

# The Airey Fairey

Journal of The FLEET AIR ARM Association



Issue 15 Winter 2005 – 2006





**THE FLEET AIR ARM  
ASSOCIATION**

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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.

### **Submissions for the next issue (Summer) are best in by end of July 2006**

With respect to originals the editor 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. Please enquire before submitting larger format negatives or transparencies.

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Limited back issues available for; Issues 9, 11, 12, 13 and 14.

Outer cover images: the front cover and top and bottom rear cover pictures are by the editor on the occasion of the presentation of Henry Allingham with Honorary Fleet Air Arm Association membership on 9<sup>th</sup> October 2005 at St Dunstan's, Ovingdean. The inset images on rear cover are of the Poppy Express by Bob Ridout and the FAAA Embankment Memorial picture is from Reg Veale.

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❦❦❦ ex Officio ❦❦❦

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**EDITORIAL**

One perennial problem presented for distribution is that of knowing what to do about issues ordered and paid for members who have crossed the bar in the interim. Please would those branch officers who keep their members lists advise the editor of whether to send such issues on, or not, as the case may be.

In early 2005 I was pleased to receive two letters from Esther, the wife of the late Tony Pullin concerning the issue of The Airey Fairey (12) containing Tony Pullin's story. The first letter contained such moving reminiscences of one of life's gentlemen that I called Esther Pullin. The result was that I sent Esther a number of copies of that issue to pass on to family members. Esther replied:

'I like to thank you so much for sending The Airey Fairey's, my 3 sons are so happy, they miss their father so much, like me. I had a letter today from Tony's friend which said, 'I like to thank God to give me such a good friend, he never talked about himself or what he did during the war' – he was so happy to get a copy from your magazine, I posted one to him. I wish you all the best.'

*Esther*

In early October last a number of us paid a visit to St Dunstan's on the occasion of Henry Allingham (RNAS from 1915) being presented with Honorary Membership of the FAAA. Our Patron, Admiral Sir Raymond Lygo KCB, gallantly accepted the task of carrying out the presentation. Henry and Sir Raymond had a lively exchange of conversation both during the 'press scrum' and at the following luncheon. Pictures on the cover – the editor has many more shots for those interested – and article from page 15.

## News From Around the Branches

### Angus Branch

The Angus Branch was represented by the Chairman, Des Mardle; Vice-Chairman, Ken Pryce; past Chairman, Alan Wedge; John Creswell and three wives; Maureen Mardle, Jessie Pryce and Janet Creswell at the Trafalgar 200 Anniversary Service which commenced at 1300 in St. Christopher's Church, RM Condor on Sunday 16<sup>th</sup> October. During the service Des Mardle read the Prayer of the Fleet Air Arm and Condor's padre gave a talk on the Battle which enlightened young cadets present.

A Trafalgar 200<sup>th</sup> Anniversary Celebration Luncheon was held at the Seaforth Hotel on Friday 21<sup>st</sup> October. Each attendee received a pen engraved 'Angus Branch Celebrates 1805 – Trafalgar – 2005. Peter Bing OBE Cdr (P) RN (Rtd), one of our members gave an excellent summation of the Battle of Trafalgar with graphical displays providing geographical and battle fleet deployment details. Peter, as Nelson and Des Mardle, as Hardy, then performed a humorous script [Not the Health and Safety/PC one perchance? –Ed.], prepared by Peter Bing.

Cairniehill 'Joker' [and seen elsewhere – Ed.]

PRESIDENT BUSH was visiting a primary school and he visited one of the classes where a discussion on words and their meanings was in progress.

The teacher asked the President if he would like to lead a discussion on the word 'tragedy'. So the illustrious leader asked the class for an example of a tragedy.

One little boy stood up and offered: 'If my best friend, who lives on a farm, is playing in a field and a tractor runs over him and kills him, that would be a tragedy.'

'No', said Bush, 'that would be an accident.'

A little girl raised her hand: 'If a school bus carrying 50 children drove over a cliff, killing everyone that would be a tragedy.'

'I'm afraid not', explained the President. 'That's what we would call a great loss.'

The room went silent. No other children volunteered. Bush searched the room. 'Isn't there someone here who can give me an example of a tragedy?'

Finally at the back of the room a small boy raised his hand. In a quiet voice he said: 'If Air Force One carrying you and Mrs Bush was struck by a friendly fire missile and blown to smithereens, that would be a tragedy.'

'Fantastic!' exclaimed Bush, 'That's right and can you tell me why that would be a tragedy?'

'Well', said the boy, 'It has to be a tragedy, because it certainly wouldn't be a great loss and it probably wouldn't be an accident either'.

*Des Mardle, Secretary.*

### Bristol & District Branch

I am pleased that my request for the FAAA Standard to be presented at the final parade of The Royal Arthur Association at Skegness on Saturday 6<sup>th</sup> May 2006 has resulted in Alan Mathews hoping to do the honours. Many thanks to Alan for presenting the FAAA

Standard, and to PRO Ron Sandry for presenting the Bristol Branch Standard at the Festival of Remembrance in Colston Hall Bristol on Saturday 6<sup>th</sup> November 2005. S/Ms Reg Veale, Bill Davis and I represented our branch, along with FAAA Chairman Fred Wadley and many other representatives of related organisations attended the parade at The Cenotaph, Whitehall on Sunday 13<sup>th</sup> November 2005. Afterwards we proceeded to the Fleet Air Arm Memorial on The Embankment to lay wreaths [see picture on rear cover –Ed.] along with other FAAA members, armourers, handlers and officers.

*Eric Pit, Chairman*

### **Derbyshire Branch**

The Derby Royal Naval Contingent consisting of the local branches of the Royal Naval Association, The Royal Marine Association and The Fleet Air Arm Association celebrated the Bicentenary of Trafalgar with a dinner held at the Spot Banqueting Suit, where our branch Chairman delivered grace and the Immortal Toast was given by Rear Admiral Sir David Haslam.

We remembered George Offley our branch member in Canada who crossed the bar in September 2005 in Ottawa after a long period of health problems [for information: one of his daughters sent a tribute reproduced in the branch December newsletter –Ed.].

*Tom Bowen*

### **Greater Manchester Branch**

We made our annual visit to the Sailors Home Club in September travelling down on the 6<sup>th</sup> and paying our respects to the Memorial at Lee-on-Solent where we joined up with the National Secretary, Arnold Thompson and Ron & Agnes Jones from Gosport. A wreath was laid following a short service by the Chaplain from HMS Sultan, the Rev. DM Yates RN.

*Jim Buie, Secretary*

The book, 'R.N.A.S. Stretton, HMS BLACKCAP', about the former air station is now on sale. Of 210, A4 pages with over 200 black and white photos it can be ordered from ANTROBUS HERITAGE, Birchmoss, New Road, Antrobus. CW9 6NY. Tel: 01565 777248. Cost £13.50 including p&p. Please make cheques payable to Antrobus Heritage.

