



NEWS SHEET

Here's to a New Year when we can get together

May he Rest in Peace

Our President - Geoff Hulett

Geoff sadly passed away in the early hours of 19 November after a battle with cancer, He died at his son Ian's home in Bedford.

His membership number of 56 will tell you he had been a long serving member of Chiltern ACA, joining the committee and serving for a long time as treasurer, then Chairman and latterly our President. He supported the Association and was a regular attendee at Project Propeller, flying in from his local airfield at Elstree.

Geoff was born in Sheffield on 28 March 1923 a place he loved. When he joined Chiltern ACA he found a number of other Sheffield lads and as some joined the committee with him, they were known as "The Sheffield Mafia".

Geoff volunteered for the RAF in late 1941 aged 18 and completed pilot training flying Tiger Moths and Harvards in Southern Rhodesia. Towards the latter part of the war he was serving in India and Burma, with 225 Group as a ferry pilot delivering aircraft in support of the Allied air attacks against the Japanese. He flew many types of aircraft including Spitfires, Hurricanes and P-47 Thunderbolts and was awarded the Burma Star. For Geoff the war did not end with VE day and at Remembrance Parades he would read the Kohima Epitaph, which was the epitaph carved on the Memorial of the 2nd British Division in the cemetery of Kohima (North-East India). He also read it at the disbandment of the National ACA at the RAF Church St Clement Danes. It reads: **'When You Go Home, Tell Them Of Us And Say, For You're Tomorrow, We Gave Our Today'**. He was rightly proud of his service reaching the rank of Warrant Officer.

Many will remember Geoff attending CACA functions with his wife Brenda. She predeceased him

and for the last few years suffered ill health. Geoff did a course in make-up so he could dress and do her make up. She always looked immaculate which was great credit to the love and affection he had for her.

In civilian life he worked in the printing trade as a salesman. He attended trade fairs all over the world and on one occasion in Baghdad met up with the late George Biggs and of course was reunited with him at Chiltern ACA.

My first meeting with Geoff was when I was booked to give a talk to Chiltern ACA at the RAFA Club in Hemel Hempstead. I was serving on No 32 (The Royal) Squadron at the time. Geoff welcomed me, bought me a drink - I gave my presentation and was then refused exit until I signed a membership form and being treasurer he insisted I paid on the night. A firm but very warm gentleman.

As he joins his wife let us hope there is a plentiful supply of his favourite tippie in that hangar in the sky.



Per Ardua Adastra Geoff RIP and thank you from us all.

GL

Old Pilot Flying Quotations

There's old pilots and there's bold pilots — but there are no OLD BOLD pilots!

God does not subtract from man's allotted time the hours spent while flying, but He exacts harsh penalties for those who do not learn to land properly.

The difference between fear and terror: fear is when your calculations show you may not have enough fuel to make it to your destination. Terror is when you realise you were right.

I wore my mask while pulling 9 Gs, checking six, pumping out flares, telling #2 to "BREAK LEFT!", selecting auto guns, locking up a bandit, selecting the AIM-9, keeping visual while gaining a tally, getting a 1500 MHz tone, watching my altitude, planning an egress, shooting the bandit, telling #2 to "bugout south", reforming into tactical formation, pushing it up, taking it down, short range radar, and resetting the CAP....and all you gotta' do is pick up a gallon of milk.

Mommy, I want to grow up and be a pilot. Honey, you can't do both.

When you see a tree in the clouds, it's not good news.

Heaven is crowded with civilian pilots who did not get their Instrument Rating.

Aviation's greatest invention was the relief tube.

My junior high school teacher told me no one would pay me to look out the window. Now I'm an airline captain.

The older I get, the better pilot I was.

I'm at the age when I realise the best thing about flying fighters was free oxygen.

Takeoffs are optional, landings are mandatory.

Never fly the "A" model of anything

Because I'm the Captain, that's why!

Pilots - looking down on people since 1903.

There are three simple rules for making a smooth landing. Unfortunately, no pilot knows exactly what they are.

The average fighter pilot despite a swaggering personality and confident exterior is capable of feelings such as love, affection, humility, caring and intimacy. They just don't involve others.

When everything else is going against you, remember an aircraft still takes off into the wind.

Friday Pilots Pat Halloran and Tom Keck in their SR-71s, "Yeah, though I fly through the valley of the shadow of death, I fear no evil, for I am at 80,000 Ft. and climbing.

An idiot can get an airplane off the ground, it takes a pilot to get it back in one piece.

Pilot dictum: remember, in the end, gravity always wins.

