



NEWSLETTER

WELCOME TO OUR NEW CHAIRMAN - Pages 5/6



Yes we tried for over a year but to no avail. But we are pleased to report that at our recent Annual General Meeting, Des Richard stepped forward to take on the role of our Chairman.

Des is well known to most of us but I asked him to give us a run down on his service career, which you can find on Pages 5 and 6.

It is probably right as well as welcoming and thanking Des for volunteering ? we should also thank our past Chairman, now President Geoff Hulett for his sterling efforts, at every opportunity to try and find his replacement. The fact it has taken a year is certainly no reflection on Geoff's efforts.

Violet Dicker

It is with great sadness we announce the passing of Violet Dicker. Violet was a regular attendee at our functions together with her family. Her funeral details are as follows:

12 February at 1015 am Church of the Ascension (Tin Church) Bedmond, Abbots Langley WD5 0RW. Refreshments at Manor House Pavillion Abbott's Langley

Charlie Flint

Charlie passed away on 27 Jan. His funeral will be on Friday 15 Feb at Harwood Park Crematorium, Watton Road, Datchworth, Stevenage, Herts. SG2 8XT. Details later of the wake.

Our condolences to both families.

Remember 20th February 2019

'DECEPTION IN WW2'

with Hug Grainger

Greenacres 1100 AM.



The First World War Pilot J M (Jack) Mason**Part 16**

Ed: *Extracts from Jack's First World War Logbook, on Active Service, as the War slowly comes to an end and he is sent back to Uk on Instructional duties after becoming the Acting Commanding Officer of 205 Squadron*

OCTOBER 1918

26	DH9	21 mins (PI)	Local. Instructing observer.
26	DH9	18 mins (PI)	Local. Instructing observer.
26	DH9	32 mins (PI)	Local. Instructing observer.
26	DH9	20 mins (PI)	Local. Instructing observer.
26	DH9	23 mins (PI)	Local. Instructing observer.
26	DH9	18 mins (PI)	Local. Instructing observer.
26	DH9	49 mins (PI)	Local. Instructing observer.
29	BE2C	57 mins (PI)	Local. Instructing observer.
29	BE2C	8 mins (PI)	Local. Instructing observer.
29	DH9	30 mins (PI)	Local. Instructing observer.
29	DH9	24 mins (PI)	Local. Instructing observer.
29	DH9	15 mins (PI)	Local. Instructing observer.
29	DH9	23 mins (PI)	Local. Instructing observer.
29	DH9	40 mins (PI)	Local. Instructing observer.
29	DH9	40 mins (PI)	Local. Instructing observer.
29	DH9	22 mins (PI)	Local. Instructing observer.
30	DH9	62 mins (PI)	Local. Instructing observer.
30	DH9	68 mins (PI)	Local. Instructing observer.
31	DH9	44 mins (PI)	Local. Instructing observer.
31	DH9	37 mins (PI)	Local. Instructing observer.

EASTCHURCH (MARINE OBSERVERS SCHOOL)

NOVEMBER 1918

Date	Aircraft Type	Duration	Description
1	DH9	20 mins (PI)	Local. Instructing observer.
1	DH9	75 mins (PI)	Local. Instructing observer.
1	BE2C	26 mins (PI)	Local. Instructing observer.
1	BE2C	20 mins (PI)	Local. Instructing observer.
4	DH9	30 mins (PI)	Local. Instructing observer.
4	DH9	90 mins (PI)	Eastchurch – Sheerness – Chatham. Instructing observer. Followed Billie in the train from Sheerness as far as Chatham on her return to London.
5	DH9	46 mins (PI)	Local. Instructing observer.
5	DH9	51 mins (PI)	Local. Instructing observer.
5	DH9	48 mins (PI)	Local. Instructing observer.
5	DH9	60 mins (PI)	Local. Instructing observer.
5	DH9	60 mins (PI)	Chatham. Special flight carrying out work in conjunction with Chatham defences.
6	DH9	82 mins (PI)	Local. Instructing observer.
6	DH9	50 mins (PI)	Local. Instructing observer.
7	DH9	66 mins (PI)	Local. Instructing observer.
7	DH9	26 mins (PI)	Local. Instructing observer.
7	DH9	57 mins (PI)	Local. Instructing observer.
7	DH9	30 mins (PI)	Local. Instructing observer.
12	BE2C	55 mins (PI)	Whitstable. Rendering aid to forced landing.
12	BE2C	65 mins (PI)	Whitstable. Rendering aid to forced landing.

ED: So the war ended but Instructional duties carried on as normal, with no comment in Jim's log book! We will follow his post war career over the next months but not in day to day detail. Obviously Jim was one of the 'Lucky' ones and survived, alas so many did not. In October we will hear from David Hearn with one such story.

