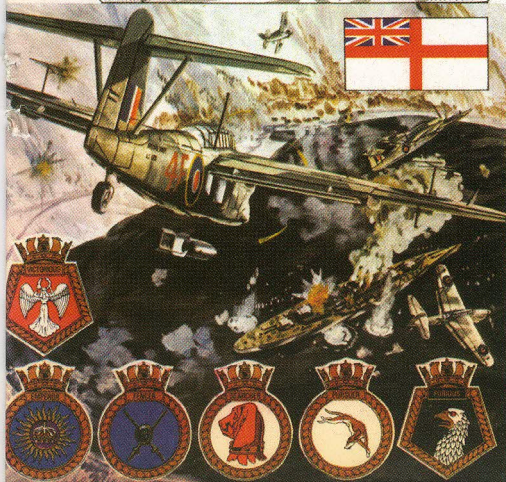
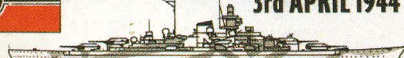


# The Airey Fairey

Journal of The FLEET AIR ARM Association



RNSC(6)10 CPS 12  
**The 50th ANNIVERSARY of OPERATION TUNGSTEN**  
**The FLEET AIR ARM ATTACK**  
**on the BATTLESHIP 'TIRPITZ'**  
**3rd APRIL 1944**



Issue 12

Summer



2004

Royal Naval  
 Philatelic Society  
 H.M. Naval Base  
 PORTSMOUTH

# CERTIFICATE OF THANKS

## *Fleet Air Arm Association*

The Imperial War Museum Duxford would like to thank you for the special contribution you have made towards AirSpace, helping to preserve our aviation heritage for future generations.

© John Dibbs  
The Plane Picture Company



**Robert Crawford**  
*Director General, IWM*



**Ted Inman**  
*Director, IWM Duxford*



**THE FLEET AIR ARM  
ASSOCIATION**

**PATRON**

*Admiral Sir Raymond Lygo K.C.B.*

**PRESIDENT**

*Rear Admiral Adrian Johns CBE*

*Rear Admiral Fleet Air Arm &*

*Assistant Chief of Naval Staff*

**VICE PRESIDENTS**

*T.Larbalestier      R.Golightly*

**CHAIRMAN**

*Fred Wadley*

*Editor.*

Lionel A. Smith  
4 Wakefield Avenue  
Fareham  
Hants  
PO16 7RP

Tel: 01329 318153  
e-mail [lionels@argonet.co.uk](mailto:lionels@argonet.co.uk)

The contents of "The Airey Fairey" are strictly copyright. All original articles are the copyright of the credited authors whilst others are the copyright of The Fleet Air Arm Association. None may be copied or reproduced in any way without prior written permission.

The views contained herein are not necessarily the views of either the Editor or The Fleet Air Arm Association and accordingly responsibility for them is not accepted.

Contributions for inclusion in "The Airey Fairey", the official journal of the Fleet Air Arm Association, are most welcome and should be submitted to the Editor prior to the deadline shown below. Whilst every effort is made to include them, due to space limitations, this is not always possible. However no article is wasted as those not used are retained for possible future use. Where there are events of general interest and dates for these are after the issue of the magazine, they will of course be included. Should you wish for articles and/or photos to be returned then please enclose a S.A.E.

### **Submission DEADLINE for the next issue (Winter) is 15th December 2004**

With respect to originals I can scan a variety of photographic media, prints up to A4 in size are acceptable as are 35 mm or APS (as a complete cartridge not individual frames) film. With larger film formats please enquire before submission of negatives or transparencies.

**Photographs in newspapers and magazines are not of sufficient quality for copying** only originals will do. Please remember to ensure that the source of any material is clearly stated so that any copyright issues can be resolved or exact sources cited.

If you are intending to scan and send resultant data files by e-mail please contact me for advice on optimising quality and yet minimising image file size.

Please note that all files are best in a generic format. This means JPEG, TIFF, PNG or GIFF for images, plain text rather than documents (sending any images separately) and CSV or TSV for spreadsheet data. Always consider that the recipient of files may not have exactly the same software so as to make sense of proprietary formats. If you want any submitted material returned then please include a suitable SAE.

**Note: the term 'National' has been officially dropped from the title of the FAAA.**

**Back issues are available for Issues 9 Winter 2002 /03 and 11 Winter 2003/04 only.**

Outer cover images: Phantom recovery 1970 and Buccaneer 'contre-jour' at Virgin Gorda 1972 © The Editor. All other images as attributed throughout The Journal, where the source is known.

**National Executive Committee and other Association Officers**

<b>Chairman</b>	<b>Fred Wadley</b>	<b>02088 982560</b>
<b>Vice Chairman</b>	<b>Doug Wyatt</b>	<b>01442 265121</b>
<b>Secretary</b>	<b>Arnold Thompson</b>	<b>02392 786443</b>
<b>Membership Secretary</b>	<b>Arnold Thompson</b>	<b>02392 786443</b>
<b>Treasurer</b>	<b>Ben Worship</b>	<b>01329 284917</b>
<b>PRO</b>	<b>Ron Sandry</b>	<b>01179 509638</b>

**Elected Members**

<b>Brian Bingham</b>	<b>Len Owen</b>	<b>Barry Simons</b>	<b>Fred Udell</b>
<b>01903 770295</b>	<b>01332 514030</b>	<b>01825 872539</b>	<b>01438 352587</b>

❦❦❦ ex Officio ❦❦❦

**Vice Presidents**

<b>Ron Golightly</b>	<b>Terry Larbalestier</b>
<b>02088 945234</b>	<b>01214 445011</b>

**National Standard Bearer**

**Alan Mathews      01952 813086**

**EDITORIAL**

There I was thinking I was well ahead with this issue but that was before being asked, at the Hanworth meeting, to include a facsimile of the certificate from Duxford AirSpace in recognition of the donation of £250 from the FAAA, and also to reproduce a picture of the plaque displayed in Changi Prison Museum commemorating the Palembang Nine. I didn't think the certificate would work well on the outside cover thus more colour space was agreed using the cover inside, this then allowed the Palembang Nine picture and the badges from Ron Frost to be placed in colour. Apologies for the reflection highlights, flash diffusers were used but obviously not strong enough and no time for a re-shoot.

In clearing copyright with Duxford I contacted same and was informed that it was OK in principle to reproduce the Certificate, at A5, but that they would prefer it if I could include editorial and more images from them. These duly arrived by e-mail and presented a problem in that colour only could do justice to some of the images. It was agreed that I could go to double sided colour centre pages which then gave a couple of positions to fit in the D-Day, Tarrant Rushton pictures in colour as supplied.

Sacrificing four pages required a substantial rework of that which I thought was set in stone. Further I had the additional problem of working around this blunt instrument of a word processor which does not seem to facilitate double page spreads. All in all the last few weeks have been hectic as well as hot and, as ever, the computer decides to do its own thing, at times causing corruption of the document. I trust that you consider it worth this extra effort.

## Tri-Service Memorial Dedication at Palace Barracks, Holywood, Belfast.

The Tri-Service Memorial Stone dedication ceremony took place at Palace Barracks, Holywood, Northern Ireland on Saturday 7<sup>th</sup> February 2004, The FAAA Standard was paraded by Des Mardle of Angus Branch.

The Angus Branch standard was paraded by Ken Pryce it being the only other FAAA standard present. The FAAA standard was transported by Association Chairman Fred Wadley who also attended the ceremony in a bitterly cold, if dry, wind. The trip home for Angus Branch members was made difficult by blizzards and a closed Forth Road Bridge, until it had been gritted. Des and Ken should be applauded for the grit they showed in attending. This was a sentiment expressed in a missive from Fred Wadley where he



The Tri-Service Memorial to those who have fallen in conflicts other than the Two World Wars.

Des Mardle Ken Pryce  
FAAA Standard Angus Standard

wrote, 'There were some sixty or so Standards on parade. I think it says a lot for the stamina of those standard bearers, some of whom are getting on in years, to stand out in the very cold north wind for more than two hours.' Fred continued, 'All three services were on parade, dominated of course by Army regiments. The Navy seemed to be well represented. ....After hob-nobbing with more brass than you could shake a stick at, and suitably replenished, we, Ken, Des and I, headed for the WO's & Sergeants mess for some liquid refreshments. All the time we were there, we were very well looked after by ex-paras. They met us at the airports and [having looked after and entertained the three FAAA members] transported us back to the airports in good time for our flights.'

