



NEWSLETTER

Last chance to book Aircrew Lunch(P7)

August Meeting

We had a better attendance for a fascinating talk by Ian Thomson on the Luftwaffe in the Second World War.

He covered the build up to the War and how Adolf Hitler had managed to build his illicit Air Force under the guise of Civil Flying Clubs and also with the help of two specialist Flying Schools, just south of Moscow.

A review of the aircraft and comparisons with the RAF equivalents made for interesting period of the talk. It was a German World War II Luftwaffe twin-engined multirole combat aircraft. Junkers Flugzeug- und Motorenwerke (JFM) designed the plane in the mid-1930s as a so-called Schnellbomber (fast bomber) that would be too fast for fighters of its era to intercept. It suffered from a number of technical problems during its development and early operational periods but became one of the most versatile combat aircraft of the war. Like a number of other Luftwaffe bombers, it served as a bomber, dive bomber, night fighter, torpedo bomber, reconnaissance aircraft, heavy fighter and at the end of the war, as a flying bomb.



Despite a protracted development, it became one of the Luftwaffe's most important aircraft. The assembly line ran constantly from 1936 to 1945 and more than 16,000 Ju 88s were built in dozens of variants, more than any other twin-engine German aircraft of the period. Throughout production the basic structure of the aircraft remained unchanged

Ian covered the vast subject superbly, being a historian he was able to link the timescales in perfectly and gave a very fair comparison with the Luftwaffe on one side and Allied Forces on the other. And a fact that surprised us was Russian-Ukrainian Aviation Marshall Ivan Kozhedub fought 120 air battles in WWII and shot down 62 German planes, making him the highest scoring Allied pilot. There are of course those who claim South African Sqn Ldr Pat Pattle should have had that honour but so many of the official records were lost, he could never officially be ratified.

All in all and excellent presentation putting the aviation activities of WW2 into perspective.

September Meeting

You will know that we are not having the usual meeting in September but are visiting the deHavilland Aircraft Museum instead. **The list for that visit is now closed.**



Remember 18th September 2019

Visit to deHavilland Aircraft Museum

Meet @ Greenacres 1200 for 1315 Departure

Dangerous or Exciting Airfields

Ed: *Continuing this series I am indebted to our Chairman for pointing out a few.*

Tioman Island, Malaysia



Tioman Airport is on the beautiful island of Tioman off the east coast of Malaysia. The island is part of a chain of volcanic islands that make up Pahang Marine Park and is also the most developed. There are quite a few islands in the group to explore and a good starting point is Tioman Island and the best way to get to this island is by air. The island is only 39 kilometres long and 12 kilometres at its widest point and is 32 kilometres from the mainland. There are eight villages offering various standards of accommodation and facilities but they all have in common the wonderful white sand beaches and crystal clear blue seas.

Tioman Airport is owned by the Malaysian Government and it is operated by Malaysia Holdings Berhad.

A new airport for Tioman was supposed to have been started in 2004. It would have seen the airport site moved some two kilometres to Kampung Paya and been built on reclaimed land. The plan was put forward to include a 2,000 metre runway so bigger planes like the Boeing 737 could be accommodated. Under pressure from locals who were concerned about the environmental aspect the plans were halted and the airport remained at Tekek.

Landing at Tioman Airport used to be quite a scary experience but now the runway has been extended it is

slightly less hair-raising. The pilot has to head straight for the mountain range and make a very sharp right-hand turn to line up for the runway. Accuracy is vital as a sheer drop over the cliff at the end of the runway means overshooting is not an option. Take-offs are so much more pleasant!

The airport terminal is small but efficient and there are some small shops and restaurants nearby. The Featherlight Café inside the terminal serves snacks and drinks and has internet access. There is an ATM about 250 metres from the airport and there is another internet café across the road.

The island is duty free and there are cheap cigarettes and alcohol on sale at the airport. If you purchase goods as you leave the island and are bound for Singapore watch out for the duty free allowances. The Singapore authorities are strict, so make sure you declare anything you are carrying.

