



ROYAL AERONAUTICAL SOCIETY

Prestwick

December 2007

Branch Newsletter

Merry Christmas

It is scarcely credible that 2007 is almost in the past and that the title of this month's column reads as it does!

This month sees the 50th anniversary of the death of David Fowler McIntyre in a Twin Pioneer accident in Libya. D F McIntyre is very much the "Patron" of all things aeronautical at Prestwick, and those of us currently employed here in some way owe our livelihoods to his foresight and tenacity. I am very grateful to his son, Dougal for allowing us to publish his own reflection on events 50 years ago.



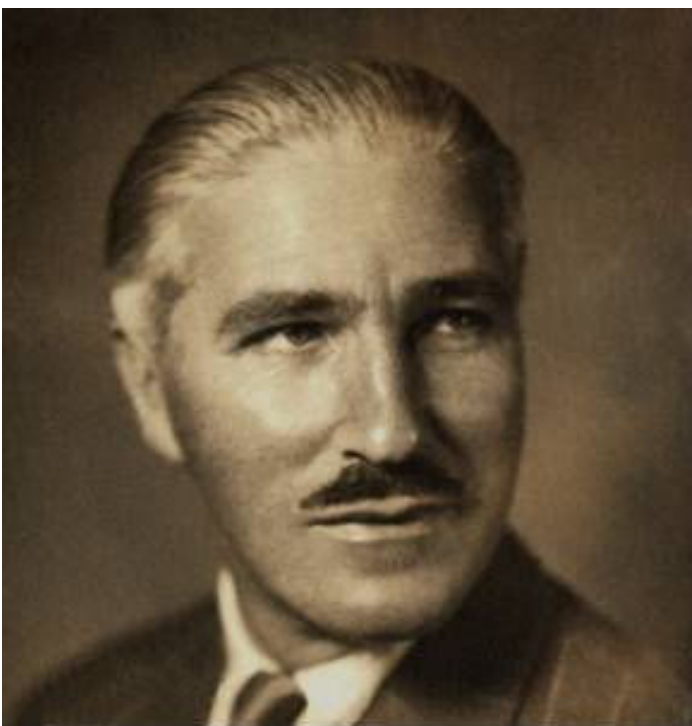
Also this month, Peter Berry continues the story of his early days in air traffic control - the plot just thickens and thickens; and I have set a festive challenge in the form of a Prize Crossword. I'm sure you'll complete it without too much difficulty. A choice of prizes awaits the first correct entry drawn at the McIntyre Lecture.

Last month's lecture gave plenty of food for thought regarding the deployment of artificial intelligence in some very innovative ways. The issue of unmanned aircraft is symptomatic of many challenges facing mankind as technology becomes increasingly sophisticated and the individual less and less skilled.

This month's lecture could not be more different. Having described his service in the Royal Air Force Thor Force in the November Newsletter, Jim Hood now describes the history of his favourite type, the Avro Shackleton. Jim, of course, is an ex-air traffic controller and I am grateful that NATS have recognised that and sponsored the event.

Finally I would like to wish you all a very Happy Christmas and a peaceful and prosperous New Year.

Dave



PRESTWICK'S PIONEER

50th Anniversary Reflection

by

Dougal McIntyre

Fifty years ago on 7th December 1957 the Twin Pioneer G-AOEO crashed in the Libyan desert killing all 6 occupants. Among those was David F. McIntyre A.F.C. founder of Scottish Aviation and inspiration behind the design and promotion of the aircraft.

**Group-Capt. McIntyre among 6 aboard
PIONEER BOSS in DEATH CRASH
*Plane down in desert: 'No survivors'***

Many hearts sank and stomachs churned the following day when they read the headlines announcing the fateful news. David McIntyre had been for the previous 27 years the mainspring behind Scottish Aviation and the developments at Prestwick Airport. All who knew him, or of him, were aware that his was a mantle that could never be fully replaced.

