



NEWSLETTER

AGM

Our 2018 AGM was surprisingly well attended by 50% of the membership. Our Chairman **Geoff Hulett** opened the meeting with a review of the past year before handing over to our Welfare Officer **David Bray** who led a minutes silence for those members who had passed away, including two recent bereavements of **George Meredith** and **Jack Baynton-Glen**. David also mentioned it was good to see Des Richard and Ron Doble, both of whom had been recently hospitalised.

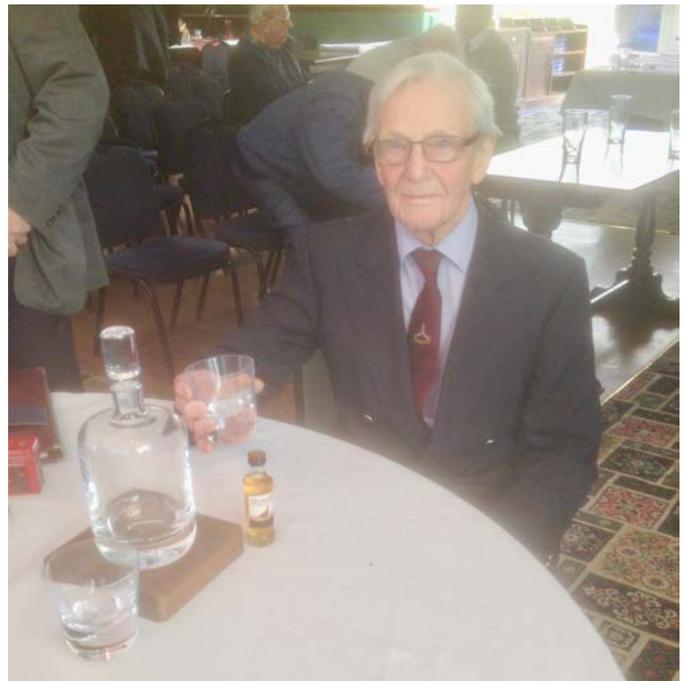
Secretary/Newsletter Editor **Graham Laurie**, thanked all those members who had contributed articles for the Newsletter and also thanked Stuart McKay for his printing and distribution of the postal versions. He also thanked members for their support for him and Jo during her recent poor health.

Bill George (Programme Secretary) confirmed we had filled dates for the first half of the year and asked members to inform him of any speakers they knew of. **Ian Mason** (Membership Secretary) then reminded members that subscriptions were now due. Obviously our total membership had reduced to 34, so he asked for people to spread the word with the hope of recruiting some new faces to join us.

Our Treasurer **Rod Finn** was unable to attend as he was recovering from a spell in hospital, but the accounts are in good order, as we hope is he!

When it came to the election of a new committee, apart from the Chairman all others were happy to stand again. Alas there had been no volunteers for the post of Chairman. The remainder of the committee were voted in with the post of Chairman remaining vacant for the time being.

After the AGM was closed a presentation of a decanter and glasses was made to the outgoing Chairman for his sterling work over many years, having taken over with the rest of the 'Sheffield Mafia' many years ago.



Geoff with his container for his evening 'tipple'



Remember 21st February 2018

**Travels with a National Service airman
with John Dicks
10.30 a.m. for 11.00 a.m.**

The First World War Pilot J M (Jack) Mason
Part 6

Ed: Here we continue further extracts from Jack's First World War Logbook, on Active Service and a particularly 'hairly moment' on 4 Nov 17

15	DH4	114 mins (P1)	Bombing Raid on Varsseenaere Aerodrome. Was unable to find Varssanaue, so after flying round & looking for it in vain, we carried out an attack on Houttave aerodrome. No results observed. Very heavy AA but only about three Huns seen.
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NOVEMBER 1917

