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ICARUS NEWSLETTER Autumn 2023
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We send our condolences to the families of the following absent friends:

Mike Bailey
Mike Coumbe
Norman Hutchings
Roger Mulberge
Brian Willby

Ian Burnett
Ed Hatfield
Dick Kyrke
Steven Page
Colin Wright

Michael Cooper
Jonathon Holl
Roger Mills
Godfrey Rydon

From **Chris Knowles**, a well-respected member of the Icarus committee:

While waiting to find out how successful my Lymphoma treatment is going to be, I thought I'd update you on a project I've been working on since 2019. I've always been interested in antiques and history and, when a Council plan to build 1220 new houses on land now used for grazing animals came up, I thought I'd check out rumours that Roman remains lay beneath the surface chosen for more housing.

The local private museum introduced me to a guy in town with similar interests, and between us, working closely with the Lead Archaeologist of Oxford County Council and Historic England, I paid for a survey of land on an adjoining farm. The farmer raised sheep, so no heavy ploughing has been done for years.

The results were staggering because we've discovered a Roman town, only one of three known in Oxon, with paved roads, stone buildings, a cemetery with 100 graves and together with more of this on the land to be built on owned by the developer, it covers 50 acres.

Our Group is called CHARG, Chipping Norton Archaeological Research Group, and we await scheduled monument protection from Historic England.

Our next move is to share our findings to residents using the Town Hall on June 20th 2023. Presentations are being prepared now, and meanwhile it looks highly likely that the building project will be abandoned.

Watch this space. It's worth mentioning that we've found Neolithic and Iron Age tombs and round houses too, but the focus is on the Roman era. The future is yet to be defined.

Re the lymphoma, I hope I'm not tempting fate, but after 6 X 3 week chemo sessions, I came through without any body damage, still got my hair and things look positive either way. In any case, you've got to think that way. I see other guys drifting away, you've got to go one day, but not just yet thanks!

Following **the late Colin Wright's** piece in the last newsletter, **Dacre Watson** responded with his own medical experiences:

I had Prostate Cancer but my GP simply would not refer me to a urologist to move the process forward, notwithstanding that not only did I feel very unwell, but my PSA count was doubling every two months. Eventually, I demanded referral and his caustic question was: "What are you going to do about it if you really do have it?" which I found extraordinary. When I did get to see a (very good) urologist, his question was simply: "What took you so long?" The urologist was great as was the oncologist and I was soon undergoing the treatment required. The advice I have is: Listen to your body and remember that your GP is not superman; he/she makes mistakes just as anyone else does. They are also incredibly overworked.

The second bit is: Bearing in mind that BA sponsored us into the BUPA scheme at very good rates, if at all possible, keep up your BUPA subscription; without that, I would have had long waits for both consultation and treatment which would not have been helpful. I was seen within three days by the urologist and a further week by the oncologist. Treatment started within two weeks and went on for some time. I know that it is expensive, but worth every penny. I am not knocking the NHS, they are amazing, but I would endorse everything Colin has said.

From **Jim Passmore**: I was very sorry to see the news of **Colin Wright's** death. I got to know him well during our time in Safety Services from about 1992 to 1995, when he was Chief Air Safety Investigator, although we would also have flown together as co-pilots on the Trident. He was always a larger than life character; full of enthusiasm for whatever he did and never afraid to give you a well thought through opinion. Together with Mike Holtom and Callum McGregor, he was a great champion of BASIS, the computer system for recording safety incidents and reports, which was used successfully by a number of airlines around the world.

If memory serves me right he was on course 646 at Hamble joining BEA on the Trident before getting his command on the Viscount and later moving on to 1-11. He was part of the Training and Technical teams on those aircraft before moving onto the A320 on one of the first courses, following the merger with BCal. He left Safety Services to become Chief Pilot BA Regional and stayed there until the BHX base closed.

