Scunthorpe & Grimsby Advanced Motorists

Group	No	7080	Charity	No.	10631	October	2021	Edition
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inside this month s'edition.	side this month's	edition	
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From the Editor		
Chairman's Chatter		
SAGAM Committee Members		
Composition of Group & Contact De		
EXISTING MEMBERS PLEASE NOTE		
Have Your Say		
Observer Team News	4	
Support your Family and Friends		
SAGA Holidays		
SAGAM Social Night	5	
Dates for your Diary	7	
Tim Stanley – Generic Terms		
Did you spot the Spelling Error?	8	
Advertising		
BeSeen IAM Members 10% off Offer		
What Am I?		
Morgan Sindall Ltd – On Mental Health	9	
Amendment		
Scrummy Yummy Offer	10	
A little Bit of what you fancy		
Did You Know?	11	
EV Charging Points		
IAM Members Offer	12	
HGVC Update – Towing		
IAM Warning – MOT's		
AEC Routemaster – John Wigmore	13	
S. Yorks. Police Commissioner Concerns	14	
Caught My Eye – Police Dogs	15	
News Flash	17	
Dates in October	18	
Pets Corner – Bathing	19	
Now here a different Spot the Difference	20	
DM Commercials		
Maths Question		
Richard Creaser Article	21	
Smarter in Seconds	23	
Boris Johnson looks into Smart Motorways		
We Got Mail!		
Laughter is Still the Best Ever Medici	ne	
And Finally		

 ${\mathcal W}_{ ext{elcome}}$ to the **October** edition of the SAGAM Newsletter.......

With Christmas only 12 weeks away (WHAT?) perhaps like me, you've already started your Christmas shopping. The celebrations should be far better this year, after the rubbish year we all had in 2020 so it's important to prepare well in advance, to ensure everyone has a fabulous time, wherever they are. In this edition, you'll find a really nice recipe for home-made sweet mince ready for making your Christmas Mince Pies along with some very interesting articles from Highways England. With Grandparents Day just around the corner, if you have grandchildren, you might be lucky enough to spend with them, loving their little idiosyncrasies but feeling absolutely whacked in the evening!

SAGAM's first social night since the pandemic, was held on the 25th September and you'll find the write up about it in this edition. Hopefully, we will be able to have more social nights but actually in person at the Redbourne Club in Scunthorpe. I'm so looking forward to having more get togthers as I'm sure you are too.

Great News!! Our Honorary President, Mick Harris as managed to secure funding from Safer Roads Humber for us to first assess, and then take young drivers through the advanced driver course. Things are still in the planning stage but it will be up and running shortly.



Did you find our little Hetty? Tony Woodhouse was the first to email to say he had found her on page 14. She was actually on page 13 in the grüum picture but I'm sure Tony just hit the wrong number on his keyboard! In fact, Hetty was also still in the web icon on page 25!! She had refused to move, because no-one let her know she had been found in the August newsletter. She is sooo stubborn, its unbelievable lol

Can you see her in this edition? Please drop me a line and let me know where she is, that's assuming she's still here!

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Chairman's Chatter

 \mathcal{H} i folks, I hope you are all staying safe and well. It's time for a bit of news round-up, and I'm delighted to say we have a bit of news and its positive news at that!

Over the last few months sadly, I haven't had a lot of good news to tell you, but things are now moving on a bit.

Firstly, as of October, we are resuming our live, face to face social meetings at Redbourn Club in Scunthorpe. On Wednesday 27th Oct, our guest speaker is a gentleman known to many, he is Stuart Donald, Q P M. MA. Not only is he a well-known figure in Police circles, but he is also the Chairman of IAM RoadSmart. I am absolutely certain that he will deliver a brilliant meeting for us all. Stuart's presentation will cover his experience working in the Middle East with traffic police to reduce crashes. He will also update us on national developments with IAM RoadSmart. Full details of the meeting will also be sent out by email, as well. We would love a good turn-out for this event, so please come and support us on the night.

On the driving scene, things are changing, but with the hope that these changes will bring about certainty and clarity to some issues. We are introducing something called "S P O C" which stands for "Single Point of Contact".

Below is a list of items that some people are, at this moment a little unsure of.

So now that we are back in harness, you will note that **John Wigmore**, **is happy to be our single point** of contact for almost all your driving needs.

As an observer, if you want a new candidate to train, contact John Wigmore.

Again, as an observer, and you feel that your candidate is ready for a check test, contact John Wigmore. A check tester will then be allocated, by John Wigmore, when the check test is complete (candidate is ready for test), someone puts them ready for test on the IAM system and yes, your right, it's John Wigmore.

It might sound like it's a lot more work for John, but I'm delighted to say he's happy with that, because it will actually make life a little easier, having all the information he needs, to do the job.

For observer training, and such related issues, it's still Paul Cassell.

For any other driving related issues contact Allen Hardman.

All contact numbers can be found in this mag on the following page, or on the website.

If all else fails contact me, I'm always happy to talk to you all.

Thank you all for your much valued time and efforts.

Drive safely, Terry Heath Group Chairman.

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EXISTING MEMBERS - PLEASE NOTE:

IF YOU HAVE ANY FAMILY MEMBERS OR FRIENDS WHO ARE ELIGIBLE AND WANT TO UNDERTAKE THE YOUNG DRIVERS' ASSESSMENT <u>FOR FREE</u>, PLEASE GET IN TOUCH WITH EITHER:

<u>chairman@scunthorpegrimsbyadvancedmotorists.org</u> or

publicity@scunthorpegrimsbyadvancedmotorists.org

PLEASE USE THE FOLLOWING LINK FOR MORE INFORMATION

www.iamroadsmart.com/courses/young-driver-assessment

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Have your say!

Ahead of a raft of proposed changes to the Highway Code this year and most drivers being unaware of the updated guidance, IAM RoadSmart would like to survey their members as part of an upcoming press release.

The Department for Transport are planning to include the "Dutch reach" in the new Highway Code, but do you understand what the "Dutch reach" requires every driver to do?

Let us know...

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The views and opinions expressed in this newsletter are those of the individual writers and not necessarily of IAM RoadSmart, nor the Scunthorpe and Grimsby group.

The current composition of our group is made up as follows:

Full Members - 83

Associate Members - 13

Total Members - 96

Please have a look at our new web page which includes lots of useful information

including our Monthly Quiz

https://www.iamroadsmart.com/groups/scunthorpeandgrimsby

The Area Service Delivery Manager for our region
(East Midlands and North Yorkshire) is
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Peter can be contacted on:
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or via mobile on 07703 718 907



Group Website

https://www.iamroadsmart.com/groups/scunthorpeandgrimsby



@SGAMG1

You can Follow us on Twitter:

SAGAM can be found on Facebook at:

<u>@ANDGRIMSBY</u>

HAVE A LOOK AT OUR NEW WEBSITE

AND PLEASE LET US KNOW WHAT YOU THINK!

Observer Team News- October 2021.

 ${\mathcal H}$ ello everyone. It's time for our monthly update again. Peer to peer reviews are all done.

We extend a warm welcome to new associates, Terry Burditt, Phillip Gurcher and also the ladies and gentlemen from Northern PowerGrid, who have all embarked on our course.

As we said in the September news, the team were steadily getting going again. Our latest associates have been allocated to their observers and are settling in nicely, POWDERY, IPSGA, Cockpit drill, what is it all about?? Our associates ask and all is patiently explained by the observers in the early stages of their advanced driver course journey. We do hope you will enjoy the experience as much as we will guiding you.

We have provided taster drives, following our presentation with U3A, Cleethorpes. At time of writing, unfortunately, none have taken it further. That said, the Tasters revealed some excellent driving standards and if we have passed on some useful tips then it will have been all worthwhile. As always, if you think you may need advice on a driving matter or feel that a little refresher drive would help, just ask, we will do our best to help.

