



The Fleet Air Arm Association



Airey Fairey

Issue No. 23 – Spring 2014



THE FLEET AIR ARM ASSOCIATION

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Fleet Air Arm Association

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Editorial

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The Airey Fairey 23 follows very much the format of previous editions of the magazine. However you should note the changes to the National Committee and the Branch Secretaries. Also you will find an impressive list of the Events attended by our National Standard Bearer Gordon Appleby – these also reflect some of the key events many have attended throughout 2013.

Memory Lane carries the last section of the Gerry Hutson's 848 NAS article plus articles on the Fleet Air Arm Reserve Squadrons, Roy Scadden's story of his time during the war (1941-1946) and one titled the Pier-head jump.

The Branch news this time carries some tributes to members who have 'crossed the bar' and consequently there is only the list of Obituaries at the back where you will also find a brief summary of the 'The Naval Service Memorial' to be dedicated in June 2014. It will be a Memorial for those who have served, serve today and will serve tomorrow.

The reports from the Royal Navy Air Stations all have a positive note given the introduction of the new Helicopters and the expectations associated with the QE Class Aircraft Carriers.

I hope you will find the article related to RNAS Culdrose titled 'Cornwall's first frontline anti-submarine base' (opened in 1947) and the updates on its training programmes of interest.

RNAS Yeovilton has seen the withdrawal of its 'box' (the Lynx Mk3 Full Mission Simulator) but there is still plenty of activity in the Underwater training Unit! You will also find some short articles related to the help given to the Philippines after the devastation caused by Typhoon Haiyan.

Why the front cover picture – RFA Argus, the aviation training ship for the past thirty years? See P34 and the links to the Wildcat 2.

I hope that you will all enjoy reading the Magazine. I have tried to provide a range of topics BUT if there is an area you think I should cover please let me know (my details are below). I shall hope to have an article related to the Royal Navy Photographers in AF24.

As always time to thank the FAAA members for all the support I receive and Terry (Hubby) who helps me bring copy to print – particularly his help with the proof reading. Plus remind you that the AIREY FAIREY is your Magazine and it relies on you to provide stories, news, event information etc.

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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Queen Elizabeth Class Aircraft carriers



The building of the HMS Queen Elizabeth Aircraft carrier is well underway and there has been good TV, Web and National Press coverage. Currently there are FAA personnel in America learning to fly and maintain the F35 Lightning II and Handlers on American Carriers building up their experience on operating fixed wing aircraft. Her Majesty The Queen will officially name the ship at Rosyth Dockyard (Fife) on July 04 2014. During the ceremony, the 65000 tonne Aircraft Carrier will be given a traditional champagne christening followed later in the month with the flooding of the dock to allow the ship to float for the first time. Its construction in the UK has sustained more than 7000 jobs and involved at least 100 companies across the country. Her first seagoing Captain, Commodore Jerry Kyd, is a former Captain of HMS Ark Royal and HMS Illustrious. If all goes to plan, he will join the ship in the summer of 2015 to prepare for the sea trials that are scheduled to take place in 2016/17. The return of the service of fast jet carrier operations to the Royal Navy – in the form of flight trials off the deck of HMS Queen Elizabeth using the F35 Lightning II – is scheduled for 2018. The assembly of the second Aircraft carrier – HMS Prince of Wales – is expected to start later this year (2014) at Rosyth dockyard. A visit to see the HMS Queen Elizabeth is to be considered. Branches should provide feed back on ‘numbers interested’ to Chairman Arnold Thompson. For some a 3 day visit may be necessary – 2 days travel, 1 day to view.



News in brief

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Dates for the Diary – 2014

May 18	TAGA Reunion	Lee-on-Solent
June 01	Blackcap Church Service (11am) Tribute to George Rose (12 noon) Church – St Cross Appleton Thorn	Stretton
June 02-04	“Daedalus D Day 70 th ”	Lee-on-Solent
June 14-15	Air Britain Fly In	North Weald
June 15*	Dedication Naval Service Memorial	NMA Alrewas
June 26	Not Forgotten Assoc. Garden Party	London
July 01	Eastchurch Observance Service	Eastchurch
July 12	National FAAA meeting	Hanworth
July 26	RNAS Yeovilton Air day	Yeovilton
July 31	RNAS Culdrose Air day	Helston
September 08	Community Fun Day	North Weald
November 09	Centoph Remembrance Service/Parade	London

Dates for the Diary – 2015

April 10	FAAA Annual Reunion and AGM Aztec Hotel Bristol (3 night/4 day package £199)
April 11	National Annual General Meeting Ladies Coach shopping trip (Swindon) Gala Dinner (5 course)
April 12	Full day tour to Bristol + a River tour and entrance to the SS Great Britain

The contact number for the 2015 Reunion:
IOW (Isle of Wight Tours Ltd) – 01983 405116

*Editor: *This is an “all inclusive memorial that commemorates those who have served, serve today, and will serve tomorrow regardless of rank, trade or fighting arm”.*

National Committee

Since the AGM at Tillington Hall (April 2014), there have been changes to the National Committee (Page ii) – we have three new members. Vice Chairman Brian Bingham, who did not stand for re-election, will continue to manage the Reunion Events with the help of the IOW Tours. Two of our long serving National Committee members – Peter Roalf (Daedalus Secretary and Essex) and George Rose (Greater Manchester) ‘crossed the bar’ in 2013 leaving vacancies on the Committee. These have now been filled. The Branch Secretary list (Back cover) has been updated.

FAAA Branches

The Bournemouth Branch has disbanded. Ex members who still wished to meet on a regular basis, have gained permission to hold meetings at the Royal British Legion Club (Ferndown Dorset). The Ferndown and District Branch members meet at 11am on the 4th Wednesday of the month.

The Cotswold Branch was disbanded when its 'aging' members were unable to attend meetings etc. Some members have now joined the Daedalus Branch.

The Wrekin Branch has been re-named the Telford and Wrekin Branch.

The Daedalus Branch has a new secretary – Michael Hesketh. Contact details are given on the inside back cover of the Magazine. Chairman Arnold Thompson has updated the Daedalus Membership database and a disc has been sent to Michael at Grangemouth. In time Michael hopes to re-form the FAAA Scottish Branch.

The Eastbourne Branch has a new Chairman – Alan Mercer. This follows the unexpected death of Chairman Don Armstrong-Rich.

Membership List

At the 2013 AGM Arnold Thompson (Membership Secretary) gave out membership lists to 19 Branches. One year on, there are still Branches who have NOT made returns. This could lead to problems with reconciling the capitation fees, gaining correct copy for the Navy News and updating the Association's Book of Memory.

Welfare Fund

No requests for welfare assistance have been made as yet. The Fleet Air Arm Association National Committee is to administer this fund. Its value will be shown at the bottom of the FAAA Account Statements. The fund currently stands at £10339. A description of the Welfare fund was circulated to all Branches and the next steps are to agree the Rules of implementation which have currently been formalised and to seek further guidance before the Rules are agreed.

Mentoring of Trainees – HMS Sultan

The Fleet Air Arm Command at Whale Island was interested in the Royal Marines mentoring system. A Warrant Officer was appointed to liaise with the Marines and assistance from the Fleet Air Arm Association requested. The Marines have two mentors per training troop. Their 'task' is to give moral support and advice to the trainees who become depressed or de-motivated during training. In the first instance, it is intended, as part of the training policy for the Air Engineering Technicians at HMS Sultan, to introduce a similar system. The Mentor volunteers are expected to come from the Solent Branch due to their proximity to HMS Sultan. Chairman Arnold Thompson will continue to work with the HMS Sultan training staff re-mentoring.



Major Donations (Royal Navy Historic Flight)

Sue Eagles reported in 2013 that two major donations had been received from wealthy entrepreneurs – £200000 (to get a second Swordfish fully airworthy) and £100000 (to support a study to explore the feasibility of getting a Sea Harrier airworthy). A recent donation to the Historic Flight has been Sea Vixen 'Foxy Lady'. She is an expensive lady requiring at least a £50k maintenance cost per year. The Royal Navy will pay her 'fuel' expenses. Needless to say donations to the RNHF are always welcome.

National Arboretum Alrewas

Alan Breward reported that the FAA Memorial at the National Arboretum was in a very poor condition in particular the plaques which were dirty. These will be cleaned by the Aircrewmans Association Members during their AGM which is being held nearby.

Eastchurch Observance Service July 01 2014

Many were disappointed to hear that the Eastchurch Pioneer memorial commemorative service in May 2013 had to be postponed because of the 702 Naval Air Squadron's heavy commitment to the BOA Commemorations at Liverpool and London. This year's Service has been put back to July 01 2014 to coincide with the Centenary of the formation of The Royal Naval Air Service, when it broke away from the Royal Flying Corps Naval Wing. The 'lead' for the 'event' is no longer with the Navy. It has been passed to the Eastchurch Parish Council. Our Patron Sir Adrian Johns, KCB, CBE will be the VIP on the day.

TAG Memorial Service, Lee -on- Solent

This year's parade on May 18 2014 will be the final service run under the banner of the TAG Association. With Associations' support it is hoped that the parade will continue in the TAG's honour, potentially as an FNF Parade. The cost is currently around £370, which has to be raised for future parades to take place.

Cenotaph Parade

There were 23 FAAA applications for tickets for the Cenotaph parade this year (2013) – a lot higher than in previous years. Sadly, on the day we could only muster 8 for the march.

'Striving towards the sun'

There had been no Memorial, Tree, Bench, or any other recognition of HMS Eagle at the National Memorial Arboretum until 2013. Alan Breward appealed for funds and had fantastic support from the AHA input on the FaceBook page. Enough money was collected to have a bench and plinth dedicated on October 05 2013 – the anniversary of the ship's commissioning; plus there was enough left for a bottle of Pusser's Rum.



Fleet Air Arm Association Reunion 2013

Thanks to the efforts of Brian and Blenda Bingham and the IOW team, the 2013 Fleet Air Arm Association AGM and Reunion held at Tillington Hall Stafford was a great success. Our Guest of Honour at the Gala dinner was Captain Shawcross OBE who was accompanied by his wife Maxine. The Captain's speech had a positive message regarding the future of the FAA.

Two 'roll a coin' evenings were 'fun to play' and very enjoyable to watch – plus a good fund raiser for the Historic Flight and the FAAA Welfare fund.

