



NEWSLETTER

Book for Flying Breakfast Friday 26th October. Details P8

September Meeting

Over 40 members, wives, partners and friends attended our Guest Buffet Lunch at Greenacres on Wednesday 19th September. As usual Stephanie, Fiona and the staff looked after us in a grand manner and an enjoyable time was had by all.



T'Chairman brings us to order

It was good to see some members who we have not seen for a while, Alan and Joan Fisher who have had a bout of poor health and considerable family commitments but both were in good form. It was also good to see Roy Briggs who sadly lost his wife earlier this month.



The Fisher's, Nelson's and Cooper' wait whilst 'The Haddenham Branch' rush for the food!

In Memoriam

Sadly we have lost 3 more members this month, **Marcus Pressland, Peter Croft and Jack Ball**. We send their families our deepest condolences.

'We shall remember them'

17th October 2012

"Flight Testing"

an illustrated talk

by

Air Vice-Marshal Alan Merriman CB CBE AFC
former A&AEE Commandant

Flying Breakfast

at

The Rose & Thistle
Haddenham HP17 8AJ

on

Friday 26th October 2012

12 Noon for 1230

full details on Page 8

Allez Le Touquet



Andy Hardy with Stan Colley (L) & Tom Sayers (R)

Thanks to Operation Propeller, our pilot Andy Hardy has become a good friend to Ellen and I and to Tom Sayers (an ACA Uxbridge member)

On Bank Holiday Sunday 26th August 2012, he invited us to join him for lunch in Le Touquet, traveling in his newly acquired aircraft - a PA 28 Piper Cherokee registration G-ATYS. Built in 1966 it still has under 5000 hours!



Dinghy first, ladies second!

We met at Booker with a pre flight briefing, including dinghy and lifejacket instruction.



Taxi out at Booker

We were airborne at 0930am (local), flying via Farnborough to get us between London/Heathrow and London/Gatwick and then via Tonbridge, Lydd, followed by a 15 minute Channel crossing at 5,000 feet arriving at Le Touquet 1hour and 10 mins after departure.



Paris by the sea!

Debriefing and it being 12 Noon in France (+1) we took a taxi to town. A lovely sunny day and very busy with tourists we soon realised why it is called 'Paris by the sea'!

A leisurely lunch at Chez Perard on Rue de la Metz was followed by a visit to the beach (Deck Chairs of course!) and a stroll along the Promenade.

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(continued from P2)

Project Propeller



Lunch in France with water (like safe pilots!)



Weekend off for the Onion Sellers!

We caught a taxi back to the airport and were airborne at 4.30pm French time. A headwin meant we arrived back at Booker at about 4.50 pm British time.

The debrief and customs was followed by a drink in the Club Bar. The icing on the cake was that Andy let me fly for 40 mins on the way out and another 40 mins on the return flight.

A great day out! Thank you Andy

Stan Colley

The article by Stan Colley reminds me. For those of you that have had trips to and from Project Propeller, please think about returning the hospitality by inviting your pilot to one of our meetings or lunches. Remember they now all qualify for membership, so who knows we might even get some new members out of it!

Found in Germany after 70 years: the lost Lancaster Bomber crew

The remains of five missing British airmen have been discovered inside the wreckage of their Lancaster bomber after 69 years with the help of an eye-witness who saw the aircraft crash on its return from a World War Two raid.

The discovery was made following the work of a team of German historians. Volunteers spent hours digging a muddy field looking for the RAF crew after the witness guided them to the site near Frankfurt.

A Rolls Royce engine and landing gear of the Lancaster bomber was found followed by 'hundreds' of fragments of human bones in what would have been the cockpit.

The dig was questioned by some locals who could not understand why the team were searching for British airmen who bombed their cities.

Uwe Benkel, who led the search, said they felt obliged to find the missing men and bring comfort to their families who knew nothing of how or where they died.

Some of the relatives have now expressed their gratitude to the amateur historians and are hoping to finally bury their loved ones seven decades after their deaths.

Ryanair ordered to 'review' fuel policy after making THREE emergency landings because planes almost ran out

The headline above appeared in one of our Daily National Papers in September and as somebody whose aviation exploits have occasionally made the press I thought I would take a closer look. The headline referred to a joint investigation between the Irish and Spanish Authorities after 3 Ryanair aircraft were diverted from Madrid to Valencia due to weather (Thunderstorms) at Madrid.