### **Hitchin Branch**

Over the course of the year the branch has attended two airshows at Shuttleworth, one at Duxford and one at North Weald. With the sale of merchandise and the use of collection tins we have raised over £130 each for the RNHF and the RNBT. We continue to have monthly meetings and also a monthly lunch at the Sun Hotel Hitchin.

*Les Hutchin, Chairman*

**Yeovil Branch****Somerset Poppy Appeal Launch**

On Friday October 21<sup>st</sup> a group of eight members from Yeovil Branch FAAA drove to Bishops Lydeard near Taunton to catch the 'Poppy Express', a steam hauled train, to Minehead [see rear cover picture –Ed.]. The Train had to use two engines to pull the ten carriages filled with at least 500 participants and VIPs. One engine, an ex-GWR pannier tank engine, had a giant poppy on the front, the other, a BR Standard side tank engine, a large V-shaped Union Flag. The train journey, of 1 hour and ten minutes, was met at Minehead by a shower of poppies fired from a cannon.

Forming up on the platform, with Royal British Legion standards leading and Yeovil Branch FAAA standard leading the service associations, followed by the service veterans, the parade marched off through the town to 'Blenheim Gardens' where a short service took place to launch the Somerset Poppy Appeal. The parade then marched out of the gardens past the saluting dais manned by the RBL county officials and a selection of mayors from local towns.

On completion of the parade, refreshments were taken at the RBL Minehead club and the train departed at 1500 filled with people feeling proud and privileged to have taken part in a very special day.

*Bob Ridout, Secretary*

**Yorkshire Branch**

Shipmate Mick Grubb of the Yorkshire Branch is also a Horsforth Town Councillor, which is on the outskirts of Leeds, and in the year 2004–2005 was the Chairman.

In 2004 the Council decided to celebrate the 60<sup>th</sup> Anniversary of VE & VJ days, a sub committee, with Mick in the chair, was formed with members of the public being invited to join the committee. Three members of our Branch, Bob Sharp, Mick Armitage and myself, were co-opted. Application was made to the Lottery Fund and a grant of £16,500 made with instructions on how it was to be spent. The planning went on into 2005 for the day on Sunday 8<sup>th</sup> May 2005.

A large marquee was erected in the local park with capacity for 200 people to sit down for free teas, the church hall being also hired for older people to have their tea together along with some entertainment. Several bands were engaged: The York Sea Cadets to lead the Ex-Service Parade, the local brass band to play at a service in the park and two jazz bands. Children's entertainment was also organised. The catering, including two Victory Cakes, was put out to local bakers and an appeal to church members resulted in the provision of about 300 other cakes for the day.

The parade started in front of the village museum where I was asked to lay a wreath on the HMS Aubritia memorial. In 1941 Horsforth raised £241,000 to adopt the Flower Class Corvette. In May 1941 this ship depth charged U110 to the surface and a boarding party from HMS Bulldog captured an Enigma machine[Hollywood take note], Another wreath was laid on the War Memorial and the parade made its way to the park for a short service.

An RAF aircrew veteran, a Para' and myself were asked to cut one of the Victory cakes. Within minutes the heavens opened and everyone made for the tea marquee and church hall. The bands also moved inside and put on a sterling performance. In spite of the rain everyone had a thoroughly happy time.

As there was still some money left permission was obtained to hold a smaller event in September for VJ Day. More free teas were put on in the church hall with two bands and a jive group providing entertainment. Having served in the Pacific I was asked to open the event, which honour I used to make a dedication to all who served in the Far East.

*Alex Hodgins*

**Postscript**

I would like to thank Jim Buie of Greater Manchester Branch for keeping his eye on the CVF and JSF imbroglio (some details of which were published in the previous issue of The Airey Fairey) which looks set to ensure that the RN has a gap in future air defence and strike capability. It would seem that delays in settling issues surrounding JSF (particularly the F-35B STOVL) development are being used by HMG as excuses to put back order and in-service dates for the pair of CVFs promised (Ha!). We must ensure that increasing prospective costs of the CVF programme are not used as an excuse to



resort to downsized vessels. Past experience has always shown that such expediencies have in fact led to increases in cost, from increased complexity, and a reduction in capability (as the crew of the type-42 HMS Sheffield discovered to their cost) and longevity, short-term-ism at its worst.

The progress of the JSF continues to raise concerns with the Americans apparently playing hard-ball on technology exchange (the benefits which the US has reaped by being supplied with UK technology during and after WW2 should be remembered) and there has been a reported rise in the cost of titanium products by virtue of the fact that Russia controls much of the source of the raw material. It has been heard through the grapevine that the French Rafale M could be on the cards in place of a defunct JSF (now the JCA – Joint Combat Aircraft). What a state for British Defence Procurement policy to descend into. Politicians are by training and experience, as well as a track record, ill-suited to rule over policy concerning technological developments and requirements and will thus listen to the loudest voices. Perhaps we should start shouting.

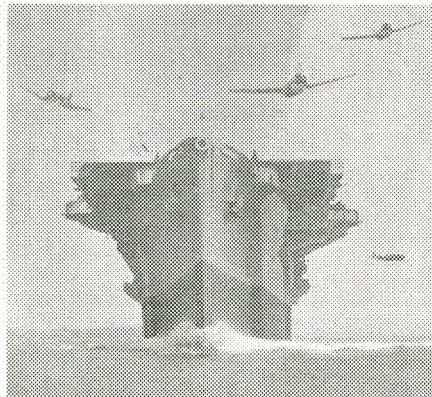
*Editor.*

## 'Ruler's Reign: The Story of a Lend Lease Escort Carrier and her Squadron 1943-1946' by John Robson

Thanks go to ex-AA Joe Ainley for sending the editor of this humble publication, The Airey Fairey, a copy of the CD containing an Adobe PDF file of the typeset book. It had been intended to extract Joe's story, Part A of Chapter 9 but although the pictures could be captured the text proved more difficult. The most efficient way to do this now would be to make hard copy and OCR (optical character recognition) it into a computer. Unfortunately the only computer here on which I can do this suffered a failure of a major essential component, this part has now been repaired but requires refitting when I next open up for a service. Therefore I'll simply repeat here the review by Andy Holder which appeared in THE SEAFARER New Year 2005.

'Self-published, this is at first sight a book for naval historians and the few members of the ship's crew. What is a shame, as an amazing amount of effort has gone into making this an accurate account of the ship, her squadron and those times.

