



# NEWS SHEET

**Covid -No meeting before 21st October 2020**

## **FAA proposes four design changes to 737 Max**

The Federal Aviation Administration (FAA) has suggested four key design changes to the beleaguered Boeing 737 Max in order to address safety issues that led to its almost 17-month grounding following two fatal crashes that killed 346 people. The regulatory body says on 3 August that it is proposing a new Airworthiness Directive (AD) that will allow the aircraft to once again return to service. The AD includes proposals that will enhance the safety of the aircraft as well as the ability of the cockpit crew to deal with potential issues.

Though the FAA completed three days of flight tests on 1 July, there is still no indication of when the jet will be released to fly again in revenue service. The aircraft's recertification flights were an important milestone in the process to bring the troubled aircraft back, but numerous steps are still required.

"This proposed AD would require installing new flight control computer software, revising the existing Airplane Flight Manual to incorporate new and revised flight crew procedures, installing new Max display system software and changing the horizontal stabilizer trim wire routing installations". The new flight control software is intended to prevent erroneous activation of the aircraft's manoeuvring characteristics augmentation system (MCAS), which was determined to be a primary cause of the two crashes, in October 2018 and March 2019. In addition, revisions to the flight manuals and alerts to the pilots are conceived to ensure that crew can correctly recognise and respond to a potential angle of attack sensor failure – a key piece of equipment for the MCAS system. The final design point, changing the trim wire routing, "is intended to restore compliance with the FAA's latest wire separation safety standards", the FAA says.

The agency has now opened up a 45-day period during which it invites comment on the proposed AD. In addition to these four changes, the FAA's proposed AD includes a requirement that operators conduct an angle-of-attack sensor system test and perform an operational readiness flight prior to returning each airplane

to service. The report does not include proposed requirements for pilot training, which it will publish later the FAA says. "Pilot training will be evaluated by the Joint Operations Evaluation Board (JOEB) and the FAA's Flight Standardization Board (FSB)," the agency says. "The FAA intends to assure the global community that when the work is completed, the 737 Max will be safe to operate and meet FAA certification standards," the FAA writes in its preliminary review of the Boeing 737 Max's return to service, also published on 31 July. "Through a thorough, transparent, and inclusive process, the FAA has preliminarily determined that Boeing's proposed changes to the 737 Max design, flightcrew procedures and maintenance procedures effectively mitigate the airplane-related safety issues that contributed to the... accidents."

In early July, a US government watchdog issued a scathing report that blasted Boeing for misleading regulators and purposefully holding back information about MCAS during the aircraft's certification process. The FAA was kept in the dark about potential dangers of the flawed system, and therefore it was not able to adequately test or otherwise address it before the aircraft was originally certificated.

Recently Boeing told investors that it intends to deliver a majority of its 450-strong 737 Max stockpile within one year of resuming deliveries of the still-grounded jet. Boeing accumulated those aircraft because it continued manufacturing the Max through most of 2019 despite being unable to deliver the jets due to the worldwide grounding.



### Aircraft I remember



G-OLLY of Robertson's Jams

Those of course were the days before we were told to be PC and we could buy Robertson's Jams and save tokens for their 'Golly badges'. I ran into Neil Robertson who was one of the senior management whilst I was out in Brunei, not in his aircraft but in the Cathay Pacific balloon flown by the late Captain Geoff Green. Cathay Pacific flew a twice weekly service Hong Kong - Brunei in 1974 using Convair 880's. Captain Green was then one of the captains but also an accomplished balloonist with his own in Cathay colours. He agreed with CP management to take it to countries they served to gain publicity.



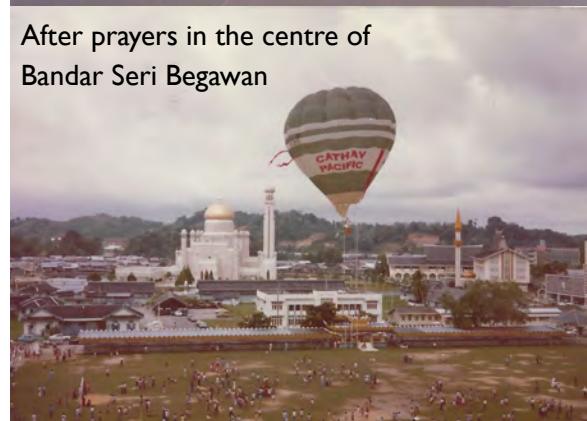
Preparations at Berakas Airport

After clearance with the Brunei Director of Civil Aviation a trial launch was to be made at the Old Berakas Airport, still the home of the Flying Club and the Sultan's Flight HS748. The first launch was completed tethered with Jo Laurie as the passenger.

