

Aileron and elevators were cable operated with power-operated rudder to cope with asymmetric engine conditions. Equally the main landing gear was kept simple using a single main jack with twin wheels each side, and a wheel span greater than a C130 to cope with poor airfields.

Hydraulic and electrical systems had redundancy built in such as an electric motor, which could power the hydraulic systems. The APU could also be run in the air providing another back up. The first customer was the USA operator Air Wisconsin in 1981 with an order for 4 aircraft to operate in a feeder liner role followed the same year by Pacific South West Airlines (PSA). The RAF evaluated the aircraft, which was subsequently bought for the Queens Flight. An updated version named as the AvroRJ was certificated in 1993 offering a 'glass' cockpit and more powerful FADEC LF507 engines. This model was bought by major airlines such as Swiss, BA, Cityjet (Irish company operating in Air France colours) and Brussels amongst others. A key feature was the ability to operate out of London City airport. Many of these airlines have moved on to Airbus as utilisation increased although many can still be seen



flying into London City. A new model, the RJX was cancelled by BAE Systems in 2001. A new role has been found for older airframes both BAe146 and AvroRJ in the fire-fighting role by carrying nearly 10 tons of fire retardant, one of these in particular has been busy in the recent Australia bush fires. A total of 221 BAe146 and 166 AvroRJs were produced.

AGM

Our March meeting will be the AGM when membership fees of £5 will be due. It is also the time to vote in your committee and/or nominate new people for committee. This, along with formal questions for the agenda are to be lodged at the February meeting or up to one week afterwards. Please attend the AGM and if you are willing to help out we will welcome some new experience and skill on the committee.

VULCAN

The latest news is that ales have been produced with names such as Blue Steel and Vulcan Bomber from the Yorkshire Drinks Company.

The winter service is in progress but sadly in January Sir Jack Hayward passed away aged 91. He had saved the project back in 2006 when a shortfall of £1million produced P45s and a month's notice for the staff. He donated £500,000 which along with a massive public effort plugged the gap.

OVER IT OR THROUGH IT? by Chris Gilbert-Norton

Last week, Hannah, Luke and I had the pleasure of meeting a 'character' from the RAF, Flt Lt Alan Pollock. He has the distinguished record of being the first person to fly a jet aircraft under the upper span of Tower Bridge. 1968 was the 50th anniversary of the formation of the RAF, and Alan was a Flight Commander on 1 (F) Squadron, equipped with Hawker Hunter FGA.9s. On 5 April 1968, during a flight from RAF Tangmere to RAF West Raynham, he decided to mark the occasion of the RAF anniversary with an unauthorised display. Immediately after take-off, Pollock broke away from the other Hunters in the flight. He flew Hunter XF442 at low level over London, circled the House of Parliament three times and flew under the top span of Tower Bridge. Alan later said:



"It was easy enough to fly over it, but the idea of flying through the spans suddenly struck me. I had just ten seconds to grapple with the seductive proposition which few ground attack pilots of any nationality could have resisted. My brain started racing to reach a decision. Years of fast low-level strike flying made the decision simple. . "



Alan was subsequently invalided out of the RAF on medical grounds. This avoided a court martial and the embarrassment to the government of Pollock giving a reason for his stunt.

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