Fred also wrote, 'Everything about the Memorial Gardens in general and the Tri-Service memorial stone in particular was very impressive and Albert Owens is to be congratulated on his work and dedication in creating something for which he has

never been paid. I understand that he has spent a great deal of his own money and begged, borrowed and scrounged anything that he has wanted. He cuts the grass himself and tends the garden. He is instrumental in having some of the individual memorial stones engraved and placed in the garden. I for one can not praise this man enough and I think an MBE is the very least he deserved.

*Thank you for the input Fred - Ed.*

## News From Around the Branches

### Angus Branch

**Memorial Gardens, Northern Ireland.** Albert Owens, the Custodian of the Memorial Gardens, would like it to be known that anyone who has lost a relative or friend, in any conflict, anywhere in the world, to inform him so that he can put the name on the Role of Honour that is shown at: [www.palacebarracksmemorialgarden.org](http://www.palacebarracksmemorialgarden.org) Tel: 028 9145 9969

The presentation of 'Life Membership Award' to Des Mardle (Chairman, Secretary and Newsletter Editor) by Ken Pryce (Inaugural Chairman, Vice-Chairman/National Representative), on behalf of the Angus Branch. The Certificate reads: 'In recognition of his outstanding service in furthering the aims and objectives of the Angus Branch to the benefit of all its members.' The certificate was signed by the four remaining past Chairmen.



Above: From left, Arther Wallace (past Chairman), Ken Pryce, Des Mardle, Alan Wedge. Not present Bill Groves (past Chairman - on holiday)

Silly puns from Jack Harrall:

Santa's helpers are subordinate clauses.

A grenade thrown into a kitchen in France would result in Linoleum Blownapart

*Des Mardle, Secretary.*

### Bournemouth & District Branch

Two of our founding members Ted Reeves and Aubrey Hart, passed away earlier this year both will be missed. Aubrey served the Scouts well for 35 years raising much for them. Thanks to efforts by members and PRO Ted Phillips we welcomed two new members.

*Jo Towler, Secretary*

### Bristol & District Branch

I have some bad news from the Historic Flight, at the present time (July) all aircraft have been grounded, Swordfish 5859 – the results of the X-rays of the wings show corrosion in the spars, hence the wings, like Swordfish 326, have been removed for repair. Due to the pressure of production work at BAE Systems Brough, very little work has been carried out on 326 or NF 389 “CITY OF BRISTOL” since 12.03. The ejection seat harness for the Sea Hawk is still awaited and the Centaurus engine of the Sea Fury is at Ricardo’s for rectification work on the sleeve timing.

The Fly Navy Heritage Dinner on Saturday 28<sup>th</sup> June raised £189.96 for the Trust our previous twelve months of fundraising having accrued £800.

I offer many thanks to Graham [Mewha] for his commitment in presenting our Standard, at all times accompanied by Sheena. .... In July, at the funeral of a lady member of Patchway RBL Graham presented our Standard and Sheena the Patchway RBL Standard.

*Eric Pit, Chairman*

I hear from Reg Veale that Graham and Sheena have withdrawn from the FAAA. –Ed.

### Derbyshire Branch

Wednesday 5<sup>th</sup> May signalled the end of the Derbyshire Branch of the Forces Link Action Group (DEFLAG) marked by a Thank You and Goodbye function at the Cavendish Hall, Edensor in Chatsworth Park, sadly missed by the Patron, His Grace the Duke of Devonshire who passed away on the Monday prior. Former branch chairman, Ken Griffin, was a cornerstone of DEFLAG operations.

*Tom Bowen*

### Eastbourne Branch



**Nigel Whitley presents a St Dunstan's shield to Surgeon Commander David Campbell (left picture) and receives an Ark Royal crest in return from CPOMA Bosworth (right picture) on HMS Ark Royal.**

Branch member and St Dunstaner Nigel Whitley visited HMS Ark Royal on January 22<sup>nd</sup> 2004 to give the medical crew a talk on adapting to life after losing ones sight. The Ark Royal crest will be displayed at Ovingdean.

*Barry Simons and St Dunstan's Review*



## Greater Manchester Branch



L. to R. Jim Buie, Peter Hilton of Shearings and Derek Antrobus of the Heritage Group

*By courtesy of the Warrington Guardian*

The former Aircraft Maintenance Yard at RNAS Stretton, HMS Blackcap, is now an industrial estate, partly occupied by Shearings Coaches as a coach inter-change.

As the result of a joint initiative between Greater Manchester Branch and the Local Heritage Group (who are preparing a history of the air station), the management of Shearings kindly agreed to the installation of a commemorative plaque and a history of the air station in the passenger lounge.

*Jim Buie, Secretary*

## Association News



Right: Dave Perrat of Ford Branch is awarded Life Membership of The Fleet Air Arm Association, by Fred Wadley Association Chairman, in recognition of his hard work, over many years, to raise money in support of the Heritage Flight.

*Fred Wadley,  
Chairman FAAA*

An Association Lapel Name Badges (maximum 14 characters) @ £5 ea', Scarf Rings @ £5 ea', Key Fob @ £2 ea' and Lapel Badge @ £2 ea' incorporating the Association Badge, are available via Ron Frost of Bristol Branch, (profits go to the Fly Navy Heritage Trust). Tel: 01453 843723, e-mail: [ron.dianefrost@btinternet.com](mailto:ron.dianefrost@btinternet.com), snail mail: 10 Charfield Road, Kingswood, Wooton-under-Edge. Gloucestershire.

Provisional arrangements have been made for the 2005 Reunion Dinner to be held in conjunction with the AGM over the weekend 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> April 2005 at the Royal Court Hotel, Coventry. Special rates have been negotiated by Barry Simons and will be, per person, £115 for three nights, £102 for two nights and £72 for one night. These are lower than the normal advertised rates and include the Gala Dinner with wine on the table, music etc.

## My Most Memorable Moment

by Tony Pullin DSC

Late President of Watford Branch FAAA.

Most men serving in the 1939–1945 conflict can bring memorable moments to mind, some of a military nature and some purely social! I should have liked to have selected my moment from the latter because there were so many outstanding ones but the question has reached me too late to recall! The memories are vague, the names of the principle characters and dates gone for ever.



Above: Tony Pullin

The most vividly remembered military event that befell me occurred in, I believe, March 1945 during a sweep we made in the Lofoten Islands area. I was avidly scanning the skies around us for the opposition we anticipated, whilst trying to keep squadron with my leader when I heard the urgent voice of our Squadron Commander, Lt Commander Ronald Bird telling me that I was about to be jumped by a Messerschmitt 109.

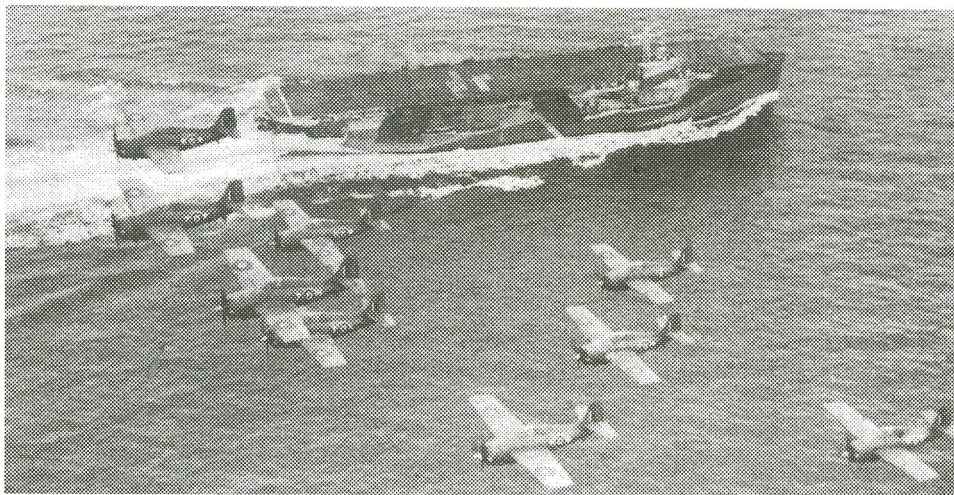
My reaction to this warning was not to raise my eyes to the rear-view mirror to see what colour the attacker's eyes were nor even to wonder what I should do. I had learned my lessons on the parade ground thoroughly and simply knew that one forward with the left. I had also learned that Wildcat VIs could turn well inside the Me 109 so I thrust the throttle forward and then [pulled the control column] left, then hard back into my stomach and kept the Wildcat's nose on line with where I judged the horizon to be for I was now flying low around fjords and mountainous islands.

