



# The Fleet Air Arm Association



*Airey Fairey*

Issue No. 24 – Autumn 2015



## THE FLEET AIR ARM ASSOCIATION

<i>Patron</i>	Vice Admiral Sir Adrian Johns KCB, CBE, ADC, KSTJ
<i>President</i>	Rear Admiral Tom Cunningham CBE, ADC
<i>Honorary Vice President</i>	Rear Admiral Russell Harding OBE, ACNS (A&C), RAFAA
<i>Vice Presidents</i>	Ron Golightly (Hanworth) Fred Wadley (Hanworth)
<i>Chairman</i>	Arnold Thompson

The Fleet Air Arm Association  
c/o Fly Navy Heritage Trust  
RNAS Yeovilton  
Ilchester  
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# Fleet Air Arm Association

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## Editorial

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I have finally brought together the copy for AF24 and hope you will enjoy its contents. Some of the entries will certainly bring back memories, particularly the small entry related to the Poppy Memorial at the Tower of London (titled: 'Blood Swept Lands And Seas Of Red'). Also 2014 was the year that HMS *Illustrious* returned to Portsmouth for the last time (see the picture on the front cover and the copy below). Included in the Memory Lane section is the promised Photographic article and an article on the Dedication of the National Standard. As you read on you will also find more memorable milestones.

There have been changes related to the activities at RNAS Culdrose and RNAS Yeovilton. Of particular interest may be the training activities that are taking place in Brazil and the formation of 2 new F35 Squadrons – as teams prepare for the 2 new Aircraft carriers.

See also the article related to the Bristol AGM. This is feed back for those who attended and perhaps a reminder of the venue for the AGM 2016.

Keep the copy flowing and Terry and I will do our best to bring the copy to print.



### **'Our' Farewell to HMS *Illustrious***

On July 22 2014 HMS *Illustrious* returned home (Portsmouth) for the last time. Waiting to greet Her were hundreds of maritime enthusiasts at the Hotwalls in Old Portsmouth. After 30+ years the R06 class Aircraft carrier's White Ensign was lowered for the last time at a decommissioning ceremony at its Portsmouth's Naval Base. It was also a symbolic occasion in the history of the Royal Navy - this was the last time

the Ensign was to be lowered on the Invincible Class. HMS *Illustrious* was launched by Princess Margaret in December 1978. Lusty will be replaced by HMS *Ocean*, following its £65million refit. HMS *Ocean* in turn will be succeeded by the two new 65,000-tonne Queen Elizabeth-class aircraft carriers – HMS *Queen Elizabeth* (R08) and the HMS *Prince of Wales* (R09).

I wish you all good health and happiness always.

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***Margaret***

# Fleet Air Arm Association National News and Events

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## Reunion and AGM – Bristol 2015

### Alan Key Solent Branch

This year's annual get together, Gala Dinner and AGM was held over the weekend of 10-13 April at the superb Aztec Hotel and Spa near Filton (Bristol). Although it is advertised as a Reunion and AGM, the AGM is a minor part of what has become an 'annual weekend of getting together with old comrades', and what a great weekend it was! Nearly 100 members and their wives, girlfriends and partners attended. The hotel was easily found just off the M5 with free parking, excellent rooms, swimming pool and by far some of the best food we have had served to us at any reunion – both quality and quantity plus there was 15% off all our bar bills. Shirley from IOW Tours was there to meet us on arrival and at the lobby we also met friends old and new. Chairman Arnold Thompson had assembled and put up some superb photographs of last year's reunion in Stafford, various naval aircraft and events of the past year. Our Association banner was also at the entrance. On the Friday evening we all assembled in the bar before 'dinner and disco' and a fiendish quiz from Shirley in two parts, one with 10 questions on the navy and things nautical and 25 questions on 'numbers and letters' (i.e. 7D in a W = 7 Days in a Week).





There was one question all of us struggled with – 8S on a SS – answer at the end. A game of bingo was also enjoyed (profits for Association charities). We were supposed to have the ‘roll a pound’ on the Friday night for the first bottle of Pussers Rum, but ran out of time – the games were postponed until Saturday and Sunday. The AGM on the Saturday began with a roll call of members who had crossed the bar followed by a minute’s silence and then the royal toast before the meeting’s main business began. The meeting was followed by light refreshments and some socialising. For those not attending the AGM, there was a coach trip to the McArthur Glen outlet complex at Swindon. The complex has a steam museum – the site is the old Great Western Railway engineering works – complete with a cafe close to where the coach was parked.

The Gala dinner on Saturday evening was a very enjoyable occasion with our two Admirals in attendance – Tom Cunningham and Sir Adrian Johns. Tom gave us a short update into how the current FAA was doing and the changes that were taking place. The excellent dinner was followed by a prize draw before our male vocalist entertained. Sunday was a sight seeing day with a coach tour into Bristol, a boat trip – a cruise along the old wharfs aboard the Tower Belle (a 1920 steam packet) and then for most of us a self guided tour of the SS Great Britain. After dinner and entertainment, it was for the last time, a ‘roll a pound’ for the bottle of rum which was then auctioned off, as was a signed drawing of a swordfish and carrier signed by surviving TAGS. All monies raised going to charity. It was a great weekend.

Many thanks to Brian, Blenda and Shirley for a great venue and programme – roll on next year. **The AGM dates are 8th-11th April 2016** – at the 4\* Aztec hotel and spa in Bristol so.... get your bookings in – join your old mates for a good fun weekend.

*8S on a SS – Answer ‘8 Sides on a Stop Sign’*



## News in Brief

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### National Vice Chairman (2014)

At the September (2014) National meeting the Chairman, Arnold Thompson announced the resignation of our National Vice Chairman Barry Simons. Over the years Barry has been on the National Committee, he has held the post of Editor, Standard Bearer, Parade Marshall and Reunion Organiser, plus Secretary for the Eastbourne Branch. His resignation was accepted by letter with a message to wish Barry well for the future and to thank him for all the good work he had done in the past. Barry's successor is Mike Foote (Kent Branch – he was appointed Vice Chairman at the Derby meeting (2014) and it was ratified at the Bristol AGM. (2015)).

### Membership Secretary

Arnold Thompson our National Chairman continues to hold the post of Membership Secretary. Any new members or other changes in membership should be sent to him. Daedalus Branch still requires a Secretary.

### FAAA Branch Details

The Branch details are listed at the back of the magazine. Note some Branches have a change of venue. The Hitchin Branch 'folded' in July 2015. Its Chairman, Les Hutchin, has received a medal from the Royal British Legion in recognition of the large number of poppies he has sold over the years, for its Charity. Due to the closure of the Nautical Club the Birmingham Branch currently has no venue. Other Branches are looking for new Members in the hope of increasing Membership.

### Welfare Fund

The FAAA Welfare fund is administered by four Officers serving on the National Committee. The full 'Welfare Policy Guidelines and Claims Procedure' was circulated to all Branch Secretaries (2014). Any qualifying member (Full/Ordinary Members) requiring assistance from the fund should contact their Branch 'Almoner' or Branch Secretary. Contact will be in full confidence.

### AGM 2014

Members returned to Tillington Hall (the 2013 Venue) in April 2014 to attend once more the Association's Annual General Meeting. It was 'business as usual'. Our patron Sir Adrian Johns and Lady Suzie attended the Gala dinner. The ladies enjoyed their 'day out' to Shugborough Estate and to quote Brian Bingham "the Sunday's outing to Cosford RAF Museum filled all the boxes" but... he couldn't control the wind!





## The Fleet Air Arm Memorial Service (Lee-on-Solent)

National Chairman Arnold Thompson presented a brief to Rear Admiral Harding for the continuation of a Memorial service at the Fleet Air Arm Memorial (Lee-on-Solent). As a consequence, in May 2015 the first Fleet Air Arm Memorial Service (formerly the Telegraphist Air Gunners Association Memorial Service) took place at Lee-on-Solent. The then current Mayor of Gosport confirmed support for the event as in the past (provision of road closure notices, barriers and cones for the road closures).

## Remembrance Day Cenotaph Parade 2014

The annual Remembrance Day Cenotaph Parade at Whitehall took place on November 09 2014. The Association (FAAA) had a very good 'turn out'. After the Service Parade past the Cenotaph and the dismissal at Horse Guards Parade, all the Fly Navy Associations formed up (approximately 100 strong) and marched to the Fleet Air Arm Memorial at the Embankment for a short service led by Rear Admiral Clayton. Rear Admirals Scott Lidbetter and Simon Charlier were also in attendance. The National Wreaths were laid at the Cenotaph (Peter Murray) and the Embankment (Terence Gidman) Memorials – both members of the Watford FAAA.

## National Standard Bearer

Under development is a National Standard Bearer Guideline Policy. Listed will be the Mandatory Parades – if an additional parade is required it will be at the decision of the Vice Chairman and the National Standard Bearer. A Branch Parade request will be in the main at the expense of the branch.

## Standard Bearer Parade Activity 2014

April 13	Palm Sunday Annual Parade at St Bart's Yeovilton
June 01	Annual Service of Commemoration at St Cross Church Appleton Thorn Stretton. George Rose was remembered
June 15	Unveiling of the Naval Memorial at the National Arboretum Staffordshire
June 22,28,29	Armed Forces Day Parades Weymouth, Littlehampton, Worthing
July 01	Eastchurch Aviation Commemoration Parade Isle of Sheppey
July 06	74th Anniversary of the Battle of Britain at the RAF Memorial Capel-le-Ferne Dover
July 09	Funeral of Leabert Francis (Watford Branch) at The Calvary Church of God in Christ, Luton
12 September	The funeral of Tom Harrison (Ford Branch) at St Mary's Church, Littlehampton
21 September	Annual RAF Battle of Britain Commemoration and Service of Remembrance at Brookwood Military Cemetary
22 September	World War One 100th Anniversary Commemoration of the sinking of HM Ships Aboukir, Hogue and Cressy; in the presence of the Duke of Kent in Chatham Dockyard
09 November	Annual Remembrance FAA memorial Lee-on-Solent

Gordon Appleby continues to parade our Standard at National and local events. We owe him a big thankyou for his continued efforts and dedication to our Association and its Standard.

