

Vol: 1 Issue 1 July 2017



“WATCH OUT FOR” The 200 Club Launch



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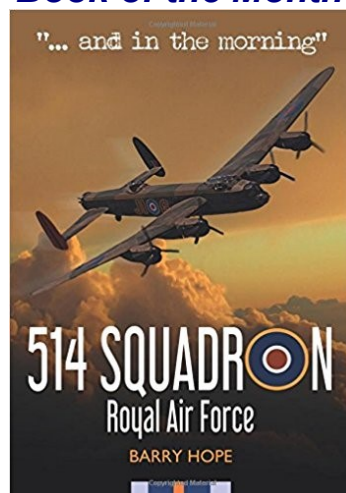


<https://www.facebook.com/groups/643137552497216/>

Your Committee:**Chairman:****Mr Steve Mullis****Vice Chair:****Mr David Routledge****Hon Secretary:****Mr Phil Boulton****Membership Secretary:****Mr Gerwyn Thomas****Hon Treasurer:****Mrs Mazza Jesty****Welfare Officer: Grp/Capt. (Rtd)****Mrs Nick Loveday****Social Events Coordinator:****Mr Steve Signorelli****Wings Appeal Organiser:****Mr Graham Croft &****Mr Simon Chadwick****Conference Delegate:****Mr Steve Mullis****Newsletter Editor:****Mr Bryn Holland****Webmaster:****Mr Kris Mercer****From the Editor:**

Having Joined the RAFA "Global Group" and posting some of the RNZAFA monthly newsletters that I edit, I was asked by Steve Mullis if I would be interested in

starting a newsletter for this Group. Well I was not only pleased that he thought it good enough to have on the Facebook page, but also pleased that I can do something from far away "Shaky Old Christchurch" here in New Zealand, where we emigrated to in 1978. Just to give you a little bit of my history: I joined the RAF in 1959 and served 5 years, Basic Training was at RAF Bridgnorth, Trade Training at RAF Shawbury as an "Operations Clerk". First posting was RAF Manston, and was followed by an overseas posting to RAF Nicosia where I worked in the ATCC, returning to RAF Manston on finishing my overseas posting, I was posted to RAF Stradishall, No.1 Air Navigation School. On passing my re-mustering exam I became an Assistant Air Traffic Controller. Married to Marion in September 1963 and discharged in September 1964. I then worked at Southend Airport for another 10 years before retraining in engineering as a Turner, and after 4 years experience we packed up and came to NZ. I attended the local Polytechnic passing my NZ Trade and Advance Trade certificates and ended up Teaching at the Christchurch Polytechnic for 22 years! I took early retirement in 2004 and started my own Company as a registered apprentice assessor, and finally retired in December 2016. I am a committee member of the Canterbury Branch of the RNZAFA and a Flight Simulator enthusiast, and there you have it!

Book of the Month**514 Squadron RAF (...and in the morning...) (Volume 3)**by [Barry Hope](#) (Author)

The book contains details of all casualties and losses suffered by 514 Squadron in WW2. To stand in front of a Commonwealth War Grave and read the headstone or to read a name on a war memorial or commemorative plaque is one thing, but to understand the reason and circumstance why a name is there is another matter.

It is hoped that the reader will want to ask the pertinent questions of 'What, Who, Where, When, Why and How?' It is also intended that this book answers many of these questions for the families and members of the squadrons that served in Bomber Command and will be used as a source/reference document for the amateur and professional historian/researcher of Bomber Command.

Paperback – April 19, 2017**POA**

• <https://www.amazon.com/514-Squadron-RAF-morning-3/dp/1911255Series: ...and in the morning...>

- **Paperback:** 128 pages
- **Publisher:** Mention the War Limited; 1 edition (April 19, 2017)
- **Language:** English
- **ISBN-10:** 1911255177

Special points of Interest:

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Disclaimer - The views and opinions expressed in this Newsletter are not necessarily those of the RAFA, the Newsletter editor, Branch Committee or membership and therefore should not be construed as such.

A BIG Welcome to the following New Members:

Barry Fryett, Kris Mercer,
Geoff Whyham, Geoff Anstey,
Alan Flewitt, Paul Murphy

British & Commonwealth Forces - A Forgotten Aircraft



Crews of No 137 Squadron RAF pose with a mascot in front of their Westland Whirlwind Mk I fighter bombers at RAF Manston, Kent. March 5 1943.

Left to right: P/O Robert Leslie Smith, DFC/DFM; F/O Edward Lancelot Musgrave RAAF (KIA 18/5/43); P/O Desmond Roberts RNZAF; F/S John McGowan Barclay (KIA 31/7/43); W/O Arthur Gaston Brunet RCAF; F/L John Michael Bryan (KIA 10/6/44); F/O Joseph Laurier DeHoux RCAF (KIA 2/9/43); Sgt. Aubrey Cartwright Smith; F/O John Edward McClure RCAF; Sgt. Norbury Dugdale; Sgt. Thomas Arthur Sutherland; Sgt. Ernest Alfred Bolster; F/O John Maude Hadow; S/L Humphrey St John Coghlan, DFC; and Sgt. Robert Woodhouse.

The dog's name was Lynn and belonged to Mike Bryan.

(Text - Courtesy of Robert Bowater - RAF Southend)

No.137 Squadron was a fighter-bomber and ground attack squadron that was one of only two squadrons to receive the Westland Whirlwind, before moving on to the Hurricane and finally the Typhoon.