Lt Commander Bird told me that he was chasing the attacker as, I believe, did Robin Dent and others. Giving me that extra confidence so necessary in such circumstances! Although I cannot remember seeing the enemy once we got out of the dive into the turns my chances seemed to end abruptly when I felt the resistance on the stick snap and had to assume the plane had been hit. I didn't see the Messerschmitt or any other plane after that moment and knew that my companions had got him just in time. Despite my best efforts the blighter had just got his sights on me and might have done better if offered a second chance.

The Wildcat was still sluggishly manoeuvrable so I took bearings and set a low course back home to Searcher, spotting her beautiful outline 25 minutes later. Approaching the ship I thought that I had better fly past to give Bats a chance to assess my damage. The starboard tailplane [elevator?] was flapping about uselessly but the port side was

complete. I was signalled to land and, on the second approach, got the thumbs up. My survival had been due to the outstanding training zeal, team spirit and splendid flying of the CO and members of 882 Squadron. **God Bless Them All!**

*Via: Ray Thomas*



**Above: HMS Searcher over-flown by 882 Squadron Wildcats on return from bomber escort and flak suppression duties during operation Tungsten.**

*Photograph reproduced by courtesy of The Aeroplane via Osprey Publishing*

The outcome of the action described above was that four Messerschmitts were claimed destroyed and another damaged. The action took place on March 26<sup>th</sup> 1945 whilst Searcher's Wilcats of 882 Squadron were escorting an Avenger strike. Tony Pullin was awarded the DSC for his part in the successful air attack on the U-boat base at Kilboton, Norway four days before the end of the war in Europe. 882 Squadron's Wildcats formed part of a 44 sortie strike which accounted for two ships and a U-Boat. That Tony did not pick this as his 'Most Memorable Moment' is, perhaps, an indication of his intrinsic modesty, his citation and letter of congratulations from Buckingham Palace cannot be fully replicated here but the text of each is reproduced, respectively, below.

August 1945. Sir, I am commanded by My Lords Commissioners of the Admiralty to inform you that they have learned with great pleasure that, on the advice of the First Lord, the King has been graciously pleased to award you the Distinguished Service Cross for gallantry, skill and devotion to duty in a highly successful air attack on the 4<sup>th</sup> May 1945, on the U-Boat base at Kilbotn when the Depot Ship BLACK WATCH was sunk and the base practically put out of action. This award was published in the London Gazette Supplement of 7<sup>th</sup> August 1945. I am, Sir, Your obedient Servant, *signature indecipherable*. Temporary Sub-Lieutenant (A) John Anthony Pullin, D.S.C., R.N.V.R.

BUCKINGHAM PALACE. I greatly regret that I am unable to give you personally the award which you have so well earned. I now send it to you with my congratulations and my best wishes for your future happiness. *George R.I.*

882 Squadron had a long association with the Wildcat, indeed it first formed at Donibristle in July 1941 with nine Martlet Is (as the Wildcat was then known in the RN). It was a new unit that formed as 882 Squadron around 12 Martlet IVs in September 1942, also at Donibristle. Having joined HMS Victorious for the North African landings in October it was in November 1942 that Lt. BCH Nation took the surrender of Blida, a French fighter airfield, after being invited to land his Martlet by signalling, from some French officers. From January 1944 the Martlets IV and V were renamed Wildcat IV and V to bring nomenclature in line with American practice (similarly the Tarpon became the Avenger). That the photograph on Page 10 is of Wildcats at the time of the Tungsten raid is down to their being Wildcat Vs and not the later Wildcat VI, as used on the Kilbourn raid, which had a higher aspect ratio fin.

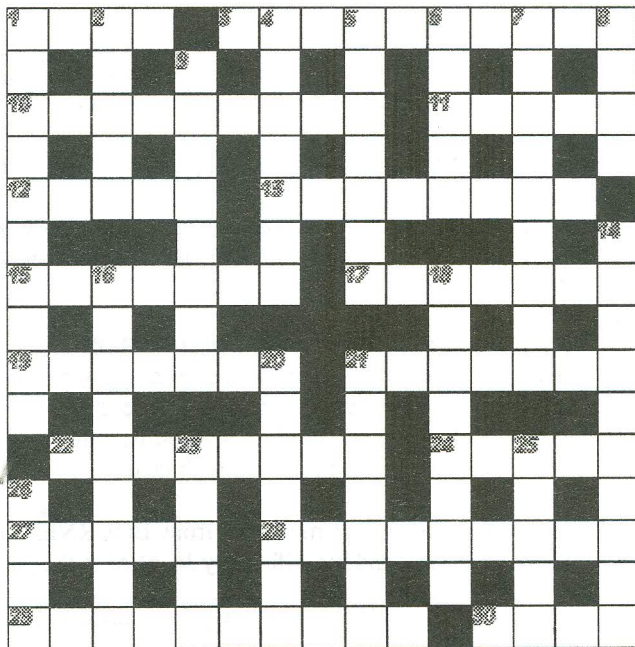
The **Royal Naval Philatelic Society** produced a Commemorative 50<sup>th</sup> Anniversary Cover for the Tungsten raid which has been reproduced on the front cover of this issue of The Airey Fairey, so that the D-Day celebrations do not cause the 60<sup>th</sup> Anniversary of this event, this year, to be forgotten. The Royal Naval Philatelic Society, President Admiral Sir Desmond Cassidi GCB, has a web site at: <http://www.rnps.org/>, or, you can contact the Royal Naval Philatelic Officer, Robert Fosterjohn on 01730 231668.

**The Telegraphist Air Gunners (TAGs) Association – Reunion 15th – 16th May 2004** was a very special get together in Gosport. From December 1942 TAGs were trained in Yarmouth Nova Scotia (NS) as well as at Worthy Down. The NS connection is why a group of High School 6<sup>th</sup> formers from Yarmouth NS, who had been brought together under the auspices of “440 productions” to make a presentation tour of wartime songs incorporated into a musical “*Time to remember, Songs and Stories of the War Years*”, came all the way to entertain us. The aim was to reflect, “wartime themes designed not only to teach the students military and wartime history, but the many lessons which can be learned from examining the challenges faced by ordinary men and women who served their country during the years of conflict.”

The repertoire of some 43 wartime favourites was delivered in a well presented production, a delight to watch, from a group of respectful interested and grateful youngsters as became evident when the Yarmouth trained TAGs were invited up onto the stage to meet the cast. A pleasurable surprise was that the youngsters had taken the trouble to salve nails from the recently demolished huts of East Camp, Yarmouth, then had one of each placed in a presentation pack of which we each received one as a memento of our one time home from home.

The Memorial service on Sunday at the FAA Memorial at Lee front, concluded by the laying of wreaths, was conducted by The Reverend Peter Sutton with Rear Admiral Adrian Johns CBE, Assistant Chief of Naval Staff and Head of the FAA, Commodore Neil D Latham RN, CO of HMS Sultan, Commander Kevin Fox BSc RN Engineering & Survival School HMS Sultan and the entire Canadian contingent. The Canadians were allocated two to a table at a well organised lunch at Lee Golf Club so we had the pleasure of their company for a little longer. See [www.440productions.ca](http://www.440productions.ca) for more. – Fred Good.

