



NEWS SHEET

Rule of 6 scuppers plans to start up



Covid wins again

W had planned to reopen at Greenacres on Wednesday 21st October, that was until the latest lockdown restrictions were introduced. The committee have decided to delay our meetings until the situation improves. In the meantime please stay safe and enjoy the latest News Sheet.

So what is the significance of a Cargolux Boeing 747 freighter LX - VCF to do with this. Well have a look at the nose of the aircraft and you will see it has had a 'face mask' added to its paint scheme.

Of course Cargolux was one of the world's first 'Freight only airlines' and has been bringing medical supplies into Europe during this COVID pandemic. It is good to see that the management seem have been able to keep a sense of humour during these troubled times for aviation.

Amazon introduce 'Prime Air'

Amazon Air finally outright owns a Boeing 767 aircraft. Until now, the company had been flying the wide-body under leasing agreements. However, the cargo outfit received its first independent aircraft in early September..

Amazon is thus gaining greater control over the aircraft within its fleet. Improving operations and the aircraft ha

the registration number N503AZ. It was issued to Amazon.com Services LLC on August 31st and will serve on the company's shipping operations across the globe.



Boeing 767-300 N503AZ of Prime Air

The global conglomerate was issued its Airline Operations Certificate (AOC) over the weekend. 29 / 30 Aug. This move allows Amazon to continue and expand its testing of drone services for its US deliveries. On top of this progress, the firm has its own 767-300. So, it has been a positive week for the business busier than ever during the COVID crisis.

Our President

Geoff has been in and out of Bedford hospital recently but he has been released into the care of his family. Our Chairman is keeping in regular contact on our behalf and the committee have agreed this is the best way forward rather than him getting calls from members. He is very poorly but regularly asks Des to pass on his best wishes to members and he hopes the Chiltern ACA will continue post Covid.

I am sure you will all join me in sending Geoff our Best Wishes and to thank him again for all the sterling work he has done for the ACA and the Chiltern Branch.

Tales of Glider Towing in Leicestershire

Chris Brockbank writes:

I'm moving house. Actually, it's about time after 41 years and I am in the process of sorting out what to chuck. So here I am attacking the filing cabinet when I find some really old stuff. My first find is the Air Ministry letter offering me pilot training on a short service commission (DCB), late in 1959, followed in the next file by a Near Miss Report dated 18 Apr 70

You see I always knew I was going to be a fighter pilot from when I was in short trousers. The trouble was the Royal Air Force and reached different conclusions about the future of my career. So now in my new civilian career and in the RAFVR, I contented myself at weekends with towing gliders.

On that day of the air-miss, I was flying a Terrier 2 G-ATMS turning at 2,500ft over Syreston with a glider in tow and a vis of 5 miles, when whoosh! Suddenly, a Cessna 172 shot past only 100 feet below me and 100 yards to port, so of course I was only aware after the event, shaken but not stirred.



Beagle A.61 Series 2 G-ATMS

By then, I had been glider towing in a Beagle Terrier at Rearsby, Leicestershire for five years typically towing to up 1,900 feet. I recalled that afterwards I did have to sit down for a moment to thank my lucky stars. Luckily this time, I was in my garage, close to tonic water store with the gin bottle only an arm stretch away, which then helped me recall some of the other incidents of the time.

My thoughts then passed to three rather different earlier experiences. One date indelibly stamped on the mind is 4 Jun 67 because it was on the day of the Stockport air disaster. I had been towing a two seat 'streamlined brick' (Slingsby Sedbergh). As we

staggered up for height, lo and behold a similar Canadair Argonaut (DC4 with Merlins), was bearing down on me on low approach to Castle Donnington, a little under the 2,200 ft cloud base.

So now what, I thought if I let the glider go, he'll climb up to left straight up into the path of the airliner. If I level off, we might just get under him. Luckily he veered off right and my trousers did not change colour.

Next was the Vulcan. I had failed to see this appear in my rear view mirror, but the glider launch crew had and said they were defecating themselves. I was descending fast east-bound through 400 ft ready for a dead-stick landing (quicker turn around), when this camouflaged Vulcan scoots past me at 250ft from Wales for a straight-in approach to RAF Cottesmore 10 miles away. I had to sit down after that one too.

Then there was the day in spring 1968. I'm towing an old duffer in a single-seater in the circuit when suddenly I sense I can't keep the Terrier's nose down; I'm thinking I'm going to stall at 800 ft if I don't get rid him. But he ignores my (standard) release signals, so I just have to release him and leave him to his own devices with the tow rope dangling from his nose. I land and the boffins soon discover the trimmer tab wire has fractured, a not unknown fault they say, but a problem when there's a glider on the back. Thanks. Luckily there was a handy chair again.

