

Vol: 1 Issue 2 August 2017



“WATCH OUT FOR” The 200 Club Launch



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A very warm welcome from an extremely cold and wintery Christchurch, New Zealand. I would like to thank everyone who messaged me with their comments on the first issue, they were very much valued, and I appreciated the positive comments it received. This month I

have another selection of goodies for you to enjoy, so sit back, relax, and take it all in.

Any Suggestions as to additional or extra content for the newsletter, please feel free to let me know and I will do my best to add it where and when I can.

The book of the month this month is a continuation of Buzz Hope's excellent series on Bomber Command Squadrons of World War II. This is the second book in the series of 3 so far, and there are a great deal more to come, so I will be keeping you up to date as and when they appear.

Have you logged in to our Web Page Yet?

If not, you should do, there is a lot of information available to you, it is instant and kept up to date by Kris our Webmaster. If you haven't, go to the Web Page and join, well worth the visit at:

Please copy and paste this link into your Browser

<https://rafaglobalbranch1370.wordpress.com/>

If it opens on the page..... great!!!!

If it doesn't..... you are missing out on what is going on in the branch.

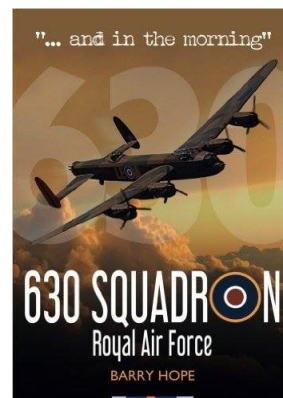
All the best for this month,

Bryn



A BIG Welcome to the following New Members:

Diane Child.

Book of the Month**630 Squadron RAF**

Barry Hope's series of Bomber Command squadron compendiums continues with 630 Squadron RAF. The book contains details of all casualties and losses suffered by the unit 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. There are detailed rolls of all the casualties who served on the Squadron coupled with the history of the aircraft struck off charge on operations or on non-operational incidents, laid out in a logical and methodical order to aid the reader/ researcher in their enquires. This book is intended to provide the answers to where and how Bomber Command aircrew became casualties and where memorials can be found. In doing so it is complementary to the Squadron and Bomber Command operational records. Ultimately the aim is to help the reader or researcher unravel the mystery of what happened to so many aircrew and answer further questions in the search for the truth of the contribution made by the members of Bomber Command.

- **Series:** ...and in the morning...
- **Paperback:** 108 pages
- **Publisher:** Mention the War Limited; 1 edition (January 20, 2017)
- **Language:** English
- **ISBN-10:** 1911255169
- **ISBN-13:** 978-1911255161
- **Product Dimensions:** 8.3 x 0.2 x 11.7 inches

Paperback \$15.00

amazon.com

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.

HISTORY - RAF SHAWBURY

Secrets from RAF Shawbury - The Aries Flight 70th Anniversary

RAF Shawbury is not renowned for its famous bomber squadrons, nor did it suffer much damage in the Second World War. Why then is the Station Commander's House called Lancaster House and why is the All Ranks Club called the Aries Club?

It is a well-kept secret that on 21st October 1944, RAF Shawbury launched a top secret flight that was to make history. Seventy years later, the young trainees of today are remembering this record breaking flight and are learning about the challenges faced as Aries became the first British aircraft to circumnavigate the globe.

The story begins in the early part of World War II when fewer bomber aircraft were hitting their targets, especially at night, due mainly to poor navigation standards. The Central Navigation School was formed at Cranage to improve navigational standards and to train navigators. By the time the School had re-located to RAF Shawbury in 1944, bombing accuracy had improved and the School's task had expanded to include long distant navigation techniques to remote parts of the world in bomber aircraft.

When Lancaster PD 328 left RAF Shawbury on 21st October 1944, under the command of Wing Commander DC McKinley DFC AFC., with a crew of nine, it had the name Aries painted on its nose, after the first sign of the zodiac. The mission was to fly around the world and return to RAF Shawbury. This was to be the first round the world flight by a British aircraft, an extraordinary feat.