A Stand-Eazzzy Crossword



Answers  
Page 26

**Across:**

- 1. Feisty WW2 naval commander of Pacific, Sirte and Cossack renown (4)
- 3. Per second squared verb for take off (10)
- 10. Blue liner (9)
- 11. Lures jumbled to govern (5)
- 12. Porous block for flowers, in a desert (5)
- 13. The best, most extreme or terminal (8)
- 15. Prevent, using special oil perhaps (7)
- 17. The purpose of flight deck JBDs (7)
- 19. Spoke, near inaudible if lead by Mike (7)
- 21. Publication correction list (7)
- 22. Admit, possibly with ritual to begin (8)
- 24. Equilibrium missing Sierra for E. German Secret Police (5)
- 27. Of the birds (5)
- 28. Going from A to B in the USA (9)
- 29. One volunteer worth ten of these (7,3)
- 30. SNAFU when shaped as this fruit (4)

**Down:**

- 1. Triumphant long careered RN carrier (10)

- 2. First RN flush decked carrier (4)
- 4. Close fitting overall for felines (3,4)
- 5. Lava bombs or aircrew could be thus (7)
- 6. Re-writable memory chip (I/C) blanked by UV light. (5)
- 7. That set aside, for growing vegetables (9)
- 8. Not difficult, relax for the military. (4)
- 9. Angry unit of pressure for part of a bicycle. (5,3)
- 14. Stalk red-head for crystallized confection. (4,6)
- 16. One of these is always on contact. (3,6)
- 18. Pete firs arranged to aid trench defence. (4,4)
- 20. Conscripted to a US citizen. (7)
- 21. Raise up. (7)
- 23. RM band may need to suck these before making them. (5)
- 25. Not dead back in evil abode. (5)
- 26. Stripy stinger for a small ships flight. (4)

## D-Day Parade at Tarrant Rushton

**Windy Corner.** For all who worked at Tarrant Rushton especially on those blustery days building up to the D-Day anniversary it is aptly named. The day of the service was very hot and the area packed. Over the years it has been a small gathering but this time it was almost standing room only. Our Standard Bearer did us proud and stood the day well, considering the length of time standing. The young Air Force Cadets paraded smartly and the colourful band performed well as did the crowd singing.

*Jo Towler, Bournemouth Branch, who provided the picture of the standards parade opposite, top and that from which the inset of the memorial was taken.*

### From the Fleet Air Arm Association Standard Bearer

Our association standard was paraded at 'Tarrant Rushton' (better known as 'Windy Corner'), as part of their 60th 'D-Day' celebrations on 6th June 2004. In addition to our standard, and the various 'Royal British Legion' standards, our good friends from BRISTOL FAAA also attended bringing their standard with them.

I was very fortunate to speak with several members from BOURNEMOUTH FAAA, including their chairman - Fred Towler and his wife Mary Jo, prior to the parade starting.

It can be seen from the pictures taken that the weather was extremely hot and sunny, surprisingly not that windswept on the day, with only one fainting occurring and that one of the Air Cadets in a platoon near to me. He recovered promptly after a much welcomed drink!

For those unfamiliar, Tarrant Rushton is in Dorset, near Blandford Forum, and being where some eighty FAA personnel were stationed during WW2 helping the RAF with the principle role of 'Troop Glider Towing'. On the eve of 'D-Day' it seems that there were about three hundred plus Gliders took off from here towards France, fully laden.

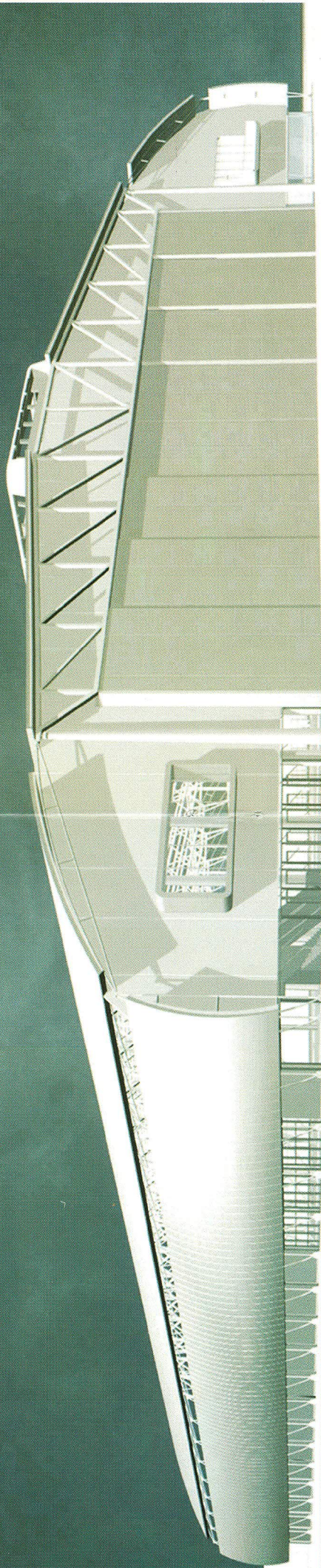
It was fitting that the ashes of a glider pilot who served here were scattered along what is left of the perimeter track at the request of his family, with full honours presented by the standards in attendance.

From a personal viewpoint, I found the parade very humbling, emotive and thought provoking as to how those troops and aircrew felt when they took off from this airfield as part of the beginning of the liberation of Europe. I also felt extremely proud to have been on the parade and to play a small part in the remembrance of a those who took part in a small, but significant, piece of history on that day 60 years before.

*Alan Matthews, Standard Bearer, FAA who provided the picture, opposite bottom.*

The FAAA Standard was also paraded on 20<sup>th</sup> June at Weymouth's annual 'International Military Festival' with that of the Bristol Branch who were there in some numbers.





## AirSpace at Duxford

### A visionary display of aviation heritage

So many inventions and breakthroughs in technology have only been possible through understanding the past. Sir Isaac Newton acknowledged the inspiration and achievements of those who came before him when he said he stood 'on the shoulders of giants'. Similarly, Concorde incorporated turbojets designed to power RAF bombers. At AirSpace visitors of all ages will be able to appreciate, learn and be inspired by our aviation heritage – not through computers but by exploring the very aircraft themselves. The exhibition will stir the imagination, evoke pride in our nation's achievements and stimulate minds to play a part in the future of British aviation, engineering and technology. For much of aviation's history, Britain and the Commonwealth have led the way in the field of aircraft design and construction. The tradition of innovation will be seen in the military and civil aircraft that will be housed in AirSpace – including the third ever Concorde to be built and the one that made the fastest flight of any Concorde. What better location for AirSpace than Duxford, a former RAF station where Spitfires, Javelins and Hunters were based and which is today the home of Britain's premier aviation museum.

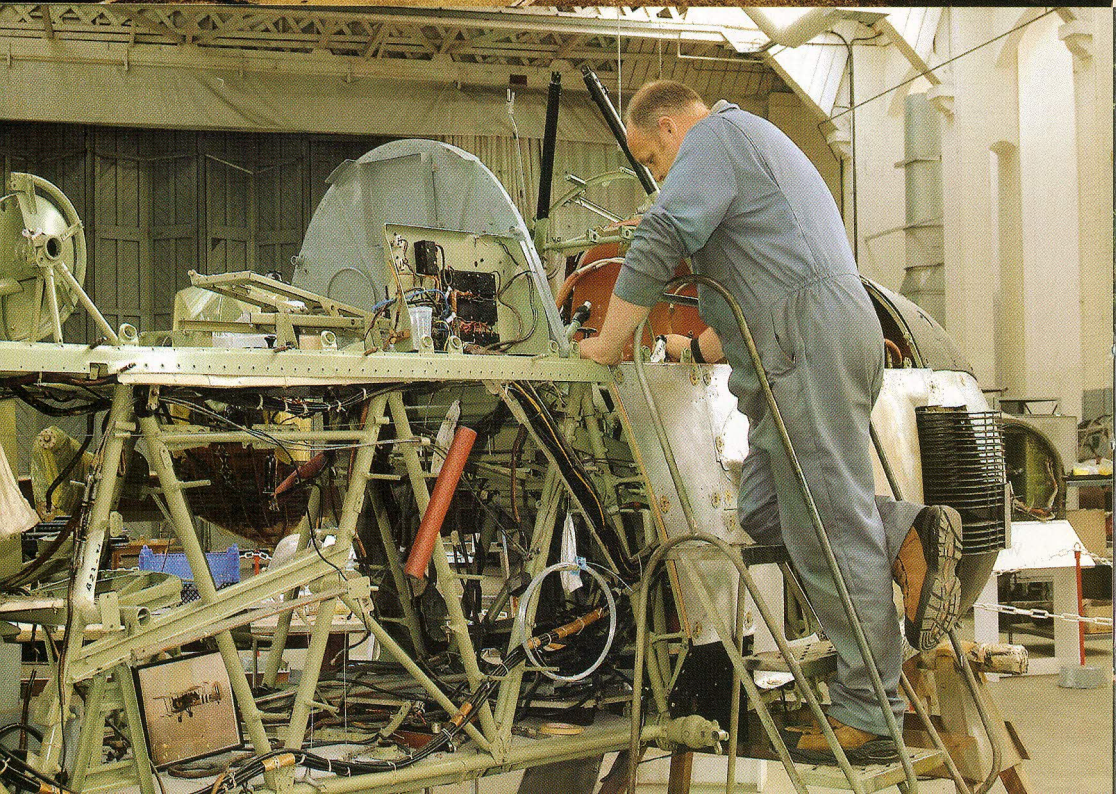
Our plan is to transform our Hangar 1 into a 10,000 square metre exhibition worthy of our magnificent aviation history and work is already underway. The exhibition will feature 32 classic British and Commonwealth aircraft, some suspended from the roof as if in flight. Also included are a dedicated area for the conservation and maintenance of large aircraft and a new centre for learning with purpose-built, self-contained facilities for educational groups of all kinds. Completion is scheduled for 2006.