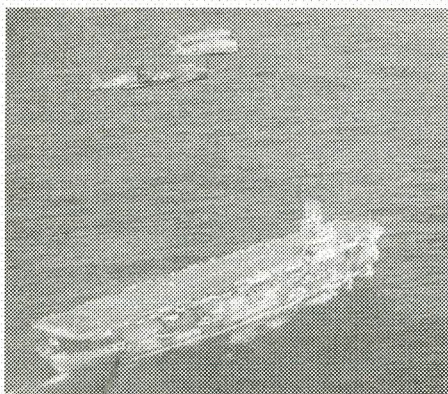
### RULER'S REIGN



The Story of a Lend Lease  
Escort Carrier  
and Her Squadron  
1943 - 1946

By Some of  
Her Ship's Company and Squadron Personnel

RULER'S REIGN



Frontpiece

Working with the British Pacific Fleet, Ruler spent two periods at sea in the Western area - four weeks for Operation Iceberg II and eight weeks for the final Operations off Japan - when 885 Squadron provided air cover and performed other tasks for the Fleet Task Force for the GPF while the fleet replenished between strikes.

At Home based Ruler's Squadron regined supreme in the air strikes.

(the photo: RNOOP Ruler, LHA(A) Broomeport RNOVR, Senior Pilot: 885 Squadron)



Now in his 80s, John Robson believes this is the only accurate account of an Escort Carrier and the life her crew led whilst on board. He researched and wrote about the ship, and got Ben Bolt and Dennis Papworth to compile the sections on her Air Department and Squadron. Their story is of HMS Ruler, an American-built escort carrier that was on loan to the Royal Navy in the latter part of WWII. Working with the British Pacific Fleet and with 885 Squadron assigned to her, HMS Ruler spent two periods at sea in forward areas: four weeks on Operation Iceberg and eight weeks in the final operations off Japan which contributed to its defeat. In service, she performed many roles, but arguably the most rewarding was her adaptation to carry 450 released prisoners of war and internees on a Voyage from Tokyo Bay to Sydney in 1945.

The book overflows with lists, diagrams, charts, maps, plans and dates, and there are many good photos

as well. The narrative is something of a challenge but an amazing story emerges. John knows the book has limited appeal but there are some real gems hidden on these pages. Copies of the book are available on DVD [CD-Rom – Ed.]’

John Robson, 150 Gilnahirk Road, Belfast. BT5 7QQ. Tel: 02890 796538.

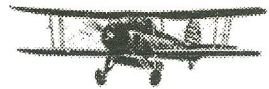
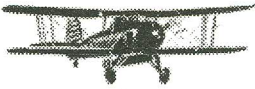
### Brown Shoes? by Len Owen

It was in the spring of 1958 and HMS Ark Royal was in Grand Harbour in Malta for 10 days preparing for an exercise where we were going to support the Bootnecks doing a mock invasion of Sardinia. I was on 804 Squadron (Seahawks). One evening I was in the squadron mess decks, not having gone ashore, when at about one of our SE killicks and a Naval Airman SE arrived back on board from a run ashore.

Nothing unusual in that you say, except they had another man with them in a matelots uniform who was unknown to any of us. He also spoke in an American accent and wore glasses, not many people in the Navy in those days wore glasses. He was also wearing BROWN shoes! Apparently our two lads had met him in a bar down The Gut, he said that he was an American reporter who wanted a story about life ...continued on Page 26

## The Lonely Sky and the Sea

a book of poems by  
Jack Thomas



Jack Thomas is a member of the FAAOA Mersey Group and in his youth was a pilot flying Swordfish aircraft from a tanker MACship – you know one of those converted merchant ships which were fitted with a flight deck and no hangar so that all servicing had to be done on an open deck. They usually carried 3 aircraft and were employed in escorting convoys across the Atlantic between 1943 and VE Day. Well, Jack has written a book of poems, many of them about his wartime flying days and others, which reminisce about them and he has named the book, ‘The Lonely Sky and the Sea’.

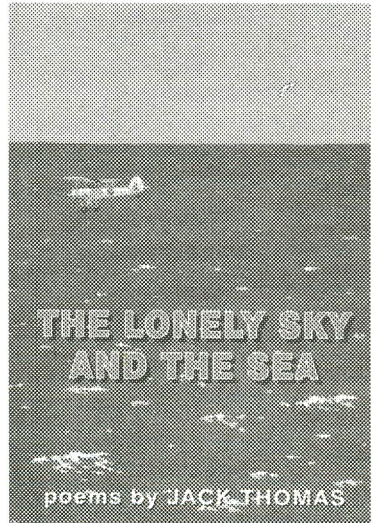
Jack’s poetry is very appealing to any reader and particularly to anyone who flew from or served in any type of aircraft carrier. His poems are very nostalgic as he evokes memories of those far-off days of youth and happiness tinged with anxiety, fear and laughter as well as friends and shipmates whose lives were lost.

Jock Bevan, another FAAOA member and a fine artist whose paintings of wartime aircraft and carriers have appeared in the annual FAA pocket diary, has provided the splendid, colourful, cover design and also several sketches which, together with some of Jack’s wartime photographs, add to the attractiveness of the book.

Admiral Sir Raymond Lygo KCB, who was on the same pilots’ course as Jack, has kindly provided a thought-provoking foreword for the book.

The price of Jack’s book is £10 inclusive of postage. A small discount is available to any association or group wishing to buy several books for their members. Please note that ALL proceeds will be sent to the Royal Navy Historic Flight. Orders please to Jack Thomas at his address below:

26, Leverhulme Court  
Quarry Road East  
Bebington  
Wirral  
CH63 3JR Tel: 0151 645 3475



The above notification was from John Maybank – FAAA (& other FAA related organisations) Diary Editor at: 584 Bury Road, Bamford, Rochdale, Lancs. OL11 4DN

So as to provide a flavour of the contents, and of life as a pilot on a MACship, the following is included here [all punctuation as printed]:

### MACship Dawn Patrol

*The dream spins and whirls*

*and melts into the dim form beside my bunk;*

*hand outstretched from shapeless duffle-coat:*

*unknown face inside the hollow hood.*

*A voice says: "Two o'clock, O-two-hundred, half an hour to take-off,"*  
*and I am alone.*

*A heave, a slide, and I am standing.*

*swaying ...*

*the bitter rustle of my Sidcot-suit sets my teeth on edge.*

*left boot, right boot;*

*pick up gloves and helmet.*

*Along the slowly heaving perspective of the alleyway*  
*into the staring glare of the Air Plot.*

*Danny grins, hair-tousled,*

*sleepily sexrawing with pencil-stub on chartboard.*

*A droning voice is speaking and I listen,*  
*not understanding, but storing the words*

*"...Lizard 90...land 0530."*

*Out of the Air Plot, up the ice-iron ladder:*

*an opening door, and*

*cold air hits my fae.*

*Suddenly, I am awake in grey space...*

*endless grey space that slowly slides*  
*into grey flight-deck, grey sea, grey sky.*

*I shiver and stiffly walk towards the stern.*

*Against the paler grey of the sky,*  
*momentarily,*

*is silhouetted against the shape of my aircraft,*  
*transformed by the night's black magic*  
*into a crouching, waiting, menacing*

*pterodactyl of the dark.*

*The engine whines fretfully,  
its note pitching higher, higher...*

*there's tearing, splitting roar,  
a spitting of blue flame and golden sparks  
and then a sudden belly-rumble.*