## Events

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### St Cross Church Appleton Thorn June 01 2014

**O**n Sunday June 01 2014 our National Chairman Arnold Thompson and his wife Dorothy attended the Greater Manchester Branch's Annual Service of Commemoration at the St. Cross Church at Appleton Thorn. The service was conducted by the Greater Manchester Branch Padre, Reverend Elaine Chegwin Hall – the padre who agreed to conduct the Service of Dedication for our plaque at the National Arboretum. This occasion was also a Remembrance service for Branch member George Rose, who had donated

his body to medical science so there was no funeral to celebrate his passing. “It was a very enjoyable day out for Dorothy and I, we enjoyed the company and the service very much. Also it was good to meet the padre again”.



### Eastchurch July 2014

**T**he Eastchurch Parade and Observance Service took place on July 01 2014. In attendance were Sir Adrian Johns, Lady Suzie and Tom Cunningham. HRH Prince Michael of Kent was invited but unable to attend. The day was well attended. The children's highlight of the day was the thrill of watching the arrival of a Lynx helicopter, as it hovered and 'touched down' in the sports field and the chance to sit inside it.





## Blood Swept Lands And Seas Of Red

Last year (2014) was the Centenary year of World War I. A spectacular Poppy 'memorial' titled "**Blood Swept Lands And Seas Of Red**" was 'built' at the Tower of London to remember those who died in that war. Over 4 million people visited the 'site' to view the Weeping Willow and Wave segments floodlit to extend the viewing time. The first ceramic poppy was planted in July and the final one added on November 11, to bring the total to 888 246 poppies. Viewing time was extended to the end of November by public request. The poppies will form a permanent display at the Imperial War Museums (London and Manchester) following a tour of the UK. Service charities are expected to benefit from the sale.

For many years to come we will remember the Tower of London 'Poppy garden' and the men who fought in WW1.



# Telegraphist Air Gunners Association (TAGA)

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## The Sixty Seventh TAGA Memorial Service Ron Underwood (Petty Officer (Air))

The weekend of the 17-18 May 2014, turned out to be the warmest and sunniest for many years – a welcome change for those attending the Telegraphist Air Gunner (TAG)'s Memorial Service at Lee-on-Solent. It was particularly pleasing for Val Sayer who puts in so much hard work each year to organise our 'Special TAGs Weekend'.

Our first organised event was a superb Saturday evening Buffet at the Lee-on-Solent Golf Club. Among the 12 people attending was MP Julian Lewis (who during National Service served in a Mine Countermeasures Squadron) and members of the FAAA. The evening turned out to be more like an intimate family gathering. It was also perhaps sad when we remembered the large gatherings we had in past years. Age has shown that we are far from being immortal but the legacies of our shipmates will always be remembered.

Unlike other years, it was a glorious sunny Sunday morning for our Memorial Service at the Lee-on-Solent Monument. As always it was attended by a large gathering of families and friends, plus many Spectators who were standing along the seafront to watch and listen. Serving Officers and a very smart Guard of Honour were in attendance. The names of our Association members who had passed away since our last Reunion were read out and we remembered and gave thanks to those whose self-sacrifice contributed to bring peace to our world.

Following the Service, it was good to see a large gathering of regular Supporters and Naval Reservists sitting down with us at the Golf Club for lunch – without them this event would be hard to sustain. We were 56 in total. I was privileged to sit at the Top Table with Vice Admiral Sir Adrian Johns and his wife. Sir Adrian has always been a great supporter of the Association. The after lunch talk titled 'The current Fleet Air Arm' was given by Captain Nick Blackman, a serving Staff Engineer Officer. It was an honour to have such distinguished supporters of the TAGs. I know 'we TAGs' 'will be remembered and our legacy honoured when the last of us fades away.'

*Editor: The Service was conducted by The Reverend Doctor Paul Chamberlain, Vicar of Lee-on-Solent and the Reverend Simon Horne RN, Chaplain to HMS Sultan. The music was, as usual, provided by the Blendworth Brass Band. Wreaths were laid – including one from the FAAA placed by its National Treasurer – Ben Worship.*



## The TAGs' Step

At RNAS Yeovilton – the home of the Royal Navy Historic Flight – there are currently 2 Swordfish. Until recent times one of the Swordfish did not have a firing step but this has now been rectified.

Val Sayer and a group of TAGs visited the Fleet Air Arm Museum in September 2014, to present a brass plaque that will be fixed on the reinstated firing step. Now both Swordfish will have a plaque. It reads:

*'THE TAGs' STEP. Dedicated to the memory of all Telegraphist Air Gunners.'*



The picture (above) shows Val Sayer with some of the TAGS who were at RNAS Yeovilton for the presentation.

## VE70 Anniversary Commemorations – Sunday 10 May, 2015

### Arthur Wells

I was delighted to receive an invitation to attend with a companion, the VE70 Anniversary Commemorations. What an amazing day my son-in-law John and I had. We left home at 6.30am by car and parked at Westminster. We then went through the Security Check Point, and met the only other T.A.G. known to be sharing the day – Norman Richardson, and his daughter Vicky. Sitting in the Abbey, we listened to the Music of the Welsh Guards, whilst waiting for Her Majesty, the Queen and His Royal Highness, the Duke of Edinburgh to take their seats after laying a wreath at the

tomb of the unknown warrior. It was a moving service. Prayers for the remembrance of those who made the ultimate sacrifice were offered by the Dean. Zoe Churchill (great great granddaughter of Sir Winston Churchill) gave a short prayer for peace and reconciliation – how much we owed the man who rallied us all in our hour of need. The great Abbey bells signalled the end of the Service and it was time to march to St. James' Park. We 'fell in' behind 7 Australian veterans – easily recognized by their bush hats. Each had two escorts and all expenses paid for 7 days. They kept all of us in high spirits as we passed the cheering and clapping people lining the route. The Royal Salute was taken by The Prince of Wales – accompanied by the Duchess of Cornwall. There was a temporary halt in progress as the fly past of the Royal Air Force Hurricane and Spitfire followed by the Red Arrows appeared.



The Luncheon at St James' Park was a picnic hamper with a full salad lunch and cakes – plus we each received a souvenir V E Day 70th Anniversary Medal. Whilst enjoying our meal, we were asked if we could make room for an important visitor. We happily agreed – it was The Prime Minister, David Cameron! Later we were asked by a Vice Admiral what service we had served in – the TAGs from the Fleet Air Arm was the response. At first he appeared 'astonished' then explained that the First Sea Lord, Sir George Zambellas would be arriving in a few minutes, and as he was ex FAA would want to meet us. Not long after this we found ourselves – two humble TAGs – talking to this most exalted Admiral. As this amazing day was drawing to a close, we remembered the thousands of prisoners of war, who 70 years ago were still held in Japanese hands and our colleagues with the Americans who continued fighting and dying until the Japanese surrender (August 15 1945).

My Thanks to the Royal British Legion who organized such a wonderful Remembrance and to all those serving and retired people who supported and assisted on this day.

## Memory Lane

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Photography and the 'PHOT' Branch  
Maurice (Jan) Larcombe  
Historian, Royal Navy Photographers Association



The first photograph of an RN ship is believed to be that of the San Josef taken in Devonport dockyard just before she was broken up in 1849. She was a Spanish first rate, captured personally by Nelson during the battle of Cape St Vincent in 1797.

Photographs of ships from a balloon/kite were taken by pioneer American, Samuel F Cody and in late 1909 he or one of his passengers is credited with taking the first photograph from a fixed wing aircraft at Farnborough.

During the intervening years photography was to progress from cameramen producing a single positive image for each picture taken on a wet plate to a dry glass negative process which allowed many prints to be made from a single negative. The hand held cameras and bulk processing of previously exposed negatives followed.

It was not until the beginning of the First World War (WW1) that the British military realised that photography, especially from the air, could play an increasingly important

part in the conflict. Little is known of the General Service use of photography before and during WW1 but there is a mention of Mary Jane Lard who joined the WRNS (HMS Vernon) as a Photographer in April 1918. Her duties are not known. Employed for 'less than a year' she was discharged shortly after the end of the war.

Both the Royal Flying Corps and the Royal Naval Air Service (RNAS) expanded rapidly as did 'The Photographic Sections' of both services. Photographic expertise in the military was very limited, so personnel with appropriate qualifications, or experience were recruited from civilian life.

**A Temporary Lt Charles William Gamble** RNVR was to become the head of the RNAS photographic organisation. He joined in 1915 aged 48, and was based at the Naval Air Station at Chingford (now under a reservoir). **Reginald Hunt** aged 33 – a Photo Manufacturer's assistant in civilian life – joined the RNAS (09 12 1915) as a Leading Mechanic and served at the RNAS flying school – Eastchurch. Ratings, with experience or aptitude became Mechanic Photographers. Within a year there were 4 officers and 50 Mechanic Photographers serving at Chingford (1916) – an important training establishment for aircrew.

**Lt J.T.C. Moore Brabazon** (later Lord Brabazon) and **Captain Campbell** of the RFC are credited with designing the first purpose built aerial camera (A type). **Lt Gamble** and his team designed the first all-metal aerial cameras, which overcame the expansion problems suffered by the earlier wooden types. Mobile darkrooms, starting with the 'RNAS Mk 1', with acetylene lighting, were produced for detached squadrons and housed in canvas hangars with tents for the living accommodation.

After the formation of the RAF (01 04 1918), all the RNAS aircraft, most of the personnel, and virtually all the photographic expertise in the RN was lost. But in 1919, King George V approved the formation of a paid Non-Substantive branch of 20 photographers and a school of photography was opened in 1920 at Tipner Ranges (HMS Excellent) with **WO A W Smith** as its CO. Two of its first students were drafted to HMS Snapdragon, a minesweeping sloop used as a target-towing vessel for gunnery shoots. An American book 'Airplane Photography' was used for reference – it contained very good details of photographic emulsions, chemicals and processing. It wasn't until 1935 that the first darkrooms afloat were fitted in HMS Protector and Guardian.

In 1937, the Fleet Air Arm came under the control of the Admiralty (May) and in June the King approved the formation of a substantive Photographic Branch with a remit to train twenty four men a year – the camera badge moved from the cuff to the right-hand sleeve. Two years later (1939), with the coming importance of aerial photographic reconnaissance, the Branch came under the control of the Fleet Air Arm. Aerial Photographic training started at RAF Ford, (later HMS Peregrine), initially with RAF instructors. The Royal Naval Film Unit was formed at Tipner and in November 1939 flying pay was introduced – 1s 6d per day for photographers engaged on flying duties. The following year (1940) Fleet photographic units were being formed (the Home Fleet Unit in HMS Guardian, then Valiant and finally Dunluce Castle at Scapa Flow). The photographers were still a seaman branch wearing the camera on the right arm and the first Hostility Only (HOs) ratings were joining the branch.