ANNUAL GENERAL MEETING

Minutes of the Annual General Meeting held on Wednesday 16 January 2019

Present 15 Members

In the absence of a Chairman our President Geoff Hulett welcomed everyone to the 36th AGM of the Chiltern Aircrew Association

Apologies were received from Graham Laurie, Tom Payne, Roger Miller, and Roy Mitchell.

Tom wrote Please accept apology as I will not be able to attend CACA AGM on 16th. whilst health wise I feel stronger regrettably my problems regards to ability to travel remain as I am limited by bowel & bladder movements when least expected. My loyalty to CACA remains and I will still continue my membership.

I fully support the election of the Committee should it wish to stand again they have done an excellent job under difficult circumstances, thank you all very much. Regards to all.

Roger wrote. Humble apologies but I am leading a Hertbeats walking group Wednesday and shall not be able to attend the AGM. I was sorry to read that you were not too well on your last break. Hope you are fully recovered.

Alas, a lady friend Susan had a stroke on 28/29 December (They are not sure) but was not discovered until PM 30 Dec. Still in Watford General and recovery is typically slow. That said, she is lucky to have survived.

With the other incidents in November and December I am pleased to see the back of 2018 and hope for a better 2019 and beyond Once again

Best Regards

Pat Mitchell wrote: I am very sorry but I am unable to take Roy to the meeting tomorrow. Unfortunately I spent a week in hospital over Christmas which meant that Roy had to go into residential care for three weeks and I was only able to have him home again two days ago. As you can imagine I am still not 100%, but all being well we will be at the February meeting yours Pat

The Minutes of the last AGM were approved

President's Report: Geoff Hulett was grateful that CACA had survived another year, helped immensely by the communication and information provided by the Newsletter. He gave a personal thanks to Graham Laurie for the way it has been our lifeline.

Secretary/Editor was unable to attend but sent the following message:'

2018 was a stable year as we continued to provide interesting meetings, together with a few social events. As well as our normal programme we visited the Trenchard Museum at RAF Halton. The Newsletter remains popular and is sent to most members and 67 other recipients. I plan to continue to produce 8 pages per month, subject of course to receiving enough 'copy' from members. I wish to thank Ian Mason for allowing us to publish his Grandfather's Log Book and to other regular contributor Tony Brown for his ATC Stories. I must also thank Tom Payne for his continued support, although unable to attend he writes regularly and it was through Tom that we saw the story from Smiley Mildwater.

I have another First World War Story from David Hearn, the father of Sam, the Hemel ATC lad who won our award a couple of years ago. He has offered to come and talk to us, so I will wait to publish the story hoping we can fit him into the coming programme.

Please accept my apologies for non attendance but I am happy to continue as Secretary/Editor. Graham'.

Membership Secretary. Ian Mason confirmed that it had been a positive year with two new members, Charles(Geoff) Day and Rhys Woodward. Our only loss had been Derek Gurney; members stood to remember him. Membership had further reduced by 3 due non payment of fees. Ian also said we must not be complacent and a short discussion was held on attracting ladies to meeting, this was endorsed by Chris Brockbank, although it was mentioned that ladies seem to have their Woman's Institute and other meetings conflicting with CACA dates. Perhaps looking to be involved with local schools again and making contact with nearby Air Cadet units could be investigated.

Our New Chairman

Treasurer. Rod Finn outlined the accounts for CACA, which was healthy with over £2000 in the bank. He specifically mentioned the Xmas Lunch.

For 2017 we had 56 people sitting down i.e. 54 @ £20.00.p.h. =

£1,080.00 plus 2 x Widows @ £10.00.p.h. gives us £1,100.00. confirmed and banked against our Cheque to Greenacres (inc gratuity) which was £1,300.00

so £1,300.00. paid 'out' and £1,100.00 paid 'in' leaves difference of £200.00 which divided by 56 equals a subsidy of £3.57p. per person.

For 2018 we had 60 people sitting down i.e. 58 @ £20.00.p.h. =

£1,160.00 plus 2 x Widows @ £10.00.p.h. gives us £1,180.00 confirmed and banked against our Cheque to Greenacres (inc. Gratuity) which was £1,400.00.

so £1,400.00 paid 'out' and £1,180.00 paid 'in' leaves a difference of £220.00 which divided by 60 equals a subsidy of £3.66p. per person.

Welfare. David Bray thanked members for their feedback and confirmed how important it was to be in contact with any committee member if there were any problems. Although Derek Gurney had died on 2 December 2018 CACA had not been informed until well after the Christmas lunch.

Members were reminded that an RAF Ensign plus SD Hats were available if required.