After some careful discussions it was also agreed to do the same at the Bandar Seri Begawan Padang after prayers on the Friday, which drew a massive crowd. A free flown trip was done the next day with myself flying the Royal Brunei Flying Club Cessna 172 to take photos. The trip nearly came to



First launch (tethered) with Jo Laurie aboard at Berakas Airport



After prayers in the centre of Bandar Seri Begawan



Landfall - just on the bank of the Brunei River

a soggy end but the balloonists said it was all in a days work!

The next issue of the weekly Borneo Bulletin as usual had the Cathay Pacific quarter page advert plus a half page spread of the balloon on the Padang together with an article, so the whole front page was Cathay Pacific - Job Done

**Graham**

### What links these 2 photos?



#### Member Andrew Bourne explains

Having had our motorhome stolen last summer, I was happy with the settlement and ended up with a ten year old Rapido A class 9066df as a replacement. The interior was a big improvement for our family, the kids had grown up in the 8 years. Not that the Chaussen was any beauty, but the only issue was that the Rapido to me looked dumpy, not something I was especially proud of.

I set about thinking how to make the van look In addition to these, having worked many years ago for United Airlines, I recall the transition from their aircraft's mainly white fuselages to a dark grey and blue livery, causing their a/c cost to multiply by a huge extent. I therefore liked the idea of keeping the main body of the van white and therefore cooler and being a bit Yorkshire and paying for only half to be wrapped. Having read up about other wraps I was happy with its longevity and limitations compared with a respray, which would have been out of the question anyway.

Having a misspent youth, much of it inhaling polystyrene cement fumes in the vain hope of building my Airfix kits into something resembling the plans. I recalled the livery of the RAF's Transport Command, from the 1930's to the 70-80's, especially

when on one of the most handsome aircraft ever made, the VC10. It was predominantly white, with a silver or polished alloy bottom half and then a blue stripe running along the middle with a lightning bolt zig zag toward the cockpit. Not only did it work on the sleek greyhound-like VC10s, but also on the fuller figures of the Blackburn Beverly, Shorts Belfast and other transports. I also think it's quite a subtle and classy look. (**Ed:** And of course on the very classy Andover CC2 - See Page 6)

I knocked up a version and it looked really nice. Showing it to my rather arty daughter, she suggested lowering the blue stripe from the midpoint so the darker grey was only a third of the lower half. It was amazing how this tricked the eye, the van suddenly looked dramatically more slim. I had noticed that most modern MH's had a dark block surrounding the side windows so they looked like one unit. I therefore continued the line from the windscreen seals to the side windows to encase them. This look made the van look much more modern and to my eyes was a great improvement.

I set about sending my proposal to companies in SE England. Ben at Signwrite Studios in Sandhurst replied also immediately. They confirmed they could store the van and gave a very reasonable quote, they also answered my questions well and generally inspired confidence. Others were quoting 2 days, but Signwrite wanted 3-4 days, this was not a big issue and perhaps positive as it was clearly realistic. I took the van out of storage and thankfully Sandhurst is only 30 mins away, this was for them to look it over as they admitted it would be their first Motorhome and for me to see the cut of their jib. I am now very glad I did this.

I met Ty for the first time, who felt they had done more complicated jobs in the past, I think after the wrap his view may have changed? We both agreed that the door trims would get scratched so decided not to wrap those, leaving a white surround and post wrap I am still happy with that decision. Ty also recommended that a matt finish to the grey would be more tough and forgiving in showing marks, especially useful having in the past squeezed down many lanes in Devon and Cornwall. He also suggested the stripe to be gloss and not to go too dark blue or it will appear black. Plus a gloss black for round the front windows. Richard a technician also turned up and discussed the only problems for

them, the headlamp tunnels at the front and the scoops at the bottom of the back bumper, they would not be able to stretch the wrap into these. We plumped for Nardo Grey, which is a very on trend colour, Porsche started it, now all the German brands and others have followed, usually in high gloss, but we went for matt. This is darker than the RAF colours. Their own vans parked outside had full wraps and looked very good, so all in all I left feeling inspired and confident, so sent a 50% deposit.

I returned a week or two later and only just squeezed the van into their unit, with only inches each side and a titchy scrape of the dish on the roof to give me the willies. I was quite unsure how they proposed to manipulate the huge sheets of grey in such a confined area.



I had since my first visit, been able to buy a grey fridge grill and Richard and I therefore discussed raising the blue line by a smidge, to sit along the grill's top edge, which was more logical and an improvement. Their proof also had the stripe running across the bonnet, which mine hadn't and everyone agreed this was a better idea, so I accepted that gracefully. The only issue for me was how thick the blue stripe should be, we experimented with gaffer tape and the Steering Committee plumped for 70mm, I think on retrospect it should be a tad slimmer, more like 50mm, but it's not a big deal. Having seen the Tangerine Dream on the Rapido FB

group, I asked them to fill the alloy wheel centres in a matching blue if they could, they promised to have a go time permitting.