*The Batsman approaches, briskly wide awake,  
his face, in the glow of the Lucite wands  
uncanny, half red half green.*

*"Ready when you are!" He Shouts  
through the engine noise and pre-dawn wind.  
Around the wing-tip, and engine-song  
dies to a ticker, ticker,  
ticker.*

*Out of the cockpit slides Ginger;  
a grin in blue overalls.*

*"O.K?"*

*"O.K... a bit cold."*

*I reach for the handholds, kick for the footsteps:  
stretch, haul,  
my eyes are watering in the slipstream.*

*As I settle down in my seat  
I buckle on my parachute;  
click, click-click.*

*(Danny climbs into the rear seat)  
Sutton harness.... Pull it tight,  
plug in intercom,  
cockpit check,  
throttle, mixture, trim, switches  
..... vaguely.*

*Mumbled thoughts.  
(Ticker, ticker, ticker.)  
Switch on the mike...*

*"Can you hear me all right?"*

*"Yes." (Danny's disembodied voice.)*

*"Fly at 800"*

*"Roger, 800"*

*I open the throttle and the aircraft wakes to pulsing, quivering life in a blazing roar,  
revs., pressure, temperature,*

*O.K.*

*Close the throttle.*

*I look towards the Batsman and raise my hand  
thumb up.*

*He turns, flashing his green wand to the bridge  
and from the bridge a spark of green replies.*

*The aircraft leans as the ship turns into wind,  
deck lights prick into white life,  
a converging track into grey nothingness.*

*The Batsman's wands sketch a red-green cross as he waves away the chocks.*

*I clench the brake-lever to the ring-top of the stick,*

*the green wand rises in an arc, and*

*as it traces a green spiral*

*I push open the throttle and my Swordfish  
roars again.*

*We both are tensed.*

*Down sweeps the green arc*

*suddenly*

*off brakes.*

*we trundle forward,*

*up comes the tail,*

*rumble and bounce, then*

*smoothness.*

*Climbing, tilting smoothness.*

*(I am alone in the greyness)*

*"Steer 270."*

*I am alone with my glow-worm instruments, and*

*Danny's voice.*

## A Stand-Eazzzy Word Search

Hidden in the grid below is a selection of aircraft carrier names from WW1 to the present, excluding WW2 escort carriers.

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V V U C L R O I R R A W H C M E L G A E
U H T R E N G A D I N E O A R E I V I R
E E C U E P I X M V I U L U F R E W O P
V R B O X L J L I R R Q H P M U I R T F
I M N R L B B N L A F L A Y O R K R A V
T E R C F O D I G U Q U G F Y C R J E Z
C S O E E E S E C Y S A R D A E H N L I
I E C N X L O S S N S T P I E K G J N M
D L I T E U B U U U I M R N O E P D F V
N B N A S M E A O S A V O I A U O C L I
I A U U N S P I G N S I N N O M S A E C
V R C R E A R R X I P P C I I U Y M L T
D E I H U O E M E G T E E T O R S P B O
K N T G L C A C W S D A A G O P S A A R
R E S G E N V U O S S B F L A U Q N D I
A V E S U E S R E P L Y G E G S B I I O
W B J N O I B L A E W A U R D Q U A M U
L M A G N I F I C E N T A K T N I S R S
U U M E L B A C A L P M I A F Z I K O G
B L G O A Q E E R H C Y M N E B R C F J

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INDEFATIGABLE  
 INDOMITABLE  
 MAGNIFICENT  
 ILLUSTRIOUS  
 BENMYCHREE  
 COURAGEOUS  
 INVINCIBLE  
 FORMIDABLE  
 VICTORIOUS  
 VINDICTIVE

IMPLACABLE  
 VENGEANCE  
 VENERABLE  
 POWERFUL  
 ENGADINE  
 CAMPANIA  
 GLORIOUS  
 ARKROYAL  
 MAJESTIC  
 COLOSSUS

PIONEER  
 FURIOUS  
 RIVIERA  
 THESEUS  
 TRIUMPH  
 UNICORN  
 EMPRESS  
 CENTAUR  
 BULWARK  
 MANXMAN

WARRIOR  
 PEGASUS  
 PERSEUS  
 HERMES  
 VINDEK  
 ALBION  
 GLORY  
 EAGLE  
 ARGUS  
 OCEAN

## Henry Allingham - at 109 our oldest member.

Henry was borne in Clapton, London on June 6 1896. Henry's father died when he was only 14 months old and his mother and grandparents brought him up, he attended the London County Council School in South Lambert Road, leaving to work as a trainee surgical instrument maker at St Barts Hospital. Finding the work uninteresting Henry soon left to join a coachbuilders specializing in car bodies for Fodens and Scammels.

Henry tried to join up in August 1914 as a Dispatch Rider but his mother persuaded him that his place was at home looking after her. It was only after she died that he was able to enlist, joining the Royal Naval Air Service (RNAS). He was formally rated as an Air Mechanic Second Class on 21

September 1915 and posted to Chingford before completing his training at Sheerness with 14 other recruits - including 2 Australians, a New Zealander and an American.



Chingford was not an ideal airfield for those learning to fly, there were numerous boarded over streams, using railway sleepers, and it is now the William Girling Reservoir. If one was taking off in a northerly direction, fortunately not often the case,



there was the chance of a dunking, perhaps from a choked rotary (Gnome or Le Rhone) engine, in the then existing reservoir beyond the hangars and the Chingford-Ponders End Road. About the early aeroplanes Henry recalls, "They didn't have much speed with them. Sometimes they'd be coming along and the force of the wind would have you standing still. Sometimes you'd be flying backwards," he said, "You'd have to have good weather to fly".

As, the later Squadron Leader, CPO Bartlett wrote, 'Training aircraft with a top speed of around 50 knots and capable of landing at 40; a dashboard that carried only compass, air speed indicator, altimeter, side slip bubble and, if the engine was water cooled, perhaps a temperature gauge ... . Any advantage of simplicity was, from a pilot's point of view, outweighed by unreliability and engine failures were frequent.'

Basic (Ab initio) training was carried out on the 59 mph maximum speed Maurice Farman Longhorn with 70 hp Renault or 75 hp Rolls Royce Hawk engines and the Grahame-White Type XV 'Box-Kite' with an 80 hp Gnome or Le Rhone rotary engine. From these pilots progressed onto the Avro 504. One of these is probably that which Henry recalled as being the first aircraft he saw he went up in with just a pair of .303 rifles in the back cockpit.

