



NEWSLETTER

Visit to Old Warden 20 Nov 2019 see P7

September Visit

Our usual format was changed for September as instead of a speaker we met at Greenacres for lunch at 12 Noon. After lunch we left in a cavalcade of cars with one outrider on a motor bike for the DeHavilland Museum at Salisbury Hall, London Colney.

Once assembled our 24 strong party were introduced to our guide Pete Shallcross, who proved to be a fund of knowledge throughout the afternoon. We started with the early aircraft and the links with Airco, through the early days of the Moth's, the Comet racer before moving on to the impressive display in the Mosquito hangar



Our guide answering questions on the Mosquito prototype

We then moved on to the 50's and the DH Comet Mk1 and an excellent explanation of the cause of the 3 fatal crashes that ruined the chance of the Comet being a

world beater and of course let Boeing in the door with the 707.

Before the tour finished we booked at the Trident and finally much to the delight of the Secretary the BAe146. Then it was off to the cafe and bookshop for a drink prior to driving home. Certainly an afternoon well spent and enjoyed by all. Our thanks to John and all the drivers and of course our Treasurer who paid for us all.

October Meeting

It is back to normal for our October meeting, so we meet 1030am for an 1100am start. Our speaker is David Hearn talking of his relative who flew in the 1st World War with the Royal Flying Corps.

David is also the father of Sam Hearn who formerly won our trophy at Hemel Hempstead ATC and is currently undergoing fast jet training at RAF Valley or as the recent TV documentary called it 'The UK Top Gun School'

We look forward to hearing David's presentation and also getting an update on Sam's progress at RAF Valley. As usual it has been a long process going through training with numerous delays and wasted months being posted to various jobs.

Look forward to seeing you on 16th October at Greenacres.



Remember 15th October 2019
The Tragically Short War of a
Topping Fellow
- David Hearn

Meet @ Greenacres 1030 for 1100 start



Channel 5 Documentary

Ch5 Publicity photo of Dave Wright (Air Steward)

Some of you will have seen this documentary on Channel on Friday 20th September at 9.15pm. It featured among others my former crew from The Queen's Flight and No 32(The Royal) Squadron.

It all started with a telephone call from the Producer's Assistant back in late April. It appeared they had seen my presentation 'The History of Royal Flying' given to the Friends of Brooklands Museum and readily available on the internet. They had also made contact with the Secretary of The Queen's Flight Association. It was difficult to get full information on what the documentary would cover but the Production Company Lambent Productions from Brighton, basically wanted a list of people they could interview, together with film extracts from the archives.

After consultation with the film company, some of The Queen's Flight personnel were invited for interview. In mid June myself and my former navigator Bob Shields were asked to report to the Caledonian Club in London, myself at 9 am and Bob at 10 am. I arrived and was shown to the Club Library where the film crew were already set up. Both of us had brought along various items of memorabilia which we thought might be useful, these included log books, maps, passenger cards and crew photographs with a number of Royal passengers, which were a feature of overseas tours. These were given to a Production Assistant who took them away to photograph and film.

Meanwhile my interview started, having met the Producer/Director of the documentary Rachel Ozers. She explained she would ask me some questions (all bar one I had pre knowledge of) and although her voice would not be heard in the programme, we would need to explain what the question was within our answer. This is known in the trade as a 'Talking Heads' interview



Kitty 4 answering Rachel's questions

The interview ran for some 50 minutes with a few answers being repeated or changed at my request. Just before we finished Rachel said 'I would like to ask you another question, if you are prepared to speak about it', I had already guessed from her slightly nervous approach she meant the accident at Islay with HRH The Prince of Wales. so I interrupted her and said 'Oh you mean Islay don't you, yes of course'. So we did another 10 minutes on this before we finished. The programme less adverts would run for about 47 minutes, so I guessed a good bit would end up on the cutting room floor.

It was then the turn of Bob, but he had to wait a few minutes whilst they moved the cameras and lighting around the room, so it looked a completely different place. His interview took another 50 minutes. We both were then taken outside for some publicity photos which have never seen the light of day.

Barry Kelly who was a Wessex Helicopter Crew Chief on The Queen's Flight and after we moved to No 32 (The Royal) Squadron became a BAe146 Crew Chief was asked to go to the RAF Museum at Hendon, so they could film in the TQF Wessex which resides there.

The last member of my crew to be interviewed was Dave Wright our Air Steward. The Production Company had been in contact with the Ministry of Defence to get permission to film in the Bae 146's of 32 Sqn temporarily based at RAF Benson but the permissions never came, so he was filmed in the BAe 146 fuselage at the DeHavilland Museum at London Colney. So with some careful editing and camera shot angles it had to double as an aircraft of The Queen's Flight.

Sadly a number of other members of The Queen's Flight on the list given to Lambent Productions were not called for interview. This was a great pity as the Engineers and Operations staff were also an integral part of getting a Royal Flight in the air.

The same company were making a similar documentary on The Royal Train which aired on Channel 5 during August and originally it was planned to show the Flying one the following week. For some reason our documentary was delayed until 20 Sep 19.