There are quite a few amendments made to the Highway code this month. If you have not already bought the updated version, have a look on the gov.uk site.

Notifications to Observers will be going out soon for our November Zoom meeting. Preliminary date, Tuesday 2nd November 2021.

Until the next update please drive safely and stay safe.

Paul Cassell.

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SUPPORT YOUR FAMILY & FRIENDS TO BECOME AN ADVANCED DRIVER

To receive your application form please send your name and contact details along with your payment to:

Mr M Gothard Cheques should be made payable to: 7, West Green The Institute of Advanced Motorists

Messingham For more information contact: Terry Heath on:

North Lincs 01652 655601 or visit our website

DN17 3QT <u>www.scunthorpegrimsbyadvancedmotorists.org</u>

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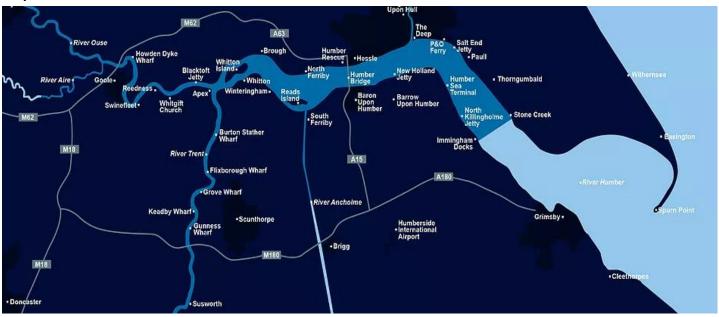


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SAGAM Social Night 25th August 2021 – Humber Rescue

Operational Area



Our first social night held via Zoom was delivered by one of the Humber Rescue Crew Members. The presenter was introduced by Terry Heath after which Yusef Forster (from Humber Rescue) told us that the crew he works with are stationed underneath the North Tower of the Humber Bridge in Hessle. There are currently 30 volunteers all of whom go through rigorous training over a period of between 6 and 12 months in order to become fully competent and they all give lots of hours so they can deliver the best possible service to the public. Humber Rescue Volunteers come from all walks of life and are all at different stages of life. From office staff to engineers and from architects to students, from those who have worked on the sea all their lives and others who have never been on water, they are always looking for volunteers to join their skilled boat crew, shore crew and to help with fundraising events to keep the service operational. No prior knowledge is required as candidates are provided with excellent in-house training.

Yusef went on to inform us that the Humber Rescue (HR) is not affiliated to the RNLI but was founded by Paul Berriff in 1990 whose motto is

'If you save just one life, it has all been worth it'

The charity runs completely on donations from both the general public and businesses as they do not receive any funding from the government. Money to keep the group running is raised by having dinner dances held

at the Mercure Grange Park Hotel in Willerby, regular swims in the river Humber by members of the public who are sponsored by others and many other activities specifically to raise money for them to be able to serve the public. Some business take their employees out for the day to the Rescue Station where the volunteers give them a guided tour of the station as well as their boats and in return, the businesses give a donation to the group, thus helping to keep them up and running. As can be seen from the diagram at the top of the article,

the crew cover a large area totalling 540 square miles including the Oose,

the Trent and of course, the Humber which has proven to be one of the fastest flowing tidal and unpredictable rivers in the world. Their newest boat joined them in November 2020. The MST 900W-SAR Inshore Rescue Boat replaced the retiring vessel, Hilary Berriff. Yes, Yusef said they name all their boats..... The new boat, (right) which doesn't yet have a name, has two 150 HP Mercury Engines which permit a top speed of 42 knots; translating to approximately 48mph. Equipped with state-of-the-art communication and navigational equipment, it has the capacity for 4 crew and a survivor capacity of 12. In the event of a capsize, it has manually operated righting capabilities and the vessel will typically launch with a Coxswain, Navigator and two other crew members.



All the boats are currently housed in a boathouse which was built by prisoners from Addlethorpe prison in East Lindsey. Yusef said the odd thing is, is that the door does not face the sea although it doesn't hinder the boats getting out onto the water. This year alone had seen over 70 call outs up to the 25th August and I guess there have been more since then. In 2018, there were over 100 call outs throughout the year but now, the average is two or three a day.

The photo to the left shows the position of the boathouse in relation to the water.

Each call out for the Humber Rescue costs around £100 minimum and they never turn down an incident. Yusef told us that although they may not be seen, they are around and will launch if necessary. He gave the example of people who have been on the wrong side of the barriers on the Humber Bridge, saying that they are informed of the potential of an incident and are always on hand should they be needed to rescue someone from the water. However, this type of incident is not the only type they attend. Boat fires, boats that have run out of fuel and boats going aground are some of the more common emergencies they are called out to as well as lots of different animals which are in need of rescuing. On May 17th 2002, an RAF Tornado ditched in the Humber which the Humber Rescue crew attended and

located the men in the water. The GR.4 jet left RAF Marham in Norfolk but crashed into the water narrowly avoiding the town of Brough on the north bank of the river estuary. Seconds earlier its two-man crew had ejected. Neither of them suffered serious injuries. The plane landed in the river by pure chance after a fuel fire damaged both its electronic flying system and its mechanical back-up, causing the aircraft to lose control. The pilot was rescued in the water drifting towards the





Humber Bridge, dressed in just his normal flying suit and life jacket, after falling unconscious from the plane, while the navigator managed to use his dinghy and

was picked up by a Search and Rescue Sea King helicopter and taken to Lincoln Hospital.

The helicopter which generally assists the Humber Rescue, is based at Humberside Airport and so has local knowledge when involved in incidents. The chief pilot at Humberside is Liz Forsyth who left

the air force in 2007 and took the role when Bristow won the contract to deliver search and rescue operations in 2013. The aircraft is a <u>Sikorsky S-92 in</u>.

Yusef brought the evening to a close by saying when we buy from Amazon, if we use the Amazon Smile site, every time we buy something, they will donate to a charity chosen by us so next time you use Amazon, please use the Amazon Smile shop and donate to the Humber Rescue Team!

<u>Amazon Smile – You shop. Amazon gives</u> When you shop at smile.amazon.co.uk, Amazon donates to your favourite charitable organisation.

About AmazonSmile | Change charity | Register my charity | Shop now | Enable in mobile app

Humber Rescue has recorded a video which will be part of a television programme in the near future.

The programme is called Behind the Life Jacket. Yusef gave us a little insight and we watched a short extract from the video. After seeing it, I will be looking out for it in the tv guide!

Terry thanked Yusef for his presentation and asked if there were many hoaxes and/or timewasters. Yusef said not really as they are instructed by the coastguard who wheedles out any hoaxes before the jobs are passed to the Humber Rescue.

This was an extremely interesting evening and I am sure those who attended, enjoyed it just as much as I did.



Dates for your diary...

If you have any articles, photographs or anything you feel may be of interest for the **October** edition, please feel free to email me at

publicity@scunthorpegrimsbyadvancedmotorists.org no later than 15th September please.

Committee meeting dates for this year are: 13th October – 10th November and 8th December. PLEASE NOTE:

Meetings are to be held at the Redbourne Club in Scunthorpe. (Subject to change re government advice)

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Following on from the presentation **Tim Stanley** did on the 20th May this year, last months' edition included guidance on Limit Points. After the presentation, Allen Hardman was able to have a run out with Tim, who did the commentary during the drive. Later, Tim sent Alen some notes on his preferred commentary, although as he said at his presentation, it doesn't have to be this way. However, I'm sure you'll agree with me that it's a great idea to take his comments on board! This months' instalment is the last in a series of three, regarding Tim's' guidance when driving.

Generic Terms and Phrases used in Commentary (2 second gear changes)

"Vision up, my new road is"

Single Track

Three Quarter Width

Two Way

Dual Carriageway

Motorway

"Separated by"

Centre Lines

Hazard Lines

Solid Pain My Side

Solid Paint Both Sides

"Subject to"

20

30

40

50

Nationals

A Limit not a target, mindful of weather conditions, vehicle capabilities and driver capability.