One of the pupil pilots at RNAS Chingford (was this really known as HMS Chingford?) in 1915 was one David Ivor Davies, a 22 year old Sub Lieutenant, otherwise known as Ivor Novello who had already composed 'Keep the Home Fires Burning' ('till the Boys Come Home') the tune of which was adapted by the trainees manhandling Maurice Farmans into the sheds at the day's end. Unfortunately Henry went off at a tangent to other songs, not specified by his interlocutor Dennis Goodwin, when asked recently about this, 'The Chingford Chant':

*Keep poor 'B' Class stowing  
Though the lorry's going  
Though the lorry's due to leave  
The aerodrome.*

*There's another Maurice  
Waiting out there for us,  
We must shove the damned thing in  
Or we can't go home.*

After graduation, Henry was drafted to the RNAS Air Station at Great Yarmouth where he was involved in maintaining a wide range of aircraft – as well as taking the opportunity to fly. He recalls bringing seaplanes from the water's edge up and onto the slipway, although some individuals found wading in saltwater was not to their taste! He also worked further up the coast at Bacton where night flying was conducted, using rows of flares to mark the landing ground. During his time at Great Yarmouth in 1915 Henry recalls a Zeppelin raid on the port.

He remembers many of the pilots with great affection, including Flt Lt's Cadbury and Woods, as well as the air station's Commanding Officers, Lt Cdr W.P.C. de Courcy Ireland and, after Ireland's death, Lt Cdr Douglas Oliver. He speaks very highly of 'Snakey' Oliver and recalls watching him win the DSO in June 1916 for a single-handed attack on German battle-cruisers that were shelling Great Yarmouth [Oliver's DSO award may have been in June 1916 but the German battle-cruisers are on record as raiding Yarmouth in March (April in another source) 1916]. Flight Commander Douglas Oliver took part in the 1914 Christmas Day Cuxhaven Zeppelin shed (which was in reality at Nordholz about ten miles to the south) raid flying Improved Admiralty Short 74 (C Type Folder) No. 185 with Chief Petty Officer Budds in the rear cockpit.

On another occasion, he helped Flt Lt Woods tie himself into a BE2c so that he could loop it – which he successfully achieved! The dangers of such a manoeuvre in an aircraft not designed for aerobatics was highlighted when Flt Lt EL Pulling and Flt SubLt JE Northrop were killed in BE2c 8626 when the aircraft broke up in the air whilst looping on 2<sup>nd</sup> March 1917.

It was in a BE2c fuselage, No. 989, fitted to airship AP1 that Squadron Commander W.P.C. de Courcy Ireland was killed when AP1 (S.S.1 ?) crashed on 21st February 1916. The BE2c appears to be one of the mainstays of operations from both Great Yarmouth and Bacton. de Courcy Ireland carried out anti-zeppelin patrols (AZP) in BE2Cs 1151 and 1167 from Great Yarmouth on 31st January 1916, Flt Sub Lt CHC Smith operating 1151 on AZP from Bacton on 1 February 1916.

Henry was present at Great Yarmouth on 13 April 1916 when King George inspected the Air Station and its aircraft; however, he was greatly disappointed when the King, having spoken to a number of individuals in the line of RNAS personnel assembled to meet him, turned and left just before reaching Henry's position!

Henry was also involved in supporting anti-submarine and anti-zeppelin patrols from a variety of seaplane carriers. He preferred the Brocklesbury, an old paddle steamer, as the accommodation was much better than the trawlers, where he was billeted in the fish-hold. Each patrol lasted 2-3 days and involved hoisting the seaplane onto and off the water with a deck-mounted derrick. In May 1916, he was ordered at short notice to join the armed trawler HMT Kingfisher, carrying a Sopwith Schneider seaplane.

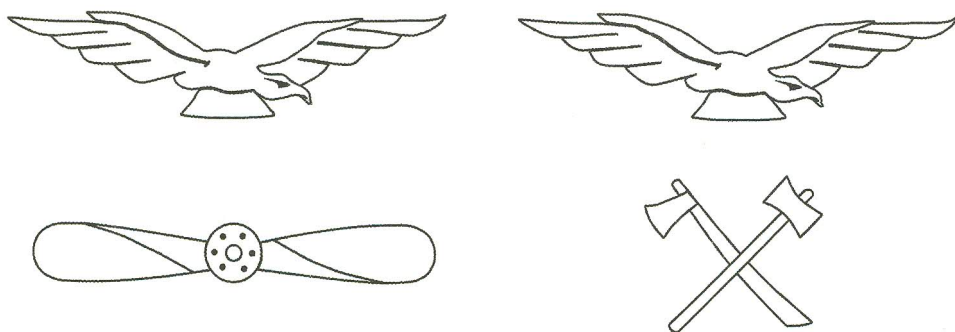
Henry remembers some of the pilots who flew anti-zeppelin patrols from trawlers; Flt Sub Lts NW ('Legs Eleven') Leslie, HB Smith and V Nicholl. Other pilots engaged thus were; Flt Sub Lt's F W Walker, G H Bittles, N W Leslie, H B Smith, G H Simpson, EN Halstead, TGC Wood, SC Beare and also Flt Lt FDG Hards. Smith flew Sopwith Schneiders and Babies from HMT Kingfisher (and HMTs Sir John French and Jerico), Bittles flew Babies from HMT Kingfisher and HMS Brocklesby (and Halcyon) and Cadbury flew Babies from Kingfisher?

The Kingfisher was at sea during the Battle of Jutland, following the British Battle Fleet (The Grand Fleet). Kingfisher subsequently followed the German High Seas Fleet taking care to avoid the mines laid by the escorts of the retreating battleships. It is known that Flt Sub Lt AF Marlow joined Kingfisher in April 1916. Henry was an airborne spotter during this time.

It was presumably whilst the High Seas Fleet was slinking home past the Horns Reef, near the Danish coast of Jutland, in the early morning of 1st June 1916 that the Kingfisher had its encounter with the German fleet [this is a fact little reported on in accounts of that battle]. Henry has described how his ship, the Kingfisher, barely escaped destruction. A German shell ricocheted and was heading directly at the ship, when a stroke of luck handed the crew an incredible escape. "It bounced over the top of the ship!" he said. "Where it went I don't know but it was the [saving of us]. If it hadn't [bounced], who knows, the whole ship would have been gone."

Henry makes the point that the Kingfisher's crew was not really aware that they had taken part in a major sea battle, as was the case with the crews of many other ships involved, until they returned to Great Yarmouth on the Wednesday and were certainly unaware that it had been a 'victory' until the church bells rang on the Thursday! Although the trawler was not directly involved in the main action, Henry can properly claim to be the last survivor of that crucial battle.

In September 1917 Henry, by now an Air Mechanic First Class, was posted to the Western Front to join No 12 Squadron (RNAS) – formed in June 1917 and equipped with a mixture of Sopwith Pups, Triplanes and Camels. The unit acted as a training squadron for the other RNAS squadrons based on the Western Front, although there is some evidence that it was also involved in operations.



Above: RNAS aircraft maintainer's badges with a 1<sup>st</sup> Class Air Mechanic badge at LEFT and that of an Artisan (Rigger/Fitter) at RIGHT, with the later being the one that Henry recognised and wore.