Berjaya Air used to fly to Selatar (Singapore) and Subang (Kuala Lumpur) using Dash-7 48 seater turbo prop aircraft with maximum baggage weight was 10kg. This company no longer runs scheduled flights but may carry out occasional charter flights.



If you think it is not exciting watch a take off of a Dash7 from the airfield, taken from the threshold it uses every bit of the runway before lift off. They say the take off is safer than landing but I am not so sure.

Zalingei, Sudan

Zalingei Airport (IATA: ZLX, ICAO: HSZA) is an airport serving the city of Zalingei in Central Darfur, Sudan. The Darfur of course, has been in the International News since the 1970's with rebels attacking villages and raising them to the ground. Thousands of people have lost their lives and those that remained their livelihoods.

My first visit in 1984 was a recce for a Royal Visit by HRH The Princess Royal. The first problem was to find some info on the airstrip! We found a map which indicated there was an airstrip there but a small note on the map stated 'information unreliable'. We contacted our Air Attache but as he resided in Nairobi, Kenya "he know nothing"!

So what were we to do? There was no way we could confirm the airstrip could be used without further information. In the end a recce flight together with the Royal Household of the whole route was decided upon. We contacted Save The Children Headquarters in Clerkenwell to see if they had any information (it was their request for the visit to a refugee camp on the Sudan/Chad border). As it happened the were operating an aircraft in Sudan based in Khartoum. After further discussion with SCF it was decided The Queen's Flight Andover aircrew would charter the SCF aircraft to fly from Nyala to Zalingei and return.

The SCF pilot was a Boeing 737 First Officer of Brit-tania Airways on secondment to SCF to gain experi-ence and we found ourselves in very good hands,

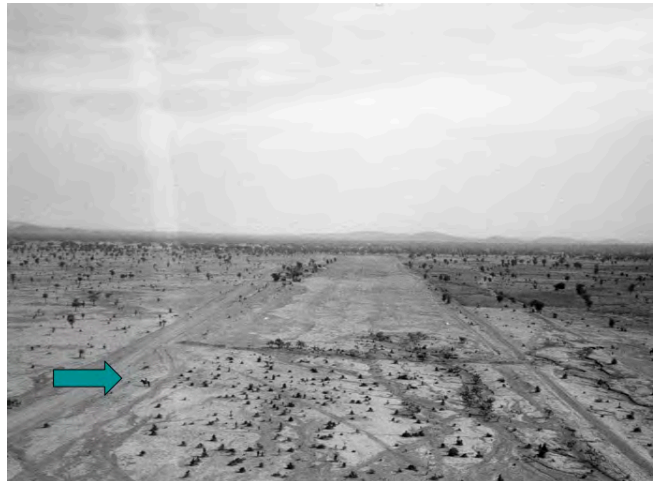


On finals in SCF aircraft

We landed and were met by a representative of the local council who he explained were responsible for the airstrip. We had noticed some pretty large stones on the roll out, so we asked if the strip could be cleared of these. We also noticed there were no runway markings at the threshold or the sides of the strip, so we asked if some white stones could be provided, this the gentleman agreed to. Finally just as we were leaving he asked if we would like airfield security? He explained 'dissidents' operated in the area. We said yes please and passed the message on to the In

spector from Royalty Protection, who was relieved that we had answered in the affirmative!

So all was set for the Royal arrival, except there was no Air Traffic provision and the chap for the council looked blank when I enquired. We then spoke to the SCF pilot who said he would be landing before us and could keep his radio on to act as our Air Traffic. We agreed and six weeks later we were approaching Za-lingei again.



It doesn't look a lot different does it!

Well it was a little different, the SCF aircraft was on the ground, there were 2 white stones either side of the runway and the arrow points to airfield security - a soldier with a Lee Enfield 303 rifle on his shoulder sitting on a horse.