The Gala dinner was for some members an occasion to celebrate, including Les and Dorothy Hutchin from the Hitchin Branch who were celebrating their 55th Wedding Anniversary. For Callum McKinnon it was an opportunity to wear his kilt.

On the Sunday (April 14 2013), two x 54 seat coaches set off from Tillington Hall to visit the National Memorial Arboretum to attend The Dedication service in Commemoration of the Telegraphist Air Gunners' Association (TAGA), the Fleet Air Arm Association (FAAA) and the Royal Navy Photographers' Association (RNPA). It was a day not blest with perfect weather conditions – grey sky and high winds, followed later by heavy rain. The included 'train tour' to explore the Arboretum was much appreciated – particularly as the weather was not ideal.

The Dedication Service was conducted by The Reverend Canon Elaine Chegwin Hall – Chaplain to the FAAA (Greater Manchester Branch). It was followed by the Dedication of the plaques of the three Associations that had recently been laid at the side of the Aircraft Carrier.





Among the Standards present was that of the National FAAA carried by Gordon Appleby. The wind was so strong that the Standard could not be 'Carried'. A wreath was laid by Michael (Ben) Worship National FAAA Treasurer. The RNPA was well represented at the Service and like many of the FAAA members had stayed at a local venue not far from the Arboretum.

The service was followed by the dedication of the 'Birmingham Bench' by our National Chairman Arnold Thompson, whose association with the branch goes back a long way.

The Captain and Mrs Shawcross came 'to try the bench out' – despite the wind! Thanks to the Birmingham Branch we now have a Bench to which remembrance plaques can be attached as a lasting memorial to Shipmates who have 'crossed the Bar'. Following the Dedication, Birmingham Branch members, Sue Halladay, Chairman Peter Styles (who sadly is no longer with us), his wife Sheila Styles and Joan Larbalestier laid crosses in front of the bench.



National Standard Bearer 2013

National Standard Bearer Gordon Appleby is guaranteed to keep the Fleet Air Arm Association Standard, in the 'Public eye'. One of the most challenging Events weather wise was the Dedication service at the National Arboretum on April 14 when the Standard could not be carried due to the heavy rain and very windy conditions. But as the picture shows Gordon still 'kept up appearances'. In May many will also have seen pictures of Gordon on TV and in the newspapers (at the altar, middle front row) when he attended the 70th Anniversary of the BOA Service and parade at Liverpool. A memorable weekend for all involved.



Events 2013

March 24	Palm Sunday Eucharist Service + Parade around the Cemetery	FAA Memorial Church St Barts
April 21	St George's Day Parade	RNA Woking
May 26	Battle of the Atlantic 70 th Anniversary Service In the presence of Princess Anne, Princess Royal BOA Parade	Liverpool Anglican Cathedral
June 13	Shipping Festival Service. In the presence of Princess Anne, Princess Royal Liverpool equivalent for the Merchant Navy	Winchester Cathedral
June 23	Service of Remembrance for the Veterans who died in the Korean War + the unveiling of a plaque commemorating the conflict	Northampton
June 28	Peter Roalf's Funeral	Harlow
June 29	Armed Forces and Veteran's Parade OFord Armed Forces Day	Littlehampton Ford
June 30	Armed Forces and Veteran's Parade	Worthing
July 14	RAF Memorial Day Service of Remembrance In the presence of HRH the Duke of Kent	Capel-le-Ferne
July 21	RNA Sea Sunday	Littlehampton
July 21	RNA Sea Sunday	Dorking
Sept 08	RNA Bi Annual Parade	Whitehall
Sept 15	RAF Service of Thanksgiving and Commemoration of the Battle of Britain	Crookwood Military Cemetery
Sept 22	Annual RBL London Remembers Parade 38 Standards	Richmond
Sept 23	Funeral of Eric Gower Watford Branch President	Watford
Nov 10	Annual Remembrance Parade	Lee-on-Solent

A Special Day at Greenwich

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Ron Underwood (Ex TAG)

On Saturday, May 11 2013, a group from our branch (Brightlingsea RNA) journeyed to Greenwich where 'Lusty' was berthed on the occasion of the 70th Anniversary of the Battle of the Atlantic. We were invited onto the flight deck to view the evening fly-past of a solitary Fairey Swordfish. My connection with this magnificent old aircraft elevated me, much to my embarrassment, to a 'guest of honour'. I was interviewed and photographed from all angles until I was able to relax and retreat to the hangar for a stiff drink!

My rather tenuous connection with 'L' Flight started in May, 1945 at Maydown, Northern Ireland, where I was a Telegraphist Air Gunner (TAG) in 836 Squadron which supplied air crews for MAC ships escorting North Atlantic Convoys. My crew had disbanded and I was sent to replace a TAG who had gone sick on 'L' Flight aboard MAC ship 'Alexia'. Swordfish LS 326, the Fly-Past aircraft, was part of 'L' Flight, but I am unable to say whether I flew in her – my old log book has long since disappeared. Our convoy turned out to be one of the last of the European Theatre of War. VE Day was declared when we were well out in the Atlantic and on our return from Canada the squadron was disbanded. Many Swordfish were broken up for scrap, but luckily LS 326 escaped to fly again.

Fifty years went by and in 1995 our small town of Brightlingsea really 'went big' and decided to mark the 50th Anniversary of the ending of the Second World War by having a 'Golden Victory Day'. An air display was planned, ships were invited and many military-themed attractions secured. With the support of a generous donation from our local Luncheon club, the Historic Flight was contacted and a flight in LS 326, for me to fly over my own home town, was arranged. The Great Day got ever closer, but the unpredictable British weather took a hand and rain and fierce gales were forecast, so much so that the dear old 'Stringbag' remained snug in her hangar at RNAS Yeovilton! She couldn't be risked in such conditions, so my great day was sadly over. However, two years later in 1997 another opportunity arose.

Yet one more 50th Anniversary, this time it was the formation of the Telegraphist Air Gunners Association. Names were put into a hat and twenty one tickets drawn – each one guaranteed a flight in a Swordfish from the Historic Flight at RNAS Yeovilton. Yes, amazingly, I was one of the lucky ones. Would the weather interfere this time?

No it didn't. During the weekend of the September 20/21 1997 the skies above Yeovilton cleared to reveal unbroken sunshine and a shade of azure blue.

On the Sunday both Heritage Flight Swordfish (Mk 1 W 5856 and Mk 2 LS 326)



were available. This was Bryan Wood and his team's contribution to the 50th Anniversary of the TAGA which was greatly appreciated by all of us. There was however, one sobering thought. We had to complete and sign NAC form 114 – authorisation for the flight and details of next of kin. The Navy weren't taking any chances with their ageing back-seat passengers! So, at last, after 52 years, I was back in 'L' Flight and flying over the fields of Somerset instead of the Atlantic Ocean. What a wonderful experience and my dear old 'Stringbag' performed beautifully. It was truly a day to remember.

Back to that cool and blustery evening in May 2013 and the flight deck of HMS Illustrious. Conditions were far from ideal with a large black cloud looming over the Thames and the wind gusting at quite a rate. Surely the great British weather wasn't going to deny me a sight of my favourite aircraft once again? Then a cry went up, 'There she is' and sure enough out of the gathering gloom came this seventy year old lady flying sedately past 'Lusty' as if to say, "Take a good look, if it wasn't for me and my mates you probably wouldn't be here celebrating, today"!

Do I get emotional? Of course I do. If it wasn't for the utter dependability of this wonderful old aircraft, I wouldn't be writing this story now.

Finally, to all the dedicated people who have worked so hard to keep my 'old friend' flying in the twenty first century, my grateful thanks.

Editor: On the day the Royal Navy Historic Flight's Swordfish L326 led a formation of four helicopters, two representing each Royal Naval Air Station – RNAS Yeovilton: Jungle Sea King and Maritime Lynx; RNAS Culdrose: Merlin anti-submarine hunter, (814 The Flying Tigers) and Search and Rescue Sea King (771 NAS).





TAGA Reunion 2013

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The annual TAGA reunion and Memorial service in May (18/19) was held at the Fleet Air Arm Memorial Lee-on-Solent. It marked the 66th anniversary and 60 years since the memorial was put in place. Those who have attended this annual service over time know that in recent years the number of TAGs attending is getting less. There were 12 TAGs attending the 2013 Service and a smaller group at the evening buffet which included Ron Underwood (left), Charles Simpson (right) and Reg Harrison (sitting down). Charles who now lives in British Columbia Canada



returned to Lee-on-Solent to attend the service and to see friends and family. The support from HMS Sultan should not be forgotten. Without the support of its officers, young trainee Air Engineering Technicians and its chaplain (to name a few) it would not be such a 'grand affair'.

The dates for this year's re-union (2014) were Saturday May 17 and the Parade and Memorial Service Sunday May 18 at 11.30am. Arnold Thompson (FAAA Chairman) made the arrangements for the Parade and Service (02392 786443) and Val Sayer (01206 240 328) maintained tradition by organising the reunion dinner and the lunch at the Golf Club after the Service. *See AF24 for more detail.*



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Memory Lane

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848 NAS – Malaya 1953-1956 (cont)
Gerry Hutson Solent Branch

Some early Westland built Whirlwind helicopters were sent to Malaya in 1954 for evaluation by 848 Squadron. They were returned to the UK in 1955 as ‘unsuitable for operations’. They were heavier than the US built helicopters and under powered for use in the tropics. Part of the problem was the choice of materials insisted on by the bureaucrats. They would not allow the use of the same materials used in the US build. I believe one of the problems was that the US used odd number gauged materials and the UK even number gauge materials, so build had to go up one gauge. Later 2 of these helicopters were used on HMS Protector giving good service in the Antarctic. However, two accidents in a few days signalled the end of operations for 848 in Malaya.

The CO (Lt Cdr DTJ Stanley MBE, DFC) took some Malay Police into a very small jungle clearing, to investigate some dead CTs (Communist Terrorists). The S.55 went down with a mechanical failure and caught fire. Luckily, a slightly singed CO managed to ‘haul everyone out’ and they escaped. The rescue helicopter clipped some trees and ended up needing repair. To assist the flight out some explosives were dropped into the clearing by an Army Auster pilot. Unfortunately to save a long walk, the box was dropped too close. It made a hole in the new tail cone, frightening one of the 848 ground crew standing beneath it. This meant a change of ground crew and a fresh tail cone. This was not an easy operation. It involved a Tank Landing Craft to bring the heavy equipment to the nearest point possible plus a daily water and mail flight. It was not possible to free the damaged front nose wheels on site. At RNAS Sembawang, we had to hold down some mattresses with a net, for a skilled touchdown by the pilot.

