activities and Newsletter (*note you can unsubscribe from the Newsletter at any time*);

To including my details in the 'Membership Directory' which is circulated to Association Members.

Signed: _____ Dated: _____

You can grant consent to all the purposes; one of the purposes or none of the purposes. Where you do not grant consent we will not be able to use your personal data; (so for example we may not be able to contact you or send you Newsletters; except in certain limited situations, such as where required to do so by law.)

You can withdraw or change your consent at any time by contacting the The Secretary CACA, 19 High St, Prestwood, Gt Missenden, Bucks HP16 9EE. Please note that all processing of your personal data will cease once you have withdrawn consent, other than where this is required by law, but this will not affect any personal data that has already been processed prior to this point.