The Irish Aviation Authority (IAA) released their result of their investigation into the fuel emergencies concluding:

- The aircraft in all three cases departed for Madrid with fuel in excess of Flight Plan requirements.
- The Crew diverted to Valencia with fuel in excess of the minimum diversion fuel depicted on the Flight Plan.
- Diverting with fuel close to minimum diversion fuel in the circumstances presented on the evening in question was likely to present challenges for the crew. Initial holding was to the Southwest of Madrid which increased the diversion time to the alternate.
- The Crew declared an Emergency in accordance with EU-OPS when the calculated usable fuel for landing at Valencia was less than final reserve.
- The Met conditions in Madrid were more significant than anticipated by the Crew when reviewing the Met Forecast. Consequently the additional fuel carried was influenced by the forecast.
- Operations into a busy airport such as Madrid in Thunderstorm conditions with the associated traffic levels can add significant delays to all traffic.
- Air Traffic Control in Valencia was under significant pressure with the number of diversions arriving in their airspace.

The IAA quoted internally published Ryanair Fuel Policies: "

Operational considerations may dictate the carriage of fuel in excess of flight plan fuel, even when not tankering. This is a matter for the exercise of the Captain's discretion. The Commander may carry up to

300kg more than FPL/Block fuel without explanation, actual plog (Pilot's Log) fuel +300 kg, rounded up to the nearest 10 kg. Where departure fuel is more than 300 kg in excess of flight plan fuel an explanation for the uplift shall be recorded on the Voyage Report".

AESA (Spain's Aviation Safety and Security Agency) inspectors pointed out that with the southerly runways in use at Madrid delays would regularly occur due to extensive vectoring and holding. They would consider to put a requirement into place requiring operator to carry additional fuel in such cases similar to requirements for London Heathrow. The inspectors also took note of the crew comments regarding the air traffic management by Valencia ATC.

Each of the Ryanair Captain's had loaded more than the required fuel because of the southerly runway operation which results in more track miles flown and in two cases even added more contingency fuel. The weather turned out worse than forecast and Madrid ATC were having trouble getting aircraft in. A number of carriers had logged Valencia as their No 1 alternate. One aircraft after being fully stabilized for the approach to 18R at Madrid, saw the runway at 25 miles but encountered 'windshear' prompting a windshear warning from the GPWS, the crew therefore initiated a go-around in compliance with standard operating procedures.

As you can see even the best laid plans can lead to problems. They diverted to Valencia, not normally a busy terminal area but this evening it certainly was. Approaches here were taking longer than normal. Two of the three aircraft having declared "Emergencies" (again the correct procedure were quickly vectored for landing. The third was initially asked to hold for a further 35 mins which again would have put him below fuel minimums, so again he declared an emergency. All three aircraft landed with close to their minimum fuel, two slightly below and one slightly above.

Ryanair take a beating, usually as a result of comments made by their Chief Executive. **On this occasion his pilots acted in a safe and thoroughly professional manner, unlike the newspaper headline!**

Mosquito Flies Again in New Zealand

The massive restoration project of a de Havilland Mosquito by Avspecs Limited in Auckland New Zealand for Jerry Yagen and the Military Aviation Museum in Virginia Beach Virginia has reached the ultimate goal... the Mosquito is back in the air!



The restored Mosquito takes to the air

The first flight took place before noon Auckland time on Wednesday 26 September 2012 and it appears to have been a great success. The airplane departed Ardmore Airfield and then landed at the Auckland International Airport. They did have some sort of pitot static issue that was resolved while on the ground and then the aircraft returned to Ardmore.



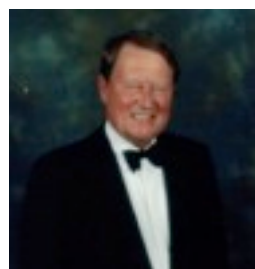
The Flight Crew and the engineers involved in the restoration after the first flight

The Mosquito is truly one of the greatest airplanes ever built (all 8,000 of them). Much more info will no doubt follow in the coming days as this amazing effort is being and cheered by people all over the world!

The good news is they are already working on another aircraft, with the new jigs in position. the sky is the limit!

Ed: This has already caused quite a stir, as I sent it round on the email circuit and have already had a number of favourable comments and that it had evoked many memories.

Remember Remember the 21st November



Captain
John Hutchinson

gives and excellent illustrated presentation
on



Why not make a date and bring a friend for this very special event. Of course if any of our widow's would like to hear this fascinating talk please feel free to join us

See you at 11 am

Aircrew Lunch at Abingdon

The former Quad Lunch was held in it's new format as an 'Aircrew Lunch' at the usual venue of the Black Horse, near Abingdon on Friday 28 September 2012, where we were again made to feel very welcome by our hostess Karen Aplin.