***An often asked question is “What did photographers do in the Navy?”  
The reply: “Um! Allsorts” is very true.***

*A camera in your hand gave you access to virtually anywhere and everything, from the drudgery of Identity photographs and groups to recording the Queen and her family on the Royal Yacht. Keeping an eye on the Chinese from an island off Hong Kong, recording the Russians everywhere, processing aerial reconnaissance film in under three minutes from land on and what used to be called publicity then public relations and now “Media Ops”. If it happened, it was recorded on film, or in these days, digitally. The Imperial War Museum boasts of having one million Royal Naval photographs. This will be just the interesting ones and is almost certainly an underestimate, and Navy Photographers took em!*

When the Fleet Air Arm took responsibility, the branch became a Naval Airman Branch or more correctly a sub specialisation (along with the SEs, METs and AHs) of the Naval Airman Branch. The new badge was an aircraft badge with a ‘P’ underneath. Stories of runs ashore and impressing the ladies with “I’m a pilot” (Night pilot with two stars, Royal Flight with a crown) are true and lent credence by the fact that rating pilots under training before the World War II wore the same badge. There was a degree of reluctance to change badges so some photos, although ‘Airmen’, were allowed to keep the old badge. Ray ‘Ginge’ Bromelow who left the service in the mid 1960s was the last one.

In November 1958 the Airfield at Ford was closed. The ‘School’ remained at Ford making use of the existing facilities until 1961 – the year that WRNS photographers were reintroduced into the branch – following the initial WRNS-only courses, they undertook the same training as their male colleagues. The School was to move on to Whitecroft House – next to the slipway at Lee-on-Solent, (HMS Ariel at the time – then to Lossiemouth for 9 years when ‘Jointery’ took over. RAF Cosford then became the home of The Joint School of Photography.

The operational part of the photographers the ‘Royal Naval Photographic and Production Unit’ moved temporarily to the old fort at the Fraser Gunnery range – following the closure of Ford. It was later renamed the ‘Fleet Photographic Unit’ and housed in the purpose-built, Frazer building (Whale Island). Another further move to Tipner in 1983 saw the unit taking over the pre-war school and film unit buildings together with an almost new stills production building. The final move was back onto Whale Island into the old regulating school building, with a change of name to the ‘Surface Flotilla Photographic Unit (East)’- SFPU(E), together with the creation of other SFPU’s at Faslane (N) and Drake (W).

*Editorial: Well over 1000 photographers have been trained since 1945. At its strongest the branch had some 240 serving ‘photos’. Following the latest defence cuts they are reduced to some 41 billets.*

## The Flight Deck Dance Callum McKinnon

The sound of a Bugler announcing Flying Stations will be well remembered by many who served on a Royal Navy Aircraft Carrier. Pilots had signed their A700s, Aircrew were in their respective Cabs; the Line Engineers' and Chiefs teams' had honed the aircraft to maximum availability and the cabs were arranged 'aft'



*Editor: This photograph shows a Buccaneer Mk2 returning to and about to land on an Aircraft carrier. Below are the steps taken before it was launched and a description of the tasks involved.*

in serial order waiting to be launched by the Crews on the Bow and Waist Cats – their Bridles and Holdbacks at the ready. All waited for **Little F (Lt Commander Flying)** to cast a beady eye over each section of the Deck before the command to commence the Carrier Borne Strike was given. This allowed the **Aircraft Directors** to bring the first aircraft forward towards the Bow Catapult with wings unfolding as it went over the Jet Blast Deflector.

The **Catapult Director** then took charge and directed the aircraft (a Buccaneer Mk2), in line with the Bow Catapult track. As the nose wheel of the aircraft moved over the CALE (Catapult Alignment Equipment) 'Mat', the Chocks sprung up from their horizontal position in the deck, and the 'Bucc' was directed ahead until the main under-carriage of the aircraft arrived on the 'Mat'. As the main wheels came against the Chocks, the Jet Blast Deflector sprung up behind the aircraft and the Catapult Shuttle sped astern along the track and slowed to gently pass and move under the Nose wheel. The **Flight Deck Engineer** – nick named 'Badger' – wore a white surcoat with a vertical black stripe upon it (front and rear). He was also the Holdback Number and the first to be directed under the Aircraft by the Cat Crew No 1. The (CALE) 'Mat' (with its specially selected and specific numbers of inward turning rollers to centralise the aircraft), Chocks and Jet Blast Deflector operations were the responsibility of the **Howdah Operator (HO)** – a PO. The safety aspects of the Cat Crew operation and the translation and action of 'Number One's' orders – either carried out directly or transmitted to the Catapult Control Room below the deck – where a second **Petty Officer, the Console Operator** is making all the required micro-switches that control the movement of the Shuttle that finally arms the Catapult for firing – was the responsibility of the HO. The HO's most important duty was to tell the Console Operator how much steam he required to be put into the live steam receiver to safely launch the aircraft 'off' the Catapult. He also looked for any anomalies on the aircraft such as missed pins which should have been removed earlier.



The **Holdback Number** (a Leading Hand) carried specially honed steel rings designed to shatter under a specific load. These rings were slid onto the Holdback Tang of the aircraft. The hinged 'Clamshells' of the Holdback were secured in a keyed position before the rings slid down again, over the outside of the Holdback, and were held in place by two spring side plates. The whole assembly is covered by a strong woven Nylon Net bag to retain the broken rings. The bottom end of the Holdback was then clipped into a liquid spring buried in the Flightdeck.

The **Bridle Numbers (BN)** dragged the bridles across the deck and hooked them onto the two stout hooks on the aircraft's mainframe or wing – depending on aircraft type. With the eyes of the Bridle held tightly to the hooks the bight of the Bridle is kicked and manhandled over the Catapult shuttle by the BNs. They strained forward to put tension on the hooks as the Number One gave a forward punching signal to the HO. The Shuttle moved forward and took up the bight of the Bridle which became bar taut and unable to fall off. **Number One** then 'flung' his arms wide and the BNs ran across the deck to their designated safe area. Number One then gave the HO the signal to tension the Bridle and raise the Nose wheel of the Bucc into the air until the Tailskid came into contact with the deck track. Once the Number One was satisfied that all was well, both hands were raised above the head, and thumbs raised (the signal for **Flight Deck Officer (FDO)** to take over). The HO also stood with both hands above his head to signify that he could not possibly or inadvertently launch the aircraft.

The FDO nods and accepts the handover and signals with one of the two flags he was carrying. The Green Flag raised above the head in the right hand was the signal for 'go'. The red one in the left hand was tucked away in the small of his back to avoid any mix-up in signals. The Green flag was rotated and the **Pilot** increased his engine revolutions to a set maximum. When 'Happy with his lot', he signalled to the FDO by holding the back of his right hand to the starboard side of his Cab Cockpit Cover then waited for the FDO to acknowledge the signal. The Traffic Lights on the Island, one for the Bow Cat and one for the Waist Cat, then changed from Red to Orange to Green. Then there was a look forward to make sure there were no vessels entering the 'take off' area and that the Bow would be rising as the aircraft left the end of the Catapult. Following the all clear the FDO brought his hand down until the tip of the Green Flag touched the Flight Deck. This was the signal for the HO to say to the Console Operator, "Going – Going – Gone", pressing the firing button as he said "Gone". One and one half seconds after the pressing of the fire button, two large steam plug cock valves rose and turned allowing the full pressure of steam into the Catapult Cylinders and putting this pressure against the Catapult pistons. The increase in weight forced the Holdback Rings to shatter (the shards being contained in the special net bag) and the hinged clamshells to spring apart unleashing the full might and weight of the Bucc to accelerate down the Catapult Track, nodding as the aircraft and Catapult seemed to be trying to see which could reach the end of the track first. The aircraft always won and another successful launch was made! A second aircraft could be launched at roughly the same time from the 'Waist' catapult.

*Editor © Picture Creative Commons Attribution 2.0 Generic license.*

## My Memory of the State Funeral of Sir Winston Churchill

By Ken Satterthwaite Ex CGI

An article in my daily newspaper brought back memories of Sir Winston Churchill's funeral. I would like to share with you my memories of that day.

It was January 1965. At that time, I was a fairly newly qualified GI (April 64), 'living in' at Whale Island (WI) and in the Ratings Training Group (RTG) as class instructor for Gunlayer's Second Class (GL2's). On January 24 all the staff mustered in the drill shed for selection of duties. I along with other GI's was not selected for the Gun Carriage or the Guard, and drew the short straw. My task was the training of the street liners who would line the route of the cortege.

For the initial training, they were divided into platoons. The Navy had to cast its net far and wide to get enough men to undertake this duty. But a day or so later the street liners arrived, nearly all 'Airey Fairies'. It was a shock to us and to them. No8's or overalls were their normal dress as aircraft fitters, handlers etc, on the air base. Plus most of the 'blue suits' had not seen a rifle since they had joined and some were alien to them. On the first day we mustered our platoons and then sent them to get in their No1's. What an eye opener that was – some with no silks or collars, hats that had seen better days and when it came to boots that was even worse. The slop wagon was sent for. As a result there was a large hole in their 'kit upkeep allowance'. Some were not very happy about being 'dug out' of their nice little jobs and to be hit with a large kit bill did not bode well.

Then it was time to start the training. We had to start back at 'basic' – most of them had not been in a squad for many a year but, after the usual moans and groans they settled down. The Officer detailed in charge of the training was the late Lt Cdr Bill Dungate, who was at that time a Lt. The Officer in charge of the street liners was Commander Black, if my memory serves me correctly. Being January it was cold but most of the time – dry. Training took about 10 days before the Platoons were amalgamated. I was given the job of Administrating PO.



The decision was taken that it would be greatcoats for the street liners (after they had paid out for extra kit!) but it was the right one as it was very cold on the day. We decamped to Woolwich Barracks a few days prior to the event (January 30). What an archaic barracks that was. The sleeping quarters were a rabbit warren with pot-bellied stoves. I felt sorry for the junior rates, but none of them complained they like all sailors, rose to the occasion. Further training was undertaken whilst there, with the OIC taking charge. I remember it well, as it snowed and the street liners were brilliant. This was my first 'live in' visit to a Sergeant's mess – that was an eye opener, steeped in history. The thing that got us POs was that when the RSM came in everybody stood up and rushed to get him a drink, though not us on both accounts!

