



# NEWSLETTER

## “We will remember them” - Remembrance Day

### October Meeting - 19 Oct 16 RAF Hendon Past and Present

David Keen was, until recently, the access development manager at the RAF Museum. He started his talk by giving a History of Hendon aerodrome, before completing his presentation by bringing us up to date with current developments of the RAF Museum.

Hendon's connections with aviation begin before the formation of the Royal Air Force. It has been a civil aerodrome as well as an RAF Station. Many people have visited it either to watch air displays or during their RAF careers.

In 1909 a local company, Everett & Edgcombe, built an aeroplane. To accommodate it they built a shed in a field at the end of Colindale Avenue. By October 1910 a large area had been cleared and other organisations were using the airfield, including a school founded by Louis Bleriot, the first person to fly an aeroplane across the English Channel.

In 1911 Claude Grahame-White bought the land and promoted the site as the London Aerodrome. On 12 May a military flying display was held and in September the first British airmail service was started. Air displays and races were held on most weekends, bringing the new technology to the attention of a wider public. The first Aerial Derby was held in 1912. This race round London started and finished at Hendon and was watched by an estimated 500,000 spectators.

In 1920 the RAF Pageant was held at Hendon. It was the first of many held here during the twenties and thirties. For most people it was their only chance to see the skills of RAF pilots. People could compare modern aircraft with those of World War I and see the latest developments in the "New Types" Park. Hundreds of thousands of people visited the displays. In 1938 and 1939 the displays were titled the Empire Air Day, one of several held across the United Kingdom.

No.600 and No.601 Squadrons of the Auxiliary Air Force were formed at Hendon in 1927. In 1930 No.604 Squadron was formed. After 1930 the Prince of Wales and the Duke of York kept their aircraft at Hendon: this was the forerunner of the King's Flight formed in 1936.

Following a briefing on wartime operations and the final closure of the airfield, David explained the formation and history of the RAF Museum as we know it today.

### November Meeting 16 Nov 16

Neil Rees will give a lecture on the role of the Czechs locally in WW2. The first 30 Czech pilots to reach Britain landed in an RAF aircraft at Hendon on 17 June 1940. Next day, the Czech President-in-exile Dr Eduard Benes wrote on behalf of the Czechoslovak National Committee to the British Secretary of State for Air, Sir Archibald Sinclair, pleading that a special effort be made to bring the remaining Czech airmen out of France and over to Britain in order that they could continue the fight. Join us please on 16 November.



**Remember 16th November 2016**

**Join us for  
“The role of Czechs locally in WW2”  
with Neil Rees**

**Greenacres 1030 for 1100 pm**

### Bobby and the Eagle

**Ed:** *This story comes from Australia and first appeared in 'Sport Pilot'*

Mike Greenwood and his dog Bobby took off in Mike's Glasair Sportsman from the Gold Coast heading for his home base of Moruya on the south coast of New South Wales.



*Glasair Sportsman*

They were cruising at 5,500ft heading south east direct for Moruya at a speed of 140kts on auto pilot. BANG...an explosion and a rush of air and the sound of the engine screaming. Mike, saw an image of a large bird, spread across the windscreen just before it smashed through and hit him in the face! Mike was unable to see or hear, his face covered in blood and his headset had been ripped off.

His first glimpse, having wiped his eye was that he was about to collide with the mountainside. After dodging through the mountain gaps and trying to get the aircraft to climb. He pushed the throttle, pitch and mixture and kept pulling back on the stick. The problem was he was doing this effectively blind and with the air rushing, he had no idea of his airspeed. He wanted to convert the 140+ knot dive into the maximum altitude before stalling. At the same time he was trying to avoid the terrain. His second glimpse was of a possible creek landing but he chose to continue to get the plane to climb. He then saw his ASI at 50kts, perfect to level out and with his tachometer reading 2,700 rpm, so time to back off once he had levelled out.

Mike worked on clearing his vision and as he was longer wrestling with the controls and the fact he

had not stalled and was not spinning, he realised the wing and tail damage was not too bad. Mike worked on clearing the vision of his right eye, having guessed his left eye had probably gone from the impact. He slowly started to see a little more of the instruments and realised he now had a chance!