So all of our planning came to fruition - well sort of! We had been advised we would be on the ground for about 4 hours until HRH had driven to the SCF Refugee Camp, then we could depart for Nyala for two days. Our guard was in place and he rode round for three and a half hours as the road journey to the camp was quicker than expected. The airstrip had no aids whatsoever so good old fashioned map reading to even get there (it was very much pre GPS era) but with careful planning and the essential recce, all worked out in the end.



Our faithful guard rode round whilst we were on the ground and after 2 hours was joined by a dog. We were in good hands and paws.

Graham



*RAF Benevolent Fund Controller
Air Vice-Marshal David Murray.*

Founded by Lord Trenchard in 1919, the RAF Benevolent Fund has been supporting members of the RAF Family for 100 years. We all know the fine work done by the RAF Benevolent Fund. Having bought an ex serviceman a pair of boots in 1919, they are now celebrating their centenary. Whilst the majority of ex WW2 servicemen have passed away, they are all too aware that those still surviving, may need help. The problem is, those ladies and gentlemen come from a "proud" era and may not wish to contact the fund to receive much deserved help. So during this centenary year they need our help to find these people, so that the RAF Benevolent Fund can support them in their twilight years. If you know of anyone who might need such help here are some basics before contacting the Fund.

Air Vice Marshal Murray, the controller of the Royal Air Force Benevolent Fund, recently explained that since almost all of the huge numbers of those who served in

the RAF during the Second World War are now dead and before long so too will be those conscripted during the Cold War, there is now a rapidly diminishing cohort of potential beneficiaries.

Some of those are in real financial need, unable to afford the care which they require, but his problem is finding them.

So if any of you know of a member of the great family of ex RAF servicemen and women who is in need, please contact the Controller, RAF Benevolent Fund at: <http://www.rafbf.org.uk>

They also support Reservists, those who completed National Service and widows and widowers and former members of the Royal Observer Corps.

If you are requesting financial help for yourself, to qualify for general support you must usually have less than £16,000 in savings or in the case of care home top-up assistance you will need savings of less than £23,250 (£46,500 if capital savings in joint names).

They have a number of support services which are not means-tested including their weekly Telephone Friendship Groups and Listening and Counselling Service for bereavement and general wellbeing.

Once you have got in touch with the Fund, they will be able to advise you on how to proceed with an application or what options are available to you.

You can request their help for yourself or request help for someone else by filling in their short online form: <https://www.rafbf.org/request-help-yourself>

Alternatively, you can get in touch with the Fund by calling their helpline number on 0300 102 1919.

For those who would like to support the fund, there are of course many ways of doing so, you could run a marathon with the RAFBF as the beneficiary, but of course you can just write a cheque, which may be a little easier. In doing so you will be enabling the fund to support those gallant man and women who are currently finding life a little difficult.

For ex RAF personnel there can be no better way to give back for all that friendship and camaraderie we had whilst serving but this year in particular as it is the Fund's centenary.

Tales from the Conning Tower**by Tony Brown MBE****Ed:** *Tony tells of his time serving alongside the Royal Navy*

Many many years ago I was stationed at Royal Air Force station Mountbatten in Devon. This was an unusual mixed operations unit involving numerous high speed boats, an aircrew survival school and a lot of “sneaky beaky” work. I actually met my wife Lesley at Mountbatten. She was in the RAF but worked with the Navy at HMS Mount Wise deep underground where “sneaky beaky plus” work took place. At shift changeover the team would assemble on the RAF jetty, board a small tender and chug across the Tamar to the Navy jetty on the other side. Very civilised. I am told on good authority that if things got a bit exciting in the middle of the night and decisions had to be made by a senior officer, he would appear in silk pyjamas and dressing gown.

As time passed rapid improvements were made to various tracking devices and the Navy received the latest version prior to Mountbatten getting it. This meant that we had to be briefed on what it could and couldn't do and I was detached to HMS Collinwood near Portsmouth. This was another shore establishment but everything took place as if it was a ship at sea. What happened there you will find hard to believe unless you have served on a naval unit. (And I have a lot of respect for the Royal Navy)

I arrived early in the evening and no one knew I or any of the others were coming. I was asked whether I had brought my own sheets! With a look of incredulity on my face I said I had not. This meant getting the orderly officer to authorise someone to open up the store-room and issue me with a set. I was then allocated a room which had six Z beds in it and very little else. The other five arrived at various times from far flung units and none of them had any sheets! This meant the orderly officer had a very busy night and was not best pleased. I slept quite well.