Come the night before the actual funeral, no night leave was given and Lt Dungate said all sailors were to be out of the Camp NAFFI Canteen by 2100, as it sold alcohol. It was my job to get them out, which I was not looking forward to, though not one complained. Then at 2200 we did rounds of the junior rate accommodation. All was quiet and morale was high. Early next morning they were up and away with no trouble. I was on admin so was able to watch the event on TV from the warmth of the Sergeants' mess. Those lads were proud to represent their nation at this auspicious event. I expect when they returned to their Airey Fairy world they dined out on it for a long time whilst we returned to WI to carry on the daily grind of instructing.

### 'Yellow Fever' Strikes

Whilst at the Tillington Hall AGM (2014) Gordon Pinkney (Greater Manchester) recounted the story of the time he had his yellow fever jab (1955 SQD – 2 months in the Med). This injection can have unpleasant side effects – Gordon and his 5 mates were no exception. They suffered from a very painful very red arm and high fever for 36 hours. It would have been more but an Aussie arrived and woke them up. The '6' planned revenge. They dragged their victim into the toilet, with threats of a hanging with a washing line, or be put in a tub and drowned. The unfortunate Aussie was saved by lack of the decision to use the hot or cold tap plus his Peace offering of six cans of beer! Two days later the Aussie was given compassionate leave due to marital problems whilst the '6' continued to make their recovery. Those who know Gordon will realise that there was much laughter as he re-counted this tale.



*Gordon is seen here at the Not Forgotten Association Garden Party where he met Princess Ann. The picture was taken by his daughter and some comments apparently made by Princess Ann were that she thought he was too young to be at Suez. He told the Princess he was 80, and would she thank The Queen for the card she sent for their Diamond Wedding Anniversary. Gordon said: 'Princess Anne gave him a nice smile'.*

## The Dedication of the Fleet Air Arm Association National Standard

In July 1989, over 400 ex-Fleet Air Arm mechanics and their wives met at HMS Daedalus to commemorate 50 years of Naval Aviation. Some of the members had travelled from Australia and Canada to join colleagues from many parts of Britain. It was also the occasion at which the FAAA National Standard was dedicated.



In May 1939 HMS Daedalus was one of four Royal Navy Air Stations – Daedalus, Merlin, Peregrine and Kestrel but within 50 years of that date HMS Daedalus was the only survivor. The decision to dedicate the Standard at HMS Daedalus was very appropriate given that 1989 was also the 50th year of Naval Aviation. Some may remember the occasion.

Navy News July 1989 “... on a tour of the air station ‘string bag’ technology and training were contrasted with the high technology work carried out in today’s Air Electrical School. A social and dance was held, at which photo albums and good comradeship were in much evidence” Guests of honour on the Sunday were Admiral Sir Raymond Lygo, patron of the National FAA Association, and President Rear Admiral M H G Layard.



The Dedication of the National Standard took place in the Dunning Hangar. Terry Lowden (Hanworth) was its first National Standard bearer, and the Rev Bernard Clarke conducted the service. The lesson was read by Rear Admiral Layard who took the salute.

The Blue Jackets Band headed the parade. Terry was escorted with the Standard by serving members of HMS Daedalus, and was followed by a great number of branches – some with dedicated Standards. Later in the day wreaths were laid at the FAA memorial at Lee-on-Solent to the memory of fallen comrades.

On another occasion Terry and the Standard met the Duke of Edinburgh at Southsea.

*Editor: My thanks to Terry Lowden for providing the photographs etc.*



## Awards and Donations

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### The Dr Rotman Silver Salver and Trophy



**LAET(M) Ian Bowen**  
**RNAS Culdrose**



**LAET (AV) Cooper**  
**RNAS Yeovilton 702 NAS**



**L to R Peter Guinness, Bob Bigland, Sam Moss, Charlie Fitzgerald (Solent Branch) with Arnold Thompson**

The 2014 annual presentation of the Doctor Rotman Silver Salver and Trophy took place at HMS Sultan on Friday May 30 2014. Arnold Thompson (FAAA National Chairman) made the presentation in the Trophy Room. He was accompanied by Four Members of the Solent Branch. The Trophy Cabinet (where the Salver is kept) forms part of a permanent display at HMS Sultan.

## TAGA Trophy



**The Telegraphist Air Gunners Association (TAGA)** Plate was presented on November 03 2014 to AET I Newman, by Telegraphist Air Gunner (TAG) Bill Durrant. AET Newman also received a glass paperweight. The TAGA Trophy was first presented in 1989. The Training officer for 2014 was Lt Harris and the Course Chief CPO Duran. (A small summary of the Trophy's history can be found in AF22 Page 21).

## The Leslie Sayer Award

The Leslie Sayer Award of Outstanding achievement 2014 was presented to Max Rownes. This Swordfish Trophy was donated by the Royal Navy Historic Flight (RNHF) which exists as a living memory to all those who have served in the Royal Naval Air Service (RNAS) and the Fleet Air Arm (FAA). (Additional copy related to the Trophy can be found in AF20 Page 20).



## The Not Forgotten Association

Twenty Fourteen (2014) was a busy year for the Not Forgotten Association (a Tri-Service charity Founded in 1920) who organised a 94th Anniversary Concert for over 200 beneficiaries, boat trips, walking tours, concerts in care homes, a battle field tour to Normandy and much more. This was the year (2014) that the unveiling of its Monument took place at the National Memorial Arboretum.

## uk4u

In December 2014 the invitation from the uk4u charity arrived. Our Chairman (Arnold) was unable to attend as it clashed with other commitments. Vice President Fred Wadley agreed to represent the Fleet Air Arm Association.



The event took place in the Imperial War Museum. Fred said "He was made very welcome and assumed he probably had been recognised by his badge representing a significant donor Association. An excellent meal was served." Despite there being photographers and media cameramen present, the actual TV and media coverage was very poor.

*Editor: uk4u celebrate their 10th Anniversary in 2015.*



## Ellie and the Sea Vixen



*“My name is Ellie; I am 11 and have seen your appeal for the Sea Vixen. I am the girl that has been flying with the U2 crews in America. I love flying... and have done some talks for charity about my flying and my time with the U2 crews at Beale Air Force Base and RAF Fairford. I give out leaflets for the FNHT (and the air show). Could you please tell me how much money you need to raise, and if I can do anything else...? I would like to do my little bit to help keep the Sea Vixen flying as we must not forget our flying history.”*

The Fly Navy Heritage Trust (RNHT) was delighted to receive an email (see above) from someone so young and who was so passionate about aviation – in particular old aircraft. The Trust invited Ellie Carter to come to RNAS Yeovilton and visit the Royal Naval Historic Flight (RNHF) to view and sit in its aircraft and to learn more about Naval Aviation Heritage. Eleven year old Ellie – whose favourite subjects at school are Maths and Science and who has a wish to go to University to study Aeronautics and Astronautics – was able to visit at half term.

During her visit she sat in the Fairey Swordfish and the Sea Fury whilst members of the Trust explained, their historic role within the Royal Navy and some of the engineering facts. This fired her enthusiasm for the RNHF so much so, that she had a brainwave – a Bear named ‘Winkles’ to help raise money for the Sea Vixen. Why Winkles..... because the first man to land and take-off a jet aircraft from an aircraft carrier was Eric “Winkle” Brown (3 December 1945 from HMS Ocean in a Sea Vampire of the Royal Navy) who also holds the records for the most types of aircraft flown and the most landings on a carrier.

The Trust was rather taken with Ellie’s fund raising idea and gifted her with a FNHT Bear to fund raise and start ‘Winkles’ flying. Winkles Bear will fly anywhere that someone will take him. Winkles will spend a year with his flying ‘log book’ gaining flying hours all over the world with the help of the many contacts that Ellie has made within the military at Air Shows, as well as her friends and family. She hopes to keep a diary and said “Winkles Bear will fly anywhere that someone will take him”.



Following her visit to RNAS Yeovilton Ellie took Winkles Bear up in a C42 Icarus as part of a training flight with the UK test pilot school. This was Winkles first log entry – 3 hours.

*Who is Ellie? She is an adventurous young lady who at the age of 9 raced the US U2 Spy plane down the runway at Fairford, followed by a visit to Beale Air Force Base in the USA to meet the pilot and aircraft. She is the only person, other than the U2 crew, to be given a U2 badge to wear on her flying jacket which she wore with pride for her visit. In June 2014 she had 20.5 hours flying under her jacket. Ellie is now helping to raise funds for the Sea Vixen and the Fly Navy Heritage Trust.*

## Branch News

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### Essex Branch (Geraldine Barnard)

In June 2014, Branch Chairman Harry Bass took the Essex Standard to the D-Day commemorations in Normandy – it was paraded on all the ‘Invasion Beaches’. Members of the Essex Branch, as of many years, ran their Tombola Stall at the North Weald ‘Fly in and Fun day’ (September 07 2014). Our National Chairman and his wife (Arnold and Dorothy Thompson), came up from Sussex with the FAAA ensign and Les Hutchin (Hitchin Branch) was there to give additional support. It was a very successful day. They sold out by 2pm. Over 50 members and guests attended the Taranto lunch on November 12 at the Miami Hotel in Chelmsford. The proceeds of their raffle were added to the monies raised at North Weald and a cheque for £250 was sent to the Fly Navy Heritage Trust.

Harry is perhaps unique in that he takes the Essex Standard regularly to the Normandy Beaches for the D-Day re-union. In 2012, whilst he was at Courseulles-sur-Mer, Juno beach with his family, the Parade Marshall gestured Harry to go with him. He took him to the very front of all the rows of standard bearers where there were lots of people taking photos including the press. The next day his picture was seen in all the French newspapers (see AF21). It was an occasion that is well remembered by his family – Geraldine (daughter) said “...we were all so proud of him”. On April 24 2015, Harry was once again in France to celebrate, this time it was his ninetieth birthday. He joined the Home Guard at 16, the Navy at 17 and now at 90 he is still ‘carrying the flag!’.