Aries crossed enemy territory, unarmed at a time when the threat was still present and V2 rockets were falling on London; it was also a flight into the unknown, never having been done by anyone before.

The purpose of the flight was to establish a practical liaison between the Empire Air Navigation School (EANS) and training and operational units of the RAAF and the RNZAF. Another top secret task was to collect data on the behaviour of radar and navigation equipment in the less temperate climate of the Pacific and to assess the current American navigation techniques for possible use by the proposed Tiger Force of Lancaster Bombers operating from Pacific bases against Japan.

The route took Aries via Prestwick, Reykjavik, Dorval, Washington, San Francisco, Honolulu and Samoa, before arriving in Auckland on 1 November 1944. The crew then visited 24 bases in New Zealand, Australia and New Guinea before returning via Ceylon, Masira, Egypt and Malta reaching Shawbury on 14th December after a weather diversion to RAF Lyneham. Over a period of 2 months, the crew covered over 36,000 nautical miles and flew a total of 202 hours. RAF Shawbury is very proud of its secret history. Personnel at the base today are reminded of the qualities of the Aries Lancaster crew in completing their mission 70 years ago; these are the same qualities that are exhibited by serving personnel today - commitment, determination, a capacity for innovation when faced with a challenge, and a dedication to duty which puts the Service before oneself.

Editor: Sqn Ldr K Leach

Photographs: 1. (Header Image) PD 328 :
2. The crew of Aries PD 328.

RAF/MOD Crown Copyright 2014

~RAF Facebook Page~



Lancaster PD 328



The crew of Aries PD 328.

C17 Globemaster III

The Boeing C-17 Globemaster III military airlift aircraft is a high-wing, four-engine, T-tailed military transport vehicle capable of carrying payloads up to 169,000lb (76,657kg). It has an international range and the ability to land on small airfields. A fully integrated electronic cockpit and advanced cargo system allows a crew of three (the pilot, co-pilot and loadmaster) to operate all systems on any type of mission. In February 2009, a \$2.95bn contract was awarded to Boeing to deliver 15 additional C-17s for the US Air Force. Two C-17s were delivered to the Stewart Air National Guard Base in July 2011. Since it entered service in January 1995, 218 aircraft have been delivered to the US Air Force.

C-17 design features

"Since it entered service in January 1995, 218 aircraft have been delivered to the US Air Force."

A propulsive lift system allows the C-17 to achieve safe landings on short runways. The C-17 is capable of landing a full payload in less than 3,000ft. The propulsive lift system uses engine exhaust to generate lift. The engine exhaust is directed onto large flaps, which extend into the exhaust stream, allowing the aircraft to fly a steep approach at a relatively low landing speed. The aircraft is capable of turning in a small radius and can complete a 180° star turn in 80ft. The aircraft can also carry out routine backing. A fully loaded aircraft is capable of backing up a 2% gradient slope using the directed flow thrust reversers. The C-17 cockpit accommodates pilot, co-pilot and two observer positions. The digital avionics system has four Honeywell multifunction cathode-ray tube displays, two full-capability HUDs (head-up displays) plus cargo systems. The quadruple-redundant electronic flight control system also has a mechanically-actuated backup system. There are two Lockheed Martin central processing computers, one Hamilton Sundstrand data management computer and two Honeywell air data computers. A programme to upgrade the C-17A avionics includes new mission computers and displays, new software for the warning and caution system, provided by Northrop Grumman Navigation Systems. The automatic flight control system is upgraded with BAE Systems CsLEOS real-time operating system is certified for GATM (global air traffic management) system requirements.