This prestigious project has been allocated £9 million by the Heritage Lottery Fund and £995,000 by the East of England Development Agency. BAE SYSTEMS has agreed to form a partnership with the Imperial War Museum in the development of AirSpace. In a special display, BAE SYSTEMS will tell the story of its evolution, through the innovation of its predecessor companies that have touched all our lives, to interactive displays that look into the future.



● Standing  
● Suspended





## Pictures and Editorial from IWM Duxford

### Opposite, top:

#### BAC/Aerospatiale Concorde 101

This pre-production aircraft, number 101, made its first flight in December 1971. It carried twelve tons of test equipment and was used for five years to measure all aspects of the aircraft's structure and performance in flight. In 1974 it achieved the highest speed by any Concorde and made the fastest westerly civil transatlantic flight, in 2 hours 56 minutes.

The aircraft finished its test programme in 1975. It was donated to the Duxford Aviation Society and was flown in to Duxford in 1977.

**ENGINES** Four Rolls Royce Snecma Olympus 593 Mk 602 turbojets, each with 16,692 kg (36,800 lb) static thrust with afterburning

**DIMENSIONS** **Wing span** 25.56 m (83 ft 10 in) **Length** 58.86 m (193 ft)

**WEIGHT** **Empty** 76,650 kg (169,000 lb) **Maximum** 163,532 kg (358,000 lb)

**PERFORMANCE** **Maximum speed** 2,333 kph (1,450 mph) (Mach 2.23)

**Maximum altitude** 19,416 m (63,700 ft)

**CREW** Three plus three flight test engineers **PASSENGERS** None

### Opposite, bottom:

#### Fairey Swordfish III

#### British two-seat torpedo carrier and three-seat spotter-reconnaissance aircraft in service 1936-45.

This Swordfish Mk III, NF370, was built in 1944 and was allocated to the RAF in February 1945. However, there is no record of it having been issued to either of the RAF squadrons that were equipped with Swordfish. It came to the Imperial War Museum in 1952 and was moved to Duxford from the Museum's London headquarters in 1986.

Crew	Construction	Engine
Two/Three	All-metal fabric covered	One 750hp Bristol Pegasus 30

#### Performance

Maximum speed 138mph (222km/h)

Service ceiling 19,250ft (5867m)

Range with full ordnance load 546 miles (879km)

#### Armament

One fixed 0.303in Vickers

One manually aimed 0.303 Browning or Vickers K in rear cockpit

Provision for one 18in (45.7cm) 1610lb (731kg) torpedo or a 1500lb (681.4kg) mine or 1500lb (681.4kg) of bombs Underwing racks for eight 601b (27.2kg) rockets or other stores

#### Dimensions

Wing Span 45ft 6in (13.87m) Length 35ft 5in (10.87m) Height 12ft 4in (3.76m)

Weight empty 47001b (2134kg) Weight loaded 75101b (3410kg)

*Captions above, abridged, from IWM Duxford*

### Centre Pages:

These include an artist's impression of the exterior, a plan of the aircraft display section and textual explanation, supplied by IWM Duxford, of the re-furnished and extended 'Superhangar', Hangar 1, situated to the north of the eastern (M11) end of the main runway.

This £21.5 million project is still short by just under £2 million. The Fleet Air Arm Association has made a donation for which a 'Certificate of Thanks' has been presented. This A4 format certificate is reproduced (with Duxford's permission) at A5 on the inside front cover of this issue.

Private donations are welcome. Gifts of £50 receive an AirSpace badge entitling the holder to one free day of special briefings and events at Duxford.. Gifts of £125 earn the AirSpace badge plus a hand-signed certificate of thanks and regular AirSpace updates. If you give £250 or more to AirSpace, either as a single gift or by giving £10 a month you will be thanked by having your name displayed on the Skywall which will be displayed prominently at the entrance to AirSpace. See: <http://www.airspaceduxford.org.uk/html> for more information.

For a reliable book on the story of Concorde readers could do worse than look up the title by the chief test pilot of the British trials, the late, Brian Trubshaw entitled, 'Concorde The Inside Story' ISBN 0-7509-2811-5 for a revised and updated, post Paris crash, edition. This 2001 published edition is of course pre Concorde's all too early retirement. Brian Trubshaw was uniquely qualified to write such a book as this, having been involved with Concorde for over 30 years and being well versed in the engineering details and development history of this technological masterpiece.

Eric Pitt, Chairman of Bristol Branch, cited Concorde as being the most interesting aircraft that he worked on. I hope to include his letter in full in the next issue, -Ed.

## **The Palembang Nine**

I have been asked to include a reproduction of a photograph (by Lee Jan) of the memorial plaque sited in Changi Prison Museum, Singapore. This plaque is to the memory of nine FAA aircrew that were executed by their captors on the beach at Changi on the evening of 18<sup>th</sup> August 1945, three days after the ceasefire which preceded the Japanese surrender. The nine men comprised two Avenger crews from 849 Squadron on HMS Victorious, two Corsair pilots from 1833 Squadron on HMS Illustrious and one Hellcat pilot from 1839 Squadron on HMS Indomitable.

There are two other memorials of this nature one set in the floor of the Fleet Air Arm Memorial Church, St Bartholemew's, Yeovilton and another in Portsmouth Cathedral.

Following the re-occupation of Singapore three Japanese officers were detained for murder a major, a captain and a lieutenant. All three Japanese officers committed suicide before justice could be served. Their deaths could have been one of the factors behind there being insufficient evidence to implicate more senior officers.

There is little doubt that the successful series of raids by aircraft of the British Pacific Fleet (BPF), on the oil refineries and associated installations and airfields on Sumatra, played a significant role in weakening the hold of the Imperial Japanese forces on South-East Asia.

The first of three raids, by Force 65, Admiral Sir Phillip Vian, took place on 4<sup>th</sup> January 1945, the flying off point being NE of Simular Island (Pulau Simeulue), and was against the oil refinery at Pangkalanberandan on the NE coast of Sumatra just north of Medan where the airfield, and that at Belawan Deli, was attacked. Considerable damage was done to the oil refinery. Force 65 then returned to Trincomalee for embarking stores and ammunition and a visit by the Supreme Allied Commander, South East-Asia, Lord Louis Mountbatten.

The replenished BPF, now designated Force 63, returned to waters off Sumatra to carry out the Meridian I and Meridian II raids, against oil refineries at Palembang, Sumatra.

Meridian I was launched from a flying off point between Eggano Island and the Sumatra's west coast against the refinery at Pladjoe with the airfield at Manna also being targeted. Japanese reports captured post war indicated that Pladjoe oil output was halved. Meridian II was against the Soengei Gerong oil refinery with the airfields at Manna and Palembang. Soengei Gerong output was halted for two months and never again reached more than half its pre-raid production.

These raids were judged the most successful mounted by British forces in South-East Asia although they were costly in terms of aircraft and aircrew lost. Japanese air losses were also high, the Seafires of 894 Squadron, who formed a part of the standing patrol (CAP in modern parlance) protecting the fleet from the expected retaliation from shore, proving particularly efficient in despatching raiders.

One strange tale involves a red haired radio mechanic, who stowed away in one of the raiding Avengers, from Victorious. Crazy! Who was he? One of our readers must know!