The second accident barely a week later was a fatal one. It involved Lt John Bawden RN on a troop lift of the South Wales Borderers (SWB). Whilst ferrying fuel cans (flimsies) to operate from a forward base, he decided to go on alone to save weight. He left the Chief ‘Sticky’ Date, Alan Parry and me behind. We heard a mechanical failure in mid flight causing a change in engine noise and saw him go down in a puff of smoke in a dense area – it went up in flames. The investigating team found it very difficult to get to the crash site and went in with an army escort and Iban tracker. The SWB CO referred to John Bawden in his memoirs, as the typical naval type with his red beard and rolling gait.

The squadron was officially grounded on December 18 1956. Some years later I found out that the self sealing part of the fuel tanks had been damaged by a tropical bacterium.



Fleet Air Arm Reserve Squadrons Steve Chinnock MBE (Ex Warrant Officer RN)

“I joined the Northern Air Division at Stretton in 1953 as a young Air Mechanic (E) engine man, being a Naval Aviation regular. We worked every weekend and had time off, if not on duty watch, on Mondays and Tuesdays. I remember my time there on Sea Furies and Fireflies as very instructive and enjoyable. We also had the old faithful Harvard for pilot training. I do not remember any problems with our part time colleagues, who were all keen to succeed.

As the years passed and various governments cut back on defence budgets, the auxiliary squadrons were phased out. I'm sure there are many who will look back on them with genuine affection and nostalgia.”

Ex wartime trained Naval Pilots and Observers who were still interested in flying were joining the RAF Auxiliary Squadrons and the RAF Voluntary Reserves because the Royal Navy had no similar scheme. So, in 1947 a decision was made to have an air reserve capability to support the regular personnel in the front line squadrons. The first four squadrons were formed in areas considered suitable for recruiting and with a Naval Air Station nearby. They were established at Abbotsinch (Glasgow), Stretton (Warrington), Bramcote (Nuneaton) and Culham (Oxford). Abbotsinch flew Fireflies for anti-submarine duties and the other stations operated Seafires. Recruiting took up most of the first year. By Christmas 1947 recruitment was almost complete.

Initially twelve pilots were enrolled for each squadron. Their ages ranged from twenty to twenty eight years. Some of the older pilots had not flown for two years and basic training was essential. In most cases they were 'back in harness' and feeling competent after a few hours of flying time. 1832 squadron at Culham (the unit nearest London) had a large waiting list and the number of Pilots was increased to twenty four.

In 1948, all squadrons were tasked with armament training for their two weeks continuous service. 1832 from Culham, 1831 from Stretton and 1833 from Bramcote flew to Culdrose and 1830 from Abbotsinch went to Eglinton in Northern Ireland. Considering the short time the squadrons had been formed, the results of these visits were most satisfactory. The Squadrons had proved their ability to use the weapons and Critics sceptical of the whole idea of part time airmen were on the whole silenced. For the Squadrons to go operational they now needed carrier capability, deck landings and take-offs.

In the summer of 1949, 1832 squadron became the first RNVR unit to land on a carrier in peacetime. They embarked in HMS Implacable, the flag ship of the Home Fleet. After a number of incidents, a gruelling 'working up' period resulted in a

satisfactory standard being achieved. A short time later 1831 and 1833 squadrons had much the same experience aboard HMS *Illustrious*. All three squadrons were flying *Seafires* – a difficult aircraft for deck landings.

The *Fireflies* of 1830 squadron also joined HMS *Illustrious* and achieved an accident free performance for which they received the Boyd Trophy for the finest Naval Aviation feat of the year. By this time, all units had taken part in Naval and RAF Exercises and proved themselves worthy allies of their RN colleagues. By 1950, the reserve squadrons had shown they could hold their own with the regular front line units after a short work up period. The strength of the squadrons had increased in certain areas, particularly in the south.

A new anti-submarine squadron, 1840 was formed to operate from HMS *Peregrine* (RNAS Ford). At this time, 1831 and 1832 re-equipped with *Sea Furies* and with further training and detachments morale gradually improved, a very important ingredient for operational efficiency.

When the older officers were nearing time-expired with no chance of replacements, the Admiralty introduced a scheme whereby young men could learn to fly as officer pilots and observers during their National Service so that when they left the Service they were a ready source of recruitment for the reserve units. The other major consideration was that of maintenance ratings – until 1948 the only maintenance ratings in the squadrons were regulars. It became increasingly obvious that use should be made of the highly trained wartime maintenance ratings and recruiting commenced for volunteers – many of them went to sea with the squadrons during the summer of 1949. Engineering and Electrical officers were taken on to assist in their training and administration.

In 1950, the squadrons were included in a pre National Service scheme whereby boys of seventeen or those deferred by a year or more could join a squadron and be certain of doing their compulsory National Service in the Navy. Eventually, many ancillary officers (medical, air intelligence, meteorological, supply and air traffic controllers) were included. As the units grew in size, operating two squadrons instead of one, they were organised in divisions, commanded by a full Commander, with each squadron led by a Lieutenant Commander. Scottish Air Division flew from Abbotsinch, Northern from Stretton, Midland from Bramcote, Southern from Culham and Channel from Ford. During April 1953, it was announced that an eleventh squadron manned by RN Volunteer Reserves would be established at RNAS Yeovilton. It would be part of the Southern Air Division whose headquarters at Culham would be moved to RAF Benson in Oxfordshire. The squadron flying *Seafires* would be 1834. Four further squadrons were established, 1835 and 1836 (Southern Air), 1842 anti-submarine (Channel Air) and 1843 anti-submarine (Scottish Air) Divisions.

A short story about my life in the forces 1941-1946 Douglas (Roy) Scadden – Kent Branch



I joined the Fleet Air Arm April 02 1941 as an apprentice, sat a trade test and was then told to report to HMS Pembroke in Chatham Kent. I stayed here until June 01 1941. There were bombings everywhere, but the Blitz on Plymouth was the worst. I was sent to the Isle of Wight, Puckpool camp (HMS Medina) June 02 and left there August 29 1941. During this period I was still in civilian clothes, and had to meet a Naval Tailor who measured 'us' up. The only kit I had was an oilskin and a small attaché case.

I was kitted out with my uniform and other equipment at HMS Daedalus. My uniform was called '*Fore and aft*'. They said all sailors' uniforms were called '*Square rigs*'. Kitting up included gathering pieces of equipment such as brushes, hammock and personal blankets plus we had what was called a *housewife*, which is not what you think of as a housewife! It was a sewing kit. At HMS Daedalus (Hednesford) I completed a course to become an Air Fitter. The Fleet Air Arm took over a wing of the RAF to train Air Fitters. The instructors were both RAF and civilians.

On March 07 1942 I travelled to Scotland to join HMS Jackdaw (RNAS Crail). It was a training base for pilots and observers; we serviced the aircraft called Stringbags (a nickname for the Swordfish). During this time I was sent on two training courses, one on hydraulics at Leamington Spa and the other at the Handley Page factory in Hayes, Middlesex; each course lasting one week. Then I spent time at HMS Waxwing and HMS Buzzard before we sailed from Scotland on the Queen Mary to New York. This took six days; she sailed on her own jig-jazz course arriving there on May 06 1943.

The Navy took over two hotels in Asbury Park (New Jersey); we were sending crews to pick up lease lend destroyers to take back to England. The Hotel became overcrowded so I was sent on seven days leave. Whilst on leave, I met two ladies in a Methodist Church; one was English living in New York, the other American. They were kind enough to show me around various places in New York – the Empire State Building, Times Square, Fifth Avenue, Radio City and Central Park. They also took me to USO (*United Service Organizations Inc. which became the GI's "home away from home" and began a tradition of entertaining the troops that continues today*) where I met Bob Hope and Heidi Lamar and found the 'Stage Door Canteen Booth'. Here I was able to record a message to send back to my mother. Leave over, I was 'put on' a train and sent to a Naval base at Norfolk Virginia for two or three days before travelling to Orange County. From here I joined an American patrol yacht, which was convoy leader to Havana (Cuba)/Guantanamo Bay. A couple of days later the convoy was sent to Jamaica. We arrived on April 06 1943 (HMS Buzzard) and docked at Port Royal. Whilst there I went to Harbour Street where there was an open air cinema called the Carib (at the bar rum was two shillings a bottle!) and the Naval Club. Here I met Winifred Atwell later to be known as the honky-tonk piano player.

My next move (September 08 1943) was to HMS Goshawk, Port of Spain in Trinidad where the local station was Piarco B.W.I. As it was so hot, we had to work from early morning (before breakfast) until early afternoon. We were training pilots and observers and the aircraft we serviced was the Grumman Goose – a sea/land aircraft. In another Hangar we had a second seaplane – the Walrus which was only used for training. It was powered by an engine mounted at the rear and this 'pushed it'.

When I first arrived in Trinidad I met a guy who was being sent home. My sister Nora was due to marry, so I was able to purchase material for her wedding dress and arrange for him to take it home – this really pleased my sister.

The war ended in May 1945 – we were all drunk for seven days. September 05 1945 we left Trinidad on a converted Banana Boat for home – Plymouth – and then to HMS Daedalus and home for two weeks leave. Finally I was sent to HMS Goldcrest (St. David's) near Haverfordwest in South Wales from November 02 1945 to March 09 1946. From here I was released Class 'A'.

Since I have been a 'St Dunstaner,' I have met two gentlemen – both on the Queen Mary at the same time as me – they went north to form a squadron.

Editor: My thanks to Lee Kitching, grandson of Roy Scadden, who forwarded his Granddad's story to me. His Granddad 'crossed the bar' February 15 2013, aged 90.