Cargo systems on Boeing's C-17 Globemaster III

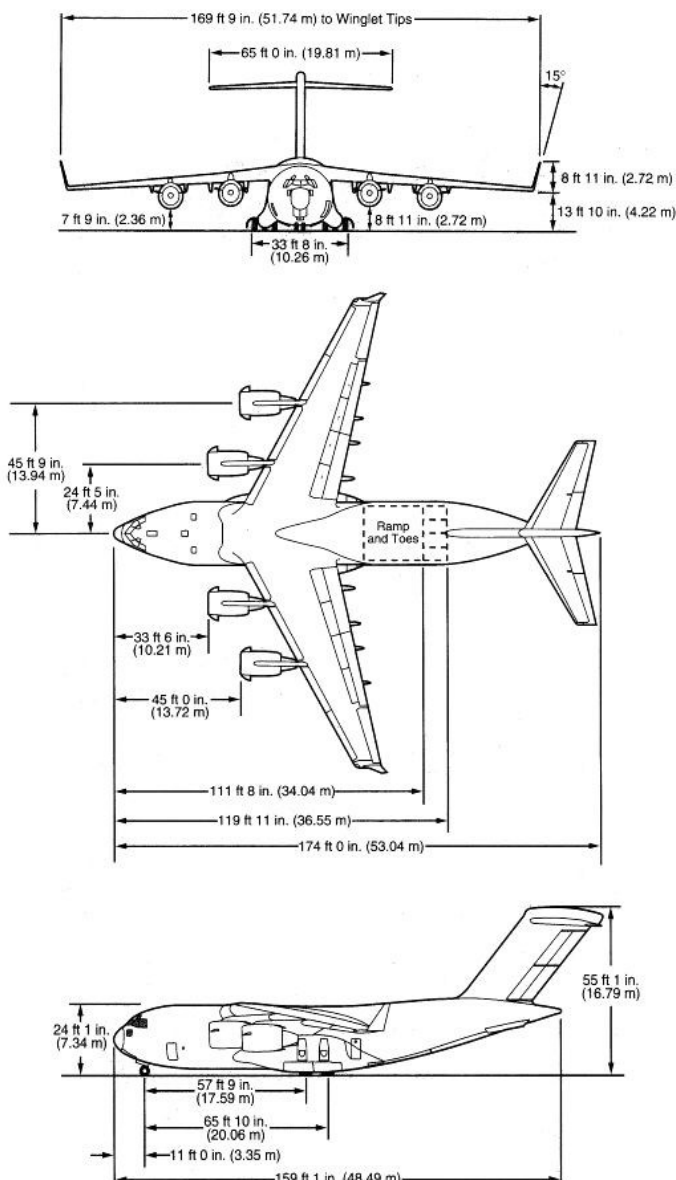
The design of the cargo compartment allows the C-17 to carry a wide range of vehicles, palletized cargo, paratroops, air-drop loads and aeromedical evacuees. "The C-17 is capable of landing a full payload in less than 3,000ft." The cargo compartment has a sufficiently large cross-section to transport large wheeled and tracked vehicles, tanks, helicopters (such as the AH-64 Apache), artillery and weapons such as the Patriot missile system. Three Bradley armoured vehicles comprise one deployment load on the C-17. The US Army M1A1 main battle tank can be carried with other vehicles. The maximum payload is 170,900lb (77,519kg) with 18 pallet positions, including four on the ramp. Airdrop capabilities include: a single load of up to 60,000lb (27,216kg), sequential loads of up to 110,000lb (49,895kg), Container Delivery System (CDS) airdrop up to 40 containers, 2,350lb (1,066kg) each, up to 102 paratroops. The aircraft is equipped for LAPES (low-altitude parachute extraction system) drops. For Medevac, the C-17 can transport up to 36 litter and 54 ambulatory patients and attendants. C-17s can take off from a 7,600ft airfield, fly 2,400nm and refuel while in flight. It can land in 3,500ft (1,064m) and 90ft-wide (27.4m) airstrip.

Countermeasure technology

AN/AAR-47 has a suite of surface-mounted thermal sensors around the aircraft, which detect the thermal signature of the missile exhaust plume. Frequency selection and signal processing techniques are used to minimise the false alarm rate. The system provides a warning to the crew via the cockpit indicator unit of the presence and direction of the missile threat. A signal is automatically sent to the ALE-47 dispenser. AN/ALE-47 is capable of carrying a mix of expendable countermeasures, including jammers. The system interfaces to the C-17 aircraft's sensors. The aircrew can select the mode of operation of the dispenser for fully automatic, semi-automatic or manual operation.