He was a diving instructor and I remember him telling me of one of his early dives to a wreck where he was the last of the group to move along a narrow passage inside the ship. The visibility was near zero from the divers in front when one of them managed to knock his mask away. He vividly described the moment of sheer panic before the training kicked in and he grabbed the spare mask on his hip.

He was also a keen light aircraft flyer latterly keeping a Bulldog at Turweston. He was delighted when, although very sick, he was able with the help of family and other Turweston members to get airborne in it one last time.

He will be much missed by his many friends and, of course, by Margaret and the family.

From **Steve Wand**: My wife and I were recently taken as the guests of old family friends for a seven night cruise on P&O to Northern Europe. For those of you interested in ships in general and cruise ships in particular, you might be interested in my experience on P&O's behemoth cruise ship **IONA**. She and her sister ship **ARVIA** are categorised by P&O as Excellence class ships and are intended mainly for British customers, the majority being families, especially during the school holidays. At 185,000 tons and 345 metres in length the two ships are by far the largest vessels in the Fleet and were built in Papenburg, Germany, by Meyer Werft and on completion, had to be towed backwards along the river from the works, as they were too long to turn around!

Both ships hold c5200 passengers and c1800 crew. Iona's itineraries include mainly Fjords trips in the summer and Canaries schedules in the winter. Whether you enjoy the cruise seemed to me depend mainly upon your cabin category on board. Fortunately we had been booked a suite (there are 26 of them, some at the bow and the rest at the stern. The superior status of the suites allows a more expeditious embarkation process and enables priority disembarkation at the end of the cruise. The latter is important when it comes to arrival in the terminal at Southampton when trying to identify your suitcases amongst c6000 others! Suite guests are also able to take breakfast in a special restaurant called the Epicurean, which becomes a "pay extra" up-market eatery in the evening.

I found one of the major irritations for life on board is that everything (eg mealtime bookings, shore excursions, spa treatments etc) is administered using the My Voyage app on your mobile phone. This is accessed via the ship's internet service although, apart from app usage, the rest of internet use on board has to be paid for. The app serviceability is sometimes tricky and if you want to make bookings for the specialist restaurants (with a surcharge) you need to do it when first on board (or preferably prior to boarding, as the experienced cruisers have already taken up all the places when you get round to trying to make a reservation!).

If swimming is your thing, there is a family swimming pool on the top deck midships, which is covered when the weather is inclement. It is called the Skydome and being closed in tends to be rather noisy, a bit like being in a hangar! However, there is an adults-only swimming pool and jacuzzi area at the stern of the ship.

Having been on ships many times before, it was noticeable that there is virtually no contact with the operating crew and, whereas the captain would be seen on walk-about in the past, he was nowhere to be seen. This appears to be policy nowadays, which is a shame. Another thing to bear in mind is that these ships are very affected by the weather and, with such a windage, making docking difficult in high winds, so it is not unusual for the itinerary to be changed. On my trip the schedule was supposed to be Hamburg, Rotterdam and Zebbrugge, whereas the Hamburg call was changed to Le Havre (which we never reached) and we spent an extra night in Zebbrugge and two extra nights in Rotterdam as the North Sea was too rough to operate!

In conclusion, would I go on Iona (or Arvia) again? Probably not, unless another kind soul invited me to go as their guest! The ships are maritime masterpieces in design and construction but are intended as resorts at sea, rather than the more traditional vessels (eg QE2, QM2) that I have enjoyed being aboard in the past. However P&O do have smaller cruise ships (Aurora, Arcadia, Azura etc) should you wish to sail with them in particular and there are plenty of more luxurious cruise companies (Silversea, Seabourn, Regent, Oceania etc) if you fancy something more exotic. Happy sailing!

Flights to Remember... (or forget!):



On 14 January 1969 a British United Airways crew flew from Gatwick to Rotterdam and return, following which they departed on a scheduled international flight Gatwick-Genoa-Gatwick. For this flight Captain A occupied the left-hand seat as pilot-in-charge, Captain B the right-hand seat as co-pilot and Captain C the centre supernumerary seat as pilot-in-command, supervising pilot B and ultimately responsible for the correct operation of the aircraft. Before leaving Gatwick Captain A briefed Captain B concerning the co-pilot duties assigned to him. Although Captain C, as pilot-in-command, did not himself formally brief Captains A and B there was no doubt that they were aware of their respective tasks.