The Pier-head Jump

Mike Sargent, Hitchin Branch

Most ex-matelots will be familiar with the term ‘Pier-head Jump’. It usually conjures up visions of Jolly Jack Tar receiving a draft chit, at very short notice, and arrives on the quayside or jetty, with kitbag, tool kit, possibly a hammock, etc. in hand, just as his ship is setting sail. He literally has to jump from the pier-head to get on board. Such pier-head jumps rarely, if ever, came about in real life, although I can recall one occasion where this very nearly did happen. Here’s how I almost missed the Boat!

In the early summer of 1965, whilst serving at RNAS Lossiemouth, I received a draft order, with plenty of notice, to join 800 Naval Air Squadron (Buccaneers), embarked on HMS Eagle. I was to join the squadron in November, whilst the ship was in Singapore. So on a cold, damp and dreary Thursday afternoon in late November, I, together with approximately 100 other service personnel boarded a British Eagle Airways trooping flight at Heathrow for the first leg out to Singapore. About seventy of us, formed a one third changeover of engineering, aircrew and admin staff for 800 Squadron and HMS Eagle. The remainder was a mix of RN, Army and RAF people going to various postings in the Far East.

We finally arrived at Singapore’s Paya Lebar International Airport after a 28 hour flight, with pit stops at Kuwait and Colombo. The heat (even at 2am) and the smell from the monsoon ditches, were almost overpowering. Those going aboard HMS Eagle were shepherded onto a couple of Pusser’s buses for the transfer to the dockyard.

On the final leg of the flight from Colombo some ‘passengers’ had become quite friendly with the young ladies from the cabin crew and invited the whole flight crew to visit HMS Eagle (expected to be alongside for the next week or so). The arrangements agreed were that on Saturday afternoon, the flight crew would be met at the main gate and escorted to the ship.

On entering the dockyard, and going down to the jetty, our ship was nowhere to be seen – just a couple of HMS Eagle’s motor launches, with their engines throbbing, as if they were in a hurry to get away! As we disembarked from the buses, the coxswain of the first launch shouted “*Glad you could make it lads!*” Whatever did he mean? We all knew that HMS Eagle was to be in Singapore for another week, undergoing a Dockyard Assisted Maintenance Period. Then the truth began to dawn. In the distance, perhaps a mile or so away, down the Johore Strait the great grey hulk of our future home was moored to a buoy. Even at that early hour, overhead were Wessex helicopters scurrying backwards and forwards to the ship carrying under slung loads of stores to be off loaded onto the Carrier’s flight deck. HMS Eagle appeared NOT to be staying in Singapore for much longer!

Eventually, our launch came alongside a pontoon at the side of the ship, and one by one we stepped onto the pontoon and climbed the ladder to the weather-deck. On reaching the solid deck, we were greeted by the officer of the watch, with words to the effect of “*Are you the Wafus for 800 or 899 Squadron?*”

To which one of our number mumbled, “800”. The Officer of the Watch (OOW) said *“Okay then. It looks as though the 899 people will not be joining us this time.”*

He explained that the ship was under sailing orders, and would be putting to sea within a couple of hours. He, and most of the ship’s company, had no idea why we were sailing at such short notice, or, for that matter, where we were going!

Once I had been allocated to a mess deck and found a bunk, I decided to catch up on the sleep I’d missed on the long flight out from the UK. No sooner had I dozed off than I woke to the whole ship shuddering as the engines started to turn the propeller shafts, and the ship got underway. So I decided to go down to the dining hall and get some breakfast, where I met an old ‘oppo’ of mine from my Lossiemouth days. After breakfast, he suggested that we go up to the ‘Goofers’ Deck’ to watch the aircraft landing on. The various embarked air squadrons had been operating from airfields ashore, such as Changi, Tengah and Seletar, which were, at that time, RAF bases. Now, it was time for the aircraft to come back to mother.

The Goofers’ Deck, I learned, was a weather deck, high up on the island superstructure and officially known as ‘03 Funnel Deck’. It was an excellent viewpoint to watch the returning aircraft landing on the flight deck, one after another, in quick succession, hooking onto an arrestor wire, and then being marshalled forward to make space for the following plane. On touching down, each jet had been decelerated from somewhere in the region of ninety or one hundred knots to zero speed in under one second. This was my first ship, and I was fascinated by what I saw.

When all the aircraft were safely back on board, the 55000 tons of HMS Eagle turned onto a north-westerly course to transit the Straits of Malacca which lay between Indonesia and mainland Malaysia. We still did not know where or why we going – we hoped that the ship’s captain did! The 899 Squadron personnel did not reach the ship before we sailed. Where were they? Still enjoying the sights of Singapore? What happened to the Flight Crew still waiting at the main gate to the dockyard? Who knows?! Much later we learnt that the one third change-over of personnel destined for HMS Eagle and 899 (Sea Vixen) Squadron arrived in Singapore later that Saturday morning and had literally ‘missed the boat’, (albeit a very big one!).



Awards and Donations

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The Doctor Rotman Silver Salver

On September 06 2013 Chairman of the Fleet Air Arm Association Arnold Thompson, accompanied by 6 members of the Association were at the Newcomen Hangar (HMS Sultan) to present the Dr Rotman Silver Salver and trophy (one for each class – Mechanical and Aviation) to Leading Air Engineering Technicians – LAET (M) Rudge and LAET (AV) Dyer. Following the presentations the Salver was returned to the awards cabinet at HMS Sultan and the LAET's names added to the HMS Sultan Awards board. The Technicians also received a certificate confirming the award. It was, as hoped, very much a 'family occasion'. Presentation of 2 trophies (one for each class) will be the norm for the future.



TAGA Trophy

William (Bill) Jones was also at the Newcomen Hangar to present the Telegraphist Air Gunners Association (TAGA) Salver and glass paperweight to Air Engineering Technician – AET Grant. Bill's 2012 hope that the official arrangements would return to the more relaxed 'family occasion' was recognised by the Air Engineering School – hence the presentation in the Hangar. Captain Blackman was attending to present long service certificates and campaign medals. Arnold was also asked to present the Herbert Loft Award to CPO Bartlett.

Editor: The Herbert Lott Award was instituted in 1930 "to make awards to those who shall show marked efficiency or shall contribute in Signal degree to the improvement of the appliances of the Naval and Marine Forces".



Post AGM Tillington Hall 2013

On April 23 2013 Brian Bingham and Dave Perrot made a visit to RNAS Yeovilton. They were ‘on a mission’ to make donations to the Royal Navy Historic Flight. Dave presented a painting donated by his son – the artist Rob Perrot. The ‘Flight’ was told the painting could be used to raise funds in any way that they saw fit – it now adorns the entrance



hall of the ‘Flight’s’ new headquarters. Rob and Dave are members of the Ford Branch. Brian (also Ford Branch) presented a cheque for £200. Most of the money was raised at the April 2013 Reunion Tillington Hall – £78 (‘roll a coin’ Friday night), £57.40 (Pusser Rum and mug display arranged by Blenda at the bar counter), £50 (the beer auction on Sunday night) and the balance was a top up from FAAA funds. A further £112 was raised on the Sunday night for the FAAA Welfare Fund. A thankyou goes to George Morgan, Peter Roalf’s American friend, who donated the Pusser Rum for the loyal toast at the Gala dinner.

Christmas Boxes delivered by uk4u

Although it was thought that recent planned reductions in troop deployments in Afghanistan might result in a need to reduce the number of boxes required for the troops, our donation was still kept at £500. It was a good decision – 19500 boxes were sent out, plus a further 1000 were sent to HMS Illustrious whose crew were on disaster relief duties and would not be home as planned at Christmas. uk4u have received “some lovely messages” via Facebook and email (see website), including this one:



“Christmas is a difficult time and whilst we hear lots of messages from support, this box is a tangible token of the nation’s thanks and appreciation”.

Editor: If you wish to make a personal contribution by post the address is:

The Old Granary, East Street, West Chilington RN20 2JY.

For further information: Tel 01798 812081. Web: www.uk4u.org



A Royal Navy First

A 92 year old great-grandmother living in Box near Bath reminisced with Lieutenant Commander (Lt Cdr) Polly Hatchard (37) about her life as a Wren in World War Two. Polly is the Royal Navy's first female air engineering officer. She is currently the senior air engineering officer for Lynx Wildcat Maritime Force at RNAS Yeovilton.



In March 2013, Beth, a heroine of the Second World War visited RNAS Yeovilton. The visit commemorated her award of a gallantry medal in 1944: the first to be awarded to a female in the Royal Navy. She was awarded the British Empire Medal for her act of outstanding bravery, on a night in November 1943, near RNAS Macrihanish (Scotland), at the age of 23. With complete disregard for her own safety, the then Wren Booth, a driver with the Fleet Air Arm, dragged a Fleet Air Arm Observer from a crashed Swordfish. She removed his smouldering clothing with her bare hands, beating out the flames as explosions in the aircraft scattered debris over them. She then drove the Observer 9 miles to a Doctor – sadly by the time she arrived, he had died.

When Beth arrived at Buckingham Palace, to receive her BEM from King George VI (May 16 1944), she was the only woman amongst nearly 300 men. Recalling her visit she said: *“I didn't know how to curtsy; so I had all these men outside the throne room of Buckingham Palace showing me how to curtsy – you wouldn't believe it. It was such good fun and we did laugh”*.

Fleet Air Arm Museum

Over the years many have donated items to the Fleet Air Arm Museum at RNAS Yeovilton. It is 50 years since the museum first opened its doors to the general public. It was formally opened in May 28, 1964 by HRH the Duke of Edinburgh, on the 50th Anniversary of the formation of the Royal Naval Air Service. Over the years the museum has expanded to become the largest Naval Aviation Museum in Europe and the second largest world wide. When it was first opened its single hangar contained 8 aircraft. Today it houses over 90 aircraft, 2 million documents, 800000 photographs and 30000 artefacts. It has seen many milestone events including that of the flying-in of Britain's first Concorde and the opening of the award winning Aircraft Carrier Experience which replicates life on board HMS Ark Royal. There will be a celebratory gathering on May 28 for past employees. The contact is Sue Wilson.

Sea King ZA 298

A recently completed painting of Sea King ZA 298 or 'King of the Junglies' as it is colloquially known, was presented to 845 Naval Air Squadron at RNAS Yeovilton in July 2013. It was painted by the military artist and army veteran Tony Byrne from Bideford in Devon. It took just over 3 months to complete. The painting along with 10 limited edition prints signed by Junglie Aviators will soon be displayed within the Squadron. It will in time be sold at auction to support a number of Service charities. Tony served with the Army Air Corps working on Scout, Gazelle and Lynx helicopters. Although he has painted a variety of aircraft from Concorde to the Vulcan bomber this painting of ZA 298 was his first painting of a Junglie Sea King.