The cockpit control unit can be used to input mission data, together with the numbers and types of expendable countermeasures systems loaded into the ALE-47. The cockpit controller updates and displays the status of the dispenser and the numbers and types of countermeasures remaining.

The ALE-47 is capable of dispensing the new-generation active expendable decoys, POET and GEN-X, in addition to the conventional chaff and flare decoys that are compatible with the previous-generation ALE-40 and ALE-39 dispensers. 56 USAF C-17 aircraft are equipped with the Northrop Grumman large aircraft infra-red countermeasures (LAIRCM) system.



C17 Globemaster III

LAIRCM is based on the AN/AAQ-24(V) Nemesis. It entered low-rate initial production in August 2002 and completed initial operational test and evaluation in July 2004. 25 upgraded aircraft have been delivered. The system entered service in 2007. The four aircraft leased by the UK RAF are fitted with LAIRCM.

Turbofan engines of the transport aircraft

The four Pratt & Whitney PW2040 (military designation-F117-PW-100) turbofan engines with 40,440lb thrust each are integrated in the wings. Engine thrust reversers, which are operable in flight, and speed brakes enable the aircraft to carry out rapid deceleration and descent manoeuvres.

The cruise speed is between Mach 0.74 and 0.77. The range without in-flight refuelling, and with a payload of 160,000lb, is 2,400nm. Aerial refuelling provides an intercontinental non-stop range.

"56 USAF C-17 aircraft are equipped with the Northrop Grumman large aircraft infra-red countermeasures (LAIRCM) system."



C-17 Globemaster international orders



The C-17 fleet of UK Royal Air Force have flown more than 60,000 flight hours. In August 2006, a fifth aircraft (delivered in April 2008) was ordered and the purchase of the first four aircraft in 2008 was confirmed. In December 2007, the UK purchased a sixth aircraft, which was delivered in June 2008. Boeing delivered the seventh aircraft in November 2010. The eighth aircraft was delivered to the UK Royal Air Force in May 2012. In March 2006, Australia selected the C-17, with a requirement for four aircraft. The first aircraft was delivered in December 2006, the second in May 2007, the third in February 2008 and the final aircraft in March 2008. Australia signed a foreign military sale (FMS) agreement with the US Government in April 2011 to procure the fifth C-17 for the Royal Australian Air Force (RAAF). It was delivered in September 2011. In July 2006, Canada announced the selection of the C-17 with a requirement for four aircraft. The contract was signed in February 2007. Deliveries began in August 2007 and concluded in April 2008. In September 2006, NATO announced its intention to buy an initial three or four C-17 aircraft.

In June 2007, an international consortium, consisting of 15 NATO countries plus two partner countries (Finland and Sweden), agreed to set up the strategic airlift capability (SAC) at Papa Air Base in Hungary. The NATO Airlift Management Organisation (NAMO) purchases, owns and manages the aircraft. A multinational military unit, the heavy airlift wing (HAW), conducts airlift operations.

In May 2008, SAC requested the foreign military sale of the first two C-17 aircraft. The first C-17 was delivered to the SAC in July 2009. The second and third C-17s were delivered in September 2009 and October 2009 respectively. The SAC1 C-17's first flight was completed in June 2009. In March 2007, Boeing announced C-17 production would conclude in 2009, when current orders have been fulfilled. However the purchase of 15 additional aircraft for the USAF was approved in 2008. In July 2008, Qatar placed an order for two C-17s. The first aircraft was delivered in August 2009, and the second in September 2009. The United Arab Emirates (UAE) announced in February 2009 that it would acquire four C-17s. The emirates ordered a total of six C-17s in January 2010. The first C-17 was delivered to the UAE in May 2011 and the second in June 2011. The third C-17 was delivered in July 2011. The last aircraft was delivered in June 2012. The Indian Ministry of Defence signed a \$4.1bn agreement with Boeing in June 2011 to acquire ten C-17 airlifters. US Congress authorised the FMS in May 2010. The C-17 met all the Indian Air Force's requirements during rigorous field evaluation trials held in India in June 2010. Boeing delivered the first C-17 to the Indian Air Force (IAF) in January 2013. Four more C-17s will be delivered to the IAF in 2013, and the remaining five in 2014.