On the flight from Gatwick to Genoa the aircraft was forced, due to unfavourable weather conditions at Genoa, to divert to Milan-Linate Airport where it landed at 1430 hours. Before commencing the return flight to Gatwick the crew had to await the arrival of the 26 passengers from Genoa. This took place at 1930 hours. During the five-hour waiting period on the ground, the aircraft APU was kept in operation to ensure cabin heating and air conditioning. While Captain C tried unsuccessfully to sleep in the aircraft, Captains A and B inspected the aircraft and found ice on the wings and tail unit. The aircraft was subsequently de-iced.

Before boarding the aircraft, Captains A and B made another external inspection of the aircraft and established that there was no ice on any part of it. The result of this inspection was duly reported to Captain C. Captains A and B carried out the pre-flight checks in accordance with the company checklist and verified that the take-off weight and aircraft loading were within the permitted limits. The crew occupied the same positions as during the previous flight, Captain A being in the left-hand seat, Captain B in the right-hand seat and Captain C in the jump-seat.

In view of the weather, temperature and runway conditions, the crew decided to use the 18 degree flap setting, Spey 2 thrust (full thrust), engine anti-icing and the APU for cabin air conditioning. V1 and Vr were established at 117 kt and V2 at 127 kt. At 2018 hours, after clearance from Linate ATC, the engines were started and engine anti-icing selected "ON". There was a considerable layer of snow along the sides of the taxiways and runway, but they themselves were clear and usable. In view of the isolated patches of slush or water on the runway, Captain A considered it essential for the engine igniter switches to be selected "ON" during the entire take-off. At 2028 hours the aircraft was cleared to enter runway 18 and, after receiving the latest information concerning visibility and wind, it was cleared for take-off at 2031 hours.

Before the brakes were released, a check was made of engine P7 pressures and of the other engine instruments, which were found to be normal. At about 80 kt Captain A took over the aircraft's control column. The airspeed indicators showed regular acceleration and Captain A stated that just before 100 kt the engine instruments were also registering normally. V1 and Vr were called and the aircraft was rotated into the initial climbing attitude; immediately after or during this manoeuvre, a dull noise was distinctly heard by all the crew members. This noise was variously described by them as: "not like a rifle shot, not like the slamming of a door or something falling in the aircraft but more like someone kicking the fuselage with very heavy boots, an expansive noise covering a very definite time span with a dull non-metallic thud".

The bang was immediately associated by the crew with the engines. After looking at the TGT gauges and observing that No. 1 engine was indicating a temperature 20°C higher than that of No. 2 engine, Captain C said: "I think it's number one" or words to that effect, and after a brief pause "throttle it". On receipt of Captain C's comment Captain A closed the power level of No. 1 engine. During or just after the explosion, he had completed the rotation manoeuvre and the aircraft was climbing at 12 degrees of pitch with reference to the flight director. As a precaution, after closing No. 1 power lever he reduced the angle of climb to 6 degrees. At the same time the co-pilot (Captain B) who had reached for the check list and was looking for the page relating to an engine emergency, became aware of a sharp reduction in the aircraft's acceleration; he noticed that the undercarriage was still down and he retracted it immediately.

According to the crew the aircraft reached a maximum height of 250 ft, after which a progressive loss of momentum became evident. A maximum speed of 145 kts was achieved immediately after rotation, but it fell to 127 kts after No. 1 engine had been throttled back. These figures were consistent with those subsequently derived from the flight recorder. The crew said that the stick-shaker operated three times between 125 and 115 kt. The co-pilot had a vague recollection that the stick-push and the warning klaxon operated during the critical phase before impact. The pilot-in-charge remembered vaguely that someone said "raise the flaps", but no crew member remembers doing so or making the retraction.

