



NEWSLETTER

Join us for a visit to RAF Halton instead of June meeting

Guests Buffet Lunch

On Wednesday 16th May 42 members and guests were present at our Buffet Lunch, again superbly supplied by Stephanie and the staff at Greenacres. We welcomed a number of guests, including four members from Woking ACA who have become a regular feature at our lunches and as always were most welcome.

There was a quick welcome from our President (we have to make him work occasionally!) and we were underway. The tables had either eight or nine sitting down and by the noise level, the hangar doors were opened swiftly. Geoff Hulett managed to find a guest who had trained at the same station in Southern Rhodesia, all spotted because Geoff was wearing the station tie!

Rod Finn also ran a very successful raffle and a big thank you to all for supporting it so generously. At least some of our visitors got some of the prizes, albeit most of them from one table, but as they say "you have to be in it, to win it!"

One point on the administration, again our thanks to Ian Mason and Rod Finn for their hard work. This work was however made much more difficult because of members and guests not paying up front. It is no good saying I will pay on the day or my guests will pay on the day. We have a closing date for ticket purchase for two reasons, firstly so we can give the correct food order to Greenacres and secondly so that Rod, in this case, does not have to spend his time collecting monies. After all he also had guests to entertain.

Sadly therefore will have to insist all monies are paid up front by the closing date for all future functions.

Data Protection Important Notice

This could be your last Newsletter!

A number of members have yet to send me their form back. I have reprinted it in this Newsletter, but this will be your last Newsletter until I receive your completed form. This applies to MEMBERS ONLY, as if you are not a member but receive the Newsletter, do not worry it will still be sent until you ask us not to.

PLEASE FILL IN THE FORM ON PAGE 8 and return to Graham Laurie

June Visit to RAF Halton Museum

Remember 20th June 2018

"Visit to Trenchard Museum, RAF Halton"

Greenacres 1130 for lunch at 1200

We will then proceed in cars to RAF Halton



This visit is instead of our normal meeting but we suggest we meet between 1130 and 1200. Please, if you plan to attend, could you let David Bray know, as he is co-ordinating the visit. Advance notice is required for station security purposes, together with car

**The First World War Pilot J M (Jack) Mason
Part 10**

Ed: *Extracts from Jack's First World War Logbook, on Active Service. As the war concludes, the action does not!*

28	DH4	39 mins (PI)	Same as Previous Raid. More of the same kind of stints. AA fire very heavy & accurate & I was again forced to take refuge in the clouds. No E.A. sighted.
28	DH4	83 mins (PI)	Bombing Raid on Cerise Bridge (across the Somme). This raid was carried out clear of clouds & saw no results. Left Bertangers & landed at new aerodrome at Carteville.
30	DH4	68 mins (PI)	Bombing Raid on Troops & Transport just behind the German Lines. All bombs dropped on some transport & three direct hits obtained.. I lost the formation so climbed above the clouds & steered a compass course for 10 minutes. Then came home.
31	DH4	65 mins (PI)	Bombing Raid on the German Advance Landing Grounds at Caix & Rosieres. Easter Sunday. The formation climbed above the clouds but when we go to Amiens we could hardly see the ground at all so Rupton dived below the clouds of the whole formation.. I was the only one that followed him & we attacked troops & transport about seven miles NE of Villers-Brettonneux. No results could be seen because we encountered about 20 Huns who although they didn't attack, were carefully watching. AA fire very heavy & accurate.
31	DH4	76 mins (PI)	Bombing Raid on Caix-Rosieres Aerodrome. All bombs dropped over the target. Five bursts observed on the village of Rosieres & two on the aerodrome. No AA but about 50 Huns
APRIL 1918			PROMOTED - CAPT
1	DH4	87 mins (PI)	Bombing Raid on Caix-Rosieres Aerodrome & Rosieres Village. AA very heavy & accurate. No E.A. All bombs dropped over target & five bursts seen in the village.
1	DH4	95 mins (PI)	Bombing Raid on Ablaincourt Village. All bombs dropped over the target & three bursts seen in the village. Seven Huns but they did not attack. AA light but very accurate.
2	DH4	105 mins (PI)	Bombing Raid on Caix-Rosieres Aerodrome. All bombs dropped over target & five very close to the tents on the aerodrome. No AA & No E.A. Berthette's 100th raid.

