

Scunthorpe & Grimsby Advanced Motorists

Group No 7080 Charity No. 10631 October 2021 Edition

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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>

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Group Website

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



SAGAM can be found on Facebook at:

[@SGAMG1](https://www.facebook.com/SGAMG1)



You can Follow us on Twitter:

[@ANDGRIMSBY](https://twitter.com/ANDGRIMSBY)



**HAVE A LOOK AT OUR NEW WEBSITE
AND PLEASE LET US KNOW WHAT YOU THINK!**

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 Hessele. 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 Ouse, 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 [Sikorsky S-92 in](#).

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!

[Amazon Smile – You shop. Amazon gives](#)
[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.



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 livery, 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.



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 countryside 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

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

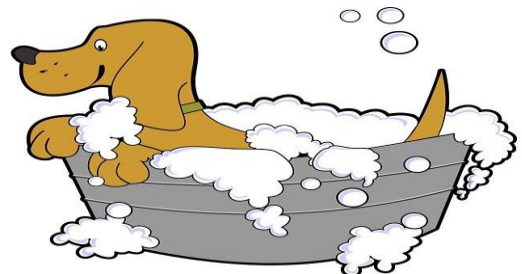
Dogs are usually overwhelmed by strongly scented soaps, thanks to their 40 times stronger noses than humans. Thereby, it is vital to go for lightly scented or unscented dog bath products specially formulated for your canines. Remember never to bathe your dog using a human body wash or human shampoo.

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

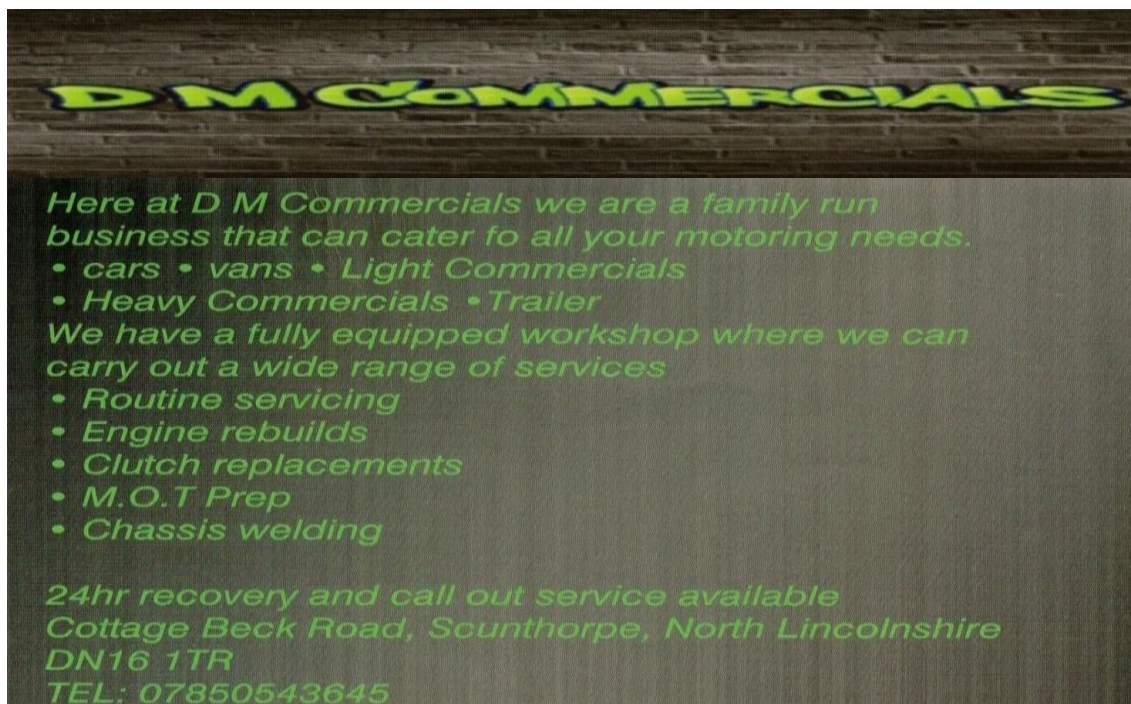
Many people, particularly those who are older and perhaps vulnerable, are being scammed by scrupulous individuals who are attempting to steal money and goods from them. Terry Heath has supplied us with this Spot the Difference to make us aware that sometimes, all is not what it seems.

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 them. 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 foot 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 Chipmunk 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."

I was that liney.

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!"

Rich.🙏

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