*Editor: My thanks to Geraldine and Trevor Barnard for the copy and the Essex Branch for the activities of 2014.*

### Hanworth Branch (Terry Lowden)

(Terry Lowden) organised a weekend away for 37 members of the Hanworth Branch. Our coach left Hanworth RNA. Club at 0930 on Saturday April 18 and made its way to Stratford-on-Avon, where we stopped for a couple of hours for a journey break and lunch before moving on to our overnight stop at the Quality Inn Hotel (Stoke on Trent). The following morning after breakfast, we left the hotel at 0930 to reach the



*“...as always Dad’s glass is half full.” Gerry*



National Memorial Arboretum in time for the 11am service of Remembrance in the Memorial Chapel. I wanted to be there for the service as our Welfare Lady (Margaret Fallon), who had been looking forward to the trip, suddenly passed away on the Tuesday. We wanted to remember her in our two minutes silence. It was very good, that Margaret's Grandson Mark and his young lady, Lucy – having just arrived from Australia – were able to attend the service and take up the places that had been reserved for Mark's Grandparents. After the service we boarded the 2 trains booked to take us around the site – everyone enjoyed it immensely. Then it was time to leave for Sunday's 2-3 course lunch at the local Royal British Legion (Alrewas) which I can recommend to any one who visits the Arboretum, as this is our third time and we have never been disappointed. It's about 5 minutes from the Arboretum. Aston Villa had won their semi-final cup match, so there were a lot of happy people in the bar, cheering their local team on. Finally we made our way home, arriving about 1900. A good weekend was had by all.

### Kent Branch (Mike Foote)

Members of the Kent Branch continue to keep their link with Pembroke House (RNBT Residential Home). In April 2014, 8 members travelled to Gillingham to meet with local members, have a short meeting and socialise around the bar. The Loyal Toast was taken with the rum Dick Richards won at the National Fleet Air Arm Association (NFAAA) Reunion. Mike Foote (Branch Secretary) attended the Eastchurch Parish Council planning meeting for the Eastchurch Aviation Pioneer Observance Service which in 2014 was held on July 01. Fourteen Kent Members attended the Event\*.

In May Members of the Kent Branch were invited to attend the Ramsgate RNA for a weekend of celebrations. The members were celebrating the 75th Anniversary of the Branch formation. Included in the weekend activities was the re-dedication of the RNA Branch Standard on the Sunday.

On September 27 2014 it was congratulations to Mike – at the Derby meeting he was appointed Vice Chairman of the National FAAA following election at the AGM in April.

On November 9<sup>th</sup>, at the service in Margate a Poppy Wreath was laid by Chairman

Maggie Lee and on the 11th hour of the 11th Day the Vice Chairman Geoff Owens, laid a Poppy Wreath at the war graves in Ramsgate Cemetery. Further information on the Kent Branch can be found on its website which has more than one extension – [www.nfaakent.org/.....](http://www.nfaakent.org/.....)

*\* Editor: Members of Branch have been attending this event since it started with FN100 in 2009.*



### Southdowns (Gerry Mitchell)

**Bill Williamson** (who is 90+) gave a talk to our Branch Members related to some of his early days in scouting, his service career and his flying during the war. He finished with some amusing stories, related to his time flying the Swordfish in Ceylon as the war came to an end. The Swordfish was among a number of his aircraft types. His talk concluded with his involvement in creating the artwork for the Association Crest. This caused some amusement during the telling. Bill was a member of the Hanworth Branch involved with Terry Lowden in the discussions – ‘rope or chain’ for the National Crest. No one could agree as to whether it should be a rope or chain that went around the anchor and in which direction it should go.



**Harry Dearlove** received his Arctic Star in 2014.

**Fred Holborn** (who was 90 in November 2014) travelled to France in 2014 to place a wooden cross in the sand at Gold beach near Asnelles (70th Anniversary – June 05). He was accompanied by his two sons. The picture of him placing his cross appeared in the National Press and RBL magazine. Fred (who was called up in 1943) was an Air Mechanic (Engineer) First Class. He worked on a range of Aircraft including Spitfire/Seafire and Wildcats. He attended a specialist engines course for the Fairey Barracuda and in 1945 travelled (aboard HMS Trumpeter) to the Far East (India and Ceylon) where he spent some time at sea. In September 1945 Fred boarded HMS Fencer to return to the UK – following the dropping of the Atomic Bomb. His last posting was to HMS Heron where he was demobbed in 1946.

*Editor: My thanks to Gerry Mitchell for the help he gave me with Bill's copy and to Fred's sons Tony and Andy.*

### Telford and Wrekin Branch (Liz Fairley)

In 2014 members of the Telford and Wrekin FAAA visited the National Memorial Arboretum on three notable occasions. One has already been reported in AF23 (Naval Service Memorial (June 15)) and the remaining two are reported below.

### The Falkland Islanders Resistance Memorial

On a very warm Saturday – June 14 2014 – members from the Telford and Wrekin Branch and the Hermes Association, made their way to the United Special Forces Memorial Grove at the National Memorial Arboretum Alrewas. They came to attend the unveiling of the Falkland Islanders Resistance Memorial situated at the end of the Falklands Memorial Way. Both are located within the Grove – a strip of land between the river Tame and Junction Pit Lagoon (a lake formed from the local quarry). The Memorial Way is a tree lined grassy walk stretching between the attractive Sun Room –



where members were welcomed by John Davis and Mike Colton of the Allied Special Forces Association and given their commemorative badges.

The Falkland Islanders Resistance Memorial marks the 32nd Anniversary of the Liberation of the Falkland Islands. Sea Cadets read out a Roll of Honour for the 255 troops lost during the Falklands War, followed by the names of 3 female Falkland Islanders who also lost their lives and the Last Post, Reveille and prayers. The Lord Lieutenant of Staffordshire and the Honourable Michael Poole from the Falklands Legislative Assembly each gave a short address, before the unveiling of the Memorial and the laying of tributes.

After the unveiling those attending were invited to a very tasty picnic in the Sun Room “A very pleasant end to a lovely day. My only gripe was – no ‘mike’, much of the speech making was lost to many in the crowd ...and there seemed to be a lot of trains chugging up and down the nearby rail line. But it didn’t spoil our day”.



## The Telford and Wrekin Pine Tree

Whilst at the unveiling of the 'Naval Service Memorial Dedication' (June 15) which is very close to the Fleet Air Arm 'carrier', Liz Fairley spotted some new specimen trees that hadn't been dedicated. She made a phone call to the NMA to say "it was a long way for us old dears to walk to our tree, could we have our plaque moved. The rest is history. We're about as close to the carrier as we could get, with a lovely specimen Pine Tree..." Before the plaque was moved it was at the perimeter of the site, a long way from the entrance lost in a thick wood. "Sometimes, after rain, we had to paddle to visit it"!

*Editor: The Branch Chaplain at that time was John King, who has since retired and the Rev. Lynne Morris has taken over the role. The Standard Bearers are FAAA T&W branch, Rod Howe; RBL Jackfield branch, James Payne.*



## RAF Shawbury

Some may have read the article in the Navy News (September 2014) about 705 NAS's 75th anniversary celebrations. Well... in the Telford and Wrekin Branch we feel privileged to have a very good relationship with RAF Shawbury – especially with 705 NAS. We have been lucky enough to have been invited to the Station on many occasions and over the years have met some terrific Liaison Officers and Pilot Instructors from the Defence Helicopter Flying School. A few months ago (2014) Lt Chris Simpson RN, our current Liaison Officer, arranged for us to visit the squadron again. This time, as well as being allowed to try our hands on the simulators, we were also shown around the control tower. The instructors on the simulators were so experienced and patient that everyone who 'flew' the helicopters came away with a story to brag about, having either landed safely on deck or flown under a few bridges! Those of us who visited the control tower were very impressed with the banks of screens needed to control the airways and made very aware of just how much of a responsibility was involved in keeping them safe.



Also, a few of us from the branch were invited to the 75<sup>th</sup> anniversary celebration (September 25 – a ‘special ‘cocktail party held in the Officers’ Mess. The Mess was decorated with displays of the Second World War history of the Squadron, exhibited by the Fleet Air Arm Museum. We also had the opportunity to see a Merlin Mark 2 up close... a huge beast! Then we got to be re-acquainted with some of our old Liaison Officers... and eat and drink... and drink. Those boys sure know how to party! I just wish we’d been younger so that we’d been more up for dancing the night away! Long may our special relationship with the squadron, continue

### Arctic Convoy Sailors remembered (Fred Udell)

**I**n 2014, eleven British veterans (aged 84-91), accompanied by their family members, the Mayor of Southwark, and a team from ITV, visited St Petersburg (Russia), to attend the unveiling ceremony of the memorial “in Memory of the Arctic convoy’s Sailors”.

Fred Udell was one of the 11 British veterans to attend what was a very busy five day programme. They arrived at Pulkovo Airport on the afternoon of August 29 and were taken to their 5 star Hotel – ‘Crowne Plaza’. On the same day, they attended a Press Conference. The following morning (August 30) they visited the Piskaryovskoye Memorial Cemetery... “where there are 1.5 million people buried, who lost their lives during the siege of Leningrad – that lasted three years (most starved to death). It was a very sombre occasion”. Leningrad was later to be re-named Saint Petersburg. A salute in honour of the veterans from the Guns of Saint Peter and Paul Fortress (the original citadel founded by Peter the Great in 1703) followed. On the same day the veterans attended an



evening reception in the Atrium of the Fortress.

Sunday August 31 was the day everyone was waiting for – the ‘unveiling’ of the memorial in ‘Memory of the Arctic Convoy sailors’. On this day, 73 years ago the first Arctic convoy (‘Dervish’ -Arkhangelsk 1941) arrived. On board, amongst many provisions, were 24 Hawker Hurricane fighter planes which were later to defend the skies of Moscow

“It was such a moving experience. I shall never forget it. The three sailors are American, Russian and British, full size, dressed in their Arctic gear and standing on the bow of a warship.

It is a tribute to all those veterans that lost their lives on those convoys. It is my wish, that we would kindle the spirit that existed between our two nations that existed in WWII – we owe such a lot to the Russian people we would not have succeeded without them.” (Fred Udell).