Flight-testing of the C-17 using a blend of synthetic fuel and JP-8 began in October 2007, as part of a USAF process to develop more-efficient fuel for its fleet, with less reliance on imported petrol. Certification for the aircraft powered by synthetic fuel was completed in February 2008. Boeing has 700 suppliers in 44 states.

~www.boeing.com/defence-space/military/c17/c17spec.htm and
http://www.airforce-technology.com/projects/c17/c173.html~

What flying was like around 80 years ago

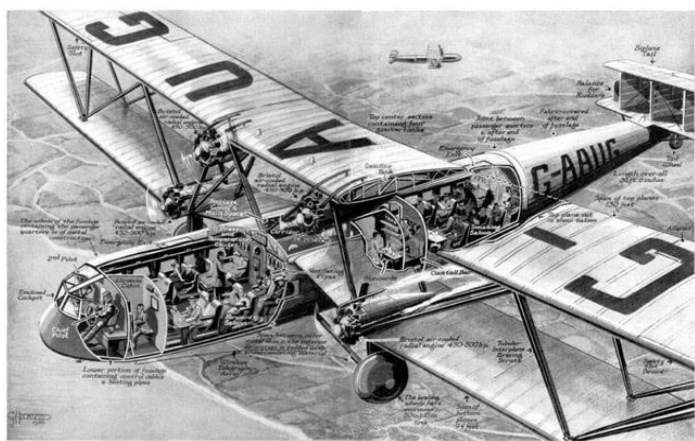
Flying Aboard the Handley Page HP-42. - Imperial Airways 1931 to 1939

Flying the airlines in the thirties was a lot more fun than it is now. It was more leisurely and had more class. If people had serious money in the 1930s and travelled internationally, they may well have flown on one of these large (130' ft. wingspan) Handley Page bi-plane aircraft, which were the mainstay of British Imperial Airways at the time. They carried 26 passengers in first class only, in three different compartments. The first class saloon, the bar and cocktail area and the smoking section. These machines were ubiquitous, extremely safe (no passenger in a HP-42 was ever killed in 10 years of international and domestic operations from 1930 until 1940), very comfortable in seating, leg room and service, hot meals were served on bone china with silver cutlery, free liquor flowed, overnights were in the very best hotels. There was no rush, no waiting in lines and everyone was well dressed. Flying along at a few thousand feet, one could see, every interesting feature passing below (even down to the quality of the washing on the backyard clothes lines). At 95 to 100 mph. one also had time to look at the passing panorama. It took four days to a week (depending on headwinds and weather) to fly from London to Cape Town, South Africa by only flying about four hours a day, staying at the best hotels in Europe, Cairo, Khartoum and the Victoria Falls. All stops to India also made for an interesting choice of destinations.

HP-42 "Hanno" at Samakh, Lake Tiberias in Palestine, 1931. Bi-plane aircraft, such as Tiger Moths, can land anywhere; wherever there is a stretch of grass. This airliner was a little speedier than a DH-82 Tiger Moth, but the landing speed would be quite similar.



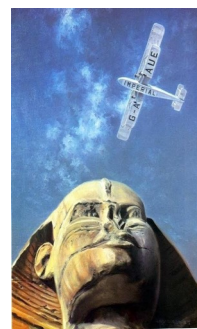
Picture 1. The Handley Page HP-42 "Helena" of Imperial Airways. 1932. Slow, safe and very comfortable.



Picture 2. A 1930 flying magazine's view of the new HP-42 airliner. Note crew member as the radio operator. The Bristol Jupiter engines were initially 450 hp and later bumped up to 550 hp.



Picture 3. Crew



Picture 4. Imperial Airways advertisement of the day



Picture 9. The cockpit of a Handley Page HP-42 airliner. London, 1931. No powered controls here.