Branch News

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Watford – An unforgettable day in May 2013

Brian Noblett (ex Leading Pilots Mate/PO AMA)

Mr Jack Sapsworth, at that time High Sheriff of Bedfordshire, asked if I or my wife had been to Buckingham Palace. The answer was “No”. Nothing more was said. Then, ‘out of the blue’, we received, from the Lord Chamberlain, on behalf of Her Majesty The Queen, an invitation to Her Garden Party on May 30, which as expected, we accepted. The weather on the day was dull with the odd shower, but that didn’t matter.

On arrival we enjoyed the very nice Sandwiches – all cut to a regular size. Then at 4 pm, came the big moment we had both been waiting for. Two lines were formed – Her Majesty The Queen in one (which my wife and I happened to be in) and Prince Philip, with Princesses Beatrice and Eugenie in the other. It was the Princesses first Garden Party attendance. Princess Ann and Prince Andrew were also there. A Gentleman at Arms approached, looked at my FAAA tie and veterans badge and asked what ships I had served on. Having told him, he asked if I had been to Yeovilton. I replied “Yes, but only on a course.” “What sort of course?” he asked. I replied “A Pilots Mates Course.” He queried my reply, and I added

“Multi Trade and a Shilling a day extra pay”. As he moved away he gave me a quizzical look and said... a Pilots Mate?! Then we were in touching distance of the Queen. She looked so radiant, lovely smile, so regal but, smaller than I thought. As the Queen moved on I reflected on the comments of the Gentleman at Arms...the penny dropped... Pilots Mate.... sounds a bit Camp in this day and age I suppose! For us it was a wonderful day. We both still find it hard to believe it happened to us.



Editor: Brian formed the Luton ‘Lewsey Centre Amateur Boxing Club’ in 1974. It currently has on average 30 members (age range 10-40 years) – all benefiting from his support and knowledge. He has won awards in his own right, been an England Major Panel judge and still continues to judge but at a local level.

Southdowns – ‘Out and about’

Chairman Gerry Martin

On July 11 2013 a dozen members of the Southdowns Branch visited Amberley Chalk Pits **Museum and Heritage Centre near Arundel**. The museum covers not only the work that was carried out there but other crafts from a bygone age - Bodgers (rural carpenters), Besom Broom makers and the like. The Science hall has a working Tesla Coil, Wimshurst machine and other ‘electrifying’ works plus articles from the early days of electricity.

It was a glorious day – a great blessing – it was necessary to be outside. Given the heat of the day, the available bus or train to the different sites was gratefully put to use. This trip was followed two days later with a fund raising day for Blind Veterans UK at the Holmbush Centre (Shoreham by Sea). Organised by myself, with the help of a few of our members and the local REME, we raised £502.48 but a cooler day would have been appreciated!

A visit to the extended Bluebell Railway (now running from Sheffield Park to East Grinstead and Southdowns), was an opportunity for our members and their friends to enjoy a social outing. Lunch was included on the train and those with a keen interest in steam engines visited the engine shed to see the restoration work and the museum with its press-button displays.

On November 13 we held our ‘Taranto’ lunch at The Fox (Patching). As in the past 10 years, Bill Williamson gave a very moving prayer before lunch. Derek Bidwell and his wife Rosemary brought a picture of the “Swordfish during the attack on the Italian fleet” for display. Lionel Launders a former TAG was ‘represented’ by his wife Beryl and son Tony. Past tales – amusing as much as historical and Tony’s stories of his Dad’s time ‘in the back of a Swordfish’ ensured a most enjoyable afternoon.





Essex

The North Weald “Fly in and fun day” was held on September 08 2013. The Essex Branch in conjunction with Les Hutchin (Hitchin branch) ran a Tombola Stall in the hangar to raise monies for the Fly Navy Heritage Trust (FNHT). Outside was a static display of aircraft, including a Skyraider, Venom and a Sea Fury. The Spitfire gave a flying display. Over 50 members and guests attended the Taranto lunch on November 13 the proceeds of the raffle were added to the monies raised at North Weald. A cheque for £315 was sent to the Fly Navy Heritage Trust. In June 2014 Chairman Harry Bass will be joining a coach party to travel to Southampton, Dunkirk and ‘All the beaches’, to attend the 100 year Anniversary parades.

May 30 2013 was a sad day for the Branch – their Secretary and at one time Standard bearer Peter Roalf ‘crossed the bar’ at the age of 86. Peter was a great source of information – particularly that related to the Royal Navy and Fleet Air Arm. He was a busy man – member of the FAAA National Committee, Daedalus and Essex Secretary, Chairman of Harlow RNA, outstanding supporter of FNHT, the Historic Flight and the FAA museum (HMS Heron), ‘adopted’ by the Commander of 814 Squadron RNAS Culdrose, supporter of North Weald Events, and for many years ready in November with the poppies and the collecting box for the Royal British Legion. Above all was his effort and persistence, to bring to the attention of the Fleet Air Arm the historical importance of Eastchurch (Sheppey). The result has been the establishment of the Eastchurch Aviation Pioneer Memorial Service and Parade. It was for Peter a dream fulfilled (by his family) when on February 16 2014 the crew of the Lifeboat at Walton-on-the-Naze scattered his ashes at sea at his specified location – in line of sight with the Isle of Sheppey not too distant from his birthplace Ramsgate. On the day it was a flat calm with 360 degrees blue sky (difficult at this time this year!).

May he rest in peace.



Greater Manchester

On May 25 2013, as part of the Liverpool Battle of the Atlantic 70th Anniversary events, a service at St John the Baptist Church Burscough was held to commemorate those who served and the 6 who lost their lives at HMS Ringtail. This was followed by a ceremony (11am) at the HMS Ringtail monument and a reception held at the Bull and Dog Inn – popular with the Fleet Air Arm during HMS Ringtail's operational years. It was the first time that Royal Naval personnel had set foot in Burscough since HMS Ringtail closed. The Event was organised by the Lathom and Burscough Military Heritage Society in association with the Royal Naval Reserve Air Branch and Burscough parish council. Four Standards were in attendance. On the Sunday (26) at 12.15 pm local people were treated to another



unique event. A flypast of four Fleet Air Arm helicopters led by Swordfish LS326, passed over the monument on their way to Liverpool. This to me (Lawrence Critchley) and the many local people who turned up to see this unique event was something very special – the first Fleet Air Arm aircraft over the former Naval Air station since May 1946.

In September 2013 members of the Greater Manchester and the Solent Branch gathered at the Lee-on-Solent memorial for their annual service to give tribute to those lost at sea who have no known grave. This 2013 tribute (the 15th year) was organised by Arthur Gardner Chairman of the Greater Manchester branch and accompanied by 4 Branch members. In attendance were Standards from the Solent Branch (FAAA), the HMS Ganges Association and Park Gate British Legion. The Rev David Simpson, one of three chaplains from HMS Sultan, officiated at the service attended by about a dozen veterans. The Naval Hymn signalled the start of the service and the 'Passing out' Prayer and the Naval Prayer were said. A wreath laid by Ken Tomlinson (Solent Branch) who served aboard HMS Glory, HMS Eagle and HMS Hermes, was dedicated to 'those who served on aircraft carriers and those who have no known grave'.

Editor: George Rose, a member of the Manchester Branch and National Executive Committee was one of many who attended the May event. Over the years he helped to establish, for those who served at HMS Blackcap, a Remembrance service and meeting place at St Cross Appleton Thorn Church. George (photo) and his friend of many years – Jim Buie (Branch Historian) were regular visitors to the memorial service at Lee-on-Solent. Sadly both 'crossed the Bar' in 2013.

Yeovil

Palm Sunday Eucharist with the Associations of the Fleet Air Arm

The Associations of the Fleet Air Arm were invited to attend the Fleet Air Arm Memorial Church RNAS Yeovilton for the first FAA Association Sunday on March 24 2013. Robert (Bob) Ridout, Yeovil's Branch Secretary was the FAAA local contact and provided a summary of the occasion.

"I first received notification of the event in February (2013) and gave the FAAA secretary, Peter Murray, details to pass on to our Branch secretaries. The Friday before the service I was asked to go to St Bartholomew (St Barts) Church to have a run through the routine for the Sunday morning with other Association representatives and Standard bearers. My wife, Daphne, stood in for our National standard bearer, and a fine job she did.

On Sunday March 24, on a very cold morning, we arrived at St. Bart's to give directions and information on the procedure for the service to seven standard bearers. It was very similar to the Remembrance Sunday routine with the addition of 'Blessing of the Standards'. The guest preacher was the Venerable Ian Wheatley, QHC, BTh Royal Navy, deputy Chaplain of the Fleet and Archdeacon for the Royal Navy. I had to tell him off at the end of the service for referring to the Standards as 'Banners', which he took with good grace and apologised.

I am pleased to say that there was a good turnout from Yeovil Branch and from other FAA Associations."



The service itself commenced with the blessing of the Palms, followed by the Processional Hymn and Sunday Eucharist which included the Naval Prayer and prayers for those who had 'Crossed the Bar'. After Communion the blessing and dedication of the Standards took place at the altar rail. The blessing and dismissal of those attending preceded the National Anthem and Standard dip/alert.

The Recessional music for the departure and Palm Sunday procession around the churchyard was very appropriate: 'Those magnificent men in their Flying Machines'.

RNAS Culdrose

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Cornwall's first frontline anti-submarine base



The Royal Naval Air Station Culdrose (opened in 1947) is the centre for airborne anti-submarine warfare training and operations in the Fleet Air Arm (currently operating with the Merlin M2 helicopters). But this was not Cornwall's first Royal Navy Air Station it was Royal Navy Air Station Mullion.

During World War 1, in 1916, just 5 miles from where RNAS Culdrose is sited today, a Royal Navy Air Station (RNAS Mullion – originally called ‘Lizard Airship Station’) was commissioned and established on the Lizard. Its strategic position ensured that it was well located to protect the Merchant vessels and Royal Navy Warships against attack from German U-boats in the English Channel. Throughout the war

RNAS Mullion was central to anti-submarine operations off the Cornish coast and the South Western approaches. Its Airships were performing reconnaissance, patrolling, mine-hunting and convoy escort duties and were a formidable deterrent to the U-boats.