Programme Secretary. Bill George said that 2018 had been a good year for speakers and 2019 was nearly complete with even more tentacles looking for further speakers.

Committee. The Committee were voted back in!! whilst the President again asked if there was a volunteer for the vacant seat of Chairman. Des Richard has volunteered and we welcome such an experienced Aircrew Association person to be our Chairman. Further Ian Mason asked the meeting, on behalf of the Committee, if they would agree to any member who had served in WW2 be given free membership to CACA - this was unanimously approved

AOB.

Des Richard thanked the Committee for their sterling work throughout the year.

Having already been Chairman of the overall Association, I have now been landed with the same job title with the Chiltern ACA. I have been asked to say something about myself

As I spent 37 years in the Air Force, the following may turn out to be like a shopping list.

I am a local boy having been born in what was then the home of Shredded Wheat: Welwyn Garden City. In my teens, I was an avid member of the ATC, and grabbed lots of flights from Panshanger, then the home of No 1 RFS as well as the London Aeroplane Club. I spent holidays in Air Traffic Control there and was also lucky enough to pick up one of the first flying scholarships and soloed on a Tiger Moth. That, plus gliding from Henlow, meant that I was well set up for the Air Force.

On 9th January, 1952, I entered the RAF College where I gained my wings after flying the Prentice, Chipmunk, Harvard and Balliol. From Cranwell, it was Worksop for jet conversion, a holding posting at Watton (116 Squadron) Varsities, and then back to Worksop for jet refresher where my instructor was Peter Crouch, one of our former national chairman. And very good he was as a QFI – one of the best.

Although I write here of mainstream activities, I should also explain that, as an ex Flight Cadet, I was the ideal candidate to preside over, or be in attendance on, Summaries of Evidence, Boards of Inquiry and Courts Martial. (Thinks - I must look at the Chiltern membership list a bit more carefully).

After night fighter conversion at North Luffenham, I was posted to 29 Squadron at Tangmere, flying Meteor NF 11s. The Squadron then moved up to Acklington where we converted onto Javelin 6s, and later moved to Leuchars, not least because the Javelin started to sink through the tarmac at Acklington. Thus I was a Cold War warrior. This means that you could sleep safely in your bed, that is apart from the odd crashing fighter aircraft from shortage of fuel uncontrolled asymmetric, thumbs in bum or disorientation.

In early 1960, I left the squadron for CFS and became a basic QFI, firstly on Piston Provosts at Ternhill and then on Jet Provosts at Acklington where I became a Flight Commander. The more interesting thing there was being a member of the aerobatic team. In 1963.

I went to Staff College where I became a squadron leader, followed by a posting on the staff of HQ FEAF at Changi. Then it was back to the UK to become OC Standards Sqn and the Deputy Chief Instructor at No 1 FTS at Linton on Ouse.

This posting was curtailed so that I could dash out to HQNEAF in Episkopi as a Wing Commander where I oversaw fighter, missile, radar, transport and helicopters, and for a while ATC and exercise planning – well after a fashion, anyway – I wasn't in the General Duties Branch for nothing.

After the Air Warfare Course at Manby I went to Boscombe Down as OC RAF Handling Squadron, responsible for Pilots Notes, Aircrew Manuals, Flight Reference Cards, Flight Test Schedules, and Operations Data Manuals. You will recall from your Notes or Manuals something like: "The aircraft is pleasant to fly, with the controls well harmonized about all three axes". Well we wrote that sort of stuff after working with the manufacturers, the test fraternity and flying the aircraft ourselves. We looked after all three services and I spoiled myself with flying 35 types there: big ones and small ones, both fixed wing and helicopters.

In 1976, after a short stint at Training Command looking after fast jet training, I became a Group Captain and went to MOD as DDTO, looking after operational training. I then moved down the corridor to become Deputy Inspector of Flight Safety where, if I had the necessary foresight, I could have looked up all your misadventures in the archives.

Then it was, for a short period, Group Captain Air at Support Command looking after initial officer, rear crew and air traffic training. The job also involved, amongst other things, security and, as the RAF was ultimately responsible for US bases, I became the man who spent many a happy week or weekend being the Force Commander at places like Upper Heyford, Greenham Common and Molesworth. During this time we saw in the Ground Launched Cruise Missiles, which represented the last escalation in the Cold War. I have many stories about this, which lasted, into my next post, also at Support Command, as Air Commodore Flying Training, overseeing officer and all aircrew training.

And so to my last tour, back to MOD as Director of Recruiting, which was when I joined the Chiltern Branch. No 133 – get some in, some of you! Although this was my final tour, it was a great job and I was pleased with both the numbers and quality of people we were recruiting. I retired on my 55th birthday in 1988.