The subsequent investigation into the crash revealed that a fatigue failure in the joint of a wing strut was the cause. An earlier crash of another Twin Pioneer in Borneo had reported similar characteristics. The company as a result, had installed a modification to all the aircraft used for demonstration work apart from one. This was scheduled to be installed when the Twin Pioneer returned from its North African trip. In the case of this aircraft, which had been used extensively for demonstrating its short take-off and landing performance, it proved to be just too late. David McIntyre commented on having benefited from "Luck" on several occasions during his flying career but this was the time when his "Luck" ran out.



A memorial service attended by around 3000 people in the Factory at Prestwick was held 10 days later. Here the work force and many friends and colleagues from civic and business connections gathered to pay their respects to their champion.

Some years later a memorial plaque, to David McIntyre's memory, was unveiled in the passenger concourse of the newly constructed Airport Terminal at Prestwick.

Next month's newsletter will contain a précis of D F McIntyre's career and his many achievements

Lecture Programme 2007-8

10 September 2007
Prestwick Airport and Infratil
Mark Rodwell, CEO Glasgow Prestwick Airport

08 October 2007
Near Earth Object Deflection.. or how Glasgow is saving the world!
Dr Gianmarco Radice, Glasgow University

12 November 2007 - Joint lecture with IMechE
The Challenges for Integration of UAV's in Non-Segregated Airspace
David Kershaw, BAE Systems Warton

10 December 2007
The Avro Shackleton
Jim Hood

21 January 2008 - McIntyre Lecture
Future Prospects for the Aviation Industry
Professor Keith Hayward, Royal Aeronautical Society

11 February 2008
The Popular Flying Association
Ken Craigie, Popular Flying Association

10 March 2008
Engine Health Monitoring
Nicholas Waters, Rolls Royce Derby

14 April 2008 - Branch AGM
RAF Marine Section and Air Sea Rescue
Sam Milliken

Committee Details

President	Professor Dugald Cameron		cameron.skelmorlie@virgin.net
Vice President	Mark Rodwell	01292 511040	mrodwell@glasgowprestwick.com
Past President	Peter Berry	01292 287797	peterberrymraes@yahoo.co.uk
Chairman	Dave Lacey	01505 612695	david_lacey@btopenworld.com
Vice Chairman	John Hopkins	01292 316892	jrah@btinternet.com
Branch Secretary	Len Houston	01292 265472	len.houston@virgin.net
Lecture Secretary	Quentin Wilson	01292 477796	quentin.wilson@btopenworld.com
Treasurer	Ian Adams	01292 476032	ian@merrick249.fsnet.co.uk
Membership Secretary	Dave Coldbeck	01563 850491	david.coldbeck@baesystems.com
Librarian	John Russell	01292 673466	john.k.russell@ae.ge.com
Committee Member	Jim Hood	01292 313552	jrmjhood@hotmail.co.uk
Committee Member	Ray Draper	01292 692600	ray.draper@nats.co.uk



YORK/RAWCLIFFE AIRFIELD

Peter Berry

After a couple of weeks at Meir, during which time Consolidated B-24 Liberator bombers made touch-and-go landings on the short tarmac runway, I was re-assigned to the Halifax Repair Station at Rawcliffe airfield, Clifton, York. (Because of my style of "John Wayne" firing "reds"??) Here, No.48 MU dismantled war-weary Halifax bombers and new Halifax transports were fitted with cargo panniers to produce the Mk.8 variant.

Having set up "shop" each day in the runway caravan at the end of the runway in use, the Airfield Controller's lot was full of interest and surprises. I experienced the on-going stream of aircraft joining the circuit to land, checking the wheels were down, the runway was clear, stop the road traffic on the perimeter track from crossing the runway threshold, shine a green lamp signal to land, log the arrival and keep in telephone contact with the Tower. Then check the approach is clear, a "green" to clear the departing aircraft onto the runway, check the runway is clear, and another "green" for take-off, log the departure time, advise the Tower.