RNAS Mullion closed in the summer of 1919. The airships were decommissioned and the land returned to its owners. Today, six large Wind turbines act as a convenient landmark for the site. Most of the airship station is largely overgrown. The only evidence





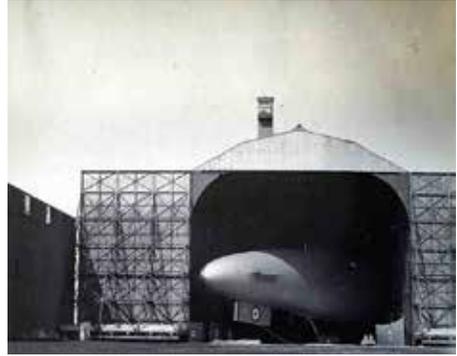
to what was the 'Front-Line' of the first World War in Cornwall is the hangar floors along with heavy concrete blocks that once supported windbreaks and hangar doors.

The Royal Naval Air Service operated all Airships across Britain. The first Airship operated from RNAS Mullion was the Coastal Class (Coastals) non-rigid type Airship. The armament on board was four machine guns and a small number of bombs or depth charges. It had a Gondola for the crew of 5 and a 'Tri-lobe balloon',

of 170000 cubic feet of Hydrogen. The open and unheated cockpit was uncomfortable. In the winter months the crew risked frostbite and hypothermia – often ground handlers had to lift crews from their cockpits after patrols (some lasting over 15 hours). The only exercise possible was a walk around the outside on the grab rails of the Airship.

It was claimed that Airship C9 (June 1916 – September 1918) never missed an assigned patrol. Before being 'struck off', it was in service for 805 days (3720 hours and 68200 miles completed).

Four Distinguished Service Crosses (DSC), three Distinguished Medals (DSM) and nine mentioned in dispatches were awarded to the sailors of RNAS Mullion.



Naval personnel off on a trip to town.

Middle East Adventure

The Royal Navy has over the last twelve months had an ongoing commitment for the RNR Air Branch to provide a forecaster to the Middle Eastern Met Office. So far several Air Branch meteorologists have successfully completed tours of duty.

A recent posting has been that of Lieutenant Commander Kevin Thomas – a Royal Naval Reserve (RNR) Meteorology Officer based at RNAS Culdrose. He had his ‘call-up’ back into uniform in January 2014, for a 2 month period, to maintain the RNR commitment at Oman. He joined the team of weather forecasters that support the Royal Naval Operations (Oman) to present up to date analysis and predictions on the local weather patterns. Here, he was looking out for ‘Dust Devils’, ‘Sand Storms’ and ‘Shamals’ instead of the Atlantic Gales.

Most of the time the Omani weather is settled and reliable (at this time of year sunny with a temperature of 20 °C) but there will be occasions when an experienced Met forecaster is required to detect any unexpected changes in the weather. For

Example: *“The Shamals or strong winds associated with the region come down the Persian Gulf affecting everything in their path. They can last up to five days and can be several thousand feet deep. Travel by air and on the ground comes to a standstill and the resulting sand storms can strip the paint off cars and aircraft.”*

The Lt Cdr’s first ship was HMS Battleaxe (1984) – followed by a series of Ship, Shore and Air Station jobs in the UK, Holland and Gibraltar. His final appointment in his regular Navy Career was RNAS Culdrose after which he joined the BBC Radio Cornwall team and took up a position with the RNR Air Branch.

Borneo 1962 – 1964

The AF23 article (Malaysia in the 1960s – P36) had no coverage of the years 1962-1964. During this period the name Junglies did not exist and the ship was HMS Albion known at that time as the ‘Grey Ghost of the Borneo Coast’ and the Squadron 845 ‘Whispering death’. The next edition of the Magazine (AF24) will provide further information.



Merlin MK2 trainees

Much of the training for the Air Engineer Technicians (AET) takes place at the Merlin Training Facility (MTF) RNAS Culdrose. Some of the most advanced computer simulators in the world for teaching aircrew and ground crew are situated here. 824 NAS, is responsible for the training required to provide the three front-line Merlin squadrons (814,820,829), with the engineers and aircrew needed to fly and maintain the multi-million pound Anti-Submarine Hunter Helicopters (Merlin MK2). For one group of trainees who had completed the first phase of their course, it was 'hands on training', at sea on board the deck of RFA Argus (see front cover) working with the Merlin MK 2 under extreme conditions ie the 'Front line'. This is what one confident trainee had to say on return to dry land: "Experiencing a cold wet flight deck, struggling with sleeping routines, eating when you can and working watches day and night, are all strange at first but I've been pleasantly surprised how easily I've taken to it all." The trainees, are now back at RNAS Culdrose and into the final phase of their course. On release they will be drafted to 814, 820 or 829 NAS where they could find themselves on a deployment to a Frigate, Destroyer or Aircraft Carrier for an extensive period at Sea.

"We are 'ramping-up' to the New Queen Elizabeth Carriers going to Sea in the near future. Merlin Force will be leading the Carrier Air Groups and these AETs will be running the routines and training when it's needed, it's vital we show them professionally how to adapt to their surroundings and safely get aircraft off the deck and away on their missions."
(PO Jon Tonkin)



Direct Entry Aircrewmembers

This year (2014) the Aircrewmembers Branch for Naval Service Rating Aviators has opened its doors to enlist straight from the career offices. This means that those wishing to fly as Aircrewmembers in Merlin Anti – Submarine helicopters or its ‘Junglie’ Commando equivalent can now go straight into the branch. This change has seen the first Direct Entry Aircrewmembers join the Royal Navy since the Second World War – there are three training at HMS Raleigh. The recruiters are hoping that this opportunity to join the Fleet Air Arm will appeal to many. The path they will follow is a different route to other recruits. It will maintain the Royal Navy’s core values with an addition – courses in Search and Rescue techniques, Survival and Aero – Medical instruction, prior to a move to RNAS Culdrose or RNAS Yeovilton. Potential Direct Entry Aircrewmembers are given a three day ‘acquaint’ to cover the Commando and Anti-submarine aspects of the branch.

Exercise Dynamic Mongoose

Aircrew and engineers from 829 and 820 Naval Air Squadrons RNAS Culdrose swapped their Helston home (February 2014) for the fjords of Norway. Operating from Sola Airbase and HMS Kent over a period of 11 days, the aircrew pursued five hunter-killer class submarines lurking off the coast of Stavanger. In addition to two Merlin Mk1 Helicopters the Royal Navy sent a Merlin Mk2. This was the first time that the Mk2 had been sent overseas. This was an opportunity for the air crew to test its capabilities before it becomes operational later this year. The test for the aircrew was to protect the ‘Fleet’ from enemies on and above the surface and to hunt the silent threat below the surface of the sea.

New Boss for ‘Flying Tigers’

On January 07 2014 Commander Stuart Finn (right) assumed command of 814 Naval Air Squadron ‘The Flying Tigers,’ – one of the leading front line Merlin Squadrons at RNAS Culdrose. He takes over from Commander Chris Stock (left) as the Squadron begins a busy year – one that will see their Merlin MK1 replaced by Merlin MK2. Commander Finn’s Aviation appointments have included service on the Frigates HMS Cumberland, Chatham and Monmouth, the Destroyer HMS Exeter (including service in Sierra Leone) and operated on the ‘Invincible class Aircraft Carrier’. During his time at sea Cdr Finn has taken part in operations in the Mediterranean, Middle East and Far East and instructed new Aircrew in the operation of the aircraft. His direct involvement in UK Enhanced Boarding Capability and Counter Piracy Operations off the Somali coastline gives him the essential experience to ensure 814 NAS continues to deliver Maritime Security Operations afloat. He has also served on 820 NAS as the Senior Observer and Executive Officer and before assuming Command of 814 NAS was the Executive Assistant to the Assistant Chief of Naval Staff (Aviation & Carriers) – Navy Command Headquarters Portsmouth. *Editor: Commander Chris Stock was Peter Roalf’s contact for 814 Squadron.*



RNAS Yeovilton

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The future looks good for the Commando Helicopter Force

The entire Commando Helicopter Force (CHF) force is going through the transition to new helicopters: the two front-line Sea King squadrons, 845 and 846 NAS, plus the ‘feeder’ training squadron 848 are switching to Merlin. The Merlin Mk3 can carry two dozen troops with kit or in a ‘flying ambulance’ role, 16 casualties on stretchers. It can also lift artillery pieces, Land Rovers, or five tonnes of equipment slung beneath it if required. Unlike the Royal Navy counterpart, which will be adapted for maritime operations, it doesn’t have a sonar and submarine hunting kit but it does have a stern ramp for troops to climb on and off. Squadron 847 NAS, who provide battlefield reconnaissance and support, has just retired their Lynx and are converting to the successor Wildcat. All four squadrons are based at RNAS Yeovilton.

The Royal Marines (in the form of 3 Commando Brigade) have been given a glimpse of tomorrow as their future form of transport joined them on deployment for the first time in Albania. Currently the Royal Navy’s amphibious forces have been delivered into battle in the Sea Kings of the CHF. But after nearly 50 years’ service these iconic helicopters will be retired



by 2016 and replaced by another Green Giant, the much more modern and powerful Merlin. This distinctive aircraft joined the commandos in Albania for its first taste of operating in the field with the Royal Marines during the major exercise of the Navy’s headline deployment of the year, Cougar 13.

The CHF team provided more than three dozen personnel to help the Merlins attune to the austere environment and to maintain contact with the flagship HMS Bulwark – basically everything they’ve been doing for decades with the Sea Kings. The Merlins were expected to work seamlessly with the staff aboard Bulwark – who have a vast operations room and impressive communications suite at their disposal and, to meet the front-line demands of the marines, ferrying men and material around southern Albania, as the commandos pushed in from the coast around the port of Vlorë.

Yeovilton Military Wives Choir

The Yeovilton Military Wives Choir was formed in September 2012 as a result of the outstanding success of the original Military Wives Choirs from Chivenor and Plymouth. It is also a member of the Military Wives Choirs Foundation. The Choir of over 50 members meets weekly at Ilchester to have fun, rehearse together and provide mutual support as they deal with the challenges of Service life.