Meters Travelled per second (2 second gear changes)

MPH	Meters	Feet
10	4.5	15
20	9.0	30
30	13.5	45
40	18.0	60
50	22.5	74
60	27.0	89
70	31.5	104
80	36.0	119
90	40.5	133
100	45.0	148

[&]quot;The Surface is" Dry Level Good, Wet Level Good

70 mph divide by 2 = 35

35 divide by 10 = 3.5

35 subtract 3.5 = 31.5 seconds

2 second gear changes, 7 second mirror check.

Meters (or feet) per second are a very good practical way pf dealing with ever changing hazards, especially identifying limit points....Can I stop in the distance I can see to be clear, on my side of the road. As opposed to miles and hours.

Many thanks to Allen Hardman for providing us with all the information for this series, given to him by Tim Stanley (IAM Examiner)

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Did you spot the spelling error on page 7

'Look but Couldn't See' can be applied to this write up! Can you find the spelling error?

By being proactive and very similar to the saying Tony Greenidge gave us in his talk, if the biker reacts to traffic lights by planning to stop but be prepared to go, s/he can react to any hazard and pan for the worse scenario.

Did you find it?? 6th line up on page 7. A different type of 'seeing' but this shows how the looking but not seeing can be applied to driving as well as many other things. I'm sure most would read 'plan' rather that what it actually says!!

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Advertising in our Newsletter

If you or anyone you know would like to advertise in our newsletters, please contact Jan on 07834 170678 or email: publicity@scunthorpeandgrimsbyadvancedmotorists.org

The cost of advertising is:

Full page - £40.00: Half page - £20.00 Costs are per annum and will there are 12 monthly issues

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10% saving exclusively for Members

Be-Seen Screen is the road safety innovation for motorists. If you breakdown, it improves visibility and could provide vital extra seconds of awareness that can help to prevent serious accidents. IAM RoadSmart members now have an exclusive offer of a 10% discount on the £54.95 cost of this new motoring safety product.



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I am taken from a mine and shut up in a wooden case, from which I am never released, and yet I am used by almost everybody? What am I?

Last months' answer to What am I? is......A Mirror!

Morgan Sindall Ltd and the Safer Highways Mental Health Programme

In Septembers Newsletter we looked at the difficulties road workers have with members of the public abusing them, causing some, to endure mental health difficulties. This month, we look at how the Morgan Sindall Group is continuing to support the Safer Highways Mental Health Programme.

Morgan Sindall Group plc is a leading UK construction and regeneration group of 9 companies. The group employs 6,600 people and operates in the public, regulated and private sectors.

Safer Highways are delighted to announce that Morgan Sindall Infrastructure are to continue their support of the Road to Wellbeing Mental Health programme into a fourth year. Culminating in the Thriving at Work Report Launch at the House of Lords, which this year will be held as a breakfast on the 2nd of December, the programme was the first to effectively benchmark employers around the support they provided in the workplace around mental health. Uniquely, the free to access survey also provides all employers who complete the 10 question survey with a completely anonymous gap analysis report, with the sole aim of driving improvement and making a difference for every individual we, as an industry, put to work.

Since its inception in 2018, the programme has been at the forefront of driving change around the subject and its impact across the sector has been considerable. Speaking about the decision to continue the support, Martin Worthington, SHEQ Director of Morgan Sindall Infrastructure and current Safer Highways Chairman said,

"Once again, we are proud to be sponsors of the Safer Highways Mental Health programme and summit, it is truly amazing how much this work has contributed to improving awareness and understanding of the challenges in the highways sector and the wider industry. Safer Highways has been a leader in promoting mental health during the pandemic both in its support for individuals and organisations."

Echoing the comments Kevin Robinson, Chief Executive of Safer Highways said,

"Mental Health was the programme which earned Safer Highways our stripes within the sector, it was the first time an establishment borne out of industry stepped over the line and really dared to challenge the established norm at a time when talking about the subject was relatively new and indeed an unknown territory. Both Martin and Morgan Sindall stepped up to the plate all those years ago because they believed this was the right thing to do for our people. Four years on and look where we are. This, for me, and the broader Safer Highways community, is not a sponsorship but instead a journey where we joined hands, and collectively brought together an industry and now we see our works being emulated across many sectors."

The current Safer Highways Mental Health Survey is now open and closes on 31st October. All organisations who wish to take part and receive the free, anonymous, gap analysis please <u>click here</u>. This survey is for industries such as Highways, Rail, Construction, Aviation, Maritime, Utilities, Haulage/Fleet and Home Building. Any SAGAM members in this area of work, please feel free to complete the survey using the above link.

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The following is a short amendment to the **Pets Corner** article in last months' newsletter sent in by Allen Hardman;

Just a point on keeping a dog on a lead on a public highway, there are exceptions: -

- (a) to be kept for driving or tending sheep or cattle in the course of a trade or business, or
- (b)to have been at the material time in use under proper control for sporting purposes.

Thanks Allen.





We are a small family run business, serving the whole of Immingham including the Docks, Offices and Households. All our food is home cooked and freshly prepared daily, making for a very busy environment!



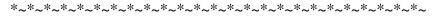
Our delicious, Scrummy Yummy Steak Pie is well known throughout the area and beyond and our Sunday dinners are so yummy and so in demand! Our staff and products were featured on Estuary TV and latterly noted by

Compass FM in 2018 as one of the best.
Why not come and try us for yourself?
Call 01469 577172 or have a look at our website at
www.scrummyyummy.net



Mmmmmmm....Have you been Scrummy'd yet?

Show us photo identification along with your current IAM membership card and we'll give you 10% off your order!



A little bit of what you fancy! - Homemade Luxury Mincemeat for your Christmas mince pies

Ingredients

300g mixed fruit with peel
100g ready to eat apricots
100g dried cranberries
200g soft brown sugar
Half teaspoon grated nutmeg
One teaspoon ground cinnamon
2 teaspoons ground mixed spice
Finely grated zest on one orange and one lemon
6 tbsp brandy/port or a mixture (zzzzzzzz)
8 tbsp orange/lemon juice from the fruit
50g butter
15g dark chocolate chips



Method

Place the fruits, spices, chocolate and alcohol in a large mixing bowl. Finely grate the zest from the lemon and orange and add this to the bowl of fruits, then give everything a good stir. In a large pan, melt the butter, sugar and the fruit juices over a low heat. When the sugar is no longer grainy, add all the other ingredients making sure everything is well combined. Stir over a low to medium heat then bring to the boil and simmer for 10 minutes. Take from the heat, allow to cool slightly then transfer to warm jars and seal. If you want to use the mincemeat straight away, make sure it is cold. Make into mince pies using your own shortcrust pastry recipe...... And enjoy!

Did You Know? - Cinderella's Castle in Disney World is a giant optical illusion?

Cinderella's Castle—and Disneyland's Sleeping Beauty Castle before it—make brilliant use of the "forced perspective" technique to make them appear bigger than they actually are. And it's not just the castles that do this—many buildings (and supposed-to-be-natural features like rock spires!) throughout the parks use forced perspective—but the castles *are* the best-known, perhaps most effective example of it. How it works is that, the higher up you get in these structures, the smaller the features (like windows and turrets) get. While efficient, this technique also makes it look like the top of the castle is farther away, making the castle as a whole seem taller. For instance, Sleeping Beauty Castle in Disneyland is only 77 feet tall, but it seems a lot taller!



And......there are "hidden Mickeys" all over the park!! As if there's not enough fun to be had between the rides, meet-and-greets, and delightfully themed restaurants, Disney Imagineers also snuck a fun scavenger hunt into the parks. In everything from paintings to fountains to rocks, eagle-eyed guests can spot "hidden Mickeys": distinctive shapes of Mickey Mouse's round head with two smaller round ears. If you're flying into Orlando, be sure to keep an eye out for Hollywood Studios from the air; as you can see here, the entire entrance to the park is shaped like one big happy Mickey!