It was 0630. .The loudest voice I had ever heard. A Chief Petty Officer 6ft 6 ins.

“Wakey Wakey Rise and shine, The morning is fine . Lash up and stow”

I was only half awake and decided to go back to sleep. A few seconds later I realised there was a pair of highly polished size twelve boots very close by.

“Get your feet on the deck. Get your b —y feet on the deck”

This couldn't possibly apply to me I reasoned and so I said “I'm in the RAF”. “ I don't care that you are in the b —y Airy Fairies” he yelled “Get your b—y feet on the deck”

It was then that I decided he might be right and put my feet on the deck. The others not having argued because they knew there was no point were now in the ablutions and pulling on my trousers and tee shirt I quickly joined them .Putting on my trousers -best decision I ever made. Not quite what I expected. They had nothing on whatsoever! It was then that the last man joined us, wished all sailors a good morning and then proceeded to shake hands with everyone. Problem was he didn't shake their hand!

Later that morning we were all sitting in the classroom and I noticed my colleagues were getting quite agitated looking anxiously out of the window. Suddenly the instructor yelled. “Sticky bun men may go”. Two classmates leapt from their chairs and charged to the NAAFI wagon which had just pulled up, returning with a suitable number of sticky buns and several cups of coffee.

At 1630 we finished for the day and departed to the mess room for something to eat. On arrival the previous evening I was given my tottie number and told never to forget it. At 1700 a large cask of Rum was rolled in and opened by the officer of the day. We all moved forward, called out our tottie number and were given a large glass of Captain Morgan's. Not being a Rum drinker I mentioned the fact to one of my new colleagues. Word obviously got around as someone whispered in my ear. “You give me your Rum ration and I'll give you 200 blue liners. I knew that these were cigarettes with a blue line down the side to indicate they were duty free. Rather like red diesel for farm tractors. I agreed to this generous offer and everyday the exchange took place and my father, an ex Navy man was delighted to receive 2000 cigarettes after ten days.

My overriding memory of the Royal Navy occurred on the first evening. I decided I would go to the local cinema in Fareham. Waiting with several others for the bus no one moved as it came through the main gate. Not knowing where it would stop I walked slowly towards it. As I did so dozens of intending passengers roared “Man Overboard “ Man Overboard”

From out of the guardroom two burly MPs came running carrying a lifebuoy attached to a long length of rope. “Stay where you are. Don't struggle “ they yelled as they threw the lifebuoy towards me. “Put it on .Put it on”. By now several onlookers were now holding the rope as I was slowly pulled back on board “ship”. I had made the big mistake of stepping off the pavement before the liberty boat had pulled alongside.!

And the above is all true!!!

Visit to de Havilland Aircraft Museum



We are visiting The de Havilland Museum instead of our regular meeting on Wednesday 18 September. We will meet at Greenacres for lunch at 12 Noon and plan to leave for the Museum at 1315. We will run the visit by giving lifts there and back. **The list is now closed.** By now if you are on the list for attendance you should have received the Greenacres Menu, so **please let me know your choice by 11 Sep so we can pass it on to the Chef.**

There is a charge for entry but we are waiving this by using our funds to subsidise the event in full

Could you please also give me the **registration/ vehicle type/ colour** so that we can advise the Museum of the number.

A final reminder that this visit is instead of our normal meeting, so please meet at 12 Noon and not 1030 as usual.

Later in November we hope to visit the Shuttleworth Collection at Old Warden and more details will follow in a later edition of the Newsletter.