The squadron reformed on 20 September 1941 at Charmy Down, a satellite airfield of Colerne, as the second and last squadron to operate the Westland Whirlwind fighter bomber. Although this aircraft was not produced in large numbers, No.137 Squadron used it for more than a year and a half, from the first operations across the channel on 24 October 1941 to June 1943.

The Whirlwinds were finally replaced by Hawker Hurricanes in June 1943. (historyofwar.org)

(Colourised by Doug)

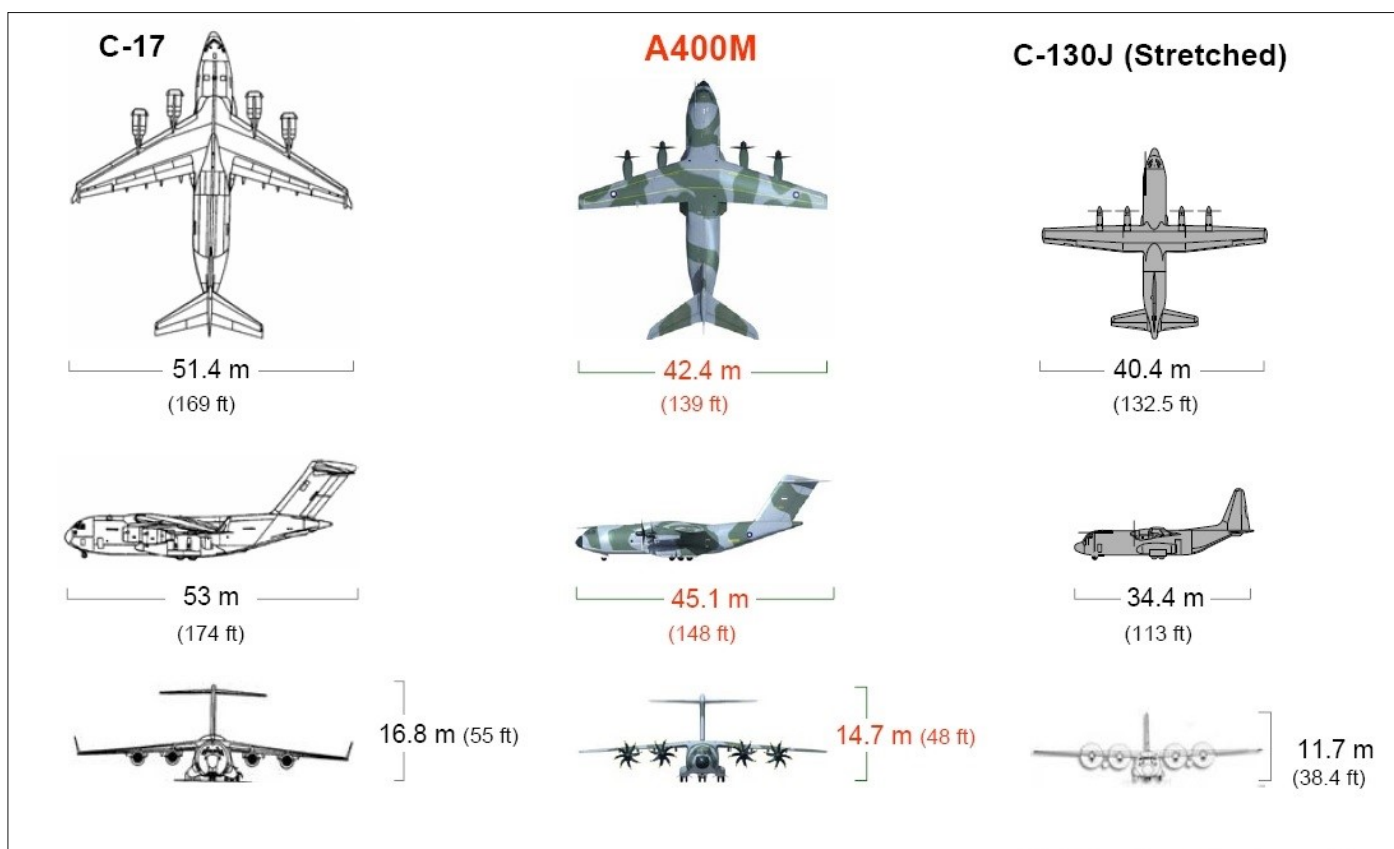
Airbus A400M Atlas Military transport aircraft



The Airbus A400M Atlas is a multi-national, four-engine turboprop military transport aircraft. It was designed by Airbus Military (now Airbus Defence and Space) as a tactical airlifter with strategic capabilities to replace older transport aircraft, such as the Transall C-160 and the Lockheed C-130 Hercules. The A400M is positioned, in terms of size, between the C-130 and the C-17; it can carry heavier loads than the C-130, while able to use rough landing strips. Along with the transport role, the A400M can perform aerial refuelling and medical evacuation when fitted with appropriate equipment. The A400M's maiden flight, originally planned for 2008, took place on 11 December 2009 from Seville, Spain between 2009 and 2010, the A400M faced cancellation as a result of development program delays and cost overruns;

however, the customer nations chose to maintain their support of the project. A total of 174 A400M aircraft have been ordered by eight nations as of July 2011. In March 2013, the A400M received European Aviation Safety Agency (EASA) certification. The first aircraft was delivered to the French Air Force in August 2013.