4	DH4	121 mins (P1)	Bombing Raid on Engel Aerodrome. Bombs all dropped over the target but no results seen. Just as we got up to the target, an Albatross Scout dived upon my tail and open fire with two machine guns at about 15 yards range. With his first attack he wounded Burns (the air gunner) badly twice in the leg and partly severed my right hand cover longeron and shot away my left drift wire. Knowing this & realising that I probably had considerably more damage done to my machine, I did not dare attempt any quick manouvering, thus making my machine an easy target for an enemy. Notwithstanding this Burns stood up and continued firing his guns until we shot the enemy machine clear, completely out of control. I then made slowly for home & arrived considerably shot about. The damage included right hand longeron practically shot away, left drift wire completely severed. Engine shot about. Five ribs in left plane shot away. Both tyres on my wheels & about forty to fifty holes in my fuselage and tail. I consider that on this raid Burns undoubtedly saved my life & gave me the chance to bring the machine safely back, by his great penach and determination.
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6	DH4	20 mins (P1)	Local. Machine test.
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12	DH4	148 mins (P1)	Bombing Raid on Blisseghem Aerodrome. Very heavy and accurate AA fire.
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13	DH4	123 mins (P1)	Bombing Raid on Houttave Aerodrome. Very heavy & accurate AA fire. No results seen.
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DECEMBER 1917

5	DH4	79 mins (P1)	Bombing Raid on Sharappelhoek Aerodrome. Machine would absolutely refuse to go above 13000ft, so I returned without crossing the lines.
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6	DH4	114 mins (P1)	Bombing Raid on Antrychi Aerodrome. Again machine would not climb but I carried on. All bombs dropped on objective but no direct hits
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6	DH4	75 mins (P1)	Local. Climbing test.
8	DH4	109 mins (P1)	Fighter Escort with Bombing Raid on Antrychi Aerodrome. Only four 16lbs taken. Machine went to 15000ft fairly easily. No results seen owing to very thick clouds.
10	DH4	113 mins (P1)	Fighter Escort to Bombing Raid on Varsenaere Aerodrome. Machine would not climb above 13000ft but I carried on and dropped all four 16s on target.

JANUARY 1918

2	DH4	45 mins (P1)	Local. Air test.
3	DH4	81 mins (P1)	Attempted Bombing Raid on Ghisteltes Aerodrome. Washed out by the leader without crossing the lines on account of the weather. First time in my new machine.
4	DH4	109 mins (P1)	Bombing Raid on Ghisteltes Aerodrome. Took good line on target but my gunlayer failed to drop any bombs and brought them all home. Very heavy & accurate AA fire.
11	DH4	40 mins (P1)	Local. Air test.
13	DH4	128 mins (P1)	Bombing Raid on Engel Dump. F.S.L. Willis crashed and caught fire getting away so I carried on & took first place on left. One direct hit obtained on target. Seven or eight Huns but they did not attack. AA fire fair.
23	DH4	80 mins (P1)	Dunkirk-Nieuport- Gavelines. Instructing new gunlayer.
24	DH4	75 mins (P1)	Dunkirk-Nieuport- Gavelines. Instructing new gunlayer.
25	DH4	109 mins (P1)	Bombing Raid on Varsenaere Aerodrome. All bombs dropped on target. Direct hits obtained on the small sheds on the southern side of the aerodrome. AA very heavy and accurate. Worst shelling I have so far had.
27	DH4	50 mins (P1)	Local. Air test.

Photos from our Christmas Lunch

With our thanks to Ian Stewart for his photos.



Clockwise:

1. Geoff brings us to order.
2. Roy Briggs and his party.
3. Rod Finn in 'Raffle' mode.
4. Harold Kirby collects his raffle prize.
5. Bill George's table.
6. The top table with Stuart McKay



To Go Around (Overshoot) or Not?

In March 2017 the Flight Safety Foundation's Runway Safety team published the latest version of its report "Reducing the risk of runway excursions". Runway excursions continue to be the most common accidents involving airlines today.

The report states confidently that the implementation of its recommended procedures for flight discipline during final approach is the key to eliminating – or at least reducing – this most common accident type. But although airlines have been advised for more than 10 years to require their crews to abandon an approach if it is not stabilised – and to go around instead – crews have continued to ignore this standard operating procedure (SOP). The result has been a continued high rate of runway excursions during landing.

The FSF explains: "The problem of go-around policy noncompliance is real and is arguably the largest threat to flight safety today. The potential impact of improvement in compliance is significant. No other single decision can have such an impact in the reduction of aviation accidents as the decision to go around."

The foundation's headline change in March to its earlier guidelines is to declare that the 500ft go-around decision gate should be reduced to 300ft above airfield level, but it adds a qualification: "It should be understood that the 300ft AGL value is not intended to be absolute; it can be approximated to take advantage of aircraft automatic callout systems. For example, consider an ILS minimum set for 200ft AGL. Some manufacturer automatic callout systems provide an alert 80ft above minimums, so in such cases, 280ft AGL could be established as the go-around gate value and utilised in the auto callout in the active call procedures."

