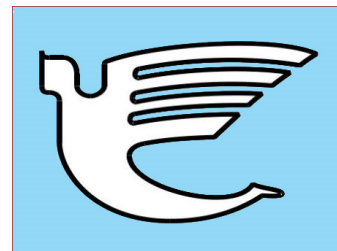


# ICARUS NEWSLETTER Spring 2025

Website <http://www.icarusba.org.uk>



**\*\* NEXT MEETING: 10th APRIL 2025 \*\***

A sad duty for me is to place on record the deaths of some of our colleagues.

We send our condolences to the families of the following Members:

Stephen Bailey, Dick Chapman, Keith Colbourne, Anthony Cowan, Finlay Cunningham, Terry Ely, Dennis Hall, Ian Haldane, Bob Iles, Barry Jellett, Paul Nugent, Malcolm Scott, Robin Sherwin-Smith, Cuthbert Wakefield, David Wagstaff, Michael Wakefield & Bob Warnock.

Ladies & Gentlemen,

There is quite a lot of "News" in this letter, penned by your New Chairman.

Pete Jenkinson is resigning after many years of service on our Committee, partly due to health reasons, not helped in his case by the extended travel distance to our new meeting venue. Thank you, Pete - we will miss your company and participation in our discussions.

As mentioned above, a reminder that **our next meeting** on the **10th April** will be at Puttenham Golf Course (PGC), just off the A31 (Hog's Back), west of Guildford. The background to this move was detailed in my Introductory Newsletter, so I won't repeat the details. Suffice to say that this venue is booked for 2025 and the Committee will be monitoring the attendance numbers to see whether this is a popular decision and if it attracts some new attendees from the Surrey / Sussex area.

For anyone interested, a two course dinner is available at PGC at 1830. Consisting of Chilli con Carne followed by apple crumble and custard or ice cream. The cost of £20 is payable CASH ON THE DAY please! For planning purposes, we will need to know the numbers who wish to take dinner by Monday 7th at the very latest.

**Please email Tony Luscombe at: [anthonyluscombe@aol.com](mailto:anthonyluscombe@aol.com)**

There will also be a small bar menu available until 7.15 - Soup, Sandwiches and a couple of specials!

The other change I mentioned is the possibility of holding the October Meeting in the early afternoon, thus avoiding driving home in the dark. This is becoming a more regular enquiry from Members, as our eyes grow older!

To accommodate this, we will have to dovetail in with the normal daytime activities of the Golf Club. It may be that we change the day of the week of the Meeting. More news on this at the April Meeting.

## Brooklands Day Monday 14<sup>th</sup> July 2025

We are pleased to announce that we have negotiated a day out at Brooklands Museum Weybridge on Monday 14<sup>th</sup> July to include parking, entry to the museum, a bubbly reception prior to a sit down three course lunch in the Bluebird Room followed by teas and coffee. The price of £60 per head is subsidised by ICARUS and the 30 available places will be allocated on a first come first served basis. To secure **your place, please email [clivecatherall@hotmail.com](mailto:clivecatherall@hotmail.com)** ensuring that you receive a reply!

The menu for our day is:

Ham hock terrine, confit leek puree, Brooklands piccalilli,  
red chard leaf, melba style toast;  
Pan seared Salmon, duchess potato, samphire, minted pea velouté, mussels;  
Poached pear, rhubarb, blackberry crumble, vanilla crème anglaise.

A vegetarian option is available on request.

Brooklands is a quintessentially British museum based on the famous banked circuit, the world's first purpose built motor racing track, and the Vickers Armstrong aircraft factory where the first Wellington bomber was built. It boasts a wide variety of transport themed exhibits from bikes and busses to a variety of aircraft including a VC10, Vanguard, BAC1-11, Viscount and Concorde (which commands a £7 supplement and pre-booking should you wish to go aboard). For more information take a look at these websites:

<https://www.brooklandsmuseum.com/>

[https://en.wikipedia.org/wiki/Brooklands\\_Museum](https://en.wikipedia.org/wiki/Brooklands_Museum)

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A letter to Steve Wand, forwarded to me:

“Please allow me to introduce myself.....

I am Alan White. I worked for BOAC in the Victoria Air Terminal 1964-66, and then, after a spell with TWA in Terminal 3, I moved to BEA FSDO rosters for 6 years 1970-76, during which time I also ran and played for the Trident pilots football teams. My job in the FSDO allowed me to ensure the pilots/players I needed were available on Saturday afternoons! I then moved to Saudia Jeddah FSDO for 18 months. I am now long retired and have lived with my wife in Thailand for 9 years after 8 years in the TRNC.

I have only recently discovered the IcarusBA website, and have avidly read all the newsletters to date, remembering lots of the names mentioned, of whom quite a few were just starting their careers with BEA as Second Officers when I worked in the FSDO.

I am prompted to contact you as I have found in my photo folders a picture (attached) of a Trident Two (I cannot remember the registration). The pic was taken on a promotional flight (?1974) when the T2 was to be introduced to the Shuttle, and was taken from a VC10 used as a “chase” plane which had had one of the overwing doors removed and a camera tripod fixed in place. The crew members of the T2, if I remember correctly, were Capt Bob Seed, SFO Bill Baynton, and FO John Irish.

I took the liberty of retouching the print to remove most of the ghostly reflection of the cameraman(!), and a change of contrast enhanced the blue and red BEA fin logo slightly.



If anyone can throw any more light on this unusual flight, do let me know.

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### NIGHT MALTAS

As a young First Officer I often tried to operate night LHR - Malta - LHR flights, as my girlfriend at the time lived near Southend, and the drive through Central London onto the A13 was so much easier at 5 o'clock in the morning! A regular Captain I flew with was "Digger" Holmes, who also tried to get on these relatively unpopular and anti-social flights.