The project began as the Future International Military Airlifter (FIMA) group, set up in 1982 by Aerospatiale, British Aerospace (BAe), Lockheed, and Messerschmitt-Bölkow-Blohm (MBB) to develop a replacement for the C-130 Hercules and Transall C-160. Varying requirements and the complications of international politics caused slow progress. In 1989, Lockheed left the grouping and went on to develop an upgraded Hercules, the C-130J Super Hercules. With the addition of Alenia of Italy and CASA of Spain the FIMA group became Euroflag. Since no existing turboprop engine in the western world was powerful enough to reach the projected cruise speed of Mach 0.72, a new engine design was required. Originally the SNECMA M138 turboprop (based on the M88 core) was selected, but didn't meet the requirements. Airbus Military issued a new request for proposal (RFP) in April 2002, after which Pratt & Whitney Canada with the PW180 and Europrop International answered. In May 2003, Airbus Military selected the Europrop TP400-D6, reportedly due to political interference over the PW180 engine. The original partner nations were France, Germany, Italy, Spain, the United Kingdom, Turkey, Belgium, and Luxembourg. These nations decided to charge the Organisation for Joint Armament Cooperation (OCCAR) with the management of the acquisition of the A400M. Following the withdrawal of Italy and revision of procurement totals the



Airbus A400M Atlas

revised requirement was for 180 aircraft, with first flight in 2008 and first delivery in 2009. On 28 April 2005, South Africa joined the partnership programme with the state-owned Denel Saab Aerostructures receiving a contract for fuselage components. The A400M is positioned as an intermediate size and range between the Lockheed C-130 and the Boeing C-17, carrying cargo too heavy for the C-130 while able to use rough landing strips. It has been advertised with the tagline "transport what the C130 cannot to places that the C17 can't". On 29th December 2013, the French Air Force performed the A400M's first operational mission, the aircraft having flown to Mali in support of Operation Serval. On 10th September 2015, the RAF was declared the A400M fleet leader in terms of flying hours, with 900 hours flown over 300 sorties, achieved by a fleet of four aircraft. Sqn/Ldr. Glen Willcox of the RAF's Heavy Aircraft Test Squadron confirmed that reliability levels were high for an aircraft so early in its career, and that night vision goggle trials, hot and cold soaking, noise characterization tests and the first tie-down schemes for cargo had already been completed. In March 2015, the RAF's first operational mission occurred flying cargo to RAF Akrotiri, Cyprus.



General characteristics:

Crew: 3 or 4 (2 pilots, 3rd optional, 1 loadmaster) Capacity: 37,000 kg (81,600 lb) 116 fully equipped troops / paratroops, up to 66 stretchers accompanied by 25 medical personnel cargo compartment: width 4.00-metre (13.12 ft) x height 3.85-metre (12.6 ft.) x length 17.71-metre (58.1 ft.) (without ramp 5.40-metre (17.7 ft.)

Performance:

Cruising speed: 781 km/h (485 mph; 422 kn) at 9,450 m (31,000 ft) Initial cruise altitude: 9,000 m (29,000 ft) at MTOW Range: 3,300 km (2,051 mi; 1,782 nmi) at max payload (long range cruise speed; reserves as per MIL-C-5011A) Range at 30-tonne payload: 4,500 km (2,450 nmi) Range at 20-tonne payload: 6,400 km (3,450 nmi) Ferry range: 8,700 km (5,406 mi; 4,698 nmi) Service ceiling: 12,200 m (40,026 ft) Tactical takeoff distance: 980 m (3,215 ft), aircraft weight 100 tonnes (98 long tons; 110 short tons), soft field, ISA, sea level Tactical landing distance: 770 m (2,530 ft) (as above) Turning radius (ground): 28.6 m.

Cargo Bay and Payload:



Beyond its potential as a multi role base platform to cover a number of new and existing mission requirements what is it that makes the A400 Atlas worth all the trouble, we know the C17/C130 combination would be easier as they are both available of the nice shelves of the US defence industry. This is the crux of the argument for the A400; it has to offer more than just industrial or political benefits for it to be judged a success. Despite the numerous development problems we have to try and look at the aircraft and its specification in isolation, forget the political and industrial backdrop and ask ourselves if it is worth having. To remind ourselves, the A400M Atlas is officially defined as; "A400M is planned to provide tactical and strategic mobility to all three Services. The required capabilities include: operations from airfields and semi-prepared rough landing areas in extreme climates and all weather conditions by day and night; carrying a variety of equipment including vehicles and troops over extended ranges; air dropping paratroops and equipment; and being unloaded with the minimum of ground handling equipment". One of the taglines for the A400 is that it can 'transport what the C130 cannot to places that the C17 can't' which neatly sums it up but misses many of the other advantages of the A400. It is no C17 and it is no C130 either but that is exactly the point, it is not meant to be but it will always be compared to them. The A400M is designed to replace the C130's and C160's in service with the launch customers. When defining the payload

characteristics of the A400M Atlas, Airbus Military and the launch customers looked at four sets of influencing factors; The first is that equipment would grow in volume and weight beyond that of the C130 and thus decrease the proportion of inventory which could be airlifted into austere locations on a sustainable basis. Second, users would want to realise the operational and economic benefit of collapsing the hub and spoke arrangement in some scenarios. Third, the demand for delivering heavy and bulky equipment closer to the point of need would grow, especially for disaster response and humanitarian support, a key aspect of predicted future military operations. Finally, carrying more for a given crew size within the constraints of the payload envelope would generate savings in people, the largest cost component.