He was aware that Bobby his canine co-pilot was still strapped in behind him. He was unharmed and very calm which helped Mike focus on doing as much as possible, as fast as he could. He thought he could see the remains of two birds (later he found out it was one large eagle!) and he was covered in feathers, flesh and blood. How much of the blood was his and how much the bird he did not know but he did know the left side of his face had been hit.

He tried to recover his headset but that had been ripped off the lead. he pressed the transmit button and shouted a Mayday call into the remains of the microphone, more in hope than expectation. He could not work out his exact position as he could not see through the blood to read his map. He took out his mobile phone and sent a text to a friend in the USA, knowing he could contact airport control and the emergency authorities. He cleared the blood from the screen of his I-Pad fixed to the roof of the Sportsman and it revealed he was heading towards Moruya but was still over an hour away and over the mountains. He tried to steer the damaged aircraft right of track towards Canberra and away from the mountains.

He could see a yellow area on the I-Pad indicating an urban area. He thought it could be Bathurst, orange or even Goulburn. So he texted again to his friend in the States and tried another Mayday call. He had fought the autopilot continuously. It would not hold the aircraft up against the force of the air-flow entering the cockpit through the smashed windscreen. He knew he had to disconnect it to turn around and find an airport. Having cut the autopilot he started to turn very slowly, because he did not know what wing damage there had been. He thought the town below was Bathurst and he recalled the airfield was to the north-east of the town. He spotted the runway in the distance and crossed over the industrial area, still high. He flew over the airport checking the runway in use and tried one more emergency call. He could not see well enough to find the windsock but assumed the wind would be roughly easterly. He made a wide turn at 3,500ft,

making a wide gently circuit to set up on finals. He found time to text his mate in USA to ask him to look after 'Bobby' in case he did not make it! On short finals, he could not see much but with some glimpses through the windscreen and his right eye focussed on the airspeed, he approached with his heart pumping from the adrenalin. He used a lot of runway but managed to get down in one piece.

He looked for the fire truck but only saw the airport manager's with it's orange light flashing. He raised the flaps and checked for fuel problems, ready to cut the engine at once, but he managed to taxi and shut down as directed. The following pictures were taken immediately after jumping out of the aircraft. Bobby was still as calm as ever with his headset on!



*The cause of the incident - an ex Eagle*



*Mike with the remains of his headset*



*'Bobby' - one cool canine*



*The smashed windshield of the aircraft*

The aircraft had suffered little damage apart from the windscreen. Before being taken to hospital Mike insisted Bobby travelled in the ambulance with him. In fact the Ambulance crew dropped the dog off at some local kennels before proceeding to the hospital! Only then was Mike able to calm down. As he says Eagles are actually beautiful birds, shame, he guesses this one hit the prop first!

**Have we learnt about collisions on the ground?**

The Tenerife airport disaster was a fatal runway collision between two Boeing 747s on Sunday, March 27, 1977, at Los Rodeos Airport (now Tenerife North Airport) on the Spanish island of Tenerife, one of the Canary Islands. The crash killed 583 people, making it the deadliest accident in aviation history. Lessons will be learned said airlines and air traffic control authorities.

In October this year two potential collisions were avoided, in one case by luck and skill of a pilot when airborne and another by an alert crew refusing to accept the ATC instructions to enter the runway.