Following the unveiling ceremony we saw the ‘Krasin’ icebreaker (built in 1917 by an English company in Newcastle-upon-Tyne) which ‘saw’ service on many of the Arctic Convoys. A Reception in the State Residence of the Governor of St Petersburg followed. The penultimate day (September 01) was ‘back to school’ for the veterans to meet the ‘children’ who were on their first day of a new school year plus a visit to the Naval Museum. At the last Reception held at the British Consulate, the British and Russian veterans, together with the guests signed a ‘roll up banner’ which will remain at the Embassy as a record of this historic visit.

*Editor: My thanks to Fred Udell for providing the photographs and all the details related to this article. Fred is an Associate Life Member of the Fleet Air Arm Association.*





# The Royal Navy Air Stations Culdrose and Yeovilton

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## The F-35B Lightning II on test

The testing of the Royal Navy's fifth generation strike fighters – the F-35B Lightning II known as BK-1- destined for the nation's new aircraft carriers is now underway. At the beginning of the year (2015), 17 (Reserve) Squadron (first formed in 1915), has been officially 'stood up' at Edwards Air Force Base in California. It is serviced by both Royal Navy and RAF pilots and engineers. The F-35 has a myriad of sensors and technologies which means that every aspect of the aircraft has to be constantly tested. When snags are found, they aren't just fixed – each one is analysed and scrutinised to help future fault diagnosis and to streamline the maintenance effort. PO Gary Lister, who is responsible for maintaining the ejection seats and crew escape system, as well as managing the weapons on the aircraft, said: "...it's a hugely complex aircraft which will give both the Navy and the RAF a superb capability."

The Squadron's Commanding Officer Wing Cdr James Beck said: "For a pilot, it's a dream come true to fly from Edwards Air Force Base. It's where Chuck Yeager (the first pilot to travel faster than sound) flew from and now we're the first Nation outside of America to fly the F35 independently under our own regulations."

The squadron will move to RAF Marham in Norfolk in 2018 and become 617 Squadron. The second F-35B Squadron will bear the name 809 NAS. Both Squadrons will fly from the HMS Queen Elizabeth and Prince of Wales Aircraft Carriers. The UK has taken delivery of three F-35B jets to date. They are based at Eglin Air Force Base (Florida), Edwards Air Force Base (California) and Marine Corps Air Station Beaufort (South Carolina). The UK has a further four aircraft on order (at the time of print).



## Merlin MK2s ‘Go Deep’

In June 2014 (after a ten day work-up on HMS Illustrious around the Cornish coast – Exercise Deep Blue) the newly formed RNAS Culdrose Merlin Carrier Air Group (MCAG) prepared to ‘Go Deep’. They sailed westwards out into the Atlantic aboard HMS Illustrious in pursuit of submarines. Their task was to protect HMS Illustrious and two T23 Frigates from UK and Dutch submarines who would try to penetrate the ships tight anti-submarine shield. Onboard were nine Merlin Mk2s whose primary role is Anti Submarine Warfare (ASW). In support of the 9 helicopters were around 200 personnel, including 18 crews each comprising of one pilot, one observer and one aircrewman. The objective of the exercise was to make sure that when the new Aircraft Carrier HMS Queen Elizabeth comes into service, the 24/7 operations required to protect the carrier can be maintained.



To maintain the necessary 24 hour cover, the Aircrews and Engineers worked to punishing schedules. Pilots, Observers and Aircrewmen worked a ‘Sleep – Eat – Fly – Sleep’ rotation, constantly planning the next stage of the routine with little concept of the 24 hour clock. Engineers worked an eight hour watch system that allowed them to carry out maintenance on the Merlins (those not in the air or waiting to go onto the flying programme) either on deck or in the Ship’s large but crowded hangar.



The primary role for the Merlins during the Exercise was to have three aircraft in the air at any one time, with two of them on station 24 hours a day. During this time Merlin crews, dropped at intervals, high tech passive sonobuoys (‘underwater ears’) to form a barrier and a screen to keep the Submarines away from the Carrier. Dipping sonar was used to send out the familiar ‘Ping’ signal and monitor returns. Torpedoes and depth charges could then be deployed to persecute and destroy targets.

Exercise Deep Blue and Exercise Go Deep enabled the Merlin CAG to practise, the multi-aircraft embarked operations and the provision of the engineering and logistical support required. These skills and routines will be essential when Aircraft Carrier HMS Queen Elizabeth comes into Service.

The 9 Merlin MK 2 helicopters are part of an £800 million programme to upgrade the Royal Navy’s existing fleet of Merlin Mk 1s. The new aircraft were delivered on budget and came into service 4 months ahead of schedule. The Merlin Mk 2 has state-of-the-art glass cockpits providing improved night-vision capability for pilots, and an updated combat system with touch screen displays. More than 1400 highly skilled engineers from UK defence companies were involved in the work across the country. Lockheed Martin UK delivered the updated mission systems and training facility, and workers at AgustaWestland upgraded the avionics and cockpit systems in the aircraft. A further 15 aircraft will arrive at RNAS Culdrose over the next 18 months.



## RNAS Culdrose 'host' the Dutch Navy

In November 2014 RNAS Culdrose was home to three NH 90 Maritime helicopters of the Royal Netherlands Navy (RNLN) – Squadron 7 NL based at the De Kooy Air Base near Den Helder in Holland. Sixty aircrew and engineers accompanied the aircraft and attended a three week training programme working with Flag Officer Sea Training (FOST) at Devonport. There was also an opportunity for the Dutch to hone their maritime skills alongside the Fleet Air Arm's Merlin Mk2s and to assess some of the new equipment carried onboard their NH 90 helicopters. Not only were they training up a number of Observers and Aircrewmen to manage the systems, but they wanted to utilise the unique training that FOST provides. By co-incidence there were three RNLN ships training at Devonport alongside other NATO vessels and they saw benefits of working with multiple platforms in complex scenarios.

Lieutenant Pieter Agema the support officer attached to the Squadron said: "We've been coming here every six months for a good many years now. We always get a very warm welcome from our British Hosts. We are here primarily to train our aircrew and RNAS Culdrose has always proved to be an excellent base for everything we need to do ... Working together with the Royal Navy and hunting real submarines is a great bonus for us... you can't get this kind of training anywhere else in Europe."



## ScanEagle Squadron

In late 2014 a new Naval Air Squadron 700X (formerly 831 Squadron), was re-formed at RNAS Culdrose. The Squadron currently fly the 'Boeing Insitu ScanEagle'. Since its formation it has operated on ships – including HMS Somerset, Northumberland and RFA Cardigan Bay – and has carried out tests on its capabilities in the Gulf.

Each ScanEagle 'aircraft' is launched from the ship by catapult. It can remain airborne for up to 18 hours and is capable of beaming live video of what it sees, directly into the ship's operations room. Navy personnel direct the ScanEagle's operations and a civilian team from the aircraft's manufacturer Boeing Insitu fly and maintain the aircraft. In total, the combined efforts of the embarked flights have achieved over 1500 ScanEagle operations. The Royal Navy has accepted the ScanEagle as an addition to its arsenal of airborne surveillance sensors. The Squadron continues to deploy 'Flights' to Royal Navy ships and will also 'trial and evaluate' any future unmanned aircraft for the Fleet Air Arm.

The 'whole team involved' has been awarded The Bambara Trophy 2014. Quote: "...700X displayed an extremely high level of safety awareness whilst developing and introducing a very new concept into the Fleet."



## Fund Raising in Sierra Leone

In 2014 the Royal Fleet Auxiliary ship Argus had a brief to deliver aid to the remote communities and treatment centres of Sierra Leone as part of Britain's commitment to the international fight to stem the tide of Ebola in West Africa. On board were three Merlin helicopters and 350 Naval Servicemen and women (Sailors, Airmen, Royal Marines and Medics). In addition to the aid supplied by the UK Government, efforts were made, without leaving the ship, to help the Sierra Leone youngsters orphaned by Ebola. The challenge was to use the rowing machines in the ship's Gym to row the distance from the ship's home in Falmouth to Freetown.

The 'row' was the brainchild of Petty Officer (Aircraftman) Diccon Griffith of 820 Naval Air Squadron who when making his flights into Port Loko – one of the worst affected towns in Sierra Leone – had been struck by the plight of youngsters. These 'youngsters' had seen parents and siblings taken by the virus and as such had been left without any pastoral care. The money raised will go to the charity EducAid which was setting up two care centres in Sierra Leone for the orphans of Ebola. The centres will also provide schooling, care and shelter.



## RNAS Culdrose Flora Day

The ancient streets of Helston in Cornwall were once again bursting with anticipation and excitement as in 2014 dancers from the Town took part in the traditional May Flora Day pageant.

**Joining the Midday Dance as guests of the Mayor of Helston and the Town Council were 12 couples from RNAS Culdrose.**



*Naval personnel and their partners.*

Flora Day is a unique centuries-old tradition that has seen generations of Helstonians take part in the Furry Dance through the busy market town, banishing winter and welcoming the spring. It is one of the most eagerly anticipated traditional events of the Cornish Calendar. Local people will tell you it represents more than simply wearing fine clothes and doing the Furry Dance through the streets. It represents a community coming together, promoting hope for the future and the lifting of spirits. Several dances take place throughout the day, but it is the Midday dance which is keenly anticipated. Lily-of-the-valley is the flower of the day with the midday dancers. It was traditionally the dance of the gentry in Helston. Today the men wear top hats and tails while the women dance in their finest frocks and gloves. A policy the Royal Naval contingent followed in fine fashion.

## Sejam bem vindos à nossa casa feliz no Brasil! Greetings from Brazil

Lt Cdr Karl Weston RN was contacted by Peter Roalf with an invitation to write an article for the Airey Fairey. At that time he was undertaking Defence Language training and was preparing to go to Brazil. I made the follow up (2014) and this article is the result. He is currently in the final year of a 2½ year exchange.



The main Naval airbase in Brazil is located at São Pedro Da Aldeia in Rio de Janeiro state, south east Brazil. The Lynx squadron, HA-1, was established in 1978 with the introduction of the Lynx AH11 (Mk21) to the Brazilian Navy (Marinha do Brasil, MdB). Since then the squadron has supported naval operations, operating from MdB corvettes, frigates and their aircraft

carrier. Most recently the squadron has been actively involved, as part of the UN Interim Force in Lebanon (UNIFIL) patrolling the waters off Lebanon where, since 2011, the Maritime Task Force component has been headed up by Brazil. The squadron is employed as ‘The Eyes and Ears of the Fleet’. Their prime remit is ‘Search and Attack’.