~With thanks to: <http://www.newshub.co.nz/politics/opinion-what-will-replace-the-herc-2016071322>,
https://en.wikipedia.org/wiki/Airbus_A400M_Atlas and
[http:// www.thinkdefence.co.uk/2012/09/the-airbus-a400m-atlas-part-2-what-is-so-good-about-it-anyway/~](http://www.thinkdefence.co.uk/2012/09/the-airbus-a400m-atlas-part-2-what-is-so-good-about-it-anyway/~)



Welfare Support

RAFA Global Branch Welfare Support

My name is Nicky Loveday and I am your Welfare Officer for the Global Branch. I retired from the Service in March 2012 and have undertaken various roles with the Royal Air Forces Association (RAFA) and the Air Cadet Organisation but have been working as a Freestanding Caseworker for the Northern Area of RAFA for the past 3 years.

You will be aware that as well as a membership organisation, RAFA is also a registered charity that provides friendship and welfare support to anyone who is serving or has served in the Air Forces, their spouses, windows/widowers and their dependents.

Friendship and welfare support is provided to all eligible personnel irrespective of their membership of the Association. Whilst this friendship and welfare is usually delivered via Branches and their Honorary Welfare Officers, in areas where Branches have closed and a Virtual Branch has been established (as in our case with the Global Branch), the welfare assistance will be provided by the existing and well-established worldwide RAFA Welfare team through the Regional Area Welfare Officers. Assistance may be provided for eligible individuals who are in need of information, help and support resulting from actual financial distress, disability, sickness, convalescence or loneliness. Assistance may take the form of respite breaks (known as Wings Breaks), sheltered housing, assisted living, war pensions, befriending, general welfare or a signposting service informing individuals of specialised organisations and agencies that may also be able to help. Applicants are assessed on individual need and financial circumstances and where applicable the assigned welfare officer will seek grants and loans from the Royal Air Force Benevolent Fund and other charitable organisations. My role as your Welfare Officer will be to refer any eligible clients from either our Branch or people that we know in to the Association's Regional Welfare system. Before I can refer clients in to the Welfare system, it is important that the individual clients have given their consent to be contacted by a local Association Welfare Officer. There is no formal consent process but before you refer anyone to me, please ensure that they are aware that you intend to refer them to someone who may be able to help them and that they are happy to be referred and contacted. Please don't worry about confirming their eligibility for assistance ie confirming their Armed Forces service or relationship to someone who served; this will be done by their local Welfare Officer. NB: The RAFA Welfare system can deal with clients from all 3 Services and their dependents so feel free to refer all potential clients to me irrespective of which Service of the Armed Forces they are linked to.

When you do refer someone to me, please include their full name, address and a telephone number and a brief explanation of what kind of help or support they may need eg Mrs A has mobility problems which is leaving her socially isolated and struggling to do her own shopping; she is not eligible for a Motability Scheme mobility scooter so would like to explore whether a Service Charity could assist. So, I am now at your service, should you need my help or assistance, or you know of an eligible individual in your community who might benefit from friendship or welfare support from the Association or other Service charities.

Nicky Loveday

Global Branch Welfare Officer

rafawelfare@outlook.com

01298 872691

Chas McHugh - RAF Stations - where are they now?



RAF Nicosia - Cyprus; remains an MoD(RAF) airfield despite being located inside a UN Buffer Zone and very much derelict. I have preserved the memory of better days with an oil painting started 29th July and finished today. Measuring 97cm x 60cm and depicting an RAF Handley Page Hastings transport aircraft and ground support at RAF Nicosia. (From the RAF Stations - where are they now Facebook page)

~[https://](https://www.facebook.com/chas.mchugh.1)

www.facebook.com/chas.mchugh.1

Branch Visit - RAF Cosford



A small selection of aircraft Photo's taken at the Branch Visit to RAF Cosford

~Steve Signorelli The RAFA Global Branch 1370~

“and in the morning” - Buzz Hope - The first of a series



John Beisly - I am sharing this incredible story of F/E John Beisly, with his permission - It was early in November 1944 when My RCAF crew (I was the English Flight Engineer) took off on a bombing raid with our Halifax 111 and several more from 6 Group Squadrons based in North Yorkshire. The Target was Bochum to bomb at 17,000 feet.. This was to be our 10th 'trip' it was our 7th in 'G' George and we were becoming attached to him/her. The first hour or so was normal, gaining height and forming up over the North Sea to create the 'main stream', heading towards the target

and checking all systems were working OK. There was a constant need to ensure the radial engines didn't overheat and the oil sump didn't freeze up by making adjustments to the engine controls and synchronising the propellers. This was done by keeping a log of engine performance and what adjustments were made. The rest of the crew were busy with their allotted duties. Over the Target the Bomb Aimer guided our skipper in his usual calm way and gave 'bombs away'. We turned for home and almost immediately there was a loud bang and a large hole appeared in the fuselage next to where I was standing just behind the pilot, in front of my instrument panel. A large piece of shrapnel had penetrated and destroyed most of the cables running along the starboard side the plane feeding most of the instruments connected with the engines instruments etcetera. There were many blue sparks but no evidence of fire. There was from that time no communication by intercom for any of the crew. I exchanged hand signals and notes necessary with the Skipper and crew. First I had to go down to the rear of the plane (oxygen bottle attached) and make sure that the flash bomb at the rear end of the plane had deployed when the bombs dropped. If not, it was necessary to push it out with the axe handle. If it had not gone down its chute it would be a fire hazard. Also