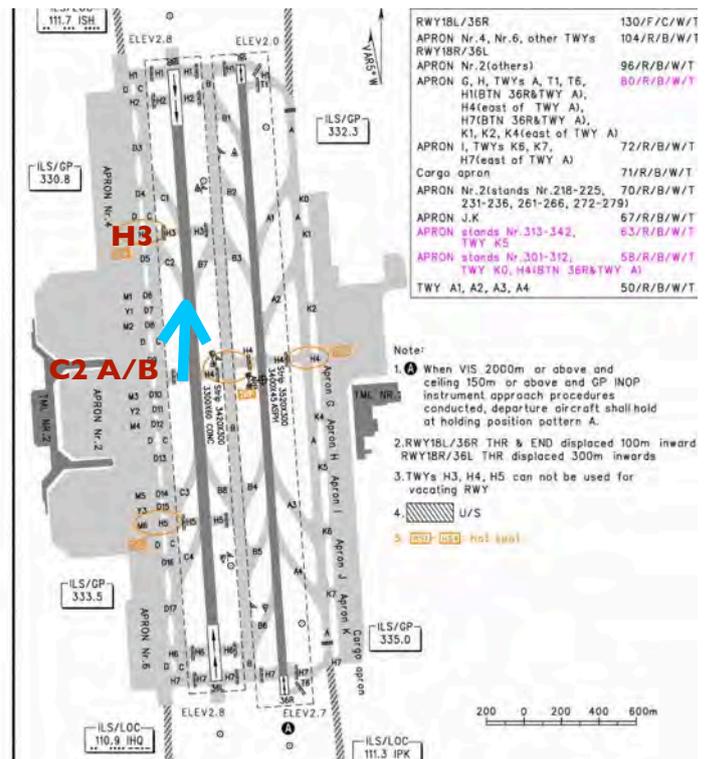
Let us start with the more serious incident in China. A China Eastern Airbus A320-300, registration B-6506 performing flight MU-5106 from Beijing to Shanghai Hongqiao (China) with 266 passengers, had landed on Hongqiao's runway 36R and was taxiing to the terminal needing to cross runway 36L. The aircraft, that had been previously cleared to cross runway 36L, was instructed to stop and hold short of runway 36L but did not react to the stop instruction.

On 11 October 2016, a China Eastern Airbus A320-200, registration B-2337 performing flight MU-5643 from Shanghai Hongqiao to Tianjin (China) with 147 passengers, was accelerating for takeoff from Hongqiao's runway 36L when at about 110 KIAS the crew spotted the A330-300 crossing the runway edge and assessed that they would not be able to stop in time to avoid a collision, however, they would be able to outclimb the A330. The crew firewalled the engines, continued their takeoff run, rotated the aircraft at about 130 KIAS and managed to climb the A320 over the A330. The A320 continued to Tianjin for a safe landing about 1 hour 40 minutes later.

China's Civil Aviation Authority CAAC reported that the A320 was in their takeoff run when the A330 crossing the runway appeared in front of them. The A320 captain assessed that it was safer to continue, the rest of the flight was without further incident. An investigation into the serious incident has been opened.

On Oct 12th the CAAC reported that preliminary investigation results suggest the serious incident was caused by a tower controller's misdirected instruction. On Oct 15th the CAAC reported that the separation between the aircraft reduced to 19 meters vertical and 13 meters horizontal (wingtip to wingtip) while the A320 climbed over the vertical stabilizer of the A333. A screenshots of the reconstruction video at the top of

Video capture of A320 above the A333 (Video: CAAC):



column 2.

According to the reconstruction video the A320 lined up runway 36L at taxiway H7. The A333 was taxiing on taxiway H3 and crossed the right runway edge when the A320 was just short of taxiway H4 about 1600 meters/5250 feet into the takeoff run and about 770 meters/2530 feet short of taxiway H3. The A320 became airborne abeam taxiway C2 about 2100 meters/6890 feet into the takeoff run and about 300 meters/1000 feet short of taxiway H3, and crossed taxiway H3 19 meters/62 feet above the vertical tail of the A332!

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On Oct 21st the CAAC announced that the tower controller in charge as well as the supervisor had their licenses revoked for life, they are not permitted to ever again take a controller position or a supervisory role. The CAAC reaffirmed the A320 captain to be a first class merit and receive an appropriate award.

On Oct 27th 2016 it became known, that the CAAC also fired or reprimanded 13 of their East China Regional Administration Offices as result of the occurrence indicating, that there are systematic issues involved and more people than just the two controllers in charge at the time were at fault, pointing also to the crew of the A330 who turned down their radio and failed to check the runway for any traffic before crossing the hold short line.