Over the course of these trips, I learnt that he was an ex-Bomber Command pilot. Although he didn't elaborate on individual missions, I got the strong impression that he felt safer with the cloak of darkness around him than flying daylight trips!

One of his more amusing idiosyncrasies was, when presented with his crew meal by the cabin crew, he would ask for a sick bag! The look on their faces said: "I know the crew meals are mediocre, but they're not that bad!"

Once we had been left in peace, he scraped all the contents of the 'hot insert' into the sick bag, to take home for his dog!! I'm afraid my girlfriend wasn't so lucky....

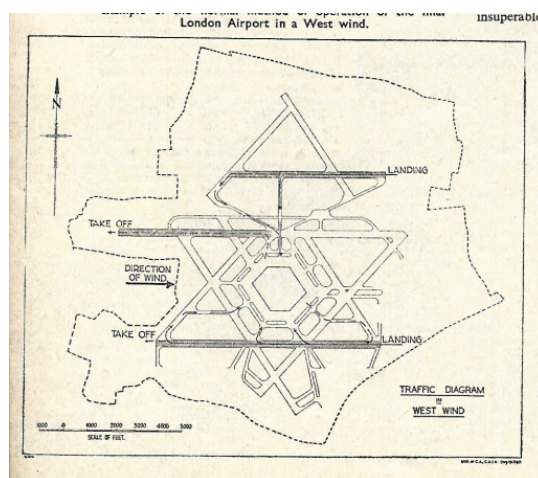
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### PLUS ÇA CHANGE ....

The recent London airports growth proposal from our government reminds me of the original 1946 design for London Heathrow Airport, as shown in my February 14th 1947 copy of "The Aeroplane".

Throw a dice to decide your landing runway!

Even that plan required the demolition of housing to the north of the Bath Road. Whether the latest iteration of the plan will provide the desired increase in national income, one can but speculate.



Judging from the large number of contrails overhead these days, longer range aircraft from the New World are delivering many of their passengers directly into European destinations, rather than historically using the UK as an essential staging post and, as a result, providing large amounts of onward traffic for BA Shorthaul.

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## REMEMBER THE RE1s AND RE2s?

One of my responsibilities as Shorthaul PLC Chairman was overseeing crew meals. For some time these were loaded out of base for consumption on the outbound sector, or uploaded from European outstations; depending on where the aircraft was in the cruise over a sensible lunch or dinner time. This worked well as the meals loaded from abroad were to a different menu, adding to the variety of the 'nosebag'.

Some time in the 1990's, the Management deemed that this foreign cost was unacceptable and started loading meals in dry ice, for consumption on the return sector, where appropriate.

Some of you may remember a lovely white-haired skipper called George Stone. As a result of the above changed procedure, George wrote to the BA Senior Hygiene Officer saying that he was concerned about Salmonella in the re-heated chicken on these flights.

The SHO wrote back saying that George shouldn't be worried about Salmonella, as Clostridium Welchii was a bigger problem. George copied the correspondence to me and, after a bit of research, I called into the Flight Office to chat with the Flight Manager.

I requested a return to the old system of crew meal pickups and showed the FM the correspondence. He asked the obvious question: "What is Clostridium Welchii?"

I replied that it was a bacteria of the same genus as gas gangrene and tetanus.

With an ashen face the FM said: "You'd better pick-up meals wherever you want!"

The next month's trip schedules reflected this. RESULT ...Thanks, George!

It seems a far cry from the modern pilot who has to bring or buy his own sandwiches!

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## LUQA HONEYMOON SUITE

Thinking of Malta flights reminded me of an unusual start to married life!

We were well on our way - south of the Alps, when the stewardess came into the flight deck and said we must go back to London! We pointed out that even if she was hijacking us, this was not a possibility with our remaining fuel load.

She said that a honeymoon couple on board had left their passports in Terminal 1. Our only helpful suggestion was that we would call Speedbird Rome and ask them to find the missing documents and put them on the next morning's LHR-NAP-MLA flight. This we did, but by then the only person in Maintrol was probably the toilet cleaner.

After we arrived, we didn't hear any more and by the time the crew went through the terminal, all the passengers had disappeared. However, when we arrived back at the airport a day or two later, we enquired as to what happened to the lovers.

Apparently, spurred on by Dom Mintoff's latest "Make Malta Great Again" campaign, the Immigration people had taken a very dim view of this stateless couple and locked them up in separate cells overnight!

Probably the first recorded use of prison bars as a cast-iron contraceptive!

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As usual, should some names ring a bell, here is a list of Members who were present at the last meeting:

Geoff Barker, Keith Barker, Keith Barton, John Beckitt, Peter Boulding, Roger Brown, Derek Buck, Christopher Burke, David Chinn, Mike Clark, Stephen Cooper-Reade, Ian D'Arcy-Bean, Jem DeSalis, Douglas Duguid, Nick Edgley, Dave Farrow, Vince Fitzgerald, David Fleming, Jim Fomes, Tony Graham, Don Gray, Gil Gray, Laurie Gunn, Viv Gunton, Dave Hanks, Keith Hanlon, Don Harrison, Jon Hill, Brian Holliday, Pete Jenkinson, Keith Lakin, Steve Last, Steve Leniston, Mark Llewellyn-Beard, Geoff Lloyd, Tony Luscombe, Graham Metcalfe, Phil Morris, Will Morris, Bob Owens, Ron Parker, Mike Pierce, Phil Pratt, Geoff Roy, John Russell, Adrian Shrimpton, Ary Singh, Adrian South, Rupert Tickner, Roy Varney, Bob Watson.

Best Wishes to all,

John Russell,  
ICARUS Chairman.