The exchange was created some 20 years ago to assist with the integration of the then “new” Lynx attack helicopter into the MdB using the knowledge and experience of seasoned FAA Lynx aviators. The exchange is, as the name implies, a bilateral agreement in that while an RN officer gains experience of operating with the MdB, a Brazilian officer is also living and working in the UK, on the Lynx squadron at RNAS Yeovilton.

## Training

The process for qualification for RN Lynx aircrew on HA-1 is classed as a requalification to POA (Piloto Operativo Aeronave) and subsequently COA (Comandante Operativo Aeronave) status. For an RN Observer or Pilot this presents its own subtle challenges not only in terms of language (all military aviation is conducted in Portuguese) but also because the MdB employs only pilots and does not have such deep specialist aviators with as well defined in-cockpit roles as the RN. Once qualified a period of embarked work up consolidates the formal training process. Day to day I am responsible for the tactical training and standardisation of the more junior pilots and assisting in their preparations for UNIFIL missions.

There are also plans afoot to introduce Night Vision Goggles (NVG) to the MdB. The Brazilian Air Force already employ NVGs but this is the first time that HA-1 has had an aircraft compatible with these devices and are keen to exploit their tactical and operational benefit to the maximum. The RN has had NVG’s for many years and its experience and knowledge in this field is useful to the MdB for advice and assistance in this initial period.

## Current Affairs

In mid 2014 the modernisation programme for the Brazilian Lynx was confirmed and the initial stage contract signed. This will see 12 airframes go through the modernisation programme, to be fitted with T800 engines and a glass cockpit to take the fleet through to 2030. The first airframe is about to be sent to Westlands UK as I write (April 15 2014) and the final airframe conversion should be complete by 2019. This upgrade will equip the aircraft with a cockpit more closely related to that of the Wildcat, along with its engines which has led a previous squadron CO to bestow upon the upgrade the moniker “WildLynx”(?!)



## Exchange

For the future, the MdB are keen to maintain at least some form of aircrew exchange, if only as a one-sided arrangement by keeping a MdB pilot with the RN. It would be of great benefit to them to be able to have a pilot trained to fly the RN Wildcat which would, by extension, assist with their in house WildLynx training. There is to be factory delivered training (FDT) from Westlands UK to both aircrew and maintainers as part of the modernisation contract, but the depth and variety of knowledge and experience that would be gained from front line aircraft exposure, outside of FDT, would provide valuable strength in depth.

There are only a handful of such flying exchanges that the Royal Navy maintains. This exchange presents a valuable opportunity to experience living and working in a country that enjoys a unique strategic position both globally and within South America. The country as a whole experiences its own geopolitical struggles which often filter down to the man on the street, but with the valuable assistance of our friends within the squadron and wider afield we have managed to thoroughly enjoy our time out here. It will be with heavy hearts that we leave this country when the time comes. I hope this is enough to shed some light on what is a challenging yet ultimately very rewarding posting. With that, I wish safe flying to one and all. *Até a próxima, um abraço forte!* Lt Cdr Karl Weston RN

## The Flying Tigers

*Editor: Although this type of rescue is becoming more common and is well reported - the quote at the end of HMS Richmond article is very appropriate- hence its inclusion.*

The 'Flying Tigers' of 814 Naval Air Squadron (Merlin) are HMS Bulwark's 'eyes in the sky'. The Squadron's mission is to support the international humanitarian operation by scanning the Mediterranean looking out for vessels in distress on the high seas. There is one memorable day that resulted in the largest Royal Navy migrant rescue to date on Operation Weald (June 2015). The crew of Merlin – Callsign 'Tiger 1' located and identified in a four hour morning sortie, an inflatable vessel with over 100 migrants crammed onboard and in distress, five small inflatable vessels each with over 100 people onboard and two wooden boats each with over 300 onboard. Royal Marine Landing Craft were later to recover the migrants to the safety of HMS Bulwark – 1100 survivors were recovered that day.



Amongst those rescued was a heavily pregnant woman called Favor (29) from Nigeria whose waters dramatically broke whilst waiting to be rescued. Once aboard HMS Bulwark it was clear to the Medical Team that there could be complications with the birth as Favor was now in labour. For the safety of her and the unborn baby's life, she needed to be transferred to hospital immediately. The nearest Hospital was in Malta, over 180 miles away. 'Action Merlin, Action Merlin' sounding over the Ship's Broadcast system, signalled the Flying Crew to make ready 'Tiger 1' for her final – but time critical – flight of the day. With her husband Anthony by her side and accompanied by two members of the Ship's medical team, Favor was stretchered onboard the readied Merlin Helicopter and flown for over an hour to Malta Airport where she was met by an ambulance. The Flying Tigers are pleased to report Favor did reach a Maltese Hospital in time where she later gave birth to a healthy baby boy in the early hours of the following morning.

Lt Cdr Chris Wood, Senior Pilot of 814 Naval Air Squadron and Aircraft Commander said: "This is what we do. We have to be ready for anything and you never know what you may come across when you get 'actioned'. As a team we are all highly trained and equipped to do the job. Today, we were able to contribute to a whole ship effort to get Favor and her baby to safety – without us things could have been a lot worse."

### Aboard HMS Richmond

A team from Royal Naval Air Station Culdrose (Squadron – 700X), aboard HMS Richmond, used ScanEagle (see more detail P32) to help stop nearly one tonne of heroin (worth approximately £98 million) reaching 'the streets'. The unmanned aircraft was used to provide intelligence in a series of drug busts in the Indian Ocean. The information, provided by the ScanEagle



team was passed to the task group's commanders (aboard the French supply ship FS Var). Aboard HMS Richmond the 'ScanEagle' was able to fly undetected above the smugglers, monitor activity and pass back the information to the commanders aboard the French ship. Then the decision was made to allow Australian and New Zealand boarding teams to close in for the raids. On this occasion, six boats carrying narcotics were boarded off the East coast of Africa as the vessels headed for Tanzania. Their cargoes were seized by the International task force. It was estimated that, if distributed, the 981kg of heroin seized would make three million individual doses. The estimated £98 million generated by the sale of the drug on the streets would potentially be used to fund terrorist activity.

Captain Adrian Orchard OBE, Commanding Officer of Royal Naval Air Station Culdrose "...Culdrose are making a difference across the Globe. Be it 700X Naval Air Squadron tracking thousands of miles of open seas and providing essential information for counter-narcotics missions, our units on humanitarian missions in the Mediterranean and others on Operations in the Gulf aviators are making a vital contribution to the security of our Country..."



### **Petty Officer Airman (Photographer) Mez Merrill, Winner of the Peregrine Trophy (2014)**

Royal Navy photographers that deploy with warships and commando units worldwide join up, as any other rating, into a particular trade such as logistics, engineering or warfare specialists. The sailors work hard to excel at their chosen field before they are accepted into the elite Photographic branch. The select few work with the Royal Navy and Royal Marines on deployments anywhere in the world – from Antarctica to Afghanistan, from the UK to the Far East – to take pictures of maritime operations, personnel at work and also demonstrate all aspects of Service life.

Each year the best of these images are showcased at the prestigious annual Peregrine Trophy Awards. In May 2014 the presentation was made on board the RN's Flagship HMS Bulwark – 'visiting' London as part of the celebrations for the Royal Marines' 350th anniversary.

The winner of the 2014 Trophy was 43 year old, Petty Officer Mez Merrill who joined the Royal Navy in 1987 as a junior seaman operator. He served on frigates and fishery protection vessels on deployments both in the UK and around the world. In 1993 he spent seven years working for the Senior Naval Officer Northern Ireland in Belfast and then transferred to the Royal Navy's elite Photographic branch in 2000. Since working for Commando Helicopter Force Mez has deployed to Afghanistan twice and to Norway for several months in both 2013 and 2014.



## Medal Awards

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### Lieutenant Commander Chris Götke

Royal Navy pilot Lieutenant Commander Chris Götke, has received the Air Force Cross. The Cross is given in recognition of "... gallantry while flying but not on active operations against the enemy".

Lt Cdr Götke was flying a Sea Fury T20 as part of the Historic Flight display at the RNAS Culdrose Air Day (2014), when the 60 year old Sea Fury began to lose power during his aerobatic display. As a crowd of over 21000 people watched, the Sea Fury began billowing smoke and started to lose altitude rapidly leaving him with the unenviable choice of bailing out or staying with the aircraft. He decided to stay with the Aircraft

"...At about 1800 feet when I put the power on and nothing happened – it was the most horrible shock in the world. I pulled up the gear to reduce the drag and when the aircraft started to fly I decided that I would stay with it to try to get her down in the best landing possible."

Lt Cdr Götke employed all of his flying skill and knowledge to raise the undercarriage and reduce drag as he came close to the ground. As he was about to land on the runway he was able to get one wheel down – the other one locked. The Sea Fury's undercarriage collapsed on impact. However the aircraft veered off the runway and came harmlessly to rest on the grass – sustaining minor external damage and Lt Cdr Götke had no significant injuries.



*The Air Force Cross award was established on 3 June 1918 and originally awarded to Air Force commissioned officers and Warrant Officers. But after the Second World War it was expanded to include Army and Navy aviation officers, and in 1993 to other ranks after the discontinuation of the Air Force Medal. The medal is a silver cross (60 mm high, 54 mm wide) that represents aircraft propeller blades, with wings between the arms. The obverse depicts Hermes riding on the wings of a hawk holding a laurel wreath. At the top of the upper arm is the royal crown. The other three arms bear the royal cypher of the reigning monarch at the time of issue. The suspender is straight and decorated with laurel wreaths. The ribbon, originally white with red broad horizontal stripes, was changed in 1919 to the current white with red broad diagonal stripes at a 45-degree angle.*





## Lt Commander Robin Suckling QCB

Lieutenant Commander Robin Suckling, a Search and Rescue (SAR) Observer from HMS Gannet (South West Scotland) has received the Queen's Commendation for Bravery (QCB). In March 2014 he was one of the duty SAR crew, who were scrambled to search for two stranded climbers who had spent the night on Buachaille Etive Mor (BEM – after being caught out in icy 60 mph winds. The crew launched and routed in poor weather with low cloud, rain and strong winds, to the scene where they conducted a short search and obtained an updated position from the Mountain Rescue Team (MRT). This enabled them to quickly locate the climbers at the summit of BEM (3350ft. In storm force and unpredictable winds, the crew attempted a land in the vicinity of the climbers. This approach had to be abandoned due to the gusty winds and an alternative site found. Despite the severe turbulence and the precarious surface of the summit, a safe landing site was established about 100m from the climbers. However the Sea King's position meant that it could have at any time been blown into the air or start slipping on the hard icy surface.