checking the bomb bay in which a couple of bombs were still 'hung up' these were to remain and return home with us. The sight of me also gave the crew some assurance to the rest of the crew that we were still functioning. It was soon apparent that one of the engines was 'not well' and needed to be feathered to reduce drag however it continued to revolve very slowly. The lack of instruments meant it was necessary to rely completely on calculating the fuel consumption by dead reckoning using a small instrument similar to a slide rule but circular. There were several different size fuel tanks in each wing each, would empty in different time scales. My hope was that none of these were damaged as there no way of knowing until an engine 'coughed'. With one engine not working it meant that the trim of the aircraft had to be

adjusted and engines worked harder. Fuel would have to be balanced by switching engine supplies around and running engines of different wing tanks. To make sure all the fuel was used from a tank I had to sit half way down the plane next to the levers controlling the source of supply and when an engine 'coughed' quickly switch to another tank. We trundled on the way home for about two hours and the skipper decided we would have to land at the earliest opportunity. When we hit the coast of England our navigator suggested the 'crash drome' used by people 'like us'. It was situated on the north side of the Thames estuary. We made a direct approach intending to flash our navigation lights with the Morse code for 'G' George. This was not to be, there were no lights. It was necessary for me to fire the Very pistol with the 'colours of the day' from the position to the right of the astrodome. This was replied to with a very welcome 'Green' and we flew straight into land 'no messing' with a welcoming convoy of ambulances (meat wagon) and fire engines racing along behind us, Needless to say poor George was extensively damaged in many places and we returned to base next day by delivering a different aircraft back to its base and lorry from there. G- George HX292 - HX292 BM-G No.433 (Porcupine) Squadron RCAF coded BM-G was repaired and transferred to No.1659 H.C.U. at RAF Topcliffe, Yorkshire, and was struck off charge on Tuesday 10th April 1945, following a mechanical failure. The aircraft took off on a cross-country navigational exercise at 09.50, but was forced to make an emergency landing at RAF Rufforth at 10.18 hours (Over shooting). During the short flight an engine had caught fire due to a fuel connector line not being secured properly and fuel leaked onto hot engine and igniting. The aircraft was deemed to be beyond economical repair and struck off charge (s.o.c). Halifax Mk.III was one of 150 aircraft built under Contract No. ACFT/1688 Requisition No.HA4/E11/41 by Handley Page Radlett. HX292 was delivered to No.433 (Porcupine) Squadron, then later transferred to No.1659 H.C.U. being s.o.c. 10/4/1945. Looking at my own books from 'and in the morning...' series; No.433 (Porcupine) Squadron RCAF had 43 aircraft s.o.c. 39 on operations and 4 on non-operational incidents. Halifax LW129 also carried the aircraft code 'G' and was the 35th aircraft to be s.o.c. by the Squadron and the 1,164th aircraft to be s.o.c. by No.6 Group (RCAF) Bomber Group...



Handley Page Halifax MkIII

Global Branch AGM - February 4th 2017



Some of the team at the Branch AGM

L to R. Gerwyn Thomas, Steve Mullis, Mazza Jesty, Flt Lt Dan Lowes (Red Arrows, Red 3) David Routledge, Nick Loveday, Steve Signorelli and Phil Boulton.

The first weekend in February this year saw the branch meet in "Sunny Cleethorpes" for its second AGM. Cleethorpes did not disappoint, it was sunny enough I even saw some of our members taking an afternoon stroll on the beach. Didn't see anyone paddling though!!!



The branch was treated to a visit by Flt Lt Dan Lowes, aka Red 3 of the RAF Red Arrows. He gave an hour long presentation to the branch members & guests after the general business of the AGM had been completed.

The weekend also saw a visit to RAF Binbrook to see the labour of love that is a S-Sugar Lancaster replica!!

Mr Stephen Mullis
Branch Chairman
RAFA Global Branch 1370

*A selection of pictures from the Branch AGM
extracted from the branch Facebook page*



End of an Era for the RAF



Lossiemouth XV(Reserve) Squadron, the Tornado Operational Conversion Unit, completed its final formal flying on Friday 17 March 2017. The disbandment of the Squadron, after 102 years' of service, on Friday 31 March 2017 will see the end of the Tornado GR4 era at RAF Lossiemouth. To mark the end of this period in the Station's history, Tornados from XV(Reserve) Squadron carried out a final sortie that included flying by Aberdeen and Leuchars airfields and Tain Air Weapons Range. These sites have all been instrumental in the training of aircrew at RAF Lossiemouth to operate the Tornado. The aircraft returned to RAF Lossiemouth in the early afternoon and carried out a series of fly pasts over the