*Dick Haven and Bill MacGillivray (Oxon)
discuss what a Vulcan could do!)*

10 members and partners from Chiltern were joined by 10 from Oxford and the balance of those 41 attending was made up by those serving at RAF Abingdon in the late 60's and early 70's on No 46 Squadron Andover CMk1's. These included Chiltern members Graham Laurie, David Bray and Peter Miles.



George Meredith, Ann Hyland & Joan Maile



"Bill, did I ever tell you how many hours I flew as a National Service Pilot?....."

After an excellent meal and coffee it was decided to do it all again next year so make a note in your diaries/mobile phones/computers of **Friday 27th September 2013**

Flying Breakfast

It is time for our annual visit to The Rose and Thistle at Haddenham. Our Haddenham Branch led of course by the indomitable Ron Doble are looking forward to seeing you at their revitalised Public House.

It will be a chance to meet up with some of the Oxford Branch, who although small in number, make up for in other ways! For those of you in the know, if you get there slightly early there is the delight's of Parminter & Son Ltd, who sell the famous "Simon the Pieman" pies - but beware they close at lunchtime!

Please go to Page 8 where you will see the Menu and a form to send off. Please note **the** closing date for this lunch is Friday 19 October, so do not delay, get your order in today!

Graham

Welfare
Programme

All events at 1030 for 1100 at Greenacres unless advised (*)

- 13/14 Oct Moth Club Charity Flying at Old Warden
(Revised date)
- 17 Oct **Alan Merriman Flight Testing**
- 26 Oct Flying Breakfast Rose & Thistle
- 21 Nov John Hutchinson Concorde
- 12 Dec Xmas Lunch 1200 Noon
- 16 Jan AGM & Member's Meeting

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Bill Hyland reports:

I have been away in Cornwall, so I apologize if I have not got round to you. Sadly as you will see elsewhere we have lost 3 members this month. We always consider the winter months to be the difficult ones but September has not been kind. Details of **Peter Croft's** funeral are not yet to hand but as soon as the date at Garston is known we will let you have it.

It was good to see Joan Maile at the Aircrew Lunch looking so well, her daughter drove her to Abingdon and took the opportunity of looking up and old friend.

Bill**Membership**

It really has been a sad month, we have lost 3 members and also **Roy Briggs wife Joyce** has also passed away.

Maurice Pressland was a WOP/AG in Transport Command on 525 and 242 Squadrons. He was regular attendee when we held meetings at the RAFA Club, but sadly he was unable to join us recently.

Jack Ball, was a Pilot on 625, 231 and 511 Squadrons. Although blind he attended lunches and the occasional meeting courtesy of his lovely daughter Stephanie until last year they moved to Yeovil to be near relatives.

Peter Croft volunteered in 1938 but eventually became an RO on night fighters in 1941. Initially joined 255 Squadron and completed a tour partly in UK and partly in North Africa. Then instructed at Honiley before joining 68 Squadron for a further tour, mainly at Coltishall. He flew throughout the war with the same pilot on Beaufighters and Mosquitos. In 1945 he was posted to Stratford-on Avon to train on the new GCA equipment and after his course was retained as an instructor. He was demobbed in 1946 and returned to his prewar job in the wine trade and spent most of his time in South Africa. After retirement he spent a considerable time researching and writing Squadron histories and also his own memoirs. He remained a stalwart member of 68 Squadron Association.

The Association was represented at Maurice and Joyce's funerals but alas we were unable to make Yeovil for Jack's. Details of Peter Croft's funeral are not yet available but we gather it will be at Garston.

To all their families we send our deepest sympathy and they will be in our thoughts.

Gerry

Flying Breakfast**Friday 26th October 2012****1200 Noon****Rose & Thistle, Haddenham HP17 8AJ**

Please send me tickets (**£15.00 per person**) for the Flying Breakfast

NAME: ADDRESS.....

TEL NO:

- I enclose:**
- a. Cheque payable to 'The Rose & Thistle'**
 - b. Stamped addressed envelope.**
 - c. Send to Graham Laurie, 19 High Street, Prestwood,
Great Missenden, Bucks HP16 9EE**

Flying Breakfast Menu**English Breakfast**

Eggs ,beans, tomato, bacon, sausage, mushrooms & toast

Rolled chicken breast

Stuffed with fig and feta, served with mash& gravy

Fish and Chips

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Apple & Cinnamon Roulade

With raisins and honey drizzle served with ice cream

Ice Cream

£15 per person

Coffee or Tea at £1pp