Boeing 737 MAX Comeback Set For October, FAA To Conduct Certification Flight



The stage is looking set for the comeback of the grounded Boeing 737 Max jets from the hangars after being grounded for more than 5 months over safety issues from two fatal crashes. According to reports, the Federal Aviation Administration (FAA) may conduct a certification flight for Boeing Co.'s 737 Max in October. Around 600 planes have been left mothballed by the grounding order.

This is a key milestone before the grounded jetliner gets back to the skies. Boeing say, "while the assumption reflects Boeing's best estimate at this time, the actual timing of return to service will be determined by the FAA and other global aviation regulatory authorities." Boeing, on its part, is testing changes to the flight-control software architecture of the grounded jet. FAA focus on flight safety

The FAA is making sure that that the revamped 737 Max systems comply with all safety requirements. There is no timeline for returning the plane to service, according to FAA. A review by the FAA's Flight Standardisation Board and new guidelines for pilot training will also involve the FAA procedures.

The Boeing news also said the FAA plan for simulator sessions will involve testing of the new procedures of Boeing's updated Manoeuvring Characteristics Augmentation System (MCAS) flight control software. The original version was under fire for being an alleged causative factor in the two fatal MAX crashes in Indonesia and Ethiopia that pushed the jets' nose down. Since a computer glitch was discovered, pilots will get to test separate procedures on handling un-commanded nose-down movements outside of MCAS.

A spokesman for the Allied Pilots Association union (US equivalent of BALPA) said: "anything that gets the average line pilot in to test that system — not the top test pilot at Boeing but an average 737 pilot — that's realistic analysis and we're encouraged to hear that."

Meanwhile, Boeing has unveiled an aggressive production plan for the 737 Max jets reflecting the assumption that "the 737 MAX return to the service plan." Assuming that FAA clearance will come in October, Boeing aims to ramp up production numbers soon. The new volumes seek to bypass the current 42 planes per month to the pre-crash level of 52 jets by February 2020 and 57 jets per month by next summer.

Aircrew Lunch
Friday 27 September 2019
12Noon for 1230

We are holding another “Aircrew Lunch” at The Black Horse, Faringdon Road, Gozzards Ford, Abingdon OX13 6JH. This was for many years, for those of you with long memories the “ACA Quad Lunch” when Chiltern, Oxford, Swindon and Gloucester Branches joined together. It has now developed, with the demise of other branches, into a very friendly get together, with ex aircrew and their partners from around the local area and those stationed locally, particularly No 46 Squadron. Having said that, it is also a great way of thanking friends or introducing them to our motley band!

MENU

Home Cooked Beef Lasagne served with garlic bread and side salad. (V option available)

Traditional hand beer-battered Cod served with crispy chunky chips, mushy peas and our home-made tartare sauce. (GF option available)

Trio of Cumberland Sausages served on a bed of creamy mashed potato, gravy and fresh vegetables. (GFV option available)

Wholesale Scampi and crispy chunky chips served with either peas or salad and our home-made tartare sauce.

Home-made Fish Pie - Mix of cod, smoked haddock, salmon, and prawns, in a creamy dill sauce and topped with cheesy mash and fresh vegetables on the side.

Gammon and crispy chunky chips served with garden peas topped with either a fried egg or pineapple.

Broadway Steak Burger

6oz Burger with Burger Relish, tomato, red onion, slices of gherkin, Taw Valley Cheddar cheese, smoked back bacon, topped with our Burger Sauce and served on a toasted rustic Brioche Bun. All paired with crispy chunky chips, homemade slaw and homemade battered onion rings. (Supplied by Broadway Butchers, Didcot)

Broadway Lamb and Mint Burger

6oz Burger with mint mayo, tomato, red onion and salad served on a toasted rustic Brioche Bun. All paired with crispy chunky chips, homemade slaw and homemade battered onion rings (Supplied by Broadway Butchers, Didcot)

Chicken Breast Burger

Our butterflied chicken breast served with BBQ sauce, tomato, red onion, salad and Hellman's mayo served on a toasted rustic Brioche Bun. All paired

with crispy chunky chips, homemade slaw, corn on the cob and homemade battered onion rings.