On Oct 27th 2016 the CAAC reported in a notification to foreign accident investigation bodies, that the A330 received runway crossing clearance at H3 37 seconds after the A320 was cleared for takeoff, at that time the A320 just began their takeoff run. The occurrence was rated a serious incident, according to ICAO guidelines as Cat A level runway incursion (ICAO definition: "A serious incident in which a collision is narrowly avoided."), and is being investigated by China's Accident Investigation Branch

The second event was in Europe on 31st October 2016. A Finnair Airbus A321-200, registration OH-LZB performing flight AY-841 from Helsinki (Finland) to Amsterdam (Netherlands), was taxiing for departure from runway 22R and was cleared to cross runway 22L on taxiway D about 1050 meters/3430 feet down runway 22L at about 08:50L (05:50Z).



Landing Runway 22L (mid right), Take Off 22R (top right)

A Scandinavian Airlines Canadair CRJ-900, registration OY-KFB performing flight SK-1706 from Copenhagen (Denmark) to Helsinki (Finland), was on short final to Helsinki's runway 22L descending through about 800 feet MSL when the crew of the A321 was nearing the hold short line of runway 22L, noticed the arriving traffic and stopped advising ATC that they would not cross until the aircraft had landed.

The A321 continued taxi across the runway after the CRJ had safely landed and departed from runway 22R a few minutes later.

Finland's Onnettomuustutkintakeskus (Accident Investigation Board) rated the occurrence a serious incident and opened an investigation.

We are all keen to fly, airports are keen to get as many 'slots' full but are Air Traffic Controllers being put under too much pressure or is their training and supervision lacking?

**“We Shall Remember Them”  
British Legion Poppy Appeal**

*Geoff Hulett reminds us:*

This year, The Royal British Legion is asking the nation to Rethink Remembrance by recognising the sacrifices made not just by the Armed Forces of the past, but by today's generation too. For many people, Remembrance is associated with the fallen of the First and Second World Wars. While we will always remember them, the Legion wants to raise awareness of a new generation of veterans and Service personnel that need our support.

Rethink Remembrance this Poppy Appeal

Please give generously in memory of past members of 'Chiltern' remembering also, those wounded in current and previous conflicts.



**The RAF Atlas A400M**



Deliveries of its first of 22 aircraft commenced in Autumn 2014, but a crash involving a pre-production aircraft subsequently delayed deliveries. The A400M is, however, becoming a regular feature in the skies over UK.

Specifications:

Engines: Four EPI TP400-D6 turboprops  
 Thrust: 11,000shp each    Max speed: 410kts  
 Length: 45.1m              Max altitude: 40,000ft  
 Span: 42.4m                Aircrew: 3

The A400M, which is a collaborative venture involving the governments and industries of six European countries, will support the deployment of the Joint Rapid Reaction Force and will give the RAF a tactical and strategic-airlift aircraft capable of supporting all three services and be interoperable with other nations.

The aircraft is capable of carrying a load of 25 tonnes over a range of 2000 nms at speeds comparable with pure-jet military transports. It will be capable of operating either at low-level (down to 150ft agl) or at high-level altitudes to 40,000ft, and it will be able to deploy troops and/or equipment between and within theatres of operation either by parachute (up to 108 paratroopers), or by landing on short, unprepared or semi-prepared strips.

The two-pilot flight deck crew has the benefit of an integrated, digital avionics system in the cockpit and a fly-by-wire control system. Additional systems will provide a night-vision-compatible glass cockpit complete with two head-up displays supported by at least five multi-function displays that will allow state-of-the-art avionics developments to be incorporated to the flight-deck design, so greatly reducing crew workload.

The aircraft is powered by four Europrop International (EPI) turboprop engines, which are the most

powerful turboprops developed to date in the western world, they will be lighter, easy to maintain and will consume 20% less fuel per mission relative to a similar turbofan engine.