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EV charging points to be installed at every new home and office across England

 \mathcal{F} ollowing on from the article on Electric Car Chargers, it has been announced that chargers will be built into all new homes and offices under laws ministers plan to introduce later this year.

The legislation, revealed during the second week in September by the Transport Minister Rachel Maclean, will require the installation of electric vehicle (EV) charging points on all new-build properties in England. The move aims to drastically increase the rate at which charge points are being built so Boris Johnson's Government can hit its 2030 target for banning sales of new petrol and diesel cars. Ministers admitted only around 500 plug-in points are being installed every month — way below the 700 a day industry bodies say are needed. Government said last year that it will pump £1.3 billion into scaling-up the rollout of charge points for electric vehicles in homes, streets and motorways across the UK and it's currently pushing for the large scale adoption of fully electric vehicles in less than 10 years' time. It is banning sales of petrol and diesel cars from 2030, to help eliminate greenhouse gas emissions and achieve its net zero emissions target by 2050. Maclean revealed the timetable for the move during transport questions in the Commons.

'We will publish our consultation response on requiring all new residential and non-residential buildings to have a charge point and we intend to lay legislation later this year,' Maclean said.

'We also confirmed our intention to mandate that home and workplace electric vehicle chargers must be capable of smart charging.'

The plan, billed as the first of its kind in the world, will also require all points to be capable of 'smart charging', according to Maclean. This means they will use a data connection to 'communicate' with the car about when is best to plug into the grid and prevents the electricity network from being overloaded with too many drivers charging at once.

It is much cheaper to re-charge electric cars at home. But about a third of households in Britain have no offstreet parking, meaning charging points installed at workplaces or on the street will also be crucial.

The UK's electric vehicle charging point network will have to expand by up to 20 times current levels to cope with increased demand, it's recently been estimated.

Earlier this year, meanwhile, the Competition and Market Authority warned that 'range anxiety' – drivers' fears that they don't have sufficient charge on their EV to get them to their destination – is a major obstacle for widescale EV adoption. Vastly increasing the number of chargers on UK roads and outside properties is therefore crucial for the Government to reach its net zero target. As of July 1, there were 24,374 publicly

available chargers in the UK, according to Department for Transport figures. Government grants have been issued to private households of up to £350 to install a further 200,000 charging devices.

The petrol/diesel ban also means the UK needs new and efficient charging methods fast to complement more EV charging ports around the country. In December, Britain's first forecourt only for EVs opened in Braintree, Essex, giving drivers the chance to charge their vehicles. The service station features 36 EV charges and shops including a WHSmith, a Post Office, a gym and a wellness area for visitors to practice yoga for drivers to enjoy while their EVs are being charged. The EV forecourt is the first of a £1 billion nationwide network of 100 electric forecourts planned over the next five years.

Meanwhile, the city of Coventry is working on a Scalextric-style system of wireless charging, which will potentially recharge EVs while they're in motion.

Original source article: https://www.dailymail.co.uk/news/article-9976019/Electric-car-charging-points-built-new-homes.html Author: David Churchill and Jonathan Chadwick

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IAM Members Offer - grüum



As a young British business, grüum makes clean skincare, haircare and shaving solutions that are not only good for you but for the planet too! Sign up for a subscription and you can claim a free shave set worth over £25. This includes a razor handle in a choice of vibrant colours, Orange and Eucalyptus shave gel and a choice of super-sharp blade cartridges. And it's suitable for both men and women!

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HGVC Update - New rules for towing a trailer with a car

I'm sure by now you've heard about some impending rule changes for both trailer towing (Cat B+E) and HGV (Cat C and C+E). While the latter is still in consultation phase (and we'll deal with this in a separate update), the former will be introduced very shortly.

First, the DVSA will no longer provide B+E tests from 20 September onwards. Second, the law is set to change to allow drivers with a Category B entitlement (all car drivers) to tow a trailer later in the autumn. This will be done automatically and drivers do not need to contact DVLA for this to happen. However - and this is of the utmost importance - the date the law will change has not yet been confirmed, meaning that car and trailer tests are stopping before the law changes. You can no longer book or take a car and trailer driving test from 20 September 2021, however, the law will not change until later in 2021. We understand that this may cause some consternation, since drivers who do not already have the +E entitlement (including those who do their training with us after 20 September) will not be permitted to tow trailers until the law changes.

Please note that drivers who passed their car driving test before 1 January 1997 will not be affected by the changes. Full Government guidance can be found here

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IAM RoadSmart warns of the impact Covid-19 could have on your road safety if your MOT is due soon A small minority of drivers and riders are risking their lives by putting off their annual vehicle check (MOT). It's not just about their own safety, as they could be affecting other people's lives by gambling with their vehicle's fitness for the road.

Find out more

AEC Routemaster

Whilst on a short break in Llandudno for a family wedding, I was somewhat surprised to come face to face with a bright red London Transport Bus.

Dating from 1962, this Routemaster is one of only a handful remaining from a total of 2867 original rear entrance variants. built by the Associated Equipment Company (AEC) of Slough. Still sporting its original registration number WLT 999, and running with the original AEC six cylinder 9636 cc diesel engine, it now earns its keep by running sightseeing trips in the popular North Wales resort. Resplendent in its original London Transport scarlet Routemaster Number RM 999 still carries the authentic London Transport





Executive address of 55 Broadway SW1. Now part of St James's Park Underground Station, this address is still used by the Transport Executive.

There were of course, no allocated seat numbers. All seating is on a first come, first served basis. We were so fortunate as to have two of the four front seats on the upper saloon. Equally popular were the two front left seats on the lower saloon, where the half cab design allowed passengers an unobstructed view forward over the engine.



The two-hour excursion included a stop at the tiny St Trillo's Church. With only five seats, this is arguably the smallest church in Wales. The subsequent scenic drive included several other stops, until we eventually ended up back where we started, at the bus pull-in near the Grand Hotel.

Routemaster was popular with both drivers

and passengers alike, and remained in service until the early 1970's when the introduction of "Driver Only Operation" made the rear entrance design impractical. This led to the Routemaster fleet being pensioned off and replaced with Daimler Fleetline, and Leyland Atlantean – both of which had the necessary front entry.



For those interested in statistics, the Routemaster had an overall length of 27 feet 6 inches (8.38 metres) with between 57 and 72 passenger seats. The basic version, of which number RM 999 is an example, had a 9.6 litre engine developing 115 horse power, whilst the 72-seat version was longer and with an 11.3 litre engine. Overall width was 8 feet and the height was 14 feet 4½ inches.



So, although the Routemaster is largely forgotten in the capital, at least it is remembered in a small town in North Wales.

Very many thanks to John Wigmore for supplying the above article

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Police commissioner claims M1 safety upgrade ignores the problem

A South Yorkshire police commissioner has claimed that National Highways' commitment to add an additional emergency refuge area (ERA) to a dangerous stretch of the M1 does not "adequately address" concerns about the stretch of road.

Last week it was revealed that an additional ERA will be added to a section of the M1 in South Yorkshire after an independent review of the motorway highlighted a "cluster of live lane breakdown collisions". The ERA will be located between Woodall Motorway Services and junction 31 – the same stretch of road where grandmother Nargis Begum was tragically killed in September 2018 after her car broke down.

However South Yorkshire police and crime commissioner Alan Billings said the addition of the ERA is not enough.

"One extra refuge on a 13 mile stretch of motorway will not adequately address the concerns that I and others have repeatedly raised. Neither will it protect lives" he said. "It remains my view that all lane running motorways are inherently dangerous. Any vehicle that stops in a live lane is immediately putting lives at risk. Not all vehicles break down conveniently close to refuge areas so in my view adding one more still leaves those who break down dangerously unprotected on the M1 in South Yorkshire."