Station. The Tornado Weapons Conversion Unit was based at RAF Honington in Suffolk when it received the XV (Reserve) Squadron title in 1992. It moved to RAF Lossiemouth in November 1993 and then with the closure of the Tri-national Tornado Training Establishment in March 1999 XV (Reserve) Squadron assumed responsibility for the training of all of the RAF's Tornado GR4 pilots and Weapon Systems Operators in both initial training on the aircraft and in post-graduate courses. Over the past 24 years the Squadron has been the life-blood of the front line ensuring the squadrons were provided with combat capable aircrew. The final ab-initio pilot finished his training at the end of January, and the last refresher pilot, returning from a tour instructing at RAF Valley, graduated at the end of February. Whilst the Tornado Operational Conversion Unit will cease from 31 March, the RAF will continue to utilise the Tornado GR4 until it is finally withdrawn from service in 2019. RAF Marham in Norfolk is the base of the RAF's front line Tornado squadrons from where aircraft and personnel are deployed to support current operations. Three front-line Tornado squadrons have been based at RAF Lossiemouth since the early 1990s:

- 12 (Bomber) Squadron was already based at RAF Lossiemouth with the Buccaneer when it was reequipped with the Tornado GR1B in October 1993 in the Maritime Strike role. The Squadron was disbanded at RAF Lossiemouth on 31 Mar 2014, however it was resurrected on 12 Jan 2015 at RAF Marham.
- 14 Squadron was based at RAF Bruggen with the Tornado GR1 before returning to the UK and was based at RAF Lossiemouth from 1 Jan 2001. The Squadron was disbanded on 1 Jun 2011. The number plate was passed to a new ISTAR unit which had been operating as part of V (Army Cooperation) Squadron at RAF Waddington.
- 617 Squadron was equipped with the Tornado GR1 at RAF Marham when it relocated to RAF Lossiemouth in May 1994. It was at this point that it adopted a Maritime Strike role as well as its overland strike role. The Squadron was disbanded in March 2014, however it has since been reformed and is re-equipping with the F-35 Lightning II.

Each of these squadrons deployed personnel and aircraft to Operations TELIC, HERRICK and ELLAMY where the Tornado GR4 exploited its range and payload in the Close Air Support and Interdiction roles. RAF Lossiemouth will maintain the provision of Quick Reaction Alert (Interceptor) North, or QRA as it is commonly called, as its primary role. The strategically important position of the Station on the northern Scottish coastline makes it an ideal location to maintain aircraft and crews on high alert, in order to scramble and intercept unidentified aircraft approaching UK airspace. This is the basis of QRA and is a duty that has been maintained by the Royal Air Force on a 24/7 basis for decades. The Station will also see growth in the near future as a fourth Typhoon squadron is formed here and 9 P8 Poseidon Maritime Patrol Aircraft are based here.

Storm Shadow DE&S has awarded £146 million contract for the regeneration of the Storm Shadow missile system so that it remains fit for purpose. Storm Shadow has been combat-proven in service on Tornado as a long range precision cruise missile for targeting substantial targets, control centres, bunkers etc. The contract should keep the missile in service for at least the next ten years.

Unmanned Rotary Air systems Following successful naval trials last year, the focus on unmanned rotorcraft capabilities has shifted to the army which is now heavily involved with Leonardo Helicopters (used to be Westland) in a 2 year programme to research possibilities for unmanned air systems supporting front line troops.

D-Day Memorial The MOD welcomed the Prime Minister's and Chancellor's announcement that a new memorial commemorating the British servicemen and women who gave their lives in the D-Day landings will be built. Supported by £20 million of Government funding from LIBOR fines levied on the banking industry, the monument will be built at the site of the fierce fighting during and after D-day, and will be unveiled in Normandy on 6 June 2019 – the 75th anniversary of D-Day.

~Adrian.morris941@mod.uk~

Royal Air Force College Cranwell - Branch Chairman's Visit

ROYAL AIR FORCE COLLEGE CRANWELL

Sovereign's Annual Reception 2017

Back in March I received a letter stating the following "Air Commodore P Squires request the pleasure of the company of Mr S Mullis & Guest at the Sovereign's Annual Reception to be held in the College Hall Officer's Mess, RAF Cranwell."

Why we got such an invite, I have no idea, but it would have been rude to refuse wouldn't it??

So, suitably suited n booted, Julie Mullis & I travel up to Lincolnshire to enter the hallowed gates of Cranwell for the first time. So many of those invited were donning their chains of office from the various towns they represented in the county after the pulled up in their snazzy sports cars etc which they parked near to our grey van!!!

As we entered via the West Wing, the true splendour of the building became obvious. We were escorted into the Officer's Mess and onto our hosting officer, the Deputy College Commandant, Group Captain Sean O'Connor. Sean was the gentleman who was unable to attend our AGM early this year, something he promised to rectify next year, if we still wanted him!!!

Air Commodore Peter Squires was doing the rounds & I had great pleasure in having a passing conversation with him. Also present at the reception was **Ailsa Gough**, our Area Director, whom I had met for the first time just a month previously plus Rachel Huxford, RAFA's Director of Marketing and Fundraising.



Photo shows Julie Mullis with Squadron Leader Dawn Colley

Plenty of nibbles plus liquid refreshment were being served to the 150+ guests in the mess by the college stewards. Following a "short" speech by the Air Commodore, everyone retired, through the main college entrance, to watch the college band close the evening with a "Beating of the Retreat" and "Sunset Ceremony". It had been hoped that there would be a flypast by a Spitfire of the BBMF but gusty winds unfortunately prevented that.

All in all a superb evening was had by all. The icing on the cake was an invite by Group Captain Sean O'Connor for a branch visit to the college in the future, an invite hopefully enough members will want to accept.