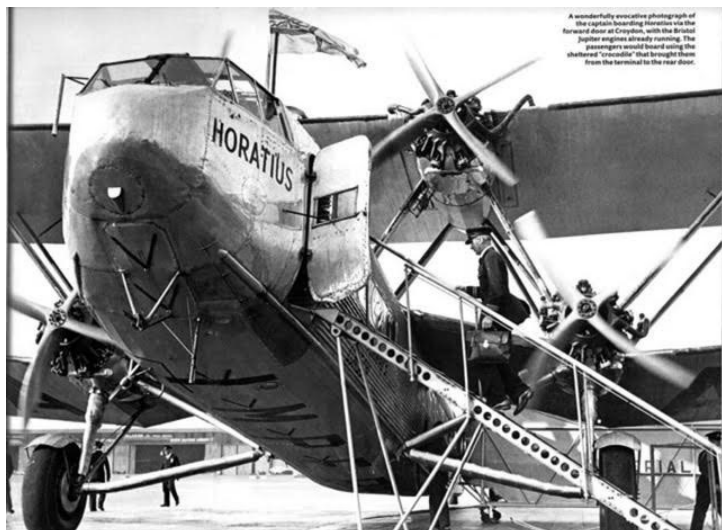


Picture 5. Khartoum, Sudan. Boarding for the flight south. Only one more overnight and then they will be taking in the sights of Lake Victoria.



Picture 6. There was only one class; First Class. This is the forward saloon. Note the gentleman's pith helmet in the rack. Airspeed indicator and altitude displays - as in modern jets - are on the bulkhead.

What flying was like around 80 years ago - Cont.



Picture 7. All engines running and the Captain not at the controls?



Picture 8. Cabin of a Handley Page HP-42. 1931. British Imperial Airways.

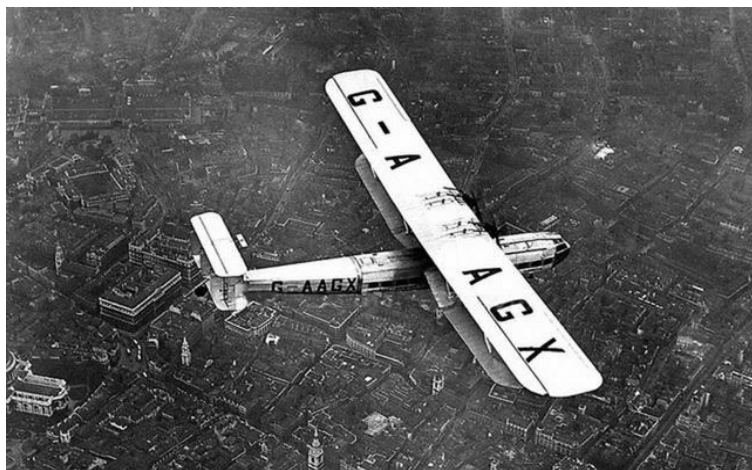


Picture 10. HP-42 airliner ready for a night flight. London's Croydon aerodrome, 1931.



Picture 11. HP-42s at Croydon. Part of the Co-Pilot's duties was to stow the flag before take-off. The Bristol Jupiter engines are warming up.

They also conducted regular services to India via many places en-route. There were occasions, flying down to Cape Town, when the strong headwinds from the south reduced the ground speed to such an extent that the crew turned the machine around. They flew back to their point of departure and sat it out in the hotel.



Picture 12. HP-42 over London. Cruise speed was 100 mph or 87 knots. Maximum speed was 120mph or 104knots. No airline passenger was ever killed in one of these machines - in 10 years of service. They flew all over the UK and Europe and down to South Africa on a regular basis.

Picture 13.
Picture 15. A
KLM DC-2 and
an Imperial
Airways HP-42 at Croydon, 1933.



Picture 14. Imperial Airways at Cairo. 1932. Note the refuelling equipment, including the ladders resting on the upper engines. Note, also, the modest terminal

Picture 15. RAF Hendon Airport, London, 1937. Royalty arrives. King George VI, centre, and Queen Elizabeth on aircraft's steps



Picture 17.
The end!