When I arrived at Rearsby in 1966 to begin towing, I was told about some earlier tales of the unexpected as a flight safety warning. I should explain that with a prevailing westerly wind we took off just south of Rearsby village towards a large solitary house in a field. On 27 Dec 65, Terrier 2 G-ATKJ was taking off with a 'flying brick' on the back when at 200 ft, the prop decided to detached itself (Gipsy Major 10 MkI 135hp). The glider instructor quickly released and the tug pilot, 25 year old Rodney, turned away from that house and tried unsuccessfully to regain the airfield. With insufficient height, he flew through the tree tops on the southern edge and belly flopped in the adjoining field with aircraft denuded of all fabric. Luckily, he survived.

An earlier one had been less lucky. The date was 23 May 64 and Bert Hodgson was concluding his last aero-tow of the day. An experienced Casair pilot with over 4,000 hours, Bert was known for his two smart techniques for rapid glider launches using

Terriers as well as flying from the right hand seat. The first was to increase his rate of climb by leaving the flaps trailing at an intermediate position. Then after releasing the glider at 1,900 ft. he would fly back to the launch point at VNE. But on this occasion, it all went wrong soon after his descent began, fatally wrong. First, the port outer wing fell off, then the port inner wing fell off, followed by the complete starboard wing. The fire-crew found him spread across the two front seats with only a small red mark on his left temple.

Gliding stopped at Rearsby in 1970 with the demise of Beagle Aircraft and elements of the gliding club decamped north to (ex-RAF) Saltby. I was sad to learn later of loss of the tug pilot and his young son in G-ATMS at Saltby in 1973, when the tow rope trailed by became entangle on a barrel pulling it down to earth.

No wonder I was warned to exercise caution!

Basel Hammond

I had the pleasure of meeting young Basel early in August. A pupil in the sixth form at Sir William Borlase's Grammar School and as a hobby a model aircraft flyer, but above all he is already an accomplished aviation artist.

He will be coming to see us we hope in January to talk about his passion for aviation, art and the Royal Air Force to show us some of his work. I thought I would whet the appetite by showing you a couple of his drawings he has recently completed.



Supermarine Spitfire Mk2



Gloster Gladiator K7895

These two drawings both use charcoal and pen and I must admit his backgrounds do give the pictures a great atmosphere. His school work permitting he would be willing to draw / paint an aircraft of your choice. If you would like to have one beforehand please let me know and I will put you in touch with Basel.

We will follow him with interest as he hopes to join the RAF as a pilot and will be going through the application process this month. He has already accumulated some hours towards his PPL, normally getting flights in lieu of his paintings going in the other direction.

Graham

Editor's First Solo



This was the Forney Aircoque built in USA and first registered in UK on 27 August 1962 and just under a year later on 9 August 1963 I flew my 'First Solo' in it at Biggin Hill with Surrey and Kent Flying Club on a CCF Flying Scholarship. **Now what aircraft did you do your 'First Solo' in? Do let us know the where and when.**

Whups - I've spilt my coffee ! Liquid spillage on the Flight Deck

Ed: *Most transport pilots will either have spilt a drink on the flight deck or come close. BA's latest introduction to its fleet has already suffered two such incidents since entering service.*

Airbus has developed a new liquid-resistant integrated control panel for the A350, designed to avoid the risk to engine systems from accidental drink spillage in the cockpit. Its development follows two incidents, in November last year and January this year, in which A350-900s diverted as a result of uncommanded engine shutdowns linked to beverage spills on the panel.

The panel, on the cockpit centre pedestal, houses the engine-start and electronic centralised aircraft monitoring systems. "Results of the preliminary technical investigations indicate abnormal operation of the components of the [panel] due to liquid spillage in the system," says the European Union Aviation Safety Agency.



The A350 centre console - the problem area

Airbus responded to the incidents with an interim fix in the form of a removable cover for the panel, intended to protect engine master controls, rotary knobs and thumbwheels. The cover would be removed during critical flight phases but installed at other times.

The manufacturer also introduced flight manual amendments defining a 'liquid prohibited' zone in the cockpit, as well as procedures to be followed in the event of spillage on the pedestal. But Airbus has taken the further step of designing a new water-resistant integrated control panel, the fitting of which is set to be mandated by EASA.

The safety regulator says the airframe manufacturer published, in August, a modification service bulletin for A350-900 and -1000 operators to adapt their aircraft accordingly. EASA has proposed a directive under which operators will have to install the new panel within eight months, after which the temporary protective cover can be withdrawn along with the flight manual amendments.

Ed: *They will soon be offering BA captains these:*



Rumour has it they are already standard issue for their First Officers.

Where are we - answers next issue, any guesses to Editor



USMC F35 Lightning lost in mid air collision during air to air refuelling.

An F-35B Lightning II stealth fighter crashed after colliding with an aerial refueler in California on 29 September 2020. The F-35B made contact with a KC-130J Super Hercules during an air-to-air refueling operation, resulting in the fighter jet crashing at about 4 p.m.,



The pilot of the F-35B safely ejected from the aircraft, which went down and he is being treated in hospital for his injuries. The KC 130 accomplished a controlled wheels up force landing close to its base and nobody on board was injured.