There were times when the wheels did not appear to be locked down and a "red" for an overshoot was called for. The cyclist who pedalled slowly across the runway threshold in front of a landing aircraft, ignoring all lamp signals, shouts and gesticulations and then shaking his fist at you for the "near miss". The workman digging/filling holes adjacent to the runway/taxiway oblivious to all events. The vehicle which inadvertently strays onto the runway in use. The departing pilot, who decides to make just one more long check on the runway before opening the throttles, just as the landing aircraft turns onto final approach.

Tragedies too. During one of my off-duty days, on June 8 1945, a colleague was faced with a difficult decision. An ageing Halifax from Bomber Command marked JP203, turned onto a tight final approach with one engine shut down. As it straightened up for its approach to land, the Airfield Controller could see one leg of the undercarriage was still retracted. With little time to spare, he fired a red Very cartridge, but as the pilot applied power to overshoot for another approach, the Halifax rolled over, clipped the top of St. Joseph's church, before crashing into the garden of the "Imperial" public house.

(In May 1996, I visited the Yorkshire Air Museum at Elvington. I found that a Dedication and Unveiling of a Memorial Plaque was to be held on June 8, 1996, for the crew of JP203, Flt.Lt. Ian Cruichshanks RAFVR and his Flight Engineer, Flt.Sgt. Victor Clare, DFM, RAF.)

On a happier occasion, whilst manning the Control Tower, a Halifax landed with one engine on fire. With great presence of mind, the pilot turned off the runway and taxied across the grass to the fire crew in front of the Tower, who extinguished the blaze.

One by one my colleagues were being called to the RAF Selection Board in Leeds, for their National Service. Several of them returned to say they were to be trained as radar operators. In due course, I reported for medical and assessment examination. Medical O.K, but no aircrew posts, what would I like to do? Looking down the list of Trades there was Flight Mechanic (Airframes). Well, I was good at Meccano!

To be continued.....

***Do you have some aeronautical memories that you would care to share?
Just provide a few words (or even just an idea) and we'll do the rest!***

Prize Christmas Crossword

by
Dave Lacey

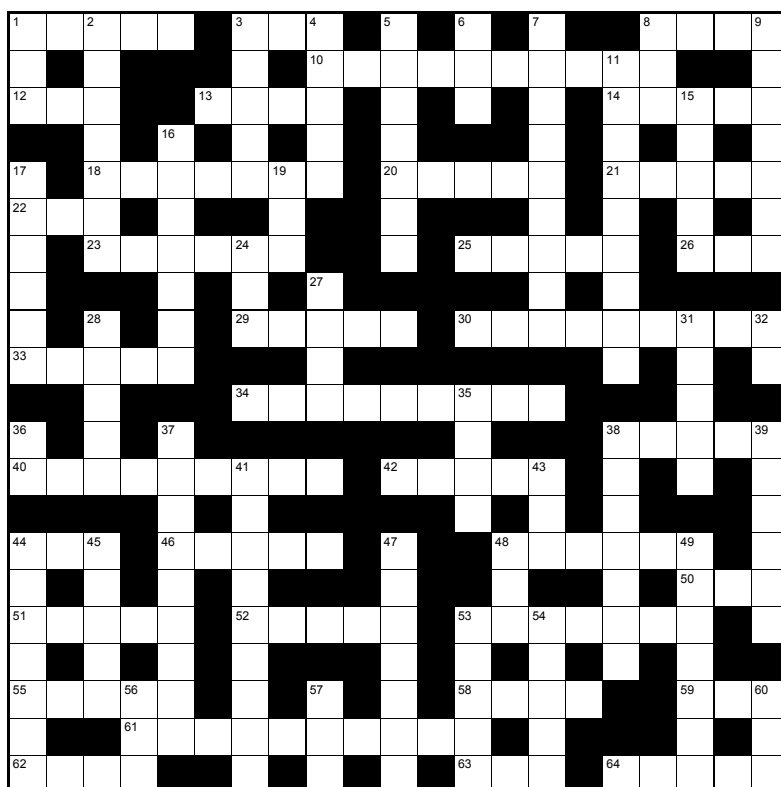
A prize for the first correct grid, drawn at the McIntyre Meeting.