It was with some trepidation we watched the programme live and soon realised why so much of our interviews were cut. Others being interviewed included a Royal Photographer, a former Press Secretary from the Royal Household, two historians and a female 'Sun' correspondent. Their inputs covered some history with the Sun correspondent talking about Megan and Harry, never uttering the words His Royal Highness etc. As would be said on The Queen's Flight "Standards". In fact as Bob Shields explained 'we were on first name terms with HRH The Prince of Wales', the Prince called him 'Bob' and he called the Prince 'Your Royal Highness!'.



In full flow answering questions

Whilst on The Queen's Flight we did our best, particularly down route of avoiding contact with the 'Press boys and girls', not always possible but generally at arms length. This was a new venture for us all but having spoken to a couple of people involved and Rachel, the director, we were reasonably confident that they were after the 'true' story and not the 'scandal' a la tabloids! I am glad to report our initial views were proved correct and a very balanced programme evolved.

Despite our 10 or actually 47 minutes of fame, we can all still walk around our local area unnoticed by the majority. For those of you who may have missed the programme go to "My 5" and you should easily find it there.

The continuing Boeing Saga



Who will get street clearance first?

The delays with the latest 737's continue. Boeing are still working on new software and there is an independent enquiry into the way the FAA originally cleared the aircraft to fly in airline service.

This is coupled with another enquiry into 'Airline Pilot Training' with particular emphasis into 'stall recovery'. It is of course not just the latest 737 crash-Air France Flight 447 was a scheduled international passenger flight from Rio de Janeiro, Brazil, to Paris, France. On 1 June 2009, the Airbus A330 serving the flight stalled and did not recover, eventually crashing into the Atlantic Ocean at 02:14 UTC, killing all 228 passengers and crew on board. The pilots failed to recognise the stalled condition.

With airlines struggling financially and accountants having more say than professional aircrew, we have a very serious training problem. With so much automation in modern aircraft, so many pilots have flown little else. But what if the automatics fail? It comes back to basic stall recovery, which may involve switching off some of the automatics. These young airline pilots must be able to practice basic stall recovery and with modern simulators, there really is no excuse. Time spent in the simulator could easily save a real aircraft but it will not happen until senior managers can be persuaded, it could happen to their own airline! Meanwhile we wait for news of the 737 progress.

Operation Market Garden

This year marks 75 years since Operation Market Garden, the largest ever airborne mission. Although ultimately a failure, General Montgomery's plan became known as a 'glorious defeat' and showed the bravery, tenacity and determination of the British Armed Forces.

There were five Victoria Crosses awarded during the mission, four for Army personnel and one for an RAF pilot, Flight Lieutenant David Lord. Flight Lieutenant David Lord of No. 271 Sqn was awarded a posthumous Victoria Cross for his actions on 19 September, 1944.



Ft Lt David Lord VC

RAF Pilot Flight Lieutenant David Lord of No. 271 Sqn Born in Cork in October 1913, Lord, known as Lummy, was a pre-war regular who had already flown extensively on transport operations in the Far East and Middle East, and over Normandy.

On 19 September, he was tasked with flying resupply missions to the drop zones in Arnhem. The slow-moving supply aircraft came under heavy fire and Lord's Dakota was hit by flak and one engine set on fire.

Now illuminated for the enemy to see, all German guns targeted the stricken aircraft. On discovering there were two loads remaining in the cargo bay, Lord

insisted on making a second run to drop all of his supplies before ordering his crew to bail out.

At this point, flying at just 500ft there was no way Lord could extinguish the fire or make an emergency landing. He attempted to hold his aircraft steady while his crew escaped but tragically only one managed to do so before the aircraft crashed, killing Lord and his six remaining crew members.

The greatest tragedy of Lord's actions is the drop zone below had been overrun by German troops. Due to the radio blackout, Lord and his crew would not have been aware they were risking their lives for supplies which would ultimately end up in enemy hands.

Ed: *The RAF Transport Fleet compete annually for The "Lord Trophy", involving a low level route culminating in a supply drop at a time allocated beforehand.*



Crew from 24 Sqn, winners 1974

**A modern tale of daring do
Fighters versus Transport**



An Airbus 380 is on its way across the Atlantic. It flies consistently at Mach 0.8 at 30,000 feet, when suddenly a couple of Eurofighters appears at Mach 2.

The pilot of the one fighter jet slows down, flies alongside the Airbus and greets the pilot of the passenger plane by radio: "Airbus flight, boring flight isn't it? Take care and have a look here!"

He rolls his jet on its back, accelerates, breaks through the sound barrier, rises rapidly to a dizzying height, only to swoop down almost to sea level in a breathtaking dive. He loops back next to the Airbus and asks, "Well, how was that?"

The Airbus pilot answers: "Very impressive, but now have a look here!"

The jet pilot watches the Airbus, but nothing happens. It continues to fly stubbornly straight, with the same speed. After five minutes, the Airbus pilot radioed, "Well, what are you saying now?"