The M1 smart motorway has been under increasing scrutiny, following a number of high-profile collisions and deaths. In March 2019, 83 year old Derek Jacobs also died on the road, between junction 30 and Woodall Services. He pulled into the left-hand lane when his car developed a mechanical fault but was struck by another car, which was then hit by a coach. Two more people were killed on the junction 30 to 31 section in April this year. The stretch of road is part of the M1 junctions 30 to 35 smart motorway. A further three fatal collisions have been recorded across junctions 30 to 35 up until 2019. In January, an inquest concluded that the lack of a hard shoulder contributed to the deaths of two men, Jason Mercer and Alexandru Murgeanu, near junction 34 in June 2019.

Undertaken by Atkins and Jacobs, the M1 review is among a number of other investigations published, which examine the M6 junctions 5 to 6, M1 junctions 10 to 13 and M1 junctions 39 to 42. Overall, the review found that the average number of collisions per year has decreased since the M1 junctions 30 to 35 smart motorway opened, due to a fall in the number of slight injury collisions. But the number of serious injury collisions per year has increased, and fatal injury collisions have increased from one in three years to three in three years for the junction 32 to junction 35 section. Accordingly, the ratio of fatal and serious injury

collisions has increased. Collision cluster locations were identified between Woodall Services and junction 31, between junction 31 and junction 32, and on the northbound approach to junction 33.

National Highways maintains that in terms of fatality rates, smart motorways are the safest roads in the country. The roads operator said that all road journeys involve risk, but the chance of death on smart motorways is less than on any other major road. National Highways chief executive Nick Harris added: "We do understand the strength of feeling about safety on this section of the M1 and are committed to making further improvements. That is why we commissioned an independent investigation of the factors which have contributed to incidents.

"Our report details the measures we have completed and those we are developing to take forward."

Article kindly supplied by Brian Woods, via Terry Heath. See also **NEWS FLASH** on page 17 and article on page 24



Some argue that the first 'real' police dog was used in 1859 by police officers in Luton who employed a bloodhound to help track down a murderer. Be that as it may, those animals that we would recognise as true police dogs didn't really appear on the streets of Britain until well after World War II.

Dogs had been used to control crowds and gangs in Germany as early as 1896 and it was the Germans and Belgians who first began to train, breed and recognise the value of different breeds and the functions they could usefully perform. The Germans selected the German Shepherd, also known as the Alsatian, as the breed best suited for the tasks they had in mind. The Doberman Pinscher was a close second choice and through films is often associated with the German army. One of the UK's first attempts to use dogs in policing, was in 1889 by the Commissioner of the Metropolitan Police of London, Sir Charles Warren. Warren's repeated failures at identifying and apprehending the serial killer Jack the Ripper had earned him



much vilification from the press, including being denounced for not using bloodhounds to track the killer. He soon had two bloodhounds trained for the performance of a simple tracking test from the scene of another of the killer's crimes. The results were far from satisfactory, with one of the hounds biting the Commissioner and both dogs later running off, requiring a police search to find them. The picture to the left shows Bloodhounds used by Sir Charles Warren to try to track down the serial killer Jack the Ripper in the 1880's.

After World War I, a training school was established in Greenheide, Germany, in 1920. In this school police dogs were trained to be obedient, to attack and to find objects by smell. From these early beginnings many of the training methods and techniques have become part of modern approaches to dog training. The achievements of police dogs in Ghent, Belgium and the success of German dogs during the Great War prompted Britain to take an interest in using police dogs during the 1920s. An experimental school was established to examine training and to see which breeds had the most aptitude for police work.

Within a few years the British borrowed the techniques practiced at Greenheide and began formally training dogs. The attitude in the UK was very much that dogs were beneficial as long as they did not cost money or require special training.

The 1920s and 30s brought continued success with dogs by Continental police forces which finally sparked an interest in the Home Office in Britain. In order to establish the best breed to be employed as a police service dog, the 1934 committee set up an experimental Home Office dog training school in Washwater near Newbury. It concluded that finding a multi-purpose dog trained to perform several tasks was unlikely and that different breeds should be employed for different tasks. The committee reported in 1937 that the experiments at the dog training school showed that the best breed of dog for following a scent was the bloodhound, and the best breed of dog for general patrol purposes was the Labrador. As a result of the committee's conclusions, recommendations were made that Chief Constables should 'consider' the value of

dogs in police work, but it was once again left to the individual chief police officer to decide on the worth of employing dogs in his force.

An interesting excerpt from The Times dated 15 January 1938 gives an insight into the thinking of senior police officers of the time in regard to the use of dogs. Colonel Hoel Llewellyn, Chief Constable of Wiltshire said:

'A good dog with a night duty man is as sound a proposition as you can get. The dog hears what the constable does not, gives him notice of anyone in the vicinity, guards his master's bicycle to the death, and remains mute unless roused. He is easily trained and will go home when told to do so with a message in his collar.'

Bearing in mind that this was a statement from a pro-dog man of the times, is it any wonder that the authorities failed to understand the true worth of the dog in the role of law enforcement for a number of years to come?

Two specially trained Labradors were officially introduced to the Metropolitan Police Force in 1938 and were based in South London with the idea of accompanying police on beats in the countrified suburbs. The coming of World War II in 1939 shifted attention away from police dog training towards military requirements.

The end of World War II brought a crime wave to the streets of British cities. Returning servicemen appear to have acquired many of the skills necessary to a life of crime and once again the role of the police dog came to the fore.

1946 saw the formation of a small dog section within the Metropolitan Police. Six Labradors were purchased from Yorkshire farmers and deployed in South London, quickly proving their worth when on their first night on patrol they were used in the arrest of two American servicemen after a purse snatch. In 1948 a new breed of police dog was used on the streets of London for the first time, the German Shepherd had arrived. The first of this breed in London was called 'Smokey' and such was the impression that he made that a further twelve Alsatians together with another seven Labradors were purchased. The Metropolitan Police Dog Section was growing so rapidly that a central dog training school was established at Imber Court and by 1950 the total number of trained dogs in the force numbered 90.

By the 1950s various police forces were experimenting with dogs and in 1954 a standing committee was formed to co-ordinate the breeding, supply and training of police dogs throughout the UK

The popularity of the police dog was being echoed all over the UK with police forces both large and small employing dogs and handlers on their strength and setting up dog training schools to cater for the ever-increasing number of dogs being used. The value of the police dog has been recognised by all to such an extent that there are over 2,500 police dogs employed amongst the various police forces in the UK.

You may have heard that police dogs are trained with German commands so only the handler may order them to attack and no one else may accidentally give them this crucial command. While this may seem to make perfect sense, in reality it's a myth.

Training

Training of police dogs is a very lengthy process since it begins with the training of the canine handler. The canine handlers go through a long process of training to ensure that they will train the dog to the best of its ability. First, the canine handler has to complete the requisite police academy training and one to two years of patrol experience before becoming eligible to transfer to a specialty canine unit. This is because the experience as an officer allows prospective canine officers to gain valuable experience in law enforcement. However, having dog knowledge and training outside of the police academy is considered to be an asset, this could be dog obedience, crowd control, communicating effectively with animals and being approachable and personable since having a dog will draw attention from surrounding citizens.



For a dog to be considered for a police department, it must first pass a basic obedience training course. They must be able to obey the commands of their handler without hesitation. This allows the officer to have complete control over how much force the dog should use against a suspect. Dogs trained in Europe are usually given commands in the country's native language. Dogs are initially trained with this language for basic behaviour, so, it is easier for the

officer to learn new words/commands, rather than retraining the dog to new commands. This is contrary to the popular belief that police dogs are trained in a different language so that a suspect cannot command the dog against the officer.