In providing this qualification to its advice, the FSF shows that it is fully aware of the complexities of decision-making for pilots at this most intense of all flight phases. Indeed it spells this out: "Analyses indicate that flight crews who continue an unstable descent below 300ft do not recognize the need for increased concern – or the need for a go-around." So 300ft – or close to it – has been nominated as a kind of psychological tipping point beyond which the pilot should know that risks will increase – either the risk of continuing an unstable approach or of delaying a go-around decision further.

If the report has a fault it is that it tries to describe every single consideration, and there are hundreds. So while an airline operations policy team would do well to read the whole screed, they must still ensure that their SOPs are simple and clear.

The FSF identifies where the industry needs to start: "The first and foremost change required is that the industry must improve its awareness of the problem; to achieve this, a shift in focus and cultural norms is required. It is believed that significant improvement is attainable; however, the cultural shift will be much easier if the industry shifts collectively, as opposed to individual companies making changes on their own."

A part of the preparation for adopting the go-around philosophy is for airlines and crews to know what risks are associated with an all-engines-operating go-around. The most dramatic recent example of the risks, especially at night or in IMC, is the 2016 FlyDubai Boeing 737-800 crash at Rostov-on-Don, Russia. A full-power go-around creates rapid linear acceleration, and the acceleration can create somatogravic illusion in the pilots. The latter is a powerful signal from the balance organs that the aircraft has pitched up dramatically even when it has not, and the pilot reaction can be – as at Rostov – to push the nose down.

When aircraft had a lower power/weight ratio, go-arounds were gentler. With today's jets, plentiful power means things happen fast – so pilots need to be ready for it. That means there is a need for recurrent training in all-engines go-arounds.

The FSF has found that "go-arounds occur at an average rate of one to three per 1,000 approaches, but there is a large variation of go-around rates among different aircraft operators and operational environments." On average, the foundation observes, a short-haul pilot will conduct one or two in a year, a long-haul pilot one every two or three years.

Finally, the FSF says: "A just culture must prevail if problems in go-around safety are to be sufficiently understood and addressed." Also, airlines must ensure their pilots do not perceive that they are under pressure to make a first-time landing come what may.

Originally published in Flight Global

Ed: As someone who has been involved in a landing accident, where I made the WRONG decision and did not Go Around, there is much good reading here. Airline pressures and in certain countries 'loss of face' also play a big part.

Tales from the Tower by Kitty 4

Ed: We send our very best wishes to Lesley Brown, Tony's wife who is recovering from an operation.

As I have explained previously I only joined the Royal Air Force, as I failed to get enough 'A' Levels to gain a cadetship with the National Air Traffic Service (NATS). Hence throughout my RAF career I have always had more than a passing interest in Air Traffic Control.

On my first squadron (No 46 Sqn - RAF Abingdon), as I was living in the Officers Mess I frequently visited ATC, particularly during 'night flying', chatting to controllers and watching Radar approaches (those were the days of ACR 7 airfield approaches!) as well as the good old GCA's.

Later in my career whilst stationed at RAF Brize Norton on No 115 Sqn, a calibration squadron flying Andover E3 aircraft, we visited and calibrated all active RAF airfields, this again got me interested. I was also the Flight Commander Training at the time, so again linked up with the Tower, chatting to controllers. With the SATCO's permission I was allowed to (in VFR conditions) control some PAR talkdowns. This I found very interesting and it had some practical use to the controllers. The Andover and VC10 station based aircraft would often call for 'Simulated Asymmetric approaches', on one such occasion I was scheduled to do the talkdown, so I asked the Andover which engine was simulated asymmetric? A controller later asked me why I had asked, and I explained that it was more difficult to turn into the live engine than the simulated asymmetric one. This developed into quite a discussion with a number of controllers and the SATCO even suggested it be included in RAF Shawbury's (School of Air Traffic Control) teaching. Don't think it ever happened but I am certain the SATCO would not have been able to explain where the idea came from!

Whilst on The Queen's Flight we often spent long periods during the day or evening sitting at airfields all over the country, so again I spent time visiting the Towers (both RAF and Civil). I also by this time had made friends with a number of controllers at the London Air Traffic Control Centre (in those days at West Drayton). A number lived locally and another was also, like me, a soccer referee. One morning I took off from Benson bound for London/Heathrow, on landing on RW 27L we were handed to the Ground Controller when she said 'Good morning, Graham'. I recognised the female voice of an ex Brize Norton controller now working for NATS at Heathrow. Later in the morning we departed Heathrow for East

Midlands. On departure we were handed from Heathrow Departures to the Daventry Sector of LATCC, where my football pal said 'Good Morning Graham!' My co-pilot, by this time, was looking at me suspiciously.