When Henry arrived at Petit Synthe - at the northern end of the British sector, close to Dunkirk - both the Royal Flying Corps (RFC) and the RNAS were heavily involved in supporting the Ypres offensive. He stayed with No 12 Squadron (RNAS) until 3

November 1917 when he was posted to the Aircraft Depot at Dunkirk (St Pol – not to be confused with the St Pol to the South in the area West of Arras). He would remain with the depot for the remainder of the war, employed on repair and aircraft recovery duties - the latter experience being particularly vivid. He also has recollections of being bombed from the air and shelled from the land and sea - all at the same time!

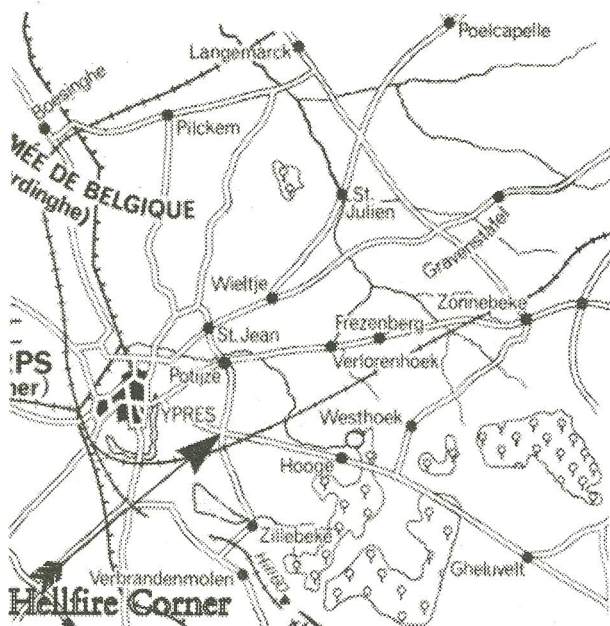


Above: The Leugenboom gun Long (Lange) Max of 38 cm calibre (14.5 inch approx). Note the figure squeezed into the muzzle.

The shelling from the land came from a large gun at Leugenboom, Long (or Lange) Max, across the lines in German held territory. This gun was in operation for some years having demolished the west isle of the Cathedral in Coudekerque with a 15in shell sometime prior to 28th September 1916. This gun when in operation fired shells at the rate of about 1 every 8 minutes and caused much destruction, becoming a target for the RNAS HP 0/100 large bomber aircraft as they became operational. The gun was firing at a range of 27½ miles, the flash of the first round of a sequence would be spotted and warning sirens set off, one being dubbed 'Mournful Mary', and 1 minute 40 seconds later the shell would land with the sound of the gun firing arriving 17 seconds after that.

During the night of 24/25th September 1917 St Pol and the docks area took a pounding from a German bomber raid. The depot at St Pol was heavily hit with a large bomb wrecking the engine and repair shops. Both were gutted with about 200 rotary engines (Clergetts, Le Rhones and ARs) being destroyed along with much machinery such as lathes etc.

It has been recorded that on 4th January 1918 a DH4 of 5 Squadron dropped bombs on St Pol village by mistake due to the gun-layer having 'the wind up'.



Henry regrets not having been given first aid training as on one occasion a pilot landed with a bullet in his thigh, bleeding badly. Although they got him out of the aircraft he did not survive the journey to the casualty clearing station. This incident occurred north of the notorious Hellfire Corner which was on the Menin road adjacent to a railway crossing just to the east of Ypres. The Germans had the precise co-ordinates of this position, and by being on the Zillebeke Ridge the position was an easy and frequent target for German heavy guns from three sides in this very exposed salient.

Driver L.G. Burton, No. 113753, 4<sup>th</sup> Division, Motor Transport, Army Service Corps recalled:

*'It was so important to get the ammunition and supplies up [during the 3<sup>rd</sup> Ypres Offensive] that we were taking chances and running the lorries right up to Hellfire Corner, on the other side of Ypres on the Menin Road. I'd been the last to set off and when I got to Hellfire Corner it was chaos. A salvo of shells had landed in among the convoy. The lorries were scattered all over the place and even those that hadn't been directly hit had run off the roadway, in among all the bricks and debris, and the drivers were sheltering in the ruins .... We decided to try to get the lorries back on the road facing home [Ypres and beyond], which meant that we had to start up the engines by hand and manoeuvre them round among the shambles on three point turns. The shells were simply thundering down.'*

Henry recalled the worrying experience of falling into a water filled shell-hole, containing things that he would rather not remember, and being extremely lucky in moving in the direction which ensured his survival which may not otherwise have been the case. Recovering crashed aircraft from the battlefield, often in no-mans-land, was a frequent requirement, one requiring much courage and coolness. Henry also served in the Somme sector.

With the amalgamation of the RNAS and RFC into the Royal Air Force Henry found himself with the rank of Rigger Aero, Aircraft Mechanic Second Class and was given a

new service number - 208317. He remained in France until well after the Armistice and had the opportunity to visit Cologne where he was surprised at how friendly the German civilians were to British troops.

Henry returned to the Home Establishment in February 1919 and was formally discharged from the RAF Reserve on April 16, 1919. After this Henry worked on Vickers Vimy at a Shedlow aircraft company until September 1919 and then had numerous jobs before joining Ford Motor Company where he worked until retirement. Henry loves to relate the story of his invention of the 'sunshine roof' at the request of an Indian Rajah by, inadvertently perhaps, putting a hole through the soft top of an expensive motor car.

Shortly before discharge Henry married Dorothy, whom he had met at Great Yarmouth, the marriage lasting 53 years and produced 2 daughters. Henry now has 5 grandchildren and 12 great-grandchildren and one great-great-granddaughter, all of whom live in America.

During World War II Henry was in a reserved occupation and worked on a number of different projects including one man submarines and De Havilland aircraft such as the famed Mosquito. Henry also recalls that he was called away from his 1939 Christmas lunch to help come up with a system that would neutralize the new German magnetic mines and thus enable the port of Harwich to be re-opened. Nine days later, Henry, having not seen his bed for eight nights, had the satisfaction of seeing the job through with the development of degaussing methods.

In 2003 Henry received France's highest military award the Legion d'Honneur and continues to lead a very active life attending commemorations such as the inauguration of the British Air Services Memorial at St Omer. Henry was presented with the Gold Medal of St-Omer and awarded the Freedom of the Town. Henry continues to make the extreme effort to attend the Remembrance Day ceremony in Whitehall each year and insists on laying a wreath himself, a remarkable and gallant old gentleman. Welcome aboard the Fleet Air Arm Association Henry.

Picture credits: the portrait of the young Henry Allingham was supplied in electronic format by Mirror Group Newspapers, arm badges were re-drawn from those appearing in 'The RFC/RNAS Handbook 1914-1918' by Peter Cooksley, Leugenboom gun picture by courtesy of Eddy Lambrecht (Cnock), denizen of the Great War Forum at: <http://1914-1918.invisionzone.com/forums/index.php?act=idx>, the Ypres area — placing Hellfire Corner — map detail is from 'A Military Atlas of the First World War' by Arthur Banks [with alterations and additions by the editor] ISBN 0-85052-791-0 from Leo Cooper (Pen & Sword). The quotation of Driver LG Burton is from 'They Called it Passchendaele' by Lyn Macdonald ISBN 0-14-016509-6 Penguin Books.