Dogs used in law enforcement are trained to either be "single purpose" or "dual purpose". Single-purpose dogs are used primarily for backup, personal protection, and tracking. Dual-purpose dogs, however, are more typical. Dual-purpose dogs do everything that single-purpose dogs do, and also detect either explosives or narcotics. Dogs can only be trained for one or the other because the dog cannot communicate to the officer if it found explosives or narcotics. When a narcotics dog in the United States indicates to the officer that it found something, the officer has probable cause to search whatever the dog alerted on (i.e. bag or vehicle) without a warrant, in most states. In suspect apprehension, having a loud barking dog is helpful and can result in suspects surrendering without delay.



Some dogs are trained in a specific area in order to assist their handlers in various aspects of their job.

Apprehension and attack dogs are used to locate, apprehend and sometimes subdue suspects

Detection dogs are trained to detect explosives or drugs such as marijuana, heroin, cocaine, crack cocaine, or methamphetamines. Some dogs are specifically trained to detect firearms and ammunition.

Dual purpose dogs are also known as a patrol dog and these are trained and skilled in tracking, handler protection, off-leash

obedience, criminal apprehension, and article, area and building search. And then there are the Search and rescue dogs. This dog is used to locate suspects or find missing people or objects. Belgian Malinois, German Shepherds, Golden Retrievers, Labrador Retrievers, and Bloodhounds can all be used.

Retirement

Police dogs are retired if they become injured to an extent where they will not recover completely, pregnant or raising puppies, or are too old or sick to continue working. Since many dogs are

raised in working environments for the first year of their life and retired before they become unable to perform, the working life of a dog is 6–9 years. However, when police dogs retire in some countries, they may have the chance to receive a pension plan for their contribution. Police dogs in Nottinghamshire, now have the opportunity to retire with a form of security since their government forces now offer £805 over the span of three years to cover any additional medical costs. Not only do they now receive a pension plan but they also get to retire and reside with their original handler. If the dogs are sadly killed in the line of duty, they get the same honours as their human partners.



Researched and written by Jan Burditt with extracts from Old Cells Museum

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NEWS FLASH

National Highways has agreed to upgrade a notoriously dangerous stretch of the M1, after a number of breakdown collisions resulted in serious injuries and fatalities on the road since it was converted to a smart motorway.

An additional emergency refuge area (ERA) will be added to the stretch of the M1 in South Yorkshire after an independent review into the motorway highlighted a "cluster of live lane breakdown collisions". The ERA will be located between Woodall Motorway Services and junction 31 – the same stretch of road where grandmother Nargis Begum was tragically killed in September 2018 after her car broke down. Read More

Dates in October

Events, celebrations, awareness events, saint's days, annual campaigns - UK and Globally.

Grandparents Day UK

3rd Oct 2021

The UK's celebration of grandmothers, grandfathers and all grandparents.

More about Grandparents Day UK

World Dyslexia Awareness Day

4th Oct 2021

A day for awareness of the issues faced by those with dyslexia.

Event Website

World Space Week

4th Oct to 10th Oct 2021

A UN organised week to celebrate each year at the international level the contributions of space science and technology to the betterment of the human condition.

Event Website

World Teachers Day

5th Oct 2021

UNESCO day which provides the occasion to celebrate the teaching profession worldwide, to take stock of achievements, and to address some of the issues central for attracting and keeping the brightest minds and young talents in the profession.

Event Website

National Poetry Day

7th Oct 2021

A day for celebrating poetry's power to bring people together.

Event Website

Trafalgar Day

21st Oct 2021

A celebration of Lord Horatio Nelson's victory at the Battle of Trafalgar.

More about Trafalgar Day

October Half Term

25th Oct to 1st Nov 2021

Check with your school for individual date variations.

World Opera Day

25th Oct 2021

A day for celebrating opera and for encouraging people of all ages to develop a passion for opera.

Event Website

Halloween

31st Oct 2021

The world-wide celebration of all things spooky and scary.

More about Halloween

Pets Corner – Bathing

Most dogs fear having a dog bath. To reduce anxiety, use warm water and the right shampoo, reduce slipping risks, and distract your dog.



It's time for your dogs' bath. You have the towels ready and waiting, the doggy shampoo prepared to go, and everything you need at your fingertips. But, where's your dog?

Is it hiding beneath the bed? Certainly yes, since your dog hates the bath, so believe it when experts say you aren't alone. Shower time brings anxiety to dogs, and that's the reason they prefer running away from it.

Your dog isn't the first canine that hates bath time. But, now that you don't want this to be the case, it is vital to make a few adjustments to

the bath time. And, why not? You want to make the bathing experience pleasant and smooth for both of you. Now that you're wondering how to get through with it, here's what you need to do:

- Move the bath indoors. The reasons why outdoor baths freak your dog out are many. The very first
 one is the cold water, which is incredibly uncomfortable on a cold day. Also, note that the water can
 be too cold for your dog, even during the summertime.
- Second, unless you have a magical bath loving puppy, you might be restraining your dog using a leash. It is because you don't want it to escape. However, by forcing your dog to stay, you're putting it in a frightening situation, which compounds scariness.

Thus, moving your dog indoors can be your best bet. If you have a little dog, you can move it into a shower, a bath, or even a sink. By doing so, you'll be able to adjust the water temperature and use natural contours to help your pet stay put. The chances are excellent that your dog has a sensory experience, which makes him hate the bath. Most dogs don't like to take baths in a bath, sink, or shower because they feel unsteady on the slippery, wet floor.

The same thing goes for humans too. If they've ever slipped in a shower, sliding around is painful and anxiety-inducing. Therefore, before starting your dog bath, it is vital to place a mat or a towel around the bathtub floor to prevent your pet from falling. The towel may soak, but your pet will feel much more secure.

Distract your dog

Make your dog believe bath time isn't that bad by smearing baby food or peanut butter on the shower door or bath. By doing so, your dog will lick as you get down to business. However, suppose the idea of a peanut-buttery bathroom doesn't grab you, you can also pick up a dog lick pad to smear peanut butter on it. And, why not? By doing so, your dog will be too busy to experience shower time anxiety. If you have a highly motivated pup, you can offer them a delicious treat reward until the bath time is over!

Use a mild-smelling and gentle shampoo

Dogs are usually overwhelmed by strongly scented soaps, thanks to their 40 times stronger noses than humans. Thereby, it is vital to go for lightly scented or unscented dog bath products specially formulated for your canines. Remember never to bathe your dog using a human body wash or human shampoo.

Provide gentle dog bath care for your furry friend

Dogs are susceptible animals and usually fear having a dog bath because it increases their anxiety. But ignoring bath time is not an option.

So, if giving a bath to your furry friend has become difficult, it is always wise to reach out to an experienced

dog groomer. After all, their services will enable your dog to come out smelling fresh, and they'll also trim their nails and cut their hair, if necessary, as a part of their service. In the end, who doesn't want a clean and happy, well-groomed dog? Extract taken from Dogs Best Life



Now here's a Spot the Difference with a difference!

Spot the Difference?

maybank2u.com is not the same as maybank2u.com

citibank.com is not the same as citibank.com

(the first one is correct, the second one is from hackers)

The "a" in the later url is a cyrillic alphabet.

An average internet user can easily fall for this. Be careful for every mail requiring you to click on a link.

Please Stay Alert

Many people, particularly those who are older and perhaps vulnerable, are being scammed by scrupulous individuals who are attempting to steal money and goods from them. Terry Heath has supplied us with this Spot the Difference to make us aware that sometimes, all is not what it seems.

In addition, always make sure that when you use the Internet, your password/s are only known to you and that they are secure by adding a number or numbers at the end or a symbol such as a 'hash tag' (#) or 'and' (&) will make the sites you use, like your bank account for example, even more secure.

And NEVER click on something you're not sure about. Always call your bank to check any emails are from them and remember they will never ask you for your password/s or for any money.