### **Naval and Aviation DVDs and Video Tapes**

A company called BEULAH markets a number of video tape and/or DVD titles which may be of interest. I have here a DVD entitled 'FLY NAVY' which contains three film sequences. 'Hands to Flying Stations' is shot on HMS Ark Royal in the mid to late 1970s showing the expected mix of launches and landings of Phantom, Buccaneer and Gannet aircraft as well as the operation of Sea King and Wessex SAR helicopters. 'Buccaneer' is a closer look at the operation of this aircraft, this time from HMS Eagle which of course includes some shots of 899 Squadron Sea Vixens and the ship's other types. 'Aircraft Controller' depicts the interplay between those working in ATC and the aircrew flying the cabs. For more information log on to, <http://www.eavb.co.uk/video> or write to: Editions Audiovisuel BEULAH, 66 Rochester Way, Crowborough. TN6 2DU.

**PhD FAA Logistics researcher Ben Jones of King's College London**, requests information from aircraft handlers, armourers, artificers, electricians, engine mechanics, fitters and radio mechanics, on length and nature of training, details of jobs and the problems of maintaining different types of aircraft on a carrier or at a naval air station between 1939 and the mid-1950s. e-mail: [benjones2012@hotmail.com](mailto:benjones2012@hotmail.com), or snail mail: Flat 61, 165 Great Dover Street, London. SE1 4WZ, or Tel: 07986 834933 (evenings).

## The Book-Shelf

A selection of books that may be of interest.

**Brown, David. K. and Moore, George. (2003) 'Rebuilding the Royal Navy Warship design since 1945', Chatham Publishing, London. ISBN 1-86176-222-4.**

This volume forms an admirable sequel to David K Brown's sequence of four books which detailed the naval architecture, marine engineering and weapons development from 1800 to the end of World War Two.

By the end of that war electronics in the form of sonar, RADAR, weapon control and communications systems was well entrenched and was to become of underlying importance to the decisions made by British naval architects in the post war world.

It is not commonly realised how British scientists and engineers led the world in techniques for refining the development of hull form and propeller efficiency, through testing in the Froude tanks at Haslar. The investigations into cavitation which gave the Royal Navy quiet propellers ten years ahead of the rest of the world are but one example of the leads taken by British naval architects.

Cavitation is caused by the large drop in pressure on the back surface of a blade allowing water to boil with the resultant violent implosion of gas bubbles causing not only noise but pitting up to half an inch deep in the surface of the blade. Damage apart, the noise causes a potential hazard for the ship by creating a stronger signature for acoustic homing torpedoes.

Of particular interest to FAA personnel who served during the 1960s period are the machinations over CVA-01. Although eventually cancelled if the carrier had completed there is more than a possibility that various ministers would have compromised the effectiveness of the ship in counter-productive attempts to save money by reducing the size. That reduction in size often adds to complexity and cost whilst reducing operational capability is something of a refrain. This is shown to be the case with all major classes of vessel; frigates, destroyers and aircraft carriers described.

Another area where false economies have backfired is where ships have been reconstructed in order to change role or 'modernise'. The outstanding examples of this are with aircraft carriers and HMS Victorious being a prime example, although at least she did keep another 'deck' in operation whilst the defence programme was in a state of extreme flux.

Both Eagle and Ark Royal were other examples. Eagle had but a short life after her £31 million reconstruction between 1959 and 1964. During the early planning stage the proposed air group comprised the NA.39 (Buccaneer), the N.139P (Sea Vixen) and, interestingly, the P.177 (a jet fighter with an additional rocket engine to boost rate of

climb. The concept behind as flight tested with the SR.53 – see the Jones title described below) which was another victim of the Sandys' 1957 axe.

The lessons drawn from weapons testing and the Falklands conflict are detailed as are many of the underlying technologies such as paint finishes. Did you know, for instance, that one of the Leander class was found to have 80 coats of paint, weighing 45 tons.

Overall this is a fascinating book which will be informative to any who served on ships carrying aircraft, although the chapters on submarine developments are also of considerable interest. For example, a Royal Aircraft Establishment airship report of 1923 was used when the Swiftsure class nuclear boats were in planning. Highly recommended.

**Buttler, Tony. (2000) 'British Secret Projects Jet Fighters Since 1950'**, Midland Publishing, Hinckley. England. ISBN 1-85780-095-8

This is a fascinating volume for anybody who was alive and aviation aware during the 1950s and 1960 as it details most of those postulated designs that never quite made it into hardware but were nonetheless instrumental in the development process. That many of them could have led to operational aircraft, with overseas sales potential, there is no doubt. Unfortunately politics (specifically one politician) intervened and ensured that the UK military aircraft industry lost out to, in particular, that large country across the channel. The potential in the Fairey Delta II for example was clear and underlined by the French development, with strong overseas sales, of the Mirage series. Dassault having paid particular interest in the Fairey Delta II during the period of the World Airspeed Record attempts and afterwards. What may have been the Fairey Delta III?

Of particular interest are those projects with a naval theme, such as a supersonic Sea Vixen and VTOL P1150 series. Many of the plan-forms proposed on the way to the Scimitar are also included. This book brings us up-to-date with a chapter entitled 'Trails to Typhoon' followed by another detailing proposed Hawker Siddeley fighters including 'Steps beyond Harrier: 1975 to the 1980s'. The final chapter works its way through the Joint Strike Fighter and a stealth penetrator study.

An absorbing book and well worth a look, containing as it does numerous line drawings, photographs and artists impressions, many of the latter in colour.

**Drake, Bill (C.S). (2003) 'A Bit of a "Tiff" ', Platypus Books, Bishops Waltham. Hants. ISBN 0-9546185-0-5**

Admiral of the Fleet John Arbuthnot Fisher, Lord Fisher of Kilverstone, when Second Sea Lord in 1903 created the Boy Artificer scheme in recognition of the increasing need for highly trained artisans and engineers to keep the, increasingly complex, material of the Royal Navy fully operational.

The title 'Artificer' was very quickly abbreviated to 'tiff' with 'tiffies' being used for the

plural. It was inevitable that in time artificers were required for the servicing of the aircraft that were becoming ever more important to the operations of the fleet and this book is the personal account of one such artificer.

A Bit of a "Tiff" relates the path of one man from childhood (very briefly covered but nonetheless of interest to social historians) aviation interest, through training and service on escort carriers in war time and a brief spell with the Royal Canadian Navy on HMCS Magnificent, promotion to Acting Commissioned (Air) Electrical Officer and subsequent posting to HMS Eagle during the Suez campaign deployment and then onto the technical challenges of large jet aircraft on fleet carriers of the cold war period.

This accurate and detailed record of a facet of naval aviation and service life, drawn from a long personal experience, provides valuable material for any aviation, naval and social historians researching the period from World War Two, through a long period of the Cold War up to the early 1970s in fact. It is detail from individuals such as Bill Drake, who were there, that should be used to verify, and perhaps correct, many of the already published histories as well as those to come.

The easy style, full of humour (a feature of the many cartoon drawings included), some self opprobrium and a little cynicism, ensures an entertaining read for members of the service community and the general public. The reproduction of a number of wartime newspaper cuttings and other documents adds a note of authenticity. That the author has taken the care to preserve so many relevant artifacts for posterity is indicative of the attention paid to accuracy of detail throughout the narrative.

The author's stated objective of providing a, '...."Warts and All" story (perhaps not all the Warts!) ..... ' of one man, 'centred on Aviation, primarily about the fortunes and misfortunes of the Fleet Air Arm of the Royal Navy as seen from the perspective of Air Artificers of the Royal Navy under training, at war, and in peace.' has certainly been achieved.



**FAAA Patron Admiral Sir Raymond Lygo, KCB congratulating Bill Drake at the launch of 'A Bit of a "Tiff"' on the occasion of the book signing at the Southampton Hall of Aviation, March 25 2004.**

*Photo': The Editor*

Published narrative relating the story of the maintenance crews who, often working long hours in arduous and dangerous conditions, thus enabling the better known exploits of

Fleet Air Arm aircrew is extremely rare. Books containing as many photographs as this one has, in such a compact package, are even rarer.

Price £12.99 (paperback) plus postage and packing at cost (£4.00 UK)

Contact details:

Platypus Books, Bobbins, Hoe Road, Bishops Waltham, Southampton. SO32 1DS. Tel. 01489 895706 E-mail [billdrake@onetel.com](mailto:billdrake@onetel.com)

**Jones, Barry. (2003) 'British Experimental Turbojet Aircraft',** The Crowood Press Ltd., Marlborough, Wiltshire. England. ISBN 1-86126-621-9

This is most definitely one for those around in the 1950s and 1960s when there was a buzz of excitement leading up to any SBAC show.