2	DH4	114 mins (PI)	Bombing Raid on the Bridges at Brie & St Christ. No direct hits obtained on the target. No E.A. & very little AA. Flt Cdr Bartette's last raid.
6	DH4	42 mins (PI)	Attempted Bombing Raid Ramatte Aerodrome. Washed out by the leader (Flt Cdr Dickson) on account of very bad weather.
6	DH4	100 mins (PI)	Bombing Raid on Ramatte Aerodrome. The weather was very bad & clouds very low. We got a signal for volunteers to carry out this stunt. After dropping my bombs I got completely lost & after straying west for $\frac{3}{4}$ of an hour, landed about seven miles from Paris & stopped an old General on the road to ask him where I was. Then continued my journey home. AA fire very heavy & accurate & very many Huns of all types & descriptions. A direct hit was obtained on the most eastern hangar of the aerodrome. F.S.L. Cartmell missing.
7	DH4	106 mins (PI)	Bombing Raid on Ramatte Aerodrome. On approaching the target we ran into very thick clouds & all lost one another. I went by myself & dropped bombs on the target from below cloud. Flt Cdr Garmon had this raid for the first time.
10	DH4	125 mins (PI)	Bombing Raid on Ramatte Aerodrome. First time my observer has crossed the lines. Visibility very bad & no results were observed.
11	DH4	119 mins (PI)	Bombing Raid on Ramatte Aerodrome. All bombs dropped over the target & several bursts observed on the aerodrome. Five E.A. Who did not attack. AA light.
11	DH4	19 mins (PI)	Bombing Raid on Ramatte Aerodrome. Forced to return almost as soon as I got off with magneto trouble. Landed with all bombs.
12	DH4	113 mins (PI)	Bombing Raid on Deupiene Aerodrome. First raid today The most wonderful visibility I've ever seen. We could see about 50 miles of the English coast from 10000ft. All bombs dropped on the target very near the sheds & it is probable that these were badly damaged. Five Hun triplanes came out of the sun at us but were very cold footed & made off almost immediately. AA fire light.

A Day out at the RAF Museum to celebrate RAF 100



Chiltern and Woking ACA were well represented at Hendon

As we know we are celebrating 100 years of the RAF and on Thursday 10 May the Royal Air Force Museum invited Veterans and current serving RAF personnel from across the world to celebrate RAF Day at the Museum.

During this special reunion, hosted by Museum staff, our RAF colleagues and Veterans were treated to a special preview of our brand-new Hangar 1, which houses two new, innovative galleries exploring the first 100 years of the RAF, its roles today and invites visitors to imagine its future contribution and technology. The hangar has been redeveloped specifically for the RAF 100th anniversary to provide a fitting space for veterans and serving personnel to share their stories.

As part of our RAF Centenary Programme, the Museum also be launched a new digital project called RAF Stories; an online digital project whose aim is to inspire participants to share accounts of the Royal Air Force. RAF Stories seeks to find stories, not just from former and serving personnel, but also from their friends and family as well as extended partners who work closely with the RAF. Our RAF Stories team will be on hand on the day to collect stories and provide

information on this new online archive.

The day's events also included a flypast, live music, tours, refreshments and the chance to catch up with colleagues old and new. With service men and women joining in from across the country, it was a truly memorable and sentimental gathering.

The invitation to attend was open to all who have and who do serve in the RAF and they aimed to have all squadrons and bases represented.



The large crowd enjoyed excellent weather and a day that really did celebrate what the RAF was all about in the last 100 years and what the future holds.

Boeing Factory Tour

My thanks to Andrew Bourne who did the Boeing factory tour and found it mind blowing.



The main assembly building, which is one of many, alone could house...

1. 8 x Nimitz Class aircraft carriers
2. Or Disneyland and 12 acres of car park
3. Or The Vatican city

There are very few pillars, but with 34 or 45 ton cranes that runs on both axis above almost the whole building, I cannot believe how the roof stays up!

There are 10,000 people working in that one building, 35,000 at this one Boeing plant (Paine Field)

What did I see?

1. About 30x aircraft lined up on the main ramp, all airline tails, some with huge square concrete blocks hanging from their engine couplings.
2. Off in the distance was lines and lines of US Air force tankers, yet to be painted and in shimmering green, covered with the sort of plastic you get as screen protector



3. The third runway at Paine Field is rented by Boeing from the State, for use as an aircraft car park

4. In the main assembly building each section is a slice with a specific aircraft type, in the fist it was the 747/767 section and we saw lots of cockpit jigs and wings

5. Another bay had 2x 747's freighters, 1x 767's freighter and 6x 767 tankers. The UPS 747 was very close, lots of talk about how they moved the 'centre and wing section' around on air beds, as this was over the 45 ton crane capacity and was too early to have an undercarriage.