On looking out of the aircraft the crew saw the ground and the obstructions close at hand and realized that contact of the aircraft with the ground was inevitable and imminent. Captain A controlled the aircraft extremely well during the touchdown; the aircraft slid along the snow-covered surface, passing over small obstructions, and came to a halt 470 m from the point of first contact with the ground (see Fig.1.1 below).

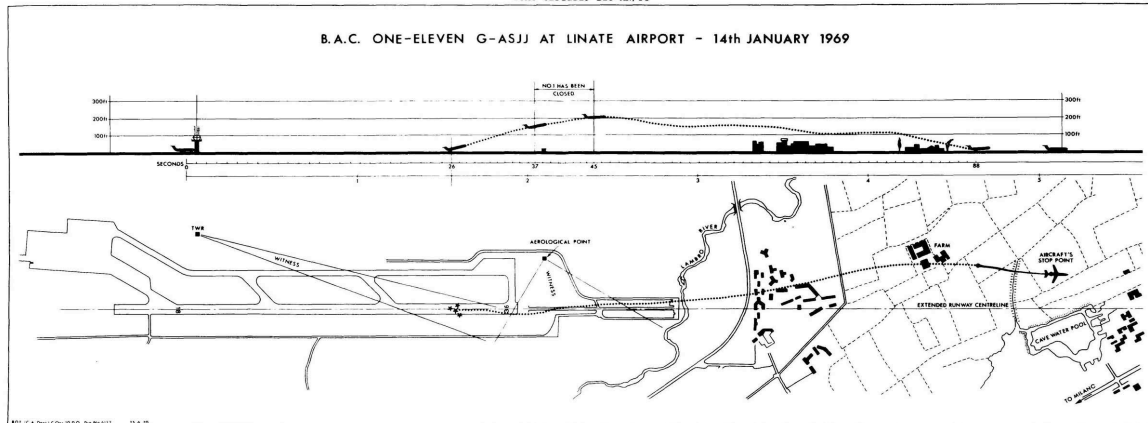


Figure 1-1

The co-pilot operated both engine fire extinguishers and Captain C ordered the pilots to leave the aircraft immediately via the side windows. During the ground slide an orange glow was seen to light up the glass panels of the windows for a short time. There was no fire. After closing No. 1 power lever, Captain A remembered having ordered the shutdown drill for this engine but he could not say for certain whether this was done. It was established, however, that Captain B closed both the HP cocks at the first sensation of ground contact.

Probable cause:

The accident must be attributed to a combination of factors following a compressor bang/surge in No. 2 engine immediately after take-off and the aircraft crashed because the crew, after fully closing No. 1 throttle in error, failed to recognize their mistake and, in addition, were not aware that the thrust of No. 2 engine had also been partially reduced after an inadvertent displacement of the relevant throttle lever. The following findings were reported:

- A segment of the HP turbine seal of No. 2 engine caused a compressor bang/ surge which led the crew to think that there was a serious engine malfunction. The loss of thrust attributed to this defect was negligible,
- Tests have shown that there were no defects or failures of the engine controls which could be associated with the loss of thrust over and above that resulting from the deliberate throttling of No. 1 engine,
- No. 1 engine was throttled back after an erroneous order or piece of advice and its throttle lever was pulled rearwards rapidly,
- The major loss of thrust in No. 2 engine was probably due to the displacement of the throttle lever by a crew member and to the fact that its partially open position remained unnoticed during the period of confusion preceding the emergency landing,
- The incorrect diagnosis of a malfunction of No. 1 engine after the bang or surge can be attributed to the hasty intervention of the pilot-in-command and this could be attributed to fatigue, aggravated by the long duty period,
- In rapidly throttling back No. 1 engine, the pilot-in-charge promptly executed without question what he thought to be an order instead of waiting until a greater height was reached and then taking any appropriate action,

- The judgement and actions of the pilot-in-charge were influenced by the presence of an experienced pilot designated as pilot-in-command, although the latter's specific task was the supervision of the co-pilot,
- If the aircraft pilot-in-command had been seated at the controls, he might have acted correctly; similarly, if he had been responsible solely for the supervision of the co-pilot and had not been designated as pilot-in-command, the pilot in the left hand seat would have had a wider and more responsible field of action and would very probably have complied with the company's prescribed drills.