You can only tie the record for flying low.

Black boxes may be replacing pilots, but pilots can be maintained easily and produced by unskilled labor.

Many young, inexperienced pilots have delusions of adequacy.

Flying is the art of learning to throw yourself at the ground and miss.

Elderly lady to airline captain, "Are you sure you are safe to fly?" Answer, "Lady, how do you think I got this old?"

Optimists invented the airplane. Pessimists invented the parachute.

Scientific fact: the rings of Saturn are composed of lost airline luggage.

Newton's Law: What goes up must come down. Squadron Commander's Law: What comes down better be able to go up again!

I was 14 when I wanted to be a pilot. I'm now 80 and still want to be a pilot, but I'd rather be 14 again.

Ladies and gentlemen, this is the Captain speaking. This was the First Officer's leg and he made that landing you just experienced. I have asked him to stand at the door and receive your comments.

Passenger to Flight Attendant: "John Wayne didn't use a seatbelt." Flight Attendant: "John Wayne isn't going to New York with us and neither are you unless you buckle up!"

Icarus could have flown if he'd picked a cloudy day.

As George Carlin said, "If black boxes survive crashes, why don't they make the whole airplane out of that stuff?"

Soldier to a pilot: "Why didn't you join the Army?" Pilot's answer, "I found out that good food and clean sheets were readily available on nearby Air Force bases."

"Roger" - a term used by pilots when they can't figure out what else to say.

"Cone of Confusion" - all radio terminology on JFK ground control.

"Balls-to-the-wall" - FULL THROTTLE, or an EXTREMELY bad landing.

Kennedy Ground Control to female pilot. "I told you to turn on Alpha!" Female pilot, "Don't be angry, I didn't understand you!" Controller, "Are you my ex-wife?"

Beer was invented to make pilot stories more interesting.

Pilots have to be brave so they don't get scared when they can't see at night, or inside of clouds, or when an engine or wing falls off.

You have never lived until you have almost died. Life has a special flavor the protected will never know.

Helicopter pilots are different from airplane pilots. Airplane pilots are open, clear-eyed, buoyant extroverts. Helicopter pilots are brooders, introspective anticipators of trouble. They know if something bad

has not happened, it is about to.

Death is God's way of telling pilots to watch their airspeed on final.

You can't fly unless you can land, but you can't land unless you can fly. So, which is it?

What is the worst thing that can happen when you are flying? — running out of airspeed, altitude and ideas all at the same time.

All engine sounds are magnified over the ocean.

What do you do when you are in trouble flying? Call for help. What if no help is available? Then no sense calling.

What do you do if you don't like your boss? Go flying. What if he won't let you go flying? Go anyway, he won't be your boss for long.

We are reaching the age where "life sentence" is less of a threat.

FAA motto for pilots: "We're not happy unless you're not happy."

Ed: I am sure there are more, the first one is probably the most famous. My thanks to Gp Capt David Greenway (Long time Shackleton Pilot) for sending them to me.

Ian Mason's First Solo



Tiger Moth G-AOGS Ian Mason's First Solo

Ian also sent a photocopy of his Log Book but the writing looked like that of a doctor in the 'Remarks' Column, that is until a very clear entry saying "First Solo"

OK so who is next. Cannot guarantee

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RIP

For those of you not on email you may have missed that we have lost 2 other members recently.

Wally Gillingham

Wally joined us having met up again with Bill George who encouraged him to join. He spent much of his career in Fighter Command working in Fighter Control.

In civilian life he was an Insurance Inspector and eventually moved to Aston Clinton and hence the friendship with Bill. I am glad to report that Bill was able to represent the Chiltern ACA at his funeral service. RIP Wally

Jeff Day

Jeff day has passed away at the ripe old age of 98. A regular attendee at our meetings since joining and he had even agreed to give us a talk, which would have happened but for Covid. During the war and after in his 15 years service Flt Lt Day flew as a WOP/AG on Baltimore's and Sunderland's on 55 and 201 Squadrons

In civilian life he progressed to become a company Chairman. He was a great cricket fan and was a life member of both Essex and Middlesex County Cricket Clubs. RIP Jeff

The Future

Your committee are still keen for us to meet up but are conscious of the current risks. We are in regular contact with Greenacres and as soon as things settle, we and they are keen for us to return.

In the meantime whatever Christmas holds we hope you will be able to enjoy it with family or friends. Please stay safe and our **Very Best Christmas wishes from your Chairman and the Committee. In 2021 may we soon be back together in person**