The two climbers were not willing to walk to the aircraft so Lt Cdr Suckling volunteered to leave the relative safety of the Sea King. En-route he had to sit down on the snow to avoid being blown over on the exposed ridge. When he was close enough to the climbers to shout above the howling of the wind, he got them to don their own crampons and after several minutes of persuasion move towards him. Then, supporting the man with a leg injury, he escorted them slowly and meticulously back to the Sea King. The Sea King then transited carefully down the mountain to deliver them into the care and safe hands of Glencoe Mountain Rescue Team, before returning back to base at Prestwick.



## Petty Officer Russ Adams QGM

Petty Officer Aircrewman Russ Adams has been awarded the Queen's Gallantry Medal (QGM). He risked his life repeatedly to save five French fishermen from almost certain death. PO Adams was aboard the duty Sea King helicopter, from 771 NAS (RNAS Culdrose), scrambled to rescue six men trapped on a badly damaged French fishing vessel off the coast of Cornwall. To reach them, the pilot of the Sea King had to fight against a raging storm in pitch black conditions, a 60mph wind gust, mountainous 30 ft waves, steady the aircraft and keep his PO safe. The crew of the vessel (Le Sillon) were ordered to jump one by one into the water ready for PO Adams to winch them to safety. With two men already rescued PO Adams returned for the third man and when a huge wave crashed over him he was fully submerged for a few seconds. Now close to exhaustion and retching due to ingesting copious amounts of sea water, he inflated his life jacket to remain buoyant and winched the terrified man back to the waiting helicopter. He then changed into a fresh life jacket and went down twice more to get the remaining crew members. The sixth man was picked up by the RNLI who were unable to get close enough to rescue the remaining five.

"The fishermen just had to trust us when we told them to jump into the water – that must have been horrendous for them to look into that sea and just let go. One of them had been injured by flying glass so it was a struggle for him as well."

As the 'on board' medic PO Adams also tended to his 'patients' as the Sea King helicopter flew them back.

PO Adams, who is married with two children and lives in Cornwall, is originally from Toronto in Canada. He joined the Royal Navy ten years ago. He was one of 26 Royal Navy and Royal Marine personnel recognised at the Tri-Service Operational Honours and Awards event held at Lancaster House.

The QGM is a rare decoration and is awarded for exemplary acts of bravery. Silver and circular, the obverse shows the crowned effigy of the monarch and the reverse bears the image of St Edward's Crown. The ribbon is of three equal stripes of dark blue, pearl grey and dark blue with a narrow rose pink stripe in the centre.



# Members who have crossed the bar

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## April 2014 – April 2015

William Baker CEL(A)	Daedalus
Thomas 'Tom' C R Bowen CAF(E)	Derby
James 'Jim' Bremner AA1(AE)	Hanworth
John Bullock AH3	Bristol & District
Graham A Burns POAM(E)	NE Hants
Patrick Casey	Hanworth
John Constable AMech(L)	Essex
Ernie Coppard NA1(AH)	Kent
Leslie (Les) A Day LAM(A)	Essex
Peter Doyle CPO(AM1)	Bristol & District
Derek Stanley Final	Essex
Leabert 'Lea' Francis NA(AH3)	Watford
Joyce Fyles (nee Broadhurst) Wren AM(E)	Kent
David (H) Thomas Harding REA(A)2	Solent
David Hinge NAM	Daedalus
Tony Kilgannon CAE A(R)	Solent
Gordon Macrow	Eastbourne
Adam McGregor CAF(A)	Daedalus
George Mead LAM(A)	Essex
George Meaden POAM(E)	Kent
Anthony Morris NA1(Armourer)	Kent
Brian Probert AM(E)	Bristol & District
David Spalding S/Lt(P) RNVR	Daedalus
John G Stephenson LAM(E)	Birmingham
Terry Taylor AM1(E)	Telford and Wrekin
Stanley (Stan) Wadge EA1(A)	North East Hants
Edwin 'Eddie' James Weaver LAM(E)	Cotswold (Founder Member)
Michael 'Micky' Quinn AB	FAA
Joseph Bernard Griffin PO TAG	Last Chairman TAGA
Anthony (Tony) Beck	TAG
Ted Carter	TAG
Jimmy Green	TAG
Charlie Hawthorn	TAG

*May those who have 'crossed the bar' rest in peace.*

## The Fleet Air Arm Memorials

Alrewas Staffordshire  
Eastchurch  
Lee-on-Solent  
London (Embankment)  
RNAS Yeovilton

The National Memorial Arboretum  
The Eastchurch Aviation Pioneer Memorial  
A tribute, to those with no known grave  
The Fleet Air Arm Memorial  
The Fleet Air Arm Memorial Church, St Bart's

# List of Accoutrements

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## On sale from the treasurer – April 2015

<b>Item</b>	<b>Cost (Inc P &amp; P)</b>
Gold Wire Blazer Badge	£15.00
Silk Blazer Badge	£ 9.50
Ties	£10.25
Beret Badges (Gold Wire)	£ 9.25
Ladies Head Squares	£11.75
Members Lapel Badges	£ 4.75
Members Spouse/Associate Lapel Badge (Chrome)	£ 2.75
Life Lapel Badges	£ 1.75
Baseball Caps	£10.00
Plastic Medal Holder (Large)	£ 5.75
Plastic Medal holder (Small for Miniatures)	£ 3.75
Car Stickers	£ 1.75
Membership Cards	£ 0.00

## Items bought to order

Short Sleeve Pilot Shirt	£17.00
Long Sleeve Pilot Shirt	£17.50
Sweater Acrylic: Colours, Navy/Black	£20.75
Sweater Lambswool	£27.50
Colours: Navy/Black/Bottle Green/Charcoal/Red/ Watercress/Burgundy/Sky	

Polo Shirts:	£14.50
Colours: White/Bottle Green/Royal/Heather/Black/Navy/Red/Burgundy	
Sizes when ordering: Sweaters 32” to 59” in 2” stages.	
Shirts: S, M, L, XL, XXL.	

## Orders to the Treasurer

Cheques payable to the: **Fleet Air Arm Association.**

Money with order please to:

Michael Worship, 3 Arundel Drive Fareham, Hants, PO16 7NP

Items will be ordered by ME, and sent direct to you by the supplier, who will invoice me.

This is to safeguard non-Members of the FAAA purchasing these items.

Berets can be obtained from:

Baun & Co, Naval Tailors and Outfitters, 14, Queen Street, Portsmouth PO1 3LH.

Tel:02392 822045. Cost £11.00 plus Post & Packaging (last known).





## FAAA Branch Details

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**BIRMINGHAM** The Nautical Club closed (July 2015)  
Chairman – Alan Breward 07954 081891  
Secretary – Sue Halladay 0121 3572783

**BRISTOL AND DISTRICT** – 2nd Monday at 2000  
Patchway Sports & Social Club, Scotts Park  
Conniston Road, Patchway, Bristol BS34 5JP  
Secretary – Neil Duggan 0117 9140076

**EASTBOURNE** – Last but one Thursday at 1200  
Odd months only. Old Polegate Station Restaurant  
Pevensy Bay BN26 6EH  
Secretary – Barry Simons 01825 872539

**ESSEX** – 2nd Thursday at 2000  
RAFA Club, Chelmsford CM2 0HG  
Contact – Harry Bass 01708 372671

**FERNDOWN** – 4th Thursday 10.30 for 11.00  
The Royal British Legion Club, Church Road  
Ferndown Dorset BH22 9ET  
Secretary – Ray Wrigglesworth 01202 779321

**FORD** – Last Thursday at 1930 for 2000  
East Preston & Kingston Royal British Legion Club  
The Street, East Preston, Littlehampton  
West Sussex BN16 1JL  
Secretary – Peter Colston 01903 715139

**GREATER MANCHESTER** – 1st Monday at 1300  
Tuesday (if Bank Hol.)  
Urmston Conservative Club, 29 Croft's Bank Road  
Urmston, Manchester M41 0TU  
Secretary – Charles Hutton 0161 748 6681

**GREAT YARMOUTH** – 2nd Monday at 1400  
Conservative Club, Gorleston NR31 6PE  
Secretary – Mike Denton 01493 664177

**HANWORTH** – 1st Wednesday at 1200 Noon  
R.N.A. Club, Park Road, Hanworth TW13 6PP  
Secretary – Terry Lowden 0208 9483979

**HITCHIN** – Dissolved, July 2015

**KENT** – 4th Monday at 1900  
R.N.A. Club, Church Hill, Ramsgate CT11 8RA  
Secretary – Mike Foote 07789 080258

**NORTH EAST HANTS** – 4th Tuesday at 1230  
The Brewers Fayre, Aldershot GU11 1SQ  
Secretary – Mike Pomeroy 01276 502358

**SOLENT** – Last Thursday at 2030  
Lee on Solent Community Centre, 15 Twyford Drive  
Lee-on-the-Solent PO13 8JU  
Secretary – Peter Westbrook 023 92580158

**SOUTH DOWNS** – 4th Wednesday at 1130  
Castle Inn Hotel, Bramber  
West Sussex BN44 3WE  
Secretary – Gerald Prince 01273 302387

**TELFORD AND WREKIN** – 1st Friday at 2000  
T.S. Wrekin, Donnington, Telford TF2 8AH  
Secretary – Liz Fairley 01952 274738

**WATFORD** – 2nd Sunday at 1100  
Carpenders Park Community Hall,  
Station Approach, Watford WD19 5EZ  
Secretary – Peter Murray 020 84282621

**YEOVIL** – 3rd Tuesday at 2000  
Yeovil Sports and Social Club  
Johnson Park, Yeovil BA21 3DX  
Secretary – Bob Ridout 01935 424148

**YORKSHIRE** – Last Saturday at 1300  
New Headlingly Club, Leeds LS6 3BG  
Secretary – Colin Ramsden 0113 2402080

**DAEDALUS** Headquarters Role, No meeting place  
Secretary Arnold Thompson

*Always contact the Branch Secretary in case the meeting has been cancelled or moved.*