A very special thank you goes to both Dennis Goodwin and Henry Allingham for taking the time in revising and returning the script which I sent them.

## **The Book-Shelf**

**A selection of books that may be of interest.**

Some relevant references were included with the Henry Allingham story above. However there are a number of others which may be useful to those interested in this period of Royal Naval aviation.

Pen & Sword produce, in their Leo Cooper imprint, a large number of books in the 'Battleground Europe' series. Each book in the series is in the form of a battlefield guide with maps of areas of interest, including cemeteries and the background of some of those interred in these cemeteries with descriptions of their deeds and how they met their fate. A sub-series 'Airfields & Airmen' follows a similar pattern with the following volumes, by Mike O'Connor, published to date:

Ypres,	ISBN 0-85052-753-6
Arras,	ISBN 1-84415-125-5
Cambrai,	ISBN 0-85052-958-1
Somme,	ISBN 0-85052-864-X

In the same format is 'In the Footsteps of the Red Baron' by Mike O'Connor & Norman Franks ISBN 1-84415-087-9. Whilst heavily populated by RFC airmen there is much of interest concerning the considerable RNAS input on the Western Front.

**Bartlet, Squadron Leader CPO, DSC. (1944) 'In the Teeth of the Wind',** Leo Cooper imprint of Pen & Sword, Barnsley, South Yorkshire. ISBN 0-85052-318-4

The early chapter 'Learning to Fly' provided some of the background to air training at Chingford for the Henry Allingham article. The bulk of the book is in the form of a diary by the author of his time flying raids, with Naval 5 Squadron, from the airfields in the Dunkirk area across the lines into German held Belgium. In this book was found the descriptions of the firing of the Leugenboom gun. There are a few references to No. 12 Squadron RNAS. An enthralling narrative well related and recommended.

**Cooksley, Peter G. (2000) 'The RFC/RNAS Handbook 1914-1918',** Sutton Publishing Limited, Stroud, Gloucestershire. ISBN 0-7509-2169-2

Although it is gratifying that the contribution of the RNAS to WW1 aviation should be recognised in this way it is a shame that a book dedicated to the geographically widespread exploits of that service should not have been produced as a part of this series. Surely there is enough material to make this a worthwhile proposition.

**Layman, R. D. (1985) 'The Cuxhaven Raid',** Conway Maritime Press, London. ISBN 0-85177-327-3

An excellent narrative detailing the world's first ship launched air strike an event which, in spite of failing to achieve its aims, exemplifies the innovative nature of the Royal

Naval Air Service at this early date, December 24-25 1914, in its history. Included is a fine portrait of Douglas A (Snakey) Oliver of Henry Allingham's acquaintance, amongst the many other interesting photographs and diagrams. Well worth a look.

Incidentally, it was from Cuxhaven that Horatio Nelson sailed to Yarmouth, by packet on 31<sup>st</sup> October 1800, on the final stage of his journey from Naples, mostly overland, after being recalled from the Mediterranean.

**Westrop, Mike. (2004) 'A History of No. 10 Squadron Royal Naval Air Service in World War 1'**, Shiffer Publishing, PA, USA. ISBN 0-7643-2055-6. Available in the UK from Bushwood Books, Kew, Surrey. <http://www.bushwoodbooks.co.uk/>

This nicely produced book describes the trials, triumphs and low points of Naval 10 which flew mostly Sopwith Triplanes and then Camels over the Ypres area. The squadron was official formed at St. Pol on 12th February 1917 and continued on into RAF control as 210 Squadron from April 1st 1918. All Fools Day was an appropriate day for the RN to loose control of its indigenous aviation arm considering the troubled legacy of this policy. Westrop makes sure we are aware of this by mentioning the supposedly impartial Cabinet committee formed during the summer of 1917 in the wake of Gotha bomber raids on London. As Westrop writes '...nominally chaired by Prime Minister David Lloyd George but effectively controlled by the South African Defence Minister, Lieutenant General J.C. Smuts'. Such was Smuts influence on affairs that the findings when published became known as the Smuts report.

Westrop alludes that despite supposed impartiality, the amalgamation of the RNAS and RFC was a political rather than a military decision with the usual short term benefit gains at the expense of the long term health of naval aviation in the RN. Westrop postulates that the removal of the RFC from Army control was sensible as the Army was never comfortable with the demands of such a highly technical service, this in stark contrast to the RN which had been such a service since the inception of steam, steel and shellfire. Indeed the list of naval aviation innovations is a long one that starts at an early date and includes the improvisation of the first armoured cars, which laid the foundations for the later tanks, with their use to stiffen the resistance of the Royal Naval and Royal Marine brigades landed on the coastal strip of Belgium in 1914.

The fact that, at a stroke, all those in senior aviation posts, or those rising to the surface, were removed from the ranks of the RN ensured that the RN lacked the clout when arguing matters of aviation policy and allocation of resources against the increasingly closed mindset of the new Air Ministry. Particularly an Air Ministry dominated by those such as Trenchard, whose influence continued after his official retirement and who promoted so heavily, to the expense of nearly all else (it was lucky for the country that some in the Air Ministry stuck their necks out in promoting the development of Fighter Command, against strong opposition from the Trenchard clique), the use of bombing as a strategic tool. It is ironic that it was the RNAS that had pioneered the very concept of strategic bombing.



Westrop concludes, 'When Britain went to war in 1939, the new [wholly] naval air service was equipped with obsolete aircraft, inexperienced airmen, and outmoded tactics. Jan Smuts destroyed the most effective and modern naval air service in the world, and crippled Britain's credibility as a sea power. A cynic might well be justified in claiming that by killing off the Royal Naval Air Service, General Smuts obtained his revenge for his defeat by Britain during the Boer War'.

The bulk of this book is composed of a day to day diary of events from the time of the Squadron's formation until the 31st March 1918, illustrated by a number of contemporary photographs. The Appendices which follow are most interesting. Appendix A describes the varied, and at times colourful, aircraft markings with the aid of no fewer than 32 coloured, drawn profiles of the Triplanes and Camels of note. These include the famed Flight Commander Raymond Collishaw's (whose mount was commonly the first named) 'Black Flight' Triplanes; 'Black Maria', 'Black Prince', 'Black Death', 'Black Roger' and 'Black Sheep' with their black painted front fuselage sections and fins that became such a scourge of the German air forces.

Appendix B is a 'Roster of Pilots' in alphabetical order with full details of each pilot's place of origin, service history, combat record (where appropriate), photograph (where available) and fate for the entire period of the squadrons history as Naval 10. Appendix C is a 'Roster of Non-Flying Officers', Appendix D is a list of 'Combat Claims', Appendix E is a list of 'Casualties, Crashes and Incidents' and Appendix F is a list of 'Aircraft Used'.