“and in the morning” - Buzz Hope



‘SO MANY’

Of the 135 Bomber Squadrons and a single Flight, assigned to Bomber Command during World War Two I have researched, compiled and analysed statistics of 22 Front Line Bomber Squadrons over the past 21 months. The loss is always underestimated not only of aircrew and aircraft, but of Station personnel, and of people aiding the war effort and of the families that lost loved ones. From the lowest rank up to Group Captain the heart ache was felt, not only by the squadron, but of the Station, Group and Command. The statistics are frightening, but rarely seen with the history of the aircraft, but of the next of kin, the individual story the long list of the dead, injured, Prisoner of War, of those who evaded capture and those airmen who found themselves interned in a neutral country.

The random Squadrons researched are from various Bomber Groups with many changing Station and or Commands with some Squadrons being transferred to the Middle East and to the 2nd Tactical Air Force. The figures listed below deal only with their operational period with in Bomber Command.

The Bomber Squadrons in question are as follows: No's. IX, No.44 (Rhodesia), 57, 75 (New Zealand), 106, 156, 158, 171, 199, 227, 424 (Tiger) RCAF, 458 RAAF 462 RAAF, 463 RAAF, 464 RAAF 466 RAAF, 467 RAAF, 578, 617, 619, 627 and No.630 Squadron.

Combined statistics of the 22 Bomber Squadrons in Bomber Command:

6426 Operations
71,393 Sorties
2120 aircraft struck off charge (2.97%)
174 aircraft struck off charge on non-operational duties.
From the 2,294 aircraft there were 12,941 casualties
10,054 airmen died
477 airmen injured
1,999 airmen became Prisoners of war
350 airmen evaded capture
54 airmen interned in a neutral country.



Of the 10,054 airmen and the further 140 identified as dying on the Squadrons were from the following Air Forces:

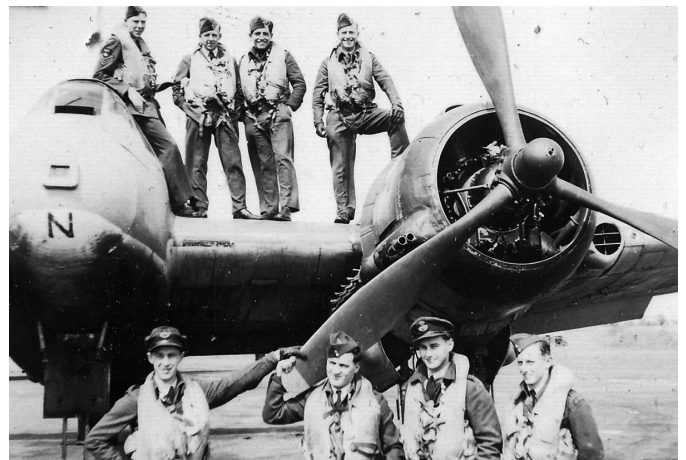
7,302 Royal Air Force
1,183 Royal Australian Air Force
1,079 Royal Canadian Air Force
607 Royal New Zealand Air Force
10 United States Army Air Force
5 Royal Norwegian Air Force
3 South African Air Force
1 Polish Air Force
1 British Army
1 Royal Navy
1 W.A.A.F.

The average age of those that died is 24 years and 5 weeks.

Of the Squadrons that transferred to the Middle East and to the 2nd Tactical Air Force or sent detachments to Coastal Command

suffered a further 509 aircrew casualties of which 272 airmen died. Many families waiting months for clarification of their loved ones demise with the personal forms at the RAF Personal Records were updated as 'NE' (Non Effective). Only for families to be told 'Prisoner of War, Dead or due to the time limit to be told Missing Presumed Killed' So proud when their loved ones received their 'Flying Brevet' then sinking to the depth of despair the day that fateful telegram arrived!

So many losses,
so many families
effected for ever,
so many died!
May they all rest
in peace, each
one a 'Warrior of
the Skies'.





CURRENT VULCAN BOMBERS STILL SURVIVING

Extracted from the Aviation Forum - 17th March 2010, 14:21

<http