Supplied by Terry Heath

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My granddaughter asked me this **Maths Question** but I couldn't get it right. The little monkey tricked me!!

Why does 10 + 10 and 11+ 11 add up to the same?

Because 10 + 10 = 20 and 11 + 11 = twenty too!



Richard Creaser sent another article to Terry Heath and if you found the last one of his interesting, you'll certainly have to have a read at this one!

In the Royal Air Force, I was an aircraft engine fitter, which means that I worked on the maintenance and repair of aircraft engines and the associated systems. From 1970 to 1973 I worked at a maintenance unit, 60 MU, RAF Leconfield near Beverley, East Yorks, carrying out major overhauls on English Electric Lightning's. It took 12 to 15 months to totally dismantle and rebuild a Lightning. After which it was air tested by a test pilot until any malfunctions were dealt with.

Our test pilot was very religious. Being a fighter pilot seemed a very strange occupation for a man who held bible reading classes. All the same he had a reputation for daring to do what most pilots would never do. The ground crew regarded him as somewhat insane because of the antics that he got up to during test flights. Squadron Leader Dick Bell would tear you off a strip for using the mildest of strong language. I respected anyone who could put the Lightning through its paces. During an air test, if there was an emergency air traffic control would broadcast the conversation between the controller and the pilot over the Tannoy system. At these times everyone would drop what they were doing and go outside to watch what was going to happen. Nerve wracking when it was the aircraft that you had spent the last year working on it. Sqdn/ldr Bell would be flying slowly past air traffic control, asking for a visual on the undercarriage. The nose wheel was down but only one of the main wheels was down. The pilot was alerted to this because an indicator was showing red lights that should have been green. Air traffic confirmed that he only had one main wheel down and seemed anxious that he go over the North Sea and eject but the pilot had different ideas. He climbed and pulled a high positive G turn which threw the errant undercarriage leg down. Flying slowly past the 'tower' again, they affirmed that all the undercarriage was down, as it should be. The pilot then told them that he still had red warning lights for that wheel. Air traffic repeated their instruction for him to eject over the North Sea but by this time he was landing. Fire engines and ambulances were racing towards the end of the runway. They blocked his path and a fitter had to take a ladder, put the ejector seat safety pins in and help the pilot to unbuckle before he got out. That is an example of something going wrong during an air test. Lightnings were notorious for going unserviceable and equally so for catching fire.

One day Sqdn/ldr Bell came into our crew room at break time and pinned a piece of paper to the notice board. On my way out I had a look at it. Across the top he had written "Anyone who would like a flight in a Lightning trainer, write your name below." I wrote my name below. He came to see me and was pleased that I showed confidence in my work. I was sent for a strict medical examination, mainly to see how I coped with hypoxia (reduced levels of oxygen) a requirement needed to see if I was fit enough to fly in a Lightning. I was. The day came and the test pilot sent me to get suitable flying clothing. It consisted of an anti G suit, an immersion suit, crash helmet with face mask and a pair of kid skin gloves. Walking out to the aircraft he said to me "do you want to write or do you want to fly?" I said that I could write on the ground and he laughed saying that I could write and fly. The writing was recording figures from the aircraft instruments to make sure that all was well. The pilot did his 'walk around' checks as I climbed the ladder and sat in the right-hand rocket assisted ejector seat.

After he joined me in the cockpit two of my colleagues came one up the ladder on each side of the aircraft. At this point I should make it clear that all my work colleagues thought that I was mad by wanting to fly in such a dangerous aircraft, especially piloted by a man they regarded as something of a lunatic. The colleague on my side refused to look in my eyes as he tightened the seat harness and removed three of the safety pins from my ejector seat. It left two safety pins, one in each operating control. The pilot told me to pull the face blind operating control. As ground crew these operating controls were something that we avoided touching at any cost so I was reluctant to pull the face blind control. The pilot said pull it or get out. I looked pleadingly at my colleague but he just looked away. I reached up and pulled it gently and could feel that the safety pin was still there so I gave it a good hard pull. My colleague removed the pin, showed it to me and stored it along with the three he had already removed. The pilot then told me to pull the operating control that was positioned between my legs. I felt for the pin first and finding it in place, gave the handle a hard pull, removed the safety pin and gave it to my colleague to stow with the other pins. The pilot had noticed how my colleague had treated me and through the intercom said "Time to get your own back on him. Set the throttles at fast idle, release the brake, signal one and two and start both engines at the same time, QRA style." I replied "My pleasure, Sir." I did as he said and the aircraft was pushing hard against the wheel chocks, making a Herculean

effort to remove then. They were also running around unplugging the heavy electrical supply, bonding lead and removing the ladders attached to each side. The pilot taxied out and as the aircraft swung to the right, bodies hit the deck to avoid the jet blast. With the aircraft at the end of the runway and stopped until air traffic control gave him clearance to take off. He asked me to open the throttles fully on both engines but not to select reheat until he told me to do so. He released the brakes and we started to roll down the runway at a fearsome rate. After rolling a short distance he told me to select full reheat. There was no turning back now! In a few seconds we were travelling at 180 knots (207 MPH or 333 KPH) he pulled the stick back and up we went. He turned it until we were over the North Sea and said to me, "it's all yours, take it to 10,000 feet as fast as you can." I selected full power with full reheat on both engines and pulled the stick back. I felt as if my internal organs were being repositioned. At 10,000 feet I levelled out and wrote down the figures on the pad he had given to me. We continued to do this in 10,000 feet steps until we reached 50,000 feet. At one point the aircraft shook violently but it only lasted a second or two. I gave him an alarmed look and he told me not to worry as we had just gone through the Tropopause, a layer in the earth's atmosphere.

We were now somewhere alongside Norway. Turning South he said "Let's see what it will do." We got an indicated speed of Mach 2.08. Travelling twice as fast as sound travels. I expected something; I'm not sure what but the only thing that said we had broken the sound barrier was the Mach meter. There was no bang, no shuddering or fanfare of trumpets, we just left the sound behind us!

There is something in life that I find very objectionable, something goes wrong and there is a 'witch hunt' to find who is to blame. Fingers can then be pointed at the culprit and they are made to feel bad. Ok, a tap on the knuckles is needed every now and again but for that person to be publicly humiliated is counter productive, certainly in the field of aircraft maintenance. The next time that person makes a serious error, instead of stepping forward and admitting their error it becomes very likely that they will keep quiet or hide their mistake! DANGEROUS, when an aeroplane falls from the sky, people will die. Their error will be discovered and the consequences will be serious. During that air test Sqdn/ldr Bell took control, asked me to move my knees as far apart as possible. He inverted the aircraft and moved the control column as if he was stirring a pudding, the aircraft shook and shuddered like crazy. Bits and pieces fell into the canopy. He took out a re-sealable plastic bag and put all these foreign objects into the bag. FOD stands for foreign object damage. That small piece of locking wire may just find its way into an electrical component, causing a short circuit! That small bolt may jam a flying control, preventing the pilot from having complete control of the aircraft. On returning to base he took the bag from his pocket, wrote the aircraft number and date on the bag and asked me to put it in a bin, in the corner of his office. I was surprised to see that the bin contained dozens of these bags. I asked him who would get into trouble for the FOD. He smiled and said "No one. You chaps can vacuum and be as diligent as you possibly can but inevitably bits and pieces will be missed but I know how to find them. When that aeroplane goes back to the squadron pilots will do as I did and try to cause trouble. I just make sure that they are disappointed." Sir, you have my greatest respect. At one point during the air test smoke came from under my side of the instrument panel. He said to me "have you seen a bit of smoke? There is a button to your upper right-hand side, pull it." The instant that I pulled it, the smoke disappeared. It lit up orange and written on it was 'Pull for 100% oxygen.' He said that it was only smoke from us engine fitters' greasy hands that had assembled the piping system that carried hot air from the engines through the cockpit.