6. In the 777 Bay, there were 7x aircraft, the work towers and aircraft all moved together 2 inches an hour, they move in a U shape up the building. First leg bits of fuselage next to each other, then mated and at the end as they turned around, the wings are added. They became more whole as they make the trip back towards the hanger doors (which are 350 ft long). The second to last section had jacks and holes in the ground to test the undercarriage retracting. Engines are lined up waiting to go on last

7. The last bay we visited had 8 or more almost all composite 787 Dreamliners



They make 14x 787's a month, half in North Carolina Down at Renton in South Seattle, they make 57x 737's a month!

Paine field is owned by the local equivalent of a council, not by Boeing and was a WW2 air force base. It is enormous, there is a Google Earth type view on the floor of the visitor's centre and the main assemble building (3/4 of a mile long) looks quite titchy.

At Paine Field, there is also the Flying Heritage and Combat collection, set up by Microsoft's Paul Allen. Plus The Museum of Flight's Restoration Centre and Collection are based here too. So you could have proper boy's day out.

The future of Flight exhibition is in the same building that the tour starts from and was really aimed predominantly at school kids. Two points I did however find interesting .

1) A vertical slice of an Boeing 787 Dreamliner's fuselage, where you can feel and tap the carbon fibre

and view the inside skin's construction with what appeared to me to be few strengtheners. For comparison there was a 707 wall adjacent to it, it happened to be the Pan Am 707 that flew both the first Boeing jet into Heathrow, then the again as the anniversary flight exactly 25 years later.

2) there was a 50's looking airliner cabin for you to sit and view an interesting documentary on the history of Boeing, the bit I enjoyed was on the two crisis they pulled through. It seemed to be refreshingly honest, I wish I could have seen the lot.

The tour was very simple to book and highlighted the fact that nothing can be carried on the tour, there was plenty of time slots available. On arrival you are herded into a theatre and was given a very boisterous Disney-like welcome, plus the inevitable video presentation with the American interpretation of the history of flight and how Boeing achieved it all! Naturally it came with lots of accompanying whoops and yelps. To reinforce the 'no items policy', a heavily armed Boeing guard reiterated it with a smidge of menace. Surprisingly still, a few scuttled off to the wall safes (they are free) to deposit items, strange as this was the 5th mention of it since I had arrived at the building. Those on the tour were split into two groups and boarded separate coaches, we spent the whole trip separately. The ancient 60's style ex-Greyhound coach was surprisingly tired, I expected something more slick from Boeing.

It drove around the perimeter, for a good view of the ramp. The tour took you to the main assemble building, you entered down tunnels, reminiscent of a Bond liar. Strict orders had us march down this pipe lined concrete tunnel to strategically place STOP signs. You could probably have driven a van down them, so shouldn't affect those with claustrophobia. At these points we then all entered a goods elevators together. As you see in the movies, the grills emerged simultaneously from the floor and roof, not having been in one before, it pleased me no end. We exited at the top floor of each of four bays (about 7 in total) that are sliced along the main assembly building's width. The tour guide's commentary was very interesting and there was lots to see. We had about 15-20 mins in each bay, then marched back onto the coach and shuttled along to the next. In this case there were a few RR 787 engines scattered around the parking lot, given the huge issues with their present scarcity, it was probably more significant than was appreciated by most. Apparently the main aircraft movements in and out the building are done at night, as there is so much vehicle traffic. We returned past



the two paint shop buildings, but being just a hanger were of little interest. We arrive back almost exactly an hour and half later and not surprisingly, straight into the extensive gift shop.

Despite walking down a short flight of stairs to the tunnels, they can accommodate wheelchair visitors, or those that just need a wheelchair for the long corridors. You book as normal and ask for assistance at least half an hour ahead. It was on Sunday I visited, so the actual activity in the bays was nominal, they work a 5 day week

Tour was an hour and a half and was Disney-like in the way numerous buses shuttled hundreds of visitors around. Well worth the trip, but no cameras/phones or anything hand held permitted. Only USD\$25, but be aware it was also a huge Boeing promotional exercise.

Many years ago I visited the main collection of the Museum of Flight. This is south and between the city and SEATAC Airport. Not as large as I thought it was going to be, but worth the trip.

At Heathrow on the way out, I noted that BA now have small remote control tugs for shifting aircraft around, which I has not seen or heard of before. They seemed to be only about waste height and roughly the foot print of regular car, the tug driver/ controller walked along side it. I couldn't see exhaust, so they may be battery powered? Not sure if they have enough grunt to push back a heavy, it may be they are just for medium wide bodied aircraft?

