



NEWSLETTER

OCTOBER 1997

Rumblings from the floor.

Although the proposal to hold the dinner came from the membership there is still some criticism being voiced about the cost and the venue. It is true that a cheaper meal could be made available at say, McDonalds, but the whole point of the dinner is to make it a special event, and as we joined the association because of the memories we have of our time at Duxford, then where else but at Duxford to hold our annual celebration dinner.?

The Dinner

Once again our annual dinner held on the 13th Sept was a huge success and thoroughly enjoyed by all 56 members who sat down to:

Wild mushroom fumet in baskets of pastry leaves

Delice of sole in watercress and chablis sauce

Breast of duck with sherry vinegar and red onion sauce

Baked aubergine with capsicum sauce

Savoyarde potatoes

Syrup pudding with double cream

Our thanks to Dick Leggett for proposing the loyal toast and to Jenny McRae and Ann Brinkley for persuading everyone to buy more than one raffle ticket!.

It was not generally known but about 3 weeks before the actual date of the dinner we almost got to the point of postponing the event due to lack of firm commitment from members who had initially said that they would attend, but thanks to some serious telephoning by Bob Hope we managed to reach (and pass) the minimum figure of 50 imposed on us by the mess. There is a fair amount of planning involved organising the dinner and also we have to put a lot of money "up front", none of which is returnable, which is why we need to know how many are coming in plenty of time.

If the cost of the weekend of the dinner is proving to be a burden, then why not save the payments over a period of time?, a £1 a week for the year would more or less cover the expense, including accommodation, and we already accept monthly installment payments so why not think about it, you would enjoy a good evening, and ladies, what better excuse do you need to buy a new frock!.

We also hope to be able to publish a list of hotels etc, in the area and where possible, the cost of their B&B, to make the booking of accommodation a little easier on the weekend of the dinner/meeting.

The Meeting.

The last meeting of 1997 was held Sunday the 14th September and was attended by some 70 members and friends, as a result we were even given a bigger meeting room which meant less crowding than on previous occasions. Several new members were made welcome, and apologies for absence were received from 10 members. Bob Hope gave his usual introductory speech, and Richie Richardson enlivened the meeting with a tale of how he was arrested and placed in the guardroom (Why did Nobby Clark smile when the word guardroom as mentioned?) for mis-appropriation of service headed notepaper whilst he was trying to persuade the authorities to adopt a new battle tank he had designed, this from a person heavily involved in the development of Radar when based at Duxford!.

The question of furnishing more service details of members on the membership list was raised yet again, this would be possible if new members were to fill in all the details requested on the application form which includes details of time spent at Duxford.

The positions of Chairman, Secretary & Treasurer were offered for re-election but as there were no candidates put forward the current holders were re-elected. However the post of treasurer is still on offer to anyone who feels that he/she can make a go at it, details available from Allan McRae, address as per directory

Sadly, in spite of the explanations given in previous newsletters regarding the attendance fee, some of those attending still managed to slip out with out paying. To avoid repercussions from the museum the shortfall has been made up from the 'kitty', but in these days of rising costs and slow income of subs (hint) we do rely on members honesty to pay for themselves and their guests.

Two meetings were agreed for 1998, again in May and September, the actual dates will be given as soon as we get the IWM time table for their flying events, as we are not allowed to hold a meeting during a flying weekend.

Members then left the meeting to enjoy the other attractions that were taking place at Duxford that weekend, a LLEDO model car exhibition, a display of vintage fire and ambulance vehicles, and of course the aeroplanes.

For the benefit of all the new members here is a list of your committee members

Chairman - Bob Hope
Vice Chairman (North) - Jim Lynn
Vice Chairman (South) - Jim Garlinge
Secretary/Treasurer - Allan McRae*

* Also produces the newsletter.

All their addresses are in the membership directory, if you need a copy of the directory write or phone:

Allan McRae
28 Admirals Crest
Scholes
Rotherham
S. Yorks
S61 2SW 01709-560771

This newsletter is produced using the Microsoft Publisher DTP programme running under Windows 95 so if anyone wants to submit a short article on 3.5in floppy disc (PC not Mackintosh) it may save a lot of one finger typing time.

The following article is a copy of a Green Endorsement, (an official commendation), submitted by Peter Goater in memory of his pilot Peter Mallett.

On the 8th May, 1959, Flight Lieutenant P. G. Mallett, the pilot, and Flight Lieutenant P. Goater, the navigator, both of 64 (AW) Squadron, RAF Duxford, flew Javelin Mk7 XH834 for battle and close formation flying. During a turn at 32,000 ft No2 hydraulic pump failure light came "on" followed shortly by No1 pump. Airbrakes were selected "on" immediately but only a small amount extended. The main brake pressure gauge indicated zero and a visual check by another pilot in the formation confirmed a hydraulic leak on the underside of the fuselage.

Flight Lieutenant Mallett being faced with a flapless landing was diverted to RAF Wattisham with the 2,600 yd runway length. On arrival in the circuit the undercarriage was lowered by emergency air, but the nose wheel failed to extend fully and the wheel was offset 90 degrees to the line of flight of the aircraft. By reducing the IAS to 140 knots the nose wheel locked down and the pilot made a "touch and go" landing in an attempt to straighten the nose wheel, however with no result.

With the fuel load reduced to 1,100 lbs on the port side, the starboard reading "zero" (due to failure

of the gauge) Flight lieutenant Mallett brought the aircraft in for a flapless landing. Flight Lieutenant Goater opened the hood and gave the speed readings to his pilot. On touch down the nose wheel straightened, and as the pilot selected the emergency brake lever and depressed the pedals, he discovered that the brakes were ineffective. He closed the high pressure cocks and switched off the electrics. The aircraft ran into the overshoot area for some 200yds and stopped without damage.

During this flight the crew were faced with three emergencies: the hydraulic failure resulting in the loss of the main services, the failure of the emergency air to extend the nose wheel fully, and the misaligning of the nose wheel itself. Flight Lieutenant Mallett and Flight Lieutenant Goater maintained excellent airmanship and precise flying throughout. Their exemplary crew co-operation ensured a successful effort to avoid damage to their aircraft.

This endorsement was signed by Air Vice-Marshal J.R.A. Embling, A.O.C. No 12 Group.
June 15th 1959.