From the Gloster E.28/39, through the DH. 108, Hawker P.1040/52/72 and 81, Avro 707, Fairey FD1 and FD II, and the numerous research aircraft helping towards supersonic, Short S.B. 5 and English Electric P.1 and VTOL flight, Short S.C. 1 and Hawker P. 1127, to the BAC 221 Fairey Delta II conversion and H.P. 115, to aid with the Concorde programme (the 'e' being added later to appease the French), and the Hawker Kestrel Tripartite trials, the rich tapestry of British jet aircraft development unfolds here.

Along the way other interesting types such as the Saunders-Roe SR.A/1 flying boat fighter, the pterodactyl like AW.52 types and the exciting looking Bristol Type 188 and SARO SR.53 jet/rocket fighter are detailed.

The important work carried out by less glamorous types such as the Avro Ashton are not excluded nor are the developments from Supermarine Attacker to Scimitar.

The final chapter of this sumptuously produced book, which has many three view coloured drawings for each type including variant details and many photographs, includes mention of some of the many cancelled projects. Projects which demonstrate the vibrancy and technical expertise that continued to exist in a shrinking industry. This expertise was so often frittered away, in morale sapping fashion, by politicians. Having a father working in the industry (design at Rotol, later Dowty-Rotol) throughout the period I also felt some of the chill from the winds blowing through, as well as experiencing some of the excitement endemic in, the British aircraft industry.

Recommended as a companion to the Buttler book described above.

**Sturtivant, Ray with Mick Burrow and Lee Howard. (2004) 'Fleet Air Arm Fixed-Wing Aircraft Since 1946',** Air-Britain (Historians) Ltd, 41 Penshurst Road, Leigh, Tonbridge, Kent. England. ISBN 0-85130-283-1.

This long awaited volume is the result of decades of painstaking research and as such includes much detailed information that is no longer available from official sources many



records having now been destroyed, although the author has managed to secure the preservation of much material which would otherwise have been lost to posterity. For this he deserves recognition as much as for the 'labour of love' that has underpinned the research.

This tome (it weighs in at nearly 8 lbs) contains a potted history of every fixed-wing aircraft operated by the Fleet Air Arm from 1946 to the present, organised by manufacturer, type and then serial number. From Avro Anson, Supermarine Seagull and Auster through Sea Hawk, Sea Venom, Scimitar and Sea Vixen to Sea Harrier, they are all here. The many second-line types operated for communications and special duties, including those of the FRADU, are listed. Thus Sea Heron and Sea Devon, Sea Prince, Hunter and Canberra are all here.

Individual histories typically include date of first flight or delivery, parent unit with side numbers (call signs) where known and accidents. Accidents are accompanied by the names of aircrew involved and also ground crew where appropriate. The eventual fate of an aircraft is listed together with owners or location if extant.

Past serving members will doubtless find errors in detail and I think I have discovered one or two inconsistencies but have not had time to do an exhaustive survey with notes of even those aircraft types with which had I had dealings, Hunter T8 and GA11, Meteor T7, Sea Vixen, Sea Venom, Phantom, Canberra, Sea Devon and Sea Heron.

Unlike aircrew maintainers rarely kept a log of airframes worked on thus errors found may be more down to quirks of our own memories than to the author of this work. For example, this book reveals that I am in error about the identity of the 766 Sq. Sea Vixen 711 that crashed near South Cadbury in February 1966. The then 711 is identified as being XJ567 and not XJ520 (lost under different circumstances at about the same time) as I had stated in Issue 10 of *The Airey Fairey*. Sorry readers, or was I correct all along.

The book includes a large number of monochrome photographs dispersed throughout with some stunning full page images including one of the Supermarine Type 508 VX133 (with butterfly tail) aboard Eagle in 1952. There is an extensive colour section in the centre of the book which is comprised of eight pages of line drawings (40 aircraft types plus some squadron insignia) and eight of colour photographs (22 images).

It is in the colour section that one of the unfortunate errors is to be found where the Douglas Skyraider caption has been repeated below the AS Avenger drawing. Such errors should not, however, be allowed to detract from the overall excellence of this work.

The Foreword is by Admiral Sir Michael Layard KCB CBE, whose advocacy is far more eloquent than any words I could string together, in which he writes: 'I commend this book, which I have no doubt will bring fascination and pleasure to many, be they Researchers, Historians or Aviation Enthusiasts, who have a priceless bank of

information here, or to members of the Fleet Air Arm who will enjoy browsing through it and being reminded of the detailed history and movement of every single aircraft they flew or maintained since the end of the Second World War.'

**Sturtivant, Ray and Theo Balance. (1994) 'The Squadrons of the Fleet Air Arm',** Air-Britain (Historians) Ltd, Tonbridge, Kent. ISBN 0-85130-223-8

Although now a little long in the tooth this volume, not quite as heavy as the Fixed-Wing Aircraft book, is still a useful adjunct for those studying that volume.

For each squadron, or unit, there is a brief written history, details of aircraft markings followed by lists of aircraft operated, squadron bases and commanding officers all listed in chronological order. A facsimile of each squadron crest, with motto where applicable is found at the head of each history, the entries including some photographs of aircraft operated by the squadron.

There are too many indices, and perhaps appendices, to include here but amongst the topics are; Aircraft (Equipment), Locations in the UK, Overseas Locations, Ships, Commanding Officer Names, Fleet Air Arm Flag Officers, Aircraft Carriers, MAC ships, Warships with Catapults, Cranes or Flying-off Platforms 1922-1944, Helicopter Carrying Ships, Ships Flights, FAA Flights 1923-36, Aircraft Code marking, Fin Codes for Shore Establishments, Deck Recognition Letters and many more.

The volume of Fleet Air Arm Aircraft 1939 – 1945 has a new edition in preparation as much new material has come to light since the publishing of the previous edition.

**Sweetman, John. (2000) 'Tirpitz Hunting the Beast Air Attacks on the German Battleship 1940-44',** Sutton Publishing. Stroud, Gloucestershire. ISBN 0-7509-2086-6.

That the RAF finally got the Tirpitz there is no doubt. That the Tirpitz moved within range of RAF bombing attacks from home waters as the result of a 12000lb bomb being planted forward of Tirpitz's Anton turret is also beyond question. That the latter raid by the RAF, from Soviet territory, was hugely expensive in effort and material terms is also true. However the Tirpitz saga is best thought of as a progressive erosion of a ship's operational value to which the contribution of the Royal Navy (midget submarines) and its Fleet Air Arm played an important, and oft undervalued, part.

This book relates in detail each of the engagements between the Fleet Air Arm and Tirpitz. The first being the attack by torpedo armed Albacores of 817 and 832 Squadrons from Victorious whilst Tirpitz was running for cover to Narvik during 9 March 1942. That the flights of the two squadrons put in an uncoordinated and ineffective attack has been put down to the lack of experience of the strike leader. However the circumstances were a good deal more complex than that with weather playing its part.

It should be considered that the top airspeed of an Albacore provided only about a 30

knot closing speed on Tirpitz steaming into strong head winds as was the case; this gave the warship plenty of time to manoeuvre and inflict damage on the attackers. The reasons behind the FAA being comparatively badly equipped, with respect to not only quality but quantity, are well understood, being a product of the inter-war machinations of the Air Ministry aided by a lack of understanding or interest in certain quarters within the Royal Naval high command.

The shortcomings in airspeed, to achieve surprise, and load carrying ability were to hamper other FAA operations, for example the Tungsten and the Goodwood series. All of these attacks were pressed home with determination and courage. That these operations achieved only limited, but non-the-less valuable in as far as further reducing the Tirpitz's value as a fighting unit, success was a reflection on the poor equipment rather than the men carrying out the attacks, or indeed of their support crews.

It was only learned after the war how degraded was the ship's capability. Indeed if that 16000lb AP bomb, dropped during Goodwood III, which penetrated five decks to come to rest in No. 4 Switch Room, had exploded then the outcome could have been very different. This would have been in spite of the fact that, as discovered by the German bomb disposal team, the bomb contained only half the amount of explosive that it should. Was this weapon a dud because of the fortunes of war or the fortune of some unscrupulous munitions manufacturer?