Since its formation the choir has attended the Yeovilton 2012 Remembrance Service at The Fleet Air Arm Memorial Church St Bartholomew's and appeared alongside the HMS Heron Volunteer Band in the Concert Under Concorde at the Fleet Air Arm Museum (February 2013). One of their more recent concerts was held at St Bart's (October 2013) – just after the choir had celebrated its first birthday (September 2013). In the audience, with friends, family and local parishioners were the Commanding Officer of the Royal Naval Air Station Yeovilton, Commodore Jock Alexander OBE, and Base Warrant Officer Gary Smart. The choir's harmonious female voices filled the church with a varied programme of music from Coldplay's 'Fix You', a traditional African lullaby 'Soualle' and 'Sing'. Joining the ladies for the evening, were two young guest soloists – both music students from Norton Hill School in Midsomer Norton and members of Cantilena, Banes County Youth Choir. The Choir's Fundraising Team raised over £300 at the Commando Helicopter Force and Lynx Families Day in May (2013). Anyone wishing to join the choir has to have a military connection but no audition or ability to read music is required. www.yeoviltonmilitarychoir.co.uk.

The Military Wives Choirs Foundation whose aim is: to support the women, who support our troops, has set up a network of choirs that reaches the military community – both UK and across the world. The Foundation is also a registered subsidiary of SSFAA (Soldiers', Sailors' and Airmen's Families Association).



Wildcat Helicopter Maritime Attack Mk2

The Navy's Wildcat Helicopter Maritime Attack Mk2 is to be the replacement for the trusty Lynx (in service since 1970). There will be times when the Wildcat Mk2 will be expected to fly 'on and off' the flight deck of the larger vessels such as HMS Ocean, Queen Elizabeth, Bulwark and RFA Argus (Front cover picture). 'Trailblazers' were required to set the safety limits at which the larger ships and the helicopter can safely operate.



In October 2013, a Naval Variant of the Wildcat 2 (equipped with extensive additional sensors and instrumentation) embarked in the RFA Argus – the aviation training ship for the past 30 years. The front line service was provided by the 700W Naval Air Squadron (NAS) 39 strong test team. The team is a mix of military and civilian personnel – AgustaWestland, the Rotary Wing Test and Evaluation Squadron, Boscombe Down and the Lynx Project team. The AgustaWestland team serviced the Wildcat, checked the instrumentation, and prepared it for the next day's sorties and its experts ensured that no design limitations were being encroached, by using data collected from equipment fitted to the helicopter. Maintainers from 700W Naval Air Squadron (NAS) were spreading and folding the Wildcat and acting as refuelling and lashing numbers. RFA Argus' aircraft handlers and the ship Bridge and Flying Control team provided the required deck conditions under the direction of civilian experts from QinetiQ at Boscombe Down. Scientists from QinetiQ also provided the instruments to record the ship's motion and wind conditions with the data analysed by the team to ensure the tests are safe. The ship's company gathered their own data (information and tips on aircraft movements) and provided ground power supplies and the essential support and provisions needed for the ship to be deployed anywhere from north of Scotland to the Canary Isles, plus the expertise to achieve the correct meteorological conditions for the tests. The perfect mix of wind speed, temperature, air pressure and sea state had to be found, to provide the quality data required for future global Wildcat deployments. Following the trial (completed in November 2013) a comprehensive report will be compiled documenting all the new limitations and lessons learned and the Wildcat 2 will enter service in 15 months.

Editor: 700W NAS is the forces newest Squadron and is operating the Royal Navy's Wildcat HMA Mk 2. They are responsible for developing the tactics that will be used in the future to operate this new and exciting aircraft at the top of its limits. The Wildcat HMA Mk 2 will replace the Lynx over the coming years taking over fully in 2017. The first Wildcat Flight will deploy in early 2015. (Press Release RNAS Yeovilton).

Twentieth Anniversary Celebration

The 20th anniversary of St. Bartholomew's as the Fleet Air Arm Memorial Church was celebrated in November 2013. The Royal Naval Guild of Bell Ringers rang a FULL PEAL on its six bells (November 09 estimated time taken 2 hours 40 minutes). During that time the Church was open and refreshments were provided for anyone who would like to support them as they rang to mark the special occasion. The Church has a website for updates on events, concerts, news: www.faamc.co.uk and is open to visitors by arrangement: Tel: 01935 455257 (normal office hours). Email: navyyeo-chaplaincyshared@mod.uk

On Yer Bike Jack

For two years, personnel from the Commando Helicopter Force (CHF) have taken time out to rescue bicycles that have been abandoned at their base – RNAS Yeovilton. This year's (2013) CHF team was led by Head of Royal Navy Police, Bryn Martin. The team rounded up and donated over 40 bikes to the project leader of the Hope2cycle Charity, ex serviceman Mr Gregg Pearson.

The bikes will be used to either replenish the Charity's stock or broken down and used as 'spares' for other donated bikes in need of repair. The Hope2cycle Charity was set up to give those who are socially excluded or recovering from health related problems to gain, in a work setting, valuable work experience. The charity also provides cycle hire and maintenance training.

Hope2cycle was originally set up in Sherborne, approximately 3 years ago. It now has workshops in Shaftesbury and Bournemouth. Re-conditioned bikes can be seen on the Charity's website at: www.hope2cycle.org.uk



Visiting the UETU

Six Royal Navy chaplains attending an Anglican chaplains' conference at Amport House in Wiltshire – the spiritual home of all military chaplains – made the short trip down the A303 to Yeovilton to ensure they were 'in date' for their training.

They were to experience an exercise which involved the Underwater Escape Training Unit better known as the dunker (because those on the course are dunked).



The Bishops are not only expected to provide spiritual and moral support to sailors and Royal Marines on the front line but they must fly regularly. Any 'frequent flier' with the Fleet Air Arm must be able to get out of a downed helicopter including one that has ditched in the sea. So like others undergoing the training the Chaplains were strapped into the mock-up fuselage (for added realism, some of the exits or windows are blocked or jammed) and lowered into the pool to take the 'exercise'. Initially the lights are left on in the pool area and the submerged cabin remains upright – those on board have to knock out the nearest window in accordance with the safety brief and exit swimming up to the surface. Progression through various accident scenarios follow, and culminate in the cab being rotated upside down and as they may be expected to fly at night, the pool area plummeted into complete darkness.

After the exercise the Rev Simon Springett, a commando-trained chaplain said:

“To be honest, I really don't enjoy the dunker that much. The training however is essential to ensure I can perform my role, bringing spiritual and pastoral care to the men and women of Britain's Maritime Armed Force”.

Darren Gough, former England international cricketer, and a presenter (March 2013) for the Independent radio station, Talk Sport visited the Air Station as part of the Maritime Reserves recruiting strategy to gain first hand experience of the aircrew under water training. Darren also found himself making a splash as he was well and truly ‘dunked’ for six. *“I enjoyed the dark one, survival just kicks in, it makes you feel you can hold your breath longer than you think!”*



The Underwater Escape Training Unit

The Under Water Escape Training Unit (UETU) provides theoretical knowledge and practical experience in methods used to escape from a submerged helicopter, to aircrew and regular passengers of all three services, international defence forces and authorised agencies.

The training aims to be realistic and is designed to build confidence in survival equipment and drill procedures. About 8500 people a year pass through the dunker.



Naval Service Chaplains

There are 57 chaplains across the Naval Service – covering the Church of England, Roman Catholic Church, Church of Scotland and the Free Churches. They provide spiritual and moral support for the sailors and Royal Marines at establishments, air bases and on the front line – seven are deployed or are about to deploy on ships or in Afghanistan. There are also six ‘world faith chaplains’ across the Armed Forces who advise on the Hindu, Muslim, Buddhist, Sikh and Jewish faiths. The Chaplain is a vital member of every naval unit.

The Lynx Mk3 Full Mission Simulator



The Lynx Mk3 Full Mission Simulator (FMS) was withdrawn from service after the Royal Navy's Lynx Mk3 helicopters came to the end of their operational lives.

His Royal Highness (HRH) the Duke of York was at RNAS Yeovilton (March 28 2013) to mark the occasion. Others present to say a fond farewell and to share in its history were previous Officers in Charge (OICs), current staff, industry partners from Thales and CAE and the students from the last training course to fly in the Simulator.

The Simulator has had a remarkable life. It was introduced at the very early stages of Lynx flying in the Royal Navy. Over the 33 years it has been in use it has more than earned its keep. It was the bedrock of any pilot or observer's malfunction handling or instrument flying. It entered service at RNAS Yeovilton in April 1980. In August 1982, following its move with the Royal Navy's Lynx helicopters to RNAS Portland, the simulator was upgraded to provide a much enhanced training environment, which included a visual system among other cutting technological upgrades.

Seventeen years later when RNAS Portland closed, the Simulator returned with the Royal Navy's Lynx helicopters to RNAS Yeovilton. It was initially anticipated that this 'antiquated simulator' would have had its day, when the Lynx Mk8 came into service. This was not the case – the Mk3 aircraft continued in service.

At the end of its service the 'Box' as it was 'affectionately' known had flown in excess of 75 000 hours, achieving over 40 000 missions and been directly involved in the successful training of more than 400 RN Lynx Pilots and 300 RN Lynx Observers. It was also utilised by the Army Air Corps when its simulator was undergoing an upgrade, and by aircrew from foreign nations, either as part of an exchange programme, or else for contracted training.

The Crews trained in the Mk3 simulator have gone on to fly all around the world. Key training activities were: preparation for the Falkland Islands conflict of April-May (1982); bringing the Sea Skua anti-ship missile system into service in time for the events in the South Atlantic; success against piracy off the Horn of Africa; high-profile drugs interceptions in the Caribbean.



The Duke of York trained in the Simulator – prior to his tour in HMS Brazen (1984); when he took over as the Flight Commander in HMS Campbeltown (1989); and in later years when preparing to become the Senior Pilot of 815 Naval Air Squadron. The Duke was also to fly the last sortie alongside Lieutenant Commander (Lt Cdr) John Hartley, one of the pilot instructors 2013).