Note: Examination of the UK legislation revealed that, at the time, the pilot-in-command had the right not to occupy either of the pilot seats during the take off and landing phases, which was subsequently reappraised by the Authorities.

The aircraft was damaged beyond repair and was written off.

The Committee held another lunch at the RAF Club in London on the 7th June (postponed from 31st May due to rail strikes), which was primarily to reward those members who regularly attend the Ascot members' meetings. Unfortunately the change of date meant that some of the original booked attendees were unable to come, but 36 of us made it and enjoyed a tasty and convivial lunch. Several folk had travelled a good distance to attend and in that respect pride of place must go to Pete Adlington who came from Glasgow and Andy Baillie who came by train for the day from Stirling, even further north! Thanks must go to Keith Lakin who organised the event, liaising with the RAF Club, and Jim Fomes who collected monies from the attendees but was prevented from attending by the change of date.

We welcome to Icarus **Mike Thrower, Phil Pratt, Phil Smith and Mark Llewellyn-Beard.**

The committee look forward to welcoming you all to the Autumn Meeting at:

Royal Ascot Golf Club

SL5 7LJ, 01344 625175

Thursday October 12th 2023 at 1930.

The Club is situated just off the A330 Winkfield Road, to the east of the Racecourse.

Should you not be able to attend this time, make a note in your diary that the next function will be at Ascot on Thursday April 11th 2024.

Best Regards,

Steve Wand, on behalf of the Icarus Committee.

We often hear from potential attendees for our members' meetings that they are put off by the impression that they wouldn't know anyone. Here are the folk that attended on 13/04/23 at Ascot, so hopefully that will encourage any doubters to come along on 12/10/23.

Dick Atkinson, Keith Barton, Bob Baylis, John Beckett, David Biltcliffe, Peter Boulding, Derek Buck, Clive Catherall, Geoff Crawford, Ian D'Arcy-Bean, John Droy, Douglas Duguid, Nick Edgley, Laurie Gunn, Dave Farrow, Vince Fitzgerald, Jim Fomes, Julian Forshaw, Andy Gill, David Gilson, Gil Gray, Don Gray, Steve Gray, Mike Gush, Ray Hill, Pete Hocking, Peter Jenkinson, Keith Lakin, Steve Lane, Geoff Leask, Steve Leniston, Stuart Logan, Tony Luscombe, Angus McKibbin, Graham Medcalf, Geoff Mussett, Robert Owens, Dave Pascall, Richard Pascoe, Chris Perrin, Norman Phillips, Phil Pratt, Roger Price, Jeremy Rendall, John Russell, Rick Sales, Robin Sherwin-Smith, Phil Smith, Adrian South, Tim Steeds, John Stevens, Steve Wand, John Willats.

We received this from the family of **Ian Burnett**:

We are sorry to notify the death of Ian Burnett who had been suffering from Parkinson's disease and Pancreatic cancer. Ian was passionate about aviation, and everything related to aviation. He learnt to fly with Manchester University Air Squadron, and after graduation and a spell at BAC was accepted onto BG1, the first BEA/BOAC joint training course at Oxford. From there he started to fly Tridents and got his first command in 1982. He moved to the 737 and then the 747 fleets. When he was not being paid to fly, he would fly any light aircraft he could get his hands on, anywhere in the world, and research and write about aircraft registrations and histories – he was editor of Air Britain's Overseas Register for nearly 50 years, and never missed an edition, despite being all over the world with poor communication pre the internet.

After retiring from BA he flew freighters for CargoLux and continued to enjoy flying his light aircraft, particularly with the ROFs, until ill health grounded him.