**Tillman, Barrett. (1995) 'Wildcat Aces of World War 2', Osprey Publishing, Fulham. London. ISBN 1-85532-486-5**

As would be expected from the title, this book largely details the organisation and exploits through American eyes. However, there is a relevant chapter detailing some of Fleet Air Arm operations with this aircraft where it was formerly known as the Martlet.

The reason that details of this book are included here is due to the background it can provide to the exploit of Tony Pullin related elsewhere in this issue.

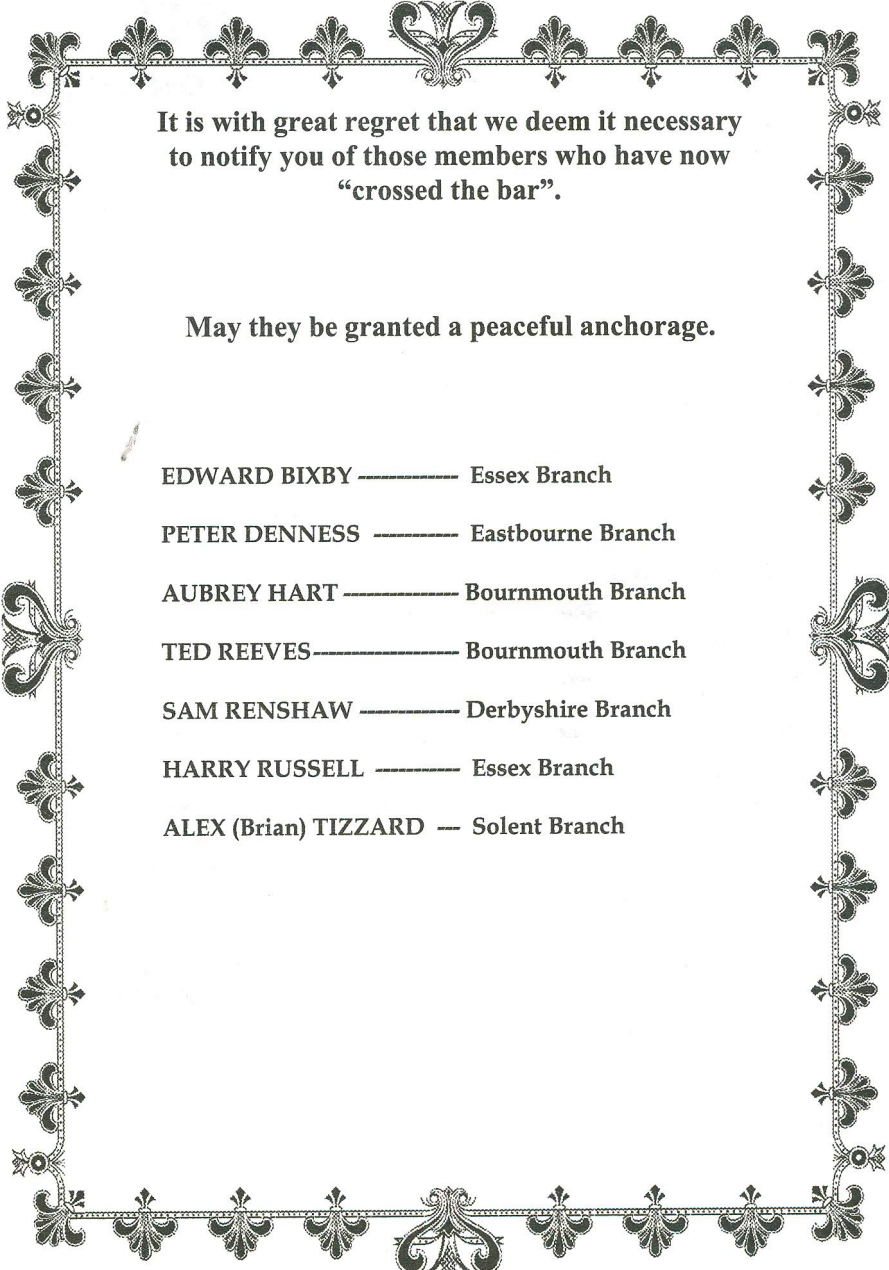
I wonder if there are any Association members who remember the first batch of Martlets that were ceded from France with French instrumentation. There must be some interesting stories to do with incidents relating to the French inspired design quirks.

### Answers to Crossword

**Across:** 1. Vian, 3. accelerate, 10. cigarette, 11. rules, 12. oasis, 13. ultimate, 15. inhibit, 17. deflect, 19. uttered, 21. erratum, 22. initiate, 24. Stasi, 27. avian, 28. traveling,

29. pressed men, 30. pear

**Down:** 1. Victorious, 2. Argus, 4. cat suit, 5. ejected, 6. EPROM, 7. allotment, 8. easy, 9. cross bar, 14. stem ginger, 16. hot engine, 18. fire step, 20. drafted, 21. elevate, 23. tunes, 25. alive, 26. wasp



It is with great regret that we deem it necessary  
to notify you of those members who have now  
“crossed the bar”.

May they be granted a peaceful anchorage.

EDWARD BIXBY ————— Essex Branch

PETER DENNESS ————— Eastbourne Branch

AUBREY HART ————— Bournemouth Branch

TED REEVES ————— Bournemouth Branch

SAM RENSHAW ————— Derbyshire Branch

HARRY RUSSELL ————— Essex Branch

ALEX (Brian) TIZZARD — Solent Branch

## LIST OF ACCOUTREMENTS ON SALE FROM THE TREASURER.

May 2004

ITEM	Cost (Incl. P&P)
Gold Wire Blazer Badges.....	£ 11.00
Silk Blazer Badges .....	£ 8.50
Ties .....	£ 7.50
Beret Badges .....	£ 7.00
Ladies Head Scarves.....	£ 8.50
Members Lapel Badges (Gilt) .....	£ 1.50
Associate Members/Spouse Lapel Badges (Chrome).....	£ 1.75
Life Member Lapel Badges.....	£ 1.00
Baseball Caps .....	£ 6.50
Plastic Medal Holder (Large).....	£ 3.00
Plastic Medal Holder (For Miniatures).....	£ 2.75
Car Stickers .....	£ 1.25
Membership Cards .....	£ 0.40

### ITEMS BOUGHT TO ORDER

Short Sleeve Pilot Shirt .....	£ 15.00
Long Sleeve Pilot Shirt .....	£ 15.00
Sweaters, Acrylic .....	£ 16.75
Sweaters, Lambs wool.....	£ 25.00
Colours Available: White, Red, Maroon, Bottle Green, Navy Blue, Royal Blue, Light Blue (NOT in Lambs wool), Black, Grey.	
Sizes when ordering: 32" to 56" in 2" stages. Shirts <b>S, M, L, XL, XXL</b> .	

Orders to the Treasurer. Cheques made payable to **Fleet Air Arm Association**.

**PAYMENT WITH ORDER PLEASE**

Items will be ordered by the Treasurer and sent direct to you by the supplier, who will invoice the Treasurer. This is to safeguard against **non-Members** of the association purchasing these items.

Berets can be obtained from: Baun & Co. Naval Tailors and Outfitters, 14 Queen Street, Portsmouth. PO1 3LH. Cost £9.00 inc. Package and Posting.

Printed by Jenners Print, 8 St. Mary's Walk,  
Hailsham. BN27 1AF  
Tel: 01323 441848

Royal Navy  
British Pacific Fleet



Fleet

Air Arm

*In memory of*

S/Lt(A) J R Burns RNVR(P) Lt(A) K M Burrenston RNVR(P)  
S/Lt(A) D V Roebuck RNVR(O) S/Lt(A) W E Lintern RNVR(O)  
PO(A) I Barker (TAG) PO(A) W J S McRae (TAG)

Two Crosses from

849 TBR Squadron (Avengers) – HMS VICTORIOUS

Lt(A) E J Baxter RNZNVR  
S/Lt(A) R J Shaw RNVR

Pilots from

1833 Fighter Squadron (Corsairs) – HMS ILLUSTRIOUS

Lt(A) J K Haberfield RNZNVR

Pilot from

1839 Fighter Squadron (Helicats) – HMS INDOMITABLE

Their aircraft were shot down during attacks on oil refineries at Palembang, Sumatra in January 1945. They were imprisoned at Changi Gaol, Singapore and executed by their Japanese captors at the war's end in August 1945.