The jet pilot asks confused: "What did you do?" The other laughs and says, "I got up, stretched my legs, went to the back of the flight to the bathroom, got a cup of coffee and a cinnamon cake and made an appointment with the stewardess for the next three nights - in a 5 Star hotel, which is paid for by my employer."

The moral of the story is:

When you are young, speed and adrenaline seems to be great. But as you get older and wiser, comfort and peace are not to be despised either.

This is called S.O.S.: Slower, Older, ?

More on Fighter Pilots

Seen on the back of a T Shirt at a recent Airshow:

The average pilot despite the somewhat staggering exterior, is very much capable of such feelings as love, affection, intimacy and caring.

These feelings just don't involve anyone else

Stan Colley

It is with much regret that I have to announce the passing of Stan Colley on 10 Sep 19. His funeral will not take place until **1.15pm Wednesday, 30th October, Hampden Chapel, Amersham Crematorium**. The reason for this is one of his daughters is travelling back from Australia.

Stan joined us when his former branch of the ACA at Uxbridge closed down. He was a regular attendee at our meetings and wrote an article which I will include again next month, describing his engine failure in a Spitfire in Egypt.

Stan also attended the closing ceremony of the National ACA.



Stan (5 from the left) at Australia House

Visit to DeHavilland Aircraft Museum

Our guide Peter Shallcross made this visit much more than just interesting and we owe him a debt of gratitude for his time and patience and for providing us with so much information and also for answering all our questions.



Our day out in pictures. Top 1. We listen to Pete in front of the Mosquito Prototype, 2. Some were enthralled, 3, The Comet Racer.

Above: 1. The Mosquito prototype, 2. Editor's choice, leaving the BAe 146-100 and 3. The party in the sunshine in front of the Trident.

My thanks to Dusty Miller and Ian Stewart for the photos of a most excellent day. Can't promise the same wx at Old Warden but will do my best. See next page.



Wednesday 20th November

Some of the aircraft based at Old Warden.

We plan to visit the Shuttleworth Collection at Old Warden. Again we will use private cars as the means of transport. We will meet in time to depart Greenacres at 10.00 am aiming to arrive at Old Warden by 11.00 am for any that wish to travel direct. We hope to have a guided tour and we will be able to take lunch in their cafe. Costings will be discussed in committee but hopefully we will be able to take advantage of a group discount. This will mean the cost will be £7.50 per head plus lunch on a pay as you go basis in their restaurant. We have to confirm numbers at least 2 weeks in advance.

With regards guides, we will probably have two guides so that one can go slowly round for the less mobile, whilst the second guide goes at a slightly faster pace. Having visited this week it really is a super collection. There are also a number of privately owned aircraft based there. For instance we saw a Hurricane give a short display, as did a Magister, so you never know what might be there. Together with cars and buses it really is a magnificent collection.

We will have a list at the next meeting but there will be a cut off of 31st October, so we can pass numbers to the Shuttleworth staff. If you are unable to attend the October meeting please contact Graham before the closing date to book your place. We will not be able to accept any changes after that date.



Programme 2019

Events at 1030 for 1100 at Greenacres unless (*)

- 16 Oct The Tragically Short War of a Topping Fellow - David Hearn
- 20 Nov Visit to Shuttleworth Collection at Old Warden* 10.00 depart Greenacres
- 18 Dec Christmas Lunch*

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Chairman

Thanks to Graham, we had a good gathering at the De Havilland Museum at Salisbury Hall. Pride of place amongst the exhibits were the three Mosquitos, The prototype itself, a bomber variant and a fighter bomber variant. What a wonderful aircraft. Pity there was not a night fighter version available to complete the collection but at least De Havillands managed to have John "cats eyes" Cunningham as their Chief Test Pilot in the post war years.

I am delighted to see increasing attendance at recent meetings. Keep at it chaps!

Des

Welfare

Our thanks to the wheelchair pushers at London Colney, after a tricky start your formations improved superbly - Red Arrows next!

David

Secretary/Editor

My thanks to Dusty Miller for his photos from the deHavilland Museum and his lovely article on Page 5. I am in the process of arranging a visit to the Shuttleworth Collection at Old Warden in November, which will be an all day affair but hopefully arriving back in Hemel before rush-hour.

Graham

Membership Secretary

Welcome to our new members Andrew, Adrian and father John Bourne, together with Peter Smith. We hope to see you regularly (when work permits) at our meetings

Ian

President

Our thanks to Graham for organising this most interesting outing to the Mosquito Museum led by a very competent guide. For me, the afternoon was full of regrets as in September 1941 I applied for a conversion course on to the 'Mossie' and waited impatiently for the call which came in August 1945. I flew 2000 miles from Trichinopoly in southern India to Peshawar on the NW frontier to join others on the course only to be told that with the end of the war close by all training was suspended! With time to spare we were granted a few days leave to see the Khyber Pass, Peshawar and to take a view of the surrounding territory from an Oxford. Then another 2000 miles back to base!

Geoff