Operation PATWIN

In December 2013 Aircrew and engineers of the Commando Helicopter Force (CHF) Squadron 845 (RNAS Yeovilton) returned 'home' from a humanitarian aid mission in the Philippines (devastated by Typhoon Haiyan). The Squadron, with their 3 Sea King MK4 aircraft and 4 man Mobile Air operations support team, had been on HMS Illustrious for Operation PATWIN. They were part of the Aircraft Carrier's 'team' of seven helicopters tasked to ferry equipment and underslung loads, to and from shore, to bring aid to approximately 15000 people living on the Philippine Island of Panay and the areas of Negros and the Concepcion islands. The picture shows a Sea King making a delivery to the Calagnaan Island.



The Squadron operated from dawn until dusk everyday delivering not only emergency supplies but, members of the Ship's company (Royal Marines and Army Engineers), who utilised their expertise in efforts to repair badly damaged infrastructure and set up vital food distribution points.

The Sea Kings collectively distributed over 10 cubic tonnes of drinking water to islands whose supply had been cut off or contaminated; 15869 bales of tarpaulin – enough to re-roof almost 8000 homes, and 154 tonnes of bespoke loads containing reconstruction materials, clothes, blankets, electrical generators, and boat repair kits. Altogether 671 pallets were flown off the ship in 363 sorties.

Lt Simon Jones (pilot) said: "It's been an immense effort with some really long days and some very challenging flying. It's been extremely satisfying to make a difference and deliver aid to where it is needed most. The Sea King has allowed us to get aid to some of the most remote islands which would otherwise have been inaccessible."



Leading Aircrewman Simon Evans said: “Everywhere we went the smiles on peoples’ faces when we arrived was truly touching. These are people who have suffered enormously and their taking the time to thank us means a lot. To know that what we have done is so appreciated makes up for being away from our friends and family”

HMS Daring – Typhoon Haiyan

HMS Illustrious was not the only Royal Navy ship to give assistance following the devastation caused by Typhoon Haiyan. The type 45 destroyer HMS Daring was diverted to give help. On board was Lynx helicopter pilot Lt Hamish Walker, a member of 815 Squadron 200 Flight. On arrival at the Philippines, his first job was to carry out an overhead survey of the region to determine possible landing sites. His Lynx helicopter was then used to carry loads of up to 500kgs with four people on board, to those in need.



The Lynx Wildcat evolution

The Fleet Air Arm is undergoing a vast programme of Transition as all Front Line aircraft are replaced over the coming years. The Lynx Wildcat Maritime Force (LWMF) at RNAS Yeovilton is already deep into this Transition, successfully introducing the Wildcat Helicopter Maritime Attack (HMA) Mk2 into service, and from 31 March 2017 when the Lynx Mk8 goes out of Service, will become the Maritime Wildcat Force.

On 1 August 2014 LWMF, consisting of 815 Naval Air Squadron (NAS), 702 NAS and 700W NAS will become 2 Front Line Squadrons, similar in size but each with a unique focus. 815 NAS will become the sole Lynx Squadron, and a new Wildcat Squadron, 825 NAS will form with the unification of 702 NAS and 700W NAS.

Lynx aircraft from 815 NAS will continue to operate, supporting the Front Line to deliver Flights and remain at Very High Readiness for Maritime Counter Terrorism (MCT) until the aircraft goes out of service on March 31 2017. The Squadron will start its conversion from Lynx to Wildcat during the latter part of 2015. Once fully converted to Wildcat, 815 will consist of 12 single-manned Flights at Readiness for deployed operations worldwide and 2 double-manned MCT Flights at Very High Readiness in the UK.

The commissioning of 825 NAS in September 2014 will be the merger of 702 NAS and 700W NAS and will operate the first 4 Wildcat Flights to convert and deploy to sea on either a T45 Destroyer or T23 Frigate. It will deliver training to Lynx qualified and new aircrew on the Wildcat along with Air Engineers and will be responsible for continuing Wildcat Tactical Development, identifying and understanding the significant potential

Captain Kevin Fleming, Commanding Officer of LWMF said; “These are exciting times for the Lynx Wildcat Maritime Force, developing the brand new Wildcat whilst delivering the Lynx to the Front Line and not without its challenges. ... over the past 35 years or so, we and our predecessors have delivered huge operational success in the Lynx worldwide; I am certain with our continued positive engagement and professional focus, we will put the Maritime Wildcat Force firmly on track to delivering similar and even greater operational achievements for very many years to come”.

Editor: Forgive some of the repetition in this article, but it does give a brief summary of future plans and changes that will take place during the period 2014-2017 within the Fleet Air Arm and its Transition programme.



The Naval Service Memorial 'At the going down of the Sun we will remember them'

On Sunday June 15 2014 at 12 noon the Prince and Princess Michael of Kent will be at the National Memorial Arboretum, Arlewas, to attend the Dedication of The Naval Service Memorial – a memorial for 'all'. It commemorates those who have served, serve today and will serve tomorrow regardless of rank, trade or fighting arm. This all inclusive memorial is the result of the Royal Naval Association's National Council project to mark the 60th anniversary of their Royal Charter (2014). Situated in the Naval section of the Arboretum, the memorial will become a place where 'shipmates and families' can quietly remember their comrades and loved ones. It shows a figure facing West into the setting sun, head bowed in respect to Shipmates. Coloured glass panels diffuse light onto a white limestone pavement. The glass panels cast a shadow suggesting the shape of a warship which is in the direct gaze of the figure. The colours of the glass panels are those of the 5 oceans – steel grey for the Atlantic; turquoise for the Indian; ultramarine blue for the Pacific; and white inserts for the Arctic and Southern Ocean. Plus yellow for the rising sun; red for the setting sun and for the blood spilled at sea and on the land in the defence of our nation and, suggestions of green for the Royal Marines and dark colours for dived submarines.

Included in the arrangements for the day are a parade and a Royal Reception for 200 guests. Gordon Appleby will be at the Arboretum to carry the Fleet Air Arm Association National Standard.



Members who have crossed the Bar

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March 2013 – March 2014

Donald (Don) Armstrong-Rich	Eastbourne (Chairman)
Howard Bloxham CAF (AE)	NEast Hants (Founder)
James (Jim) Buie AM (E)	Greater Manchester
Gordon Clayton PO (TAG)	Daedalus
Vincent (Vic) Cooney LS FAA	Gt. Yarmouth
Roy Daly LA (PM)	Hitchin
William 'Bill' John Edwards PO (AFA)	Birmingham
Jim Emberson AA (AE)	Daedalus
Eric Gower AM1 (L)	Watford
Michael Hill RELMN 1(A)	Solent
Dave (Spike) Hughes CAF (AE)	Ford
Stephen Johnson CAEA (L)	Solent
Phil Jones WOAF (AE)	Solent
Reginald Moore NA (SE2)	Gt Yarmouth
Ron Norman AM (E)	Daedalus
Ralph Poyner POAM2 (AE)	NEast Hants (Chairman)
Peter Roalf CMech (AE)	Essex
George Rose AM (E)	Gt. Manchester (National Com.)
Fredrick (Fred) Sandy AA2 (AE)	Daedalus
Peter Stokes AME (E)1	Kent
Peter Styles AM2	Birmingham (Chairman)
John Symonds (TAG)	Canada
Eric (Tug) Wilson PO Electrician (AIR)	Telford and Wrekin
George Cox PO Armourer	FAA

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

The Fleet Air Arm Memorials

Alrewas Staffordshire	The National Memorial Arboretum
Eastchurch	The Eastchurch Aviation Pioneer Memorial
Lee-on-Solent	A tribute, to those with no known grave
London (Embankment)	The Fleet Air Arm Memorial
RNAS Yeovilton	The Fleet Air Arm Memorial Church, St Bart's



List of Accoutrements

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On sale from the treasurer – August 2013

Item	Cost (Inc P & P)
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	£ 8.25
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	£16.25
Long Sleeve Pilot Shirt	£16.75
Sweater Acrylic: Colours, Navy/Black	£20.00
Sweater Lambswool	£27.50
Colours: Navy/Black/Bottle Green/Charcoal/Red/ Watercress/Burgundy/Sky	

Polo Shirts: £13.75

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 – 2nd Thursday at 1200 Noon
The Nautical Club, Bishopsgate St.
Birmingham B15 1ET
Secretary – Sue Halladay 0121 3572783

BRISTOL AND DISTRICT – 2nd Monday at 2000,
The Royal British Legion Club, Rodway Road
Patchway, Bristol
Contact – Eric Pitt 01179 241803

EASTBOURNE – Last but one Thursday at 1200
Odd months only. Old Polegate Station, Pevensey Bay
Secretary – Barry Simons 01825 872539

ESSEX – 2nd Thursday at 2000
RAFA Club, Chelmsford
Contact – Mike Tunley 01702 296090

FERNDOWN – 4th Wednesday 10.45am for 11.00
The Royal British Legion Club, Church Road
Ferndown, Dorset BH22 9ET
Secretary – Ray Wrigglesworth 01202 779321

FORD – Last Thursday at 1930
The Sportsman, Littlehampton, West Sussex
Secretary – Peter Colston 01903715139

GREATER MANCHESTER – 1st Monday at 1300
Ex Servicemen's Club, Stretford
Secretary – Charles Chutton 0161 748 6681

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

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

HITCHIN – 2nd Wednesday at 2000
The Sun Hotel, Hitchin
Secretary – Don Rice 01480 812848

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

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

SOLENT – Last Thursday at 2030
Lee on Solent Community Centre
Secretary – Peter Westbrook 023 92580158

SOUTH DOWNS – 4th Wednesday at 1130
The Restaurant, Shoreham Airport
Secretary – Gerald Prince 01273 302387

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

WATFORD – 2nd Sunday at 1100
Carpenters Park Community Hall, Herts
Secretary – Peter Murray 020 8428 2621

YEovil – 3rd Tuesday at 2000
Yeovil Sports and Social Club
Johnson Park, Coronation Avenue, Yeovil
Secretary – Bob Ridout 01935 424148

YORKSHIRE – Last Saturday at 1300
New Headingley Club, Leeds
Secretary – Colin Ramsden 0113 240 2080

DAEDALUS Headquarters Roll, No meeting place
Secretary – Michael Hesketh 01324 885557
E-mail: michaelhesketh@ymail.com
72 Fendoch Road, Grangemouth FK3 9HA

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