Completed grids to:

D A Lacey,
68 Back o Hill,
Crosslee,
Renfrewshire,
PA6 7LE

by 20 January 2008, please.

Good luck!



ACROSS

- 1 & 3 across. Musical baby bear (5, 3)
- 3 See 1 across
- 8 Apollo operations include this manoeuvre (4)
- 10 Unbeatable Harrier transport (10)
- 12 Mix with BOAC to get BA (3)
- 13 Yeovilton or Culdrose for example (4)
- 14 Two Cheetahs drag this twin along (5)
- 18 Tea producers northern division or the RAF's latest toy (7)
- 20 Nottingham waterway that powers the Boeing 777? (5)
- 21 Warbird location to the east of Los Angeles (5)
- 22 No idea what this aircraft is! (3)
- 23 Remote controlled jet fighter (6)
- 25 Peter, world speed record holder 1956/7 (5)
- 26 Original name of Royal Signals and Radar Establishment (3)
- 29 Civil predecessor of the Airspeed Oxford (5)
- 30 Allied fighter pilot who acts as the enemy (9)
- 33 The ends of this short-lived jet engine producer identify its successor (5)
- 34 48 across, 57 down (9)
- 38 Flying boat and its base (5)
- 40 Do they grow hurricanes at these places? (9)
- 42 See 59 across
- 44 ___ Arnold, founder of the US Eight Army Air Force (3)
- 46 Stealth feature of F117 (5)
- 48 & 57 down. 34 across (9)
- 50 Former 13 across on the Solent (3)
- 51 Radio transmission on behalf of another (5)
- 52 US name for 44 down (5)
- 53 Rent fuss for this Royal Air Force mainstay (7)
- 55 Canada's TSR-2? (5)
- 58 Men's toiletries delivered by helicopter? (4)
- 59 & 42 across. Early four seater from 1 across (3, 5)
- 61 Repetitive element of flying training (5, 3, 2)
- 62 Ubiquitous British turbo-prop engine (4)
- 63 Heading between 315 and 360 (3)
- 64 Second World War assault glider (5)

DOWN

- 1 The number of people on an aircraft (3)
- 2 Phox Phour, Phamous Phighter! (7)
- 3 Amphibious Catalina (5)
- 4 Myasishev M-4 bomber (5)
- 5 Lecture venue for pilots? (7)
- 6 You don't want to go any faster than this! (3)
- 7 British classic flown by 19 down, 8 down (9)
- 8 See 19 down
- 9 Test pilot Desmond or Harald (7)
- 11 PA474 for example (9)
- 15 Fast fighter? (5)
- 16 Enthusiastic small military aeroplane? (7)
- 17 Powerful maritime forces include this naval fighter (6)
- 19 & 8 down. Test pilot from Texas or Renfrewshire? No, Ferranti actually! (3, 3)
- 24 & 39 down. General Dynamics, Boulton-Paul or BAC? (3, 6)
- 27 Maker of 11 down, 28 down and 14 across (4)
- 28 Contemporary and competitor of the de Havilland Moth (5)
- 31 Neville, novelist and founder of Airspeed (5)
- 32 Product of 27 down, Canadair or Embraer? (2)
- 35 Approximately 33.86 millibars (4)
- 36 Architects of Albemarle, Atalantas and Argosies (2)
- 37 Strategic Air Command mainstay (1, 5, 3)
- 38 Rival of 11 down (7)
- 39 See 24 down
- 41 Holding pattern (4, 5)
- 43 Unwelcome rodent, but welcome emergency source of electrical power? (3)
- 44 Royal Air Force name for 52 across (7)
- 45 Routes that go north to travel east or west? (5)
- 47 Idlewild (7)
- 48 The airport by "The Bay" (3)
- 49 Maker of 23 across (7)
- 53 USAF's T-38 (5)
- 54 Tain or Wash for example (5)
- 56 Way too high! (3)
- 57 See 48 across
- 60 1031.25 millibars, 15 degrees C, 1225 grammes per cubic metre (3)