I fell on my feet by then joining Shell Aircraft Limited as Director of Operations. Some of you may know that Douglas Bader was the first boss of the company. My job involved looking after operational policy and safety for aviation support in Shell worldwide and also overseeing many operations, ensuring that the aircraft operators were up to snuff.

In 1995, after my second retirement, I set up my own business, doing the same job for many oil companies, or, occasionally, an airline. During that time, I became chairman of the international oil industry aviation committee, whose main task was to set out best practice and standards. I finally retired in March, 2005.

Well sort of because I became Chairman of the Aircrew Association, replacing Jack Broughton, our esteemed very long term Chairman, and enjoyed it immensely, although I regretted that the global numbers of people was then rapidly shrinking until we closed the main association at the end of 2011.

So here I am, having flown some 75 types and having visited 77 countries (most of which you wouldn't want to go to! – I had to evacuate from two of them – Eritrea and the Democratic Republic of Congo).

A good and sometimes exciting life! I realise it pails into insignificance with what some of you have done. And I know it wasn't just the Anderson shelter that provided me with protection during the war years!

Now I have volunteered to be Chairman of the still remaining and extremely well run Chiltern ACA with a brilliant Committee. I replace the excellent Geoff Hulett who is now President in order to keep an eye on me.

**Were you involved with the
Berlin Airlift?
or would you like a trip to Berlin?**

Two of our guest's at the Christmas Lunch were Peter Smith and John Jerisford of the now defunct Bomber Command Association.

At Peter's suggestion I have been contacted by Dick Goodwin 'Events Co-ordinator Of The London Taxi Cab Charity who helps organise Veterans trips both and abroad., Dick has asked whether Chiltern have any Veterans who saw service on the Berlin Airlift (1948/9) and/or indeed whether any Veterans would like to go to Berlin over the weekend of Fri 10th returning Monday a.m. 13th May., flights will be direct twixt London City Airport/Berlin ...all expenses including insurance over the complete week-end courtesy of The London Taxi Cab Charity., London Black Cab drivers will be travelling overland prior and will transport all Veterans whilst in Berlin in their Black Cabs.

Initial enquires to Rod Finn who will then invite any indicated participants to then liaise with Dick Goodwin.



Your Membership Secretary approaching Tower Bridge ... he made it through!

We thought we could make up a small group to go along but we also thought it might be a great idea to make up your own family party for children, grandchildren or friends.

They do say if you are going to crash ... do it in the simulator!



A couple of weekends ago Ian Mason invited me to join him and a couple of friends to fly the Spitfire simulator in Maidenhead. It is housed in the Heritage Centre in the same room as the ATA Museum.

Yes you can fly the real thing for just under £3,000 but can take off from White Waltham, do a roller at London Heathrow, fly under Tower Bridge and finish up at London City? The answer is a resounding NO! But for the princely sum of £7.50 (15 mins) or £15 (30 mins) you can do that and more. Take off from London City airport, fly past the O2 and Canary Wharf before diving through Tower Bridge. Turn round Big Ben then go back through Tower Bridge and land at City Airport again. Cheering and boing are positively encouraged as penalty time is added for crashing into the river or even into buildings.



Part of the Air Transport Auxiliary Museum

Programme 2019

Events at 1030 for 1100 at Greenacres unless (*)

2019

20 Feb Deception in WW2 - Hugh Grainger
19 Mar Brief History of Radlett and Handley
Page - Chris Scivyer
20 Apr Burma - Sherry Scott
22 May Guest's Lunch*
19 Jun TBA
17 Jul TBA
21 Aug TBA
18 Sep TBA
16 Oct The Tragically Short War of a Topping
Fellow - David Hearn

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Welfare

Very sad that we have lost Violet Dicker and Charlie
Flint, both were great supporters and of course so
were their families. You will find funeral arrange-
ments elsewhere in this issue. My thanks to Tom
Payne for his regular communication

David

Membership Secretary

Please let me have your membership forms as soon
as possible, we would like to get the Membership
List out next month

Ian

Treasurer

The accounts are healthy as you will see from
my report on the AGM. Thank you all so much
for your raffle support, which goes a long way to
bolster our funds and allows us to subsidise
events.

Rod

Programme Secretary

We are well on the way to filling our 2019 pro-
gramme but I am still looking for suggestions.

Bill

President

A warm welcome to Des Richard who volun-
teered to take on the role of Chairman. As
former Chairman of ACA he brings a wealth of
experience.

We are saddened by the death of Violet Dicker,
a keen supporter of Chiltern and by the death
of Charlie Flint, a long time member.

Our sympathy to their families at this difficult
time.

Geoff