The Bibliography contains a number of useful titles for those interested in reading more but sadly neglects to note dates of publication. Westrop has also consulted 'Cross & Cockade' journals of both GB and US origin as well as a number of pilot flying log books. References are completed with a list of relevant National Archive Files and mention of the W A Curtis biographical file and of transcripts of conversations and interviews with W A Curtis.

If you are interested in this period of Royal Naval aviation then this book should be on your shortlist.

**Wren, A. H. (1998) 'Naval Fighter Pilot Lt. CDR. R. J. Cork DSO, DSC, RN', Heron Books, Lichfield. ISBN 0-9532250-0-3**

Dickie Cork, as he signed himself, was one of the naval pilots assigned to RAF squadrons during the Battle of Britain. Cork flew Hurricanes with 242 Squadron being Number 2 to the Squadron CO Douglas Bader. Cork proved a natural fighter pilot gaining the utmost respect from Bader and being awarded with a well earned DFC. Unfortunately this award did not go down well with the Admiralty and, despite 'Questions in the House' and an appeal to the King this had to be changed to a DSC.

One amusing tale related by Bader, sometime later, concerned the reaction of an Admiral meeting Cork on his return to the RN whilst adorned with the ribbon of the DFC and also four non-Admiralty pattern buttons forming the left column on his double breasted jacket. From top to bottom they were an RAF button, a Royal Canadian Air Force Button, a Czech Air Force button and a Polish Air Force button, the latter was sure to cause trouble by being a bright silver colour!

The fracas that erupted over the award of the DFC to Cork had not so amusing consequences.

As Wren relates; 'This heated debate had one unexpected and unpleasant outcome. Many Navy pilots served with the RAF during 1940, some with great distinction. Fighter Command recommended the award of DFCs to a number of them. But it seems that Bader's condemnation of the Navy [Bader being offended by the Navy's reaction which he considered mean spirited] meant that these proposals were held in abeyance, as though debased by the argument. One amongst them was Arthur Blake [a great friend of Dickie Cork], whose bravery on September 15<sup>th</sup> [1940] subsequently went unnoticed by officialdom'.

It does appear that the Navy had a track record throughout the war of being reluctant to make bravery awards to its aviators to which the aftermath of Taranto bears witness – probably another of the legacies of RAF control until the very brink of war in as much as there were few aviators amongst the upper echelons of the RN.

After the exertions in 242 Squadron Cork was 'rested' by being posted to 252 Squadron, a Coastal Command unit flying Blenheims, Beauforts and Beaufighters before transferring back to the FAA and Yeovilton with 759 Squadron. Having stayed with 252 for a short while Cork joined 880 Squadron firstly on HMS Furious in northern waters flying Hurricanes including raids on Petsamo, then working up on the new carrier HMS Indomitable before sailing for the West Indies. Thus Cork was on Indomitable during a very rough trip and then the grounding on approach to harbour at Kingston, Jamaica, an event which had serious ramifications being as HMS Ark Royal was lost in the Mediterranean shortly after.

Following repair Indomitable, with Cork and 880, sailed for Cape Town and then Aden where RAF Hurricanes destined for Singapore were embarked. These Hurricanes proved too little and too late being destroyed piecemeal as the Japanese rampaged through the Malayan Peninsula and the sank in turn the cruisers Dorsetshire and Cornwall and the the small carrier Hermes.

Cork remained with 880 Squadron and Indomitable when she transferred to Gibraltar and then became a part of Operation Pedestal to relieve Malta. Cork achieved much success during the bitter air fighting over this convoy and continued from Victorious after Indomitable had been incapacitated by a determined German bombing attack, becoming CO of 880 Squadron.

Following a period at Yeovilton's Naval Fighter School as Chief Flying Instructor Cork's determination to get back to operational flying (he could so easily have stayed ashore and let others continue the fight) was rewarded by appointment as CO of the 15<sup>th</sup> Naval Fighter Wing comprising 1830 and 1833 Squadrons equipped with the Corsair II and operating from HMS Illustrious as part of the Eastern Fleet from December 1943.

Throughout his brief career Cork displayed the utmost dedication, leadership and skilled airmanship qualities; it therefore came as shock when he was killed in a collision, with another Corsair taxiing along the runway, whilst landing in the dark at China Bay. Cork and the pilot of the other Corsair, a young New Zealander Mudge Anderson, were consumed in the resulting fireball and the resulting enquiry pinned the blame on them.

That an airman with the experience of Cork should be partly held responsible, given the circumstances of management (or lack thereof) by the RAF on the airfield, was viewed with considerable disbelief and disgust by those who knew Cork and of the circumstances of the accident, bearing in mind both of the deceased were naval fliers.

"There was little doubt that the controllers were responsible for the accident, yet our chaps were found 'guilty'. For weeks we had to make do with the poorest support one could imagine and daily, it seemed, things got worse. The RAF saw us as interlopers and dealt with us in a very slipshod way as a result. I can only think that this attitude, coupled with inadequate resources and incompetence on April 14th led to these deaths. Some even thought that the control was unmanned at the time or, worse still, the Duty Pilot was asleep ..." **Colin Facer**

This is a compelling book describing the brief but illustrious career of a courageous and dedicated naval aviator and well worth spending time reading.

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*Continued from Page 9...* on a British warship. They had taken a spare uniform ashore, and brought him past the OOW by pretending that he was drunk, the brown shoes were explained away by saying that he had lost his own in a run ashore.

After a struggle they got him into a hammock and he stayed the night in one of the two mess decks belonging to 804. The next morning, all be sober by now, they smuggled him ashore with a party going to Halfar.

A couple of weeks later my wife sent me the front page of the Daily Express with the American journalist's picture in uniform which had been taken in our mess deck. Fortunately our messdeck could not be identified from the photo', also fortunately, none of us were in the photo'.

The Admiralty denied that anyone could get on board one of HM Warships of course. One of the Chiefs in our squadron came up to me one day and said, 'That Yank reporter was in your messdeck wasn't he', which of course I strongly denied. You choose whether to believe me or the official Admiralty statement!!

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.

- ANDERSON, BILL ----- Essex Branch  
CASEY, MIKE----- Cotswold Branch  
DAVIS, COLIN----- Angus Branch  
FISHER-PAYNE, C ----- Daedalus Branch  
HALL, JOHN----- Angus Branch  
HENRY, DONALD ----- Daedalus Branch  
LEES, J (PO Pilot) ----- Greater Manchester Branch  
OFFLEY, GEORGE ----- Canada & Derbyshire Branch  
OWEN, PHILIP----- Greater Manchester Branch  
PARKER, HARRY ----- Daedalus Branch  
PESTER, FREDERICK----- Bristol & District Branch  
SIMPSON, A ----- Greater Manchester Branch  
SINGER, JACK----- Watford Branch  
WELLS, ALISTAIR S ----- Angus Branch  
WILLS, ERNEST ----- Wrekin Branch

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