Yesterday crash is the fourth crash of an F-35. A U.S. Marine F-35B Lightning II crashed near Beaufort Marine Corps Air Station outside of Beaufort, South Carolina on the U.S. East Coast, on Sept. 28, 2018. The pilot safely ejected from the aircraft. In 2019, a Japanese F-35A crashed off the coast of Japan.

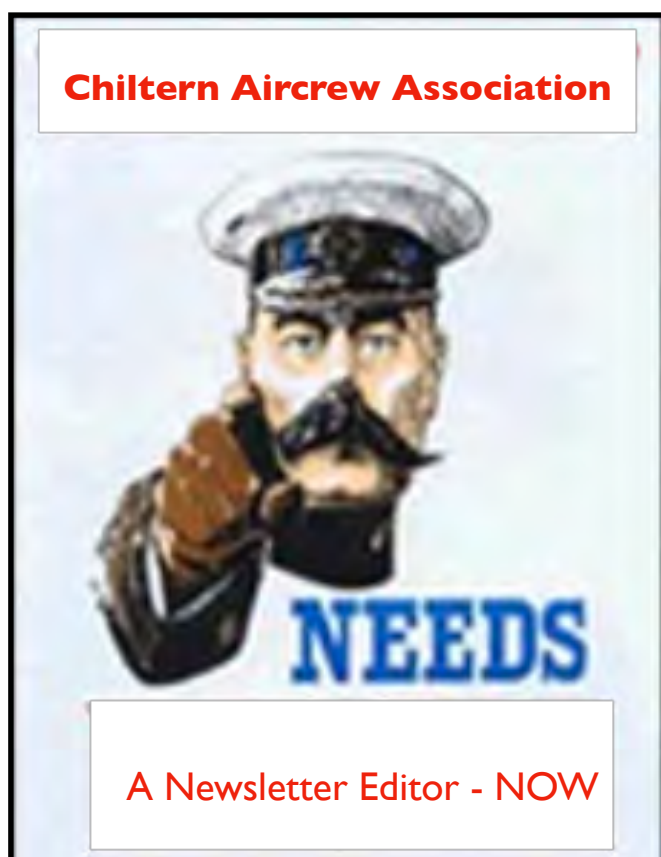
On Apr. 9, 2019 a F-35A Lightning II, registration 79-8705, the first of 13 Japanese F-35s assembled at the Nagoya FACO (Final Assembly and Check-Out), crashed in the Pacific Ocean about 135km (84 miles) east of Misawa, in north-eastern Japan. Spatial disorientation was deemed as the reason for the crash that caused the death of the 41-year-old pilot Maj. Akinori Hosomi. More recently, a U.S. Air Force F-35A belonging to the 58th Fighter Squadron has crashed at Eglin AFB in Florida, on May 19, 2020. The pilot of the aircraft successfully ejected.

Editor's Note

You will have seen the notice on Page 6 before but I will continue with a form of News Sheet during our lockdown but I will retire once meetings recommence.

Please consider if you want a Newsletter. Our Chairman has been in contact with the ACA Webmaster of Woking ACA to see if a combined Newsletter from other branches would work, a sort of "Intercom 2" but alas little has come of it. It is therefore firmly **'up to you'**.

As of next month all you will get is just a single sheet sheet with contact details and any pertinent notices about CACA or any articles sent in by members. It should be easy to remember your first solo for instance (see Page 3) so there is no reason for many of you not to contribute. For many of you it will be tales of the Tiger Moth and even some of 'us youngsters' such as Ian Mason did his first solo in a Tiger at Luton Airport before the days of Court Line, Monarch and Easy Jet. So come on help fill the pages up.



See Page 5 - Column 2

Yes we have been banging on for months now about finding a new Editor. The Corona Virus has taught me one thing more than anything else and that is to take life a bit easier. The enforced lockdown has shown the way and I intend to have a bit more 'me' time. Whilst I have enjoyed the time as Editor I will now be reverting to Secretary which in itself is not so demanding. I have tried to complete the Newsletter on a 'little and often' basis but inevitably towards the end of the month it begins to take over for a couple of days. Once Jo and myself get back on the speaking circuit we will have a lot less time and also we are both heavily involved in Jo's book "Air Miss" which she is writing about her short career as an Ops Officer in the WRAF in the late 60's (That is 1960's by the way !). So there we are this will be the last multi page News Sheet, so please will someone come forward and of course it does not have to be a replica of my issues, I know they say size matters but in this case so does quality. So with best R/T standards **"Over"**.

Programme for 2020

Under Review and further details will be published in the News Sheet.

We are indebted to Greenacres for their understanding, as although people can attend the pub your committee are conscious of the age demographic and added risks involved in trying to meet. We would love to get back to Greenacres but we must do it within the rules, coupled with added safety for our members.

When we do get back together we are looking at a free lunch and rest assured next years subscription will be waived. You see your committee does care for you!

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