The cargo bay of the ATLAS will be controlled by one air loadmaster and can be configured for a number of roles: pure troop carrying, or a mixture of troops and support equipment; palletised cargo or military wheeled and tracked vehicles Resolved Internal Link ; two attack helicopters such as the Apache or Puma; or a mixture of light and heavy engineering equipment.

Offloading equipment or stores after landing can be achieved using conventional ground equipment, the aircraft's internal load-roller system, by airborne parachute or by gravity extraction from the aircraft's rear ramp.

In addition to its tactical capability ATLAS will complement the C-17 in providing the UK with a strategic airlift capability when and where it is required.

Test landings are under way to see how the RAF's new transport plane, the Airbus A400M, performs on soft terrain. A temporary soil runway, specially-built at Rock Barracks in Woodbridge, Suffolk, was built by 23 Parachute Engineer Regiment for the task. It measures 1.7km (1.05-mile) long.



*The Atlas landing at Woodbridge in August*

It seems a long while since the Hercules came into RAF service (1966 in fact) and although various upgrades have been performed, a full replacement has been long overdue. So nowadays the RAF's Transport Fleet has, at last, been modernised with the stalwart C17, Airbus A330 Voyager Tanker/Transport and the Airbus A400M Atlas all now in Squadron service.

All we need now is an aircraft fit for our Monarch to fly in!!!!



**Chiltern ACA**  
**Christmas Lunch**  
**Green Acres Tavern,**  
Leys Road, Bennetts End,  
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Wednesday 14th December 2016  
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**Widows @ £ 10 per person**

**Name** .....

**Address** .....

.....

**Postcode** ..... **Tel No** .....

**Name of Guests** ..... .....

.....

**Special Dietary Requirements** .....

**I enclose Cheque for £ ..... payable to 'The Chiltern Aircrew Association'**  
**or by BACS: I M Mason 09-01-28 41009326**

**Please Post together with a stamped addressed envelope to:**

**Ian Mason**  
**65, Sunnycroft,**  
**Downley,**  
**High Wycombe HP13 5UR**

**Closing date: 7 Dec 15**

**Programme 2016**

Events at 1030 for 1100 at Greenacres unless (\*)

**2016**

16 Nov 16 The role of the Czechs locally in WW2  
Neil Rees  
14 Dec 16 Xmas Lunch\* 1200 Noon

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**Welfare**

Just back from a quick visit to Kenya, as you do, and have managed to catch up with a few of you.

**Ron Doble** is not in the best of spirits - has had a few falls lately, but investigations have not revealed a problem as yet. Shirley is obviously worried. Ron & Shirley visited Rosemary Calvert last week

**Dennis Swain** appears ok after his wife's funeral last week - his family are looking after him

**Norma Hagan** is doing well and quite cheerful, although she does require sticks on her walkabouts

**David**

**Membership Secretary**

I am delighted to welcome a new member and his details are as follows:

274 PONTING M (Mark) 1 Broadclyst Cottage, 11a Ray Park Ave,  
Maidenhead, Bucks SL6 8DP Tel: 07967 194487

Please let me have your bookings as soon as possible for the Christmas Lunch.

**Ian**

**Secretary/Editor**

A message for those who went on the Lords Visit. Could you please let me have the earliest war time photo of you, as we will try and get a photo of then and now! Please look at Pages 9-10 for the RAF Benevolent Fund Christmas Card order form.

**Graham**

**Programme Secretary**

The 2017 programme is well under way and we hope to be able to publish it next month. Of course if you hear of any potential speakers, please do let me know.

**Bill**

**Treasurer**

The accounts are in good order and your committee have agreed to subsidise the Christmas Lunch.

**Rod**

**Chairman**

May I just reiterate my point on Page 5 and ask you to 'dig deep' for the Poppy Appeal in memory of our Chiltern colleagues and of course those younger servicemen who have lost their lives since WW2.

**Geoff**





**1. Spitfires In the Snow**  
Painted and kindly donated by Robin Smith Fine Art 121x171mm  
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**2. Student Pilots**  
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**3. Heart Wreath**  
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**4. Battle of Britain Memorial Flight over Lincoln Cathedral**  
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