On the internet I stumbled across someone who witnessed the end of my flight in a Lightning. In 2015 at the age of 78 Sqdn Ldr Dick Bell was awarded the MBE by Prince Charles for his humanitarian work in Nicaragua or as the citation said 'his outstanding achievement in a lifetime of selfless service to others.'

Sqdn Ldr Bell encouraged me to fly most of the air test and to say that you have been in control of a machine flying at speeds up to 1,300 MPH sounds a little daunting. I had flown twice before, in a Dakota as a passenger to the Isle of Man in 1967 and in a Chipmonk at RAF Halton during my apprenticeship where the pilot allowed me to take control but I seriously had no idea of what I was doing! The flight in the Lightning XV328 was an experience of a lifetime. Towards the end of the flight' we approached the Northern end of the North Yorkshire moors flying South at high speed and very low. He told me to use full throttle with full reheat on both engines and to watch the Mach meter very carefully. Once we reached 0.98 Mach, I was to rock one throttle back against the other to maintain 0.98 Mach. This I did but not being an experienced high-speed pilot, something happened that didn't add up. I reached Mach 0.98 and was preparing to start rocking the throttles closed against each other but the Mach meter stopped increasing in speed. Although the Mach

meter was within the limitation that I had been set, the seat of my pants was telling me different (whether you are air crew or ground crew, instruments are believed before all else) - we were still accelerating at a mental rate. An American voice came over the RT from Fylingdales and Sqdn Ldr Bell said to me, "I have control." I let go of the controls and blacked out as he maneuvered the aircraft until it was flying bottom first to give it maximum drag to slow it down. I remember hearing him say 'Driffield, Leconfield, Beverley, Hull...' Going back to what I stumbled across on the internet on Thunder and Lightning's web site. Someone called Nigel Hewitson left this comment "I remember the day when Sqdn Ldr 'Dinger' Bell took XV328 (T5) up with a liney and came straight across the top-of-the-line hut at Mach 1+ and only a handful of windows survived. Wg Cdr Carroll had no hesitation in showing his displeasure."

It was a Friday and on Monday I was called up to Sqdn Ldr Bells office. He jokingly told me off for breaking the sound barrier over land and it would cost the Ministry of Defence a small fortune in replacement windows from Middlesbrough to Lincolnshire. When he finished laughing, he handed me two 'Ten Ton Club' ties and a certificate to say that I was a member of the Ten Ton Club - being in control of a machine in excess of 1,000 MPH.

My father, being a smart arse said "I will go for a flight in Concorde and then I will be a member of the Ten Ton Club as well." My reply was "not unless the captain lets you sit in his seat and take control of it, you won't!"



I was that liney.

Many thanks to Rich for writing and supplying us with this extremely interesting article.

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Smarter in Seconds - If you ever feel a little bit stupid, just dig this up and read it again; you'll begin to think you're a genius......

On September 17, 1994, Miss Alabama's Heather Whitestone was selected as Miss America 1995. All contestants were asked a question. Heather was asked; If you could live forever, would you and why?

She answered:

"I would not live forever, because we should not live forever, because if we were supposed to live forever, then we would live forever, but we cannot live forever, which is why I would not live forever,"





Brooke Shields, during an interview to become spokesperson for federal anti-smoking campaign said "Smoking kills. If you're killed, you've lost a very important part of your life,"

Al Gore, Vice President once said;

"It isn't pollution that's harming the environment. It's the impurities in our air and water that are doing it.."

Joe Theisman, NFL football quarterback & sports analyst said:

"The word "genius" isn't applicable in football. A genius is a guy like Norman Einstein.



Department of Social Services, Greenville, South Carolina sent out a notification:

"Your food stamps will be stopped effective March 202 because we received notice that you passed away May God bless you. You may reapply if there is a change in your circumstances"

Above kindly supplied by Terry Heath

Boris Johnson orders investigation into safety of smart motorways



Boris Johnson has ordered an inquiry into smart motorways after a newspaper investigation revealed problems with the technology used to keep motorists safe. The prime minister has instructed National Highways to investigate after one in ten cameras were discovered to not be working as they should. A reporter working undercover for six weeks in a control room recorded a colleague saying: "We've got no signals, you're all going to die. Whichever God you believe in, start praying now." Grant Shapps, the transport secretary, said he was deeply concerned, and requested an update on the issue from National Highways within days.

The investigation, by the Daily Mail, found that the £150 million radar system intended to alert the control room to broken-down cars within 20 seconds was often failing to do so.

It also reported new figures suggesting that death rates on smart motorways were up to a third higher than on those with a hard shoulder, despite claims by ministers and highways bosses they were "as safe as, or safer than" their conventional counterparts. The undercover reporter was based at the South Mimms regional operations centre in Hertfordshire responsible for sections of smart motorways on the M25, M1 and M4. The stretches of motorway have converted a hard shoulder into a live lane, with messages on electronic signs warning motorists when someone has broken down. The roads have been the subject of controversy after people who had become marooned were killed by other vehicles while waiting for help. In the control room on one day this month the reporter found that 112 out of 804 cameras monitoring the routes were either broken, misted up or facing the wrong way. Almost half the cameras operated by National Highways, formerly Highways England, on one of the busiest stretches of the M25 were failing on one day this month. Smart motorways are considered a cheaper way of adding capacity and reducing traffic than widening carriageways.

Department for Transport statistics show that for the past two years for which figures are available, "live lane fatality rates" were higher on "all lane running" (ALR) roads — smart motorways. In 2018 the live lane fatality rate was more than a third higher on the ALR motorways — 0.19 per hundred million vehicle miles compared with 0.14, while in 2019 the rate was 8 per cent higher than on conventional motorways — 0.14 versus 0.13. National Highways, a government-owned company, claims figures for the whole five-year period, from 2015 to 2019, should be looked at rather than recent years. But a report earlier this month by the Office of Rail and Road watchdog found the figures were limited because data was available for only 29 miles of the ALR roads — their total extent in 2015, compared with up to 180 miles today. The newspaper also found issues with the Stopped Vehicle Detection radar system. One stranded car on the M25 was not spotted for 30 minutes. There are about 375 miles of smart motorway in England, including 235 miles without a hard shoulder. An additional 300 miles are scheduled to be opened by 2025. Baroness Vere of Norbiton, a roads minister, told MPs in June that smart motorways had "many systems in there that make you safer" including "eyes in the sky" and sensors in the road.

The prime minister's spokesman said: "We take these claims very seriously and will of course ensure National Highways conducts a thorough investigation. "It remains that smart motorways are among the safest in the UK with data showing that fatalities are less likely than on conventional ones, and we will continue to work towards building public confidence in them." Kindly supplied by Brain Woods via Terry Heath







 $\mathcal Y$ ou can email, tweet or post a letter to the following addresses; Terry Heath, 48, Vicarage Ave, Wrawby, Brigg, North Lincs. DN20 8RY Email: terryheath@sky.com Twitter: @ANDGRIMSBY



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Laughter is still the best ever medicine!

Overheard in the Doctor's Office:

I prescribed an inhaler for a patient's cat allergy. He came back a week later saying he was none the better. Turns out, he was spraying the inhaler on the cat.





As I leaned in to check her eyes, my older patient got a little frisky. "You remind me of my third husband," she said coyly. "Third husband?" I asked. "How many have you had?" "Two."

Mr Harper sued a hospital, saying that after his wife had surgery there, she lost all interest in sex. A hospital spokesperson replied, "Mrs Harper was admitted for cataract surgery. All we did was correct her eyesight."

A car belonging to a pregnant patient was broken into. The only thing that was stolen was a wine bottle in a brown paper bag. It turns out, that's where she was keeping her urine sample, which she'd brought in to be tested.

And finally.....look us up on the links below:



Group Website

https:/www.iamroadsmart.com/groups/scunthorpeandgrimsby



SAGAM can be found on Facebook at: @SGAMG1