*Mr Stephen Mullis
Branch Chairman
RAFA Global Branch 1370*



Little Grey Cell Exerciser - Memory Tester - MONTHLY QUIZ

1. WHICH ENGLISH KING WAS DEFEATED BY ROBERT THE BRUCE AT BANNOCKBURN?
2. AT WHICH OXFORD COLLEGE WERE COLIN COWDREY, MICHAEL PALIN AND DAVID CAMERON ALL STUDENTS?
3. WHAT IS THE NAME OF THE BRIDGE THAT CONNECTS DENMARK AND SWEDEN?
4. WHO WAS THE WINNER OF THE FIRST SERIES OF "BRITAIN'S GOT TALENT"?
5. WHICH SONGS WITH TITLES CONTAINING THE WORD "FATHER" WERE UK TOP TWENTY HITS FOR THE FOLLOWING ARTISTS, [A] GREG LAKE (1974), [B] BLACK GRAPE (1995), [C] RONAN KEATING & YUSUF (2004), [D] LL COOL J (1998) AND [E] NAT KING COLE (1953)?
6. WHICH FAMOUS SPORTING VENUE CAN BE FOUND AT LONDON SW19?
7. WHAT IS THE NAME OF THE LARGEST MOON OF URANUS?
8. IN THE ITV SOAP OPERA "CORONATION STREET", WHAT CHARACTER IS PLAYED BY HELEN WORTH?
9. WHICH THREE COUNTRIES HAVE ENGLISH NAMES THAT BEGIN WITH THE LETTER "J"?
10. IN WHICH TOWN DO SCOTTISH FOOTBALL TEAM RAI TH ROVERS PLAY THEIR HOME FIXTURES?
11. IN WHICH MONTH OF THE YEAR DOES THE CHRISTIAN FESTIVAL OF MICHAELMAS FALL?
12. WHO IMMEDIATELY FOLLOWED JOHN MAJOR AS LEADER OF THE CONSERVATIVE PARTY IN 1997?
13. WHO WROTE THE 1969 NOVEL ON WHICH "THE GODFATHER" SERIES OF MOVIES ARE BASED?
14. WHICH BRITISH TOWNS OR CITIES ARE JOINED BY THE FOLLOWING MOTORWAYS, [A] M69, [B] M3, [C] M9, [D] M40 AND [E] M55?
15. WHICH SCOTSMAN IS GENERALLY CREDITED WITH INVENTING THE TELEPHONE?
16. ON WHICH RIVER DOES THE SPANISH CAPITAL MADRID STAND?
17. WHICH VITAMIN DOES THE HUMAN BODY CONVERT BETA-CAROTENE TO?
18. WHO STARRED AS THE TITLE CHARACTERS IN THE 1979 MOVIE "KRAMER VS KRAMER"?
19. WHAT IS THE STATE CAPITAL OF THE US STATE OF NORTH DAKOTA?
20. WHO IS THE ONLY ITALIAN BORN BOXER TO HAVE HELD THE WORLD HEAVYWEIGHT CHAMPIONSHIP?

Answers on Page 14!

~With Thanks to Steve Signorelli ~

200 Club to launch August 1st 2017

We are Launching the RAFA Global 1370 200 club on 1st August 2017

It's a great way to raise funds for the branch, as well as giving all members the opportunity to win cash prizes on a regular basis. The idea is a simple one in that we "sell" 200 numbers (a maximum of 4 per member) and then make a draw from those numbers.

We will have 3 prizes, 1st prize £125 2nd prize £50 3rd prize £25

This means that half of the money paid in is given out in prize money and half goes direct to our branch funds. The odds are 1 in 200, much better than the national lottery, it is easy to register and you can arrange to have your payments made on line direct to the RAFA Global bank account.

We hope to see as many of you as possible registering for numbers but you need to be quick, as numbers are strictly limited to 200.

A copy of the rules and an application form can be e mailed to you upon request from:

mazzarapter@gmail.com

I look forward to hearing from you soon.

GOOD LUCK.



Mazza Jesty - Branch Treasurer

History - RAF Bridgnorth



I did my time in 1959 - at RAF Bridgnorth (Editor)

From **Ron Bevan** 19 June at 10:03 (Face Book)

RAF Bridgnorth is now Stanmore Country Park, here's the sign that says so in the carpark, and all that remains of it now, the old boiler house chimney as a memorial. R.I.P.

Stanmore Country Park (officially **Stanmore Camp Countryside Site**) is a 100-acre (40 ha) country park in Stanmore, Shropshire, 1.2 miles (2 km) east of Bridgnorth. Created in 1994 on the former site of RAF Bridgnorth, the park is run by the Shropshire County Council and contains an RAF memorial to those killed who were stationed at the military camp.

Recreational activities:

Walking is one of the main recreational activities in this area; there are 80 acres of woodland and meadow with pathways open to the public, consisting of easy circular walks with suitable terrain for pushchairs and wheelchairs. Some of the pathways and the car park has recently been resurfaced.

There is a picnic area near the free main car park, and three radar-operated kissing gates have been installed next to the main pedestrian entrances to the park. Their installation was made possible by funding from The Big Lottery. These radar gates allow large wheelchairs, and mobility scooters to access the park with the possession of a radar key.