Norwegian now flight to Seattle from Gatwick 3-4 times a week. They have a Premium Cabin with the old dentist chair style recliner seats. Not a match on Club/ Upper Class beds, but much less than half the price, it hovers between £1100-1500 rtn inc taxes

Ed My thanks to Andrew for allowing us to use his coverage of what seems a fascinating tour.

Programme 2018

Events at 1030 for 1100 at Greenacres unless (*)

2018

20 Jun Visit to RAF Halton Trenchard Museum 1130 @ Greenacres followed by lunch @12 Noon. We will proceed to RAF Halton in cars. Please let David Bray know if you will need a lift to/from Halton

Your 2018 Committee**President**

Geoff Hulett

11 Pearsewood Gardens, Stanmore, Middx
HA7 1NU.

Tel: 0208 952 4092

Email: banghulett@btinternet.com

Chairman: Position Vacant

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: adbbay@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

Welfare

Everyone survived the lunch and it was marvelous to see all the ladies. One that got away was Norma Hagen who preferred a cruise and the Monaco Grand Prix from a well place grandstand - how could she?

The next meeting on Wednesday 20 June features a visit to the Halton Museum at 1430. We will have lunch at Greenacres at 1200 (30 minutes earlier than usual) and those who wish to visit the museum depart about 2pm. Halton Museum Visitors please send their details, Full Names and Car numbers(if applicable), to:

David Bray via email: adbbay@aol.com or 01296 688425

David

Membership Secretary

Glad to report we have 3 new members:

276 ROBERTS P (Peter) 40 Morelands Dr, Gerrards Cross,
Bucks SL9 8BD Tel: 01753 886497

277 DAY B. (Charles) 4 Wheatfield Ave, Harpenden, Herts AL5
2NU Tel: 01582460182

512 GILLINGHAM W (Wally) 85 Green End St, Aston Clinton,
Bucks HP22 5ES Tel: 01296 633355

We will have bios on our new members in the July edition of the Newsletter

Ian

Secretary/Editor

For those of you who have not already done so, please fill in the form overleaf and return to me by post as soon as possible, this will ensure the Association complies with new Data Protection Law.

Please note our **June meeting will take the form of a visit to RAF Halton's Trenchard Museum.** David Bray will co-ordinate this, so please let him know if you are interested.

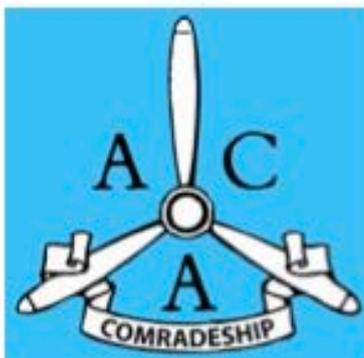
Graham

President

Our normal May lunch had extra punch this year as it also marked the creation of the Royal Air Force 100 years ago. Sadly the Baton did not pass our way. Our many guests included friends old and new and we are grateful for their support as members were in short supply. My tie for the occasion was one from yesteryear, coming from my flying school at Guinea Fowl, Southern Rhodesia, quickly spotted by a guest (another Geoffrey) who also trained there, giving us an opportunity to talk of old times. A chance maybe of another member!

As I write this our Christmas Lunch is but 195 days away...Keep well

Geoff



From: Graham Laurie
 The Secretary, Chiltern Aircrew Association
 19 High Street, Prestwood, Gt Missenden
 Bucks HP16 9EE

Form to be returned by post (not Email by 27 May 2018)

Your privacy is important to us, and we want to communicate with Association members in a way which has their consent, and which is in line with revised UK law on data protection wef 28 May 2018. As a result of a change in UK law, we now need your consent to how we contact you. Please fill in the contact details you want us to use to communicate with you:

Name _____

Address: _____

Email Address: _____

Phone Number: _____

By signing this form you are confirming that you are consenting to the Chiltern Aircrew Association (ACA) holding and processing your personal data for the following purposes (please tick the boxes where you grant consent):

I consent to the Association contacting me by post, phone or email.

To keep me informed about news, events, activities and Newsletter (*note you can unsubscribe from the Newsletter at any time*);

To including my details in the 'Membership Directory' which is circulated to Association Members.

Signed: _____ Dated: _____

You can grant consent to all the purposes; one of the purposes or none of the purposes. Where you do not grant consent we will not be able to use your personal data; (so for example we may not be able to contact you or send you Newsletters; except in certain limited situations, such as where required to do so by law.)

You can withdraw or change your consent at any time by contacting the The Secretary CACA, 19 High St, Prestwood, Gt Missenden, Bucks HP16 9EE. Please note that all processing of your personal data will cease once you have withdrawn consent, other than where this is required by law, but this will not affect any personal data that has already been processed prior to this point.

Chiltern Aircrew Association