In the end it took 5 days, I get the impression the intricate panels and especially the window surround took much longer than anticipated. Ty gave me the walk around and had I known this last aspect was a problem, would have suggested the black gloss come straight back parallel with the windows and not in an elongated triangle. Despite having spent some time removing sealant from the big joint at the point where the front and sides meet, their big concern was the amount of silicone residue left generally all around the vehicle that they had to remove and how that may affect the wrap sticking in the future. There was also a small crack to the airdam at the front which I hadn't spotted, this has made the wrap pull away a bit and is something I need to keep an eye on. I am happy and quite please with the white headlamp tunnels, so have left them. Ty and Richard also managed to stretch the wrap into the rear bumper indents. The wheel centres look good when you notice.

So in conclusion - I am very happy and now proud of my Sharp Dressed Van. I would be delighted to recommend Signwrite Studios to you all, a top firm, great skill and customer service. To me its transformed the van, having worked on its design I am naturally very biased and love it. I may be deluding myself, but like to think I have enhanced its value.



**Ed:** A good crew bus? Thanks Andrew for your continued support of our News Sheet

## Members Stories



### **A photo sent in by Des Richard**

Two iconic USAF transport aircraft parked one behind the other. In the foreground the C141 Starlifter and in the background the C5 Galaxy.

The Lockheed C-141 Starlifter was a military strategic airlifter that served with the Military Air Transport Service (MATs), its successor organization the Military Airlift Command (MAC), and finally the Air Mobility Command (AMC). Introduced to replace slower propeller driven cargo planes and first flew in 1963. Production deliveries of an eventual 285 planes began in 1965: 284 for the USAF, and a company demonstrator later delivered to National Aeronautics and Space Administration (NASA) for use as an airborne observatory. The aircraft remained in service for over 40 years

The USAF has operated the C-5 since 1969. In that time, the airlifter supported US military operations in all major conflicts including Vietnam, Iraq, Yugoslavia, and Afghanistan, as well as allied support, such as Israel during the Yom Kippur War and operations in the Gulf War. The Galaxy has also been used to distribute humanitarian aid and disaster relief, and supported the US space programme. 131 have been built and it is still in service.

**Ed:** *This reminds me of two other lookalikes the BAe146 (Little) and the C17 (Large) - see what I mean*



### **A couple of Spitfire stories from Bill George**

1. On completion of the Advanced Flying Course on Meteors at Full Sutton the RAF didn't know what to do with me for my last four months or so of National Service I wound up at Middle Wallop on 288 Sqn involved in training radar operators on Ground Controlled Interceptions. 288 Sqn had recently switched to the new Boulton and Paul Balliol from their old Spitfires but they had kept a couple which were used occasionally at air events. My mate Pete and I often went into the hangar looked lovingly over these aircraft and climbed into the cockpit. One day we decided to ask the CO if we could have a trip in them. So we went to put our request to Sqn. Ldr. Henderson, who replied with a resounding "NO" and went on to say "I don't mind losing you but I don't want to lose a Spitfire". How is that for a put-down

2. Many years later I happened to be visiting my company in Bavaria at Oktoberfest time and they had booked some tables in one of the beer tents there to entertain customers and invited me to come along to. Even though I had been there many times it was an opportunity not to be missed so I went. I realised that anybody I didn't recognise would probably be a guest so when I sat next to a stranger I introduced myself "Hello I am Bill George" to which he replied "Hello I am Gerhard Messerschmidt". I immediately came back with the quip "If I had known that I would have introduced myself as Bill Spitfire". We got on well together because he had been a pilot in the Luftwaffe and he was actually a member of the famous Messerschmidt family!

### **Signed Picture of a Halifax**

Pam Barnard, widow of the late Eric Barnard, has a signed picture of a Halifax that she would like to go to a good home (no charge). If you would like it for yourself or for someone who you think would appreciate please contact Bill George (full details on Page 6).

**Bill**

**Chiltern Aircrew Association**

**A Newsletter Editor - NOW**

**Re Pages 3 and 4 An additional photo**

*Ex TQF and latterly with 60 Sqn this Andover CC2 XS 793 sporting it's version of Andrew's colour scheme*

**Proposed Programme  
(Subject to Covid Regulations)**

21 Oct I Learned about that from Flying -  
Mark Gilson (11.00am) + Free Lunch  
18 Nov The Meteor Film and talk -  
Des Richard (11.00am)  
16 Dec Xmas Lunch (12.00 for 12.30pm)  
6 Jan 21 Aviation Art - Basel Hammond

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**Please, if you have any problems do not hesitate to get in touch with any member of the committee.**

**In the meantime, stay safe and our best wishes to you all. I will try to get another issue out before too long.**