History of the site:

In the past (1939–63) Stanmore was an RAF camp for basic training of new recruits; the site also provided accommodation for 3,500 trainees, and 800 staff. Now the only remaining building is the boiler-house chimney stack, which serves as a RAF memorial to those stationed at the camp who were killed. This memorial was restored in April 2013 which includes a plaque honouring the men who worked in the RAF; this restoration coincided with the celebration of the 50th anniversary of the closure of the camp. Both old and modern buildings now form part of an industrial estate. The rest of the station has been transformed into a countryside site, with thousands of trees replacing huts and parade grounds.



Wildlife:

The derelict land was planted with thousands of trees, which have grown to provide important woodland habitat complete with grassy areas and developing scrub habitat. This habitat provides valuable areas for mammals such as bank and field voles, rabbits and foxes. Bird feeders and nestboxes have encouraged a range of birds including tawny owls, sparrowhawks and green woodpeckers.

RAF Bridgnorth WEB Site link: <http://www.rafbridgnorth.org.uk/>

https://en.wikipedia.org/wiki/Stanmore_Country_Park,_Bridgnorth

Upcoming Events



JULY 1st



The Royal Air Force Museum, London

The event is a Branch Visit to RAF Museum Hendon, Grahame Park Way, London, NW9 5QW on the Saturday 1st July 2017 meeting up at 10.00hrs. Entry to the Museum is TOTALLY FREE, however there is a charge for parking ALL cars including those with Blue Badge. The charges are 0-3 Hours - £3.00 per vehicle & 3-6 Hours - £4.00 per vehicle. There are restaurants within the museum, ideal for bacon butties on arrival, plus there is an outside picnic area if you want to do DIY!!!!

Full details on the museum can be found at

<http://www.rafmuseum.org.uk/london/9>

Julie & I are planning on staying over in the area on the Saturday night, as Monday the 3rd July is her birthday & our wedding anniversary, & that saves me buying her a prezzie!!! We are planning to stay at the Travelodge, Elstree Way, Borehamwood, London, WD6 1SD. Current prices, (25/02/17) start at £45 for the saver rate per room. THIS PRICE WILL RISE!!! This Travelodge is just 5.1 miles from the museum. You would need to book the room yourselves on

www.travelodge.co.uk/hotels/373/Borehamwood-hotel?checkIn=01%2F07%2F17&checkOut=02%2F07%2F17&rooms%5B0%5D%5Badults%5D=2&rooms%5B0%5D%5Bchildren%5D=0&rooms%5B0%5D%5Bextras%5D%5B0%5D

It would be nice to have a branch social evening after the museum visit, plus it would make your day less stressful of having to travel home again after having an enjoyable day out at the museum. We look forward to seeing as many members at this event as possible. Please do not put yourself as going if you actually mean maybe or cannot go. There is going to be a visit to the RAF Museum Cosford PRIOR to the visit here to Hendon. Details of that will be posted later & separately.



17th September 2017

Battle of Britain Thanksgiving Service 2017

Memory Tester Answers (from page 12)

1. Which English King was defeated by Robert the Bruce at Bannockburn? **Edward II.**
2. At which Oxford college were Colin Cowdrey, Michael Palin and David Cameron all students? **Brasenose College.**
3. What is the name of the bridge that connects Denmark and Sweden? **The Oresund Bridge.**
4. Who was the winner of the first series of "Britain's Got Talent"? **Paul Potts.**
5. Which songs with titles containing the word "Father" were UK Top Twenty hits for the following artists, [a] Greg Lake (1974), [b] Black Grape (1995), [c] Ronan Keating & Yusuf (2004), [d] LL Cool J (1998) and [e] Nat King Cole (1953)? [a] "I Believe in Father Christmas" reached no2, [b] "In the Name of the Father", no8, [c] "Father and Son", no2, [d] "Father", no10 and [e] "Mother Nature and Father Time", no7.
6. Which famous sporting venue can be found at London SW19? **Wimbledon.**
7. What is the name of the largest moon of Uranus? **Titania.**
8. In the ITV soap opera "Coronation Street", what character is played by Helen Worth? **Gail Rodwell (Tilsley, Platt, Hillman or McIntyre).**
9. Which THREE countries have English names that begin with the letter "J"? **Jamaica, Japan and Jordan.**
10. In which town do Scottish football team Raith Rovers play their home fixtures? **(Stark's Park) Kirkcaldy, Fife.**
11. In which month of the year does the Christian festival of Michaelmas fall? **September.**
12. Who immediately followed John Major as leader of the Conservative party in 1997? **William Hague.**
13. Who wrote the 1969 novel on which "The Godfather" series of movies are based? **Mario Puzo.**
14. Which British towns or cities are joined by the following Motorways, [a] M69, [b] M3, [c] M9, [d] M40 and [e] M55? [a] **Coventry/Leicester,** [b] **London/Southampton,** [c] **Edinburgh/Dunblane,** [d] **London/Solihull** and [e] **Preston/Blackpool.**
15. Which Scotsman is generally credited with inventing the telephone? **Alexander Graham Bell.**
16. On which river does the Spanish capital Madrid stand? **River Manzanares.**
17. Which vitamin does the human body covert Beta-carotene to? **Vitamin A (Retinol).**
18. Who starred as the title characters in the 1979 movie "Kramer vs Kramer"? **Dustin Hoffman and Meryl Streep.**
19. What is the State capital of the US State of North Dakota? **Bismarck.**
Who is the only Italian born boxer to have held the World Heavyweight Championship? **Primo Canera.**