Vegetarian Burger

Vegetarian Quarter Pounder Burger with Burger Relish, tomato, onion, salad and a Portabello mushroom served on a toasted rustic Brioche Bun. All paired with sweet potato fries, our homemade slaw and homemade battered onion rings.

Desserts

Ice Cream Sundae – choose from vanilla, chocolate or strawberry ice cream.

Homemade Sticky Toffee Pudding served with home-made toffee sauce. Served with cream, custard or ice cream.

Blackcurrant and Prosecco Cheesecake.

Alabama Chocolate Fudge served with double cream or ice-cream. GF

Chocolate brownie served with chocolate sauce and mint choc chip ice cream. GF

Apple crumble served with a jug of custard.

“Memories of School Days” - Jam sponge or Spotted Dick, served with custard

Cheeseboard with Taw Valley Mature Cheddar, French Brie and Tuxford and Tebbutt Stilton served with grapes, chutney, crackers and butter. GF available

Tea or Coffee

Cost £25

Please send Menu Choice and cheque payable to “The Black Horse” to Graham Laurie **by 18 September**, to:

19 High Street, Prestwood, Great Missenden, Bucks HP16 9EE

Programme 2019

Events at 1030 for 1100 at Greenacres unless (*)
 18 Sep Visit to deHavilland Museum * 12 Noon
 @ Greenacres
 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*

Your 2019 Committee

President - Geoff Hulett

11 Pearsewood Gardens, Stanmore, Middx
 HA7 1NU.
 Tel: 0208 952 4092
 Email: banghulett@btinternet.com

Chairman - Des Richard

37, Southdown Road, Harpenden, Herts, AL5 1PG Tel:
 01582 763779
 Email: des.richard@ntlworld.com

Newsletter Editor/Secretary:

Graham Laurie

19 High St, Prestwood, Gt Missenden, Bucks
 HP16 9EE
 Tel: 01494 863492
 Email: graham@kitty4.co.uk

Membership Sec - Ian Mason

65 Sunnycroft, Downley, High Wycombe, Bucks
 HP13 5UR
 Tel: 01494 439845
 Email: ian.mason197@ntlworld.com

Treasurer - Rod Finn

67 Hayfield, Chells Manor Village, Stevenage
 SG2 7JR Tel: 01438 350115
 Email: rodfinn@btinternet.com

Welfare: - David Bray

23a Aylesbury Road, Wing, Leighton Buzzard,
 Beds LU7 0PD Tel: 01296 688425
 Email: adbbray@aol.com

Programme Secretary - Bill George

Blossom Cottage, 54, Green End Street, Aston Clinton,
 Bucks, HP22 5EX Tel: 01296 630998
 Email: bill.bbgi@btinternet.com

Chairman

We had a well attended meeting to hear Ian Thomson give a presentation on the Luftwaffe in World War 2. It was well received by all, some of whom were more familiar than others! I only knew VIs from our Anderson Shelter but some others saw them at closer range. I did of course have dealings with them post war when we were setting up Tornado training. We worked well together.

I recommend that all members that can, keep in touch with events recorded on the ACA website which is run by the ACA Webmaster, David Jackson, of Woking ACA. He does a splendid job and we should all be grateful. Thanks David.

Des

Welfare

Sorry I missed the last meeting but grandchildren were being entertained down Pembrokeshire way!!! This Saturday we disappear to Namibia for two weeks, BA willing. I will be back for the next meeting, the mosquito museum trip? I still have 3 seats on offer!

David

Secretary/Editor

Please note this is the last chance to book for the Aircrew Lunch at Abingdon, so please do not delay and get your menu choice and payment to me as soon as possible.

Graham

Membership Secretary

I am told by the Editor that we may have some new members joining soon. Please all of you see if you can find friends with an interest in aviation who would like to join us'

Ian

President

After my absence for several months it was good to be back at the monthly meeting to listen to a first class presentation by our guest speaker.

My thanks to Rod for a smooth ride there and back. I look forward to the September meeting at the Mosquito Museum.

Geoff