It got worse as the Tower controller at East Midlands was another ex Brize controller, he knew me well, as I had bought a Labrador Puppy from him, again it was 'Good Morning Graham'. I had actually also recognised the East Midlands Approach controller (another ex Brize guy) but did not have the heart to tell my co-pilot!

It was then a quick positioning sector from East Midlands to Manchester to wait for 5 hours to bring a Royal passenger back to London. The co-pilot was PF (Pilot Flying) so I was doing the radio and who should be the Manchester Tower Controller but our ATC Correspondent Tony Brown, who casually said 'Good morning K4'. Our callsign was Kitty 4 but I was always known personally as K4. This was too much for my co-pilot as he said 'is there anybody in Air Traffic you don't know!' Well of course there were many but my interest in those who controlled us whilst airborne was useful, as I got to know some of their problems and many a discussion over a coffee, I like to think, was beneficial both ways.

One such example was early one morning when our TQF Andover was positioning from Benson to Heathrow. I was co-pilot that day, flying with another captain. We were in the Ockham hold to the South West of LHR at FL90. Below us a BA 737 and above us a South African 747 at FL100. An Air India aircraft called Heathrow Approach at the Woodley NDB and was cleared by the controller to Ockham at FL100, which he acknowledged. I had always impressed on our young co-pilots, to know who is above and below you in the hold, so that you are ready to descend when requested. I assumed as the Air India was on his way to Ockham, the BA 737 and ourselves would shortly be descending. Nothing happened, so in the end I just said "Approach you have two in the Ockham hold at FL100. The controller did not acknowledge my call but calmly turned the BA 737 on to a downwind heading, then descended me to 80 and the South African to 90. We eventually landed on 27L and the ground controller asked me to call Approach on shutdown. The controller had thought he had said FL120 and that the Air India had read it back. Later in the day they listened to the recording and rang and thanked me again! NATS has a splendid record but we all make mistakes, I was pleased that I helped resolve a potential problem.

RIP
Jack Baynton-Glen
George Meredith
Peter Crouch
(Former National Chairman)

Jack Baynton-Glen

Jack's first flight was in the mid 30's when Alan Cobham's Flying Circus came to Woodoaks Farm, Mill End, Rickmansworth. He flew in a Westland Wessex (Tri-Motor) airliner and the cost was seven and sixpence!

He joined 2F ATC Sqn Watford in 1940 to prepare to become a WOP/AG when old enough. He flew in a Percival Proctor from Hatfield with the ATC. He duly reported to Lords Cricket Ground in early 1943 and soon on to 19 ITW at Bridgenorth.

He was then posted to Radio School at Madley, Herefordshire on No3 Air Signallers Course. Whilst operating in a DH Dominie the pilot landed with one wheel off the runway but having recovered found another aircraft taxiing across the front of them, resulting in the Dominie ending up on his nose. His next incident was more costly, flying in a Percival Proctor, having reeled out the trailing aerial, the pilot came straight back into land without warning, losing the aerial, which Jack had to pay for! He always said the Pilot should have paid!

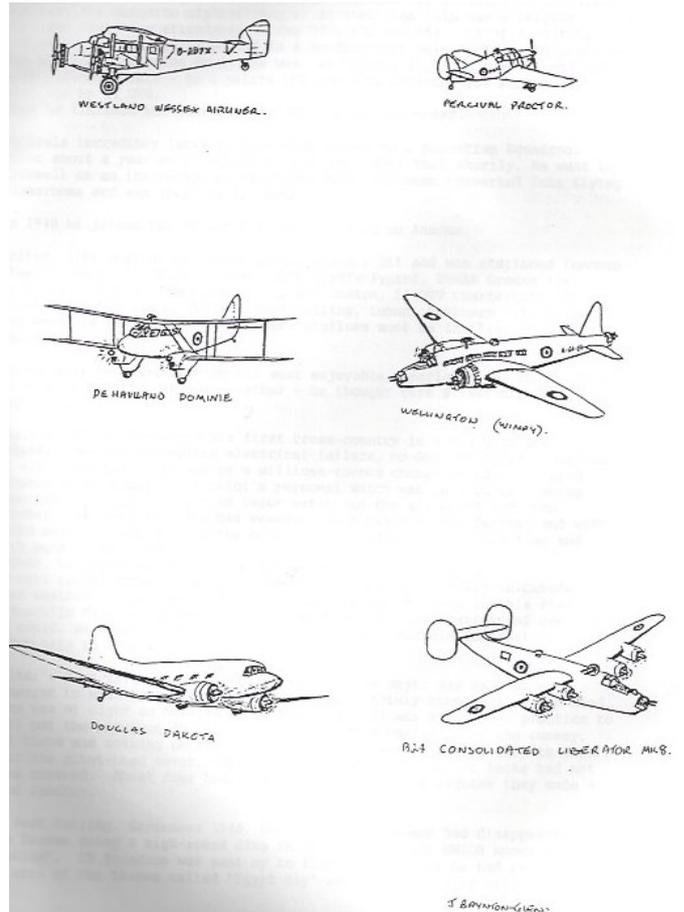
Jack passed out as a Sergeant Air Signaller and took the P&O liner 'Orion' to Port Said. On to ACRC at Heliopolis Palace Hotel prior to 13 Air Gunnery School El Ballah. Next came ACRC No 5, German Hospital, Jerusalem prior to 76 OTU Aquiv, near Rehorat. Here Jack crewed up training on Wimpeys. His next posting was to 1675 HCU RAF Abu-Sueir to convert to Liberators.

His first squadron was based in Italy, No 614 Sqn at Amendola and his crew volunteered to train as Pathfinders. No 614 was the only Pathfinder Squadron outside of Bomber Command. The squadron was in the process of changing from Halifax's to Liberators and also had a Mosquito flight.

As the war in Europe ended, Jack's crew, like many others, flew POW's back to Westcott and other airfields. There were also many trips to Cairo.

Eventually the squadron moved to El Shemev in Palestine. His final flight was in Dec 45. He finished his service in Feb 47 at Full Sutton where he was the station sign writer!

He married Pauline in 1950 and she predeceased him by just 10 days. They will share their funeral service. We send our condolences to their two sons and their families.



Ed: As you will see Jack was an accomplished artist and has done this delightful drawing of the aircraft he flew.

We will have an obituary to George Meredith in our next issue. Could I remind members who have not yet given us a 'profile' of their time in the Royal Air Force to please do so. Many do not talk too much of your time in the RAF, so it is always useful to know where you served and in what capacity, Just a few lines will do, and if there are any funny stories associated with your service, so much the better

Programme 2018

Events at 1030 for 1100 at Greenacres unless (*)

2018

21 Feb Travels of a Nat Service airman - John Dicks
 18 Mar The Berlin Airlift 1948/1949-Sqn Ldr Garretts
 18 Apr 40 years bomb disposal and still 10 fingers -
 Ian Jones
 16 May Buffet Lunch

Your 2018 Committee

Chairman: Position Vacant

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Welfare

David is away for a few weeks but has made a few telephone calls before he left and all appears well

David

Membership Secretary

I am sorry to have to advise of 2 members who have passed away, George Meredith on 24 Dec 17 and Jack Baynton-Glen on 10 Jan 18, sadly Jack's wife Pauline had also passed away on New Years Day.

On a happier note we welcome:

510 A R (Rhys) Woodward. 'Rutland', 46 Ellingham Road,
 Hemel Hempstead, HP2 5LJ 01442-249895

Finally a plea to those who have yet to send me their £10 Subscription to do so as soon as possible.

Ian

Secretary/Editor

We are still looking for a new Chairman, so please consider your involvement with your Association and do not leave it to your current committee. If interested please get in touch

Graham

Past Chairman

On 17 January 2018 following the AGM and my resignation as Chairman of Chiltern ACA, I was presented with a very handsome glass whisky decanter and two hand made glasses. The decanter has a hardwood stand which in due course will be fitted with a plaque to mark the occasion.

By happy chance, over Christmas I received 5 bottles of single malt whisky and so I am well prepared for those of you who may care to 'drop in' for a wee dram!

Without doubt I am assured of many hours of pleasure and I thank the members for their foresight.

I have been proud to serve Chiltern over the past 30 plus years and look forward to many more years as a member

Geoff

PS any mistakes within this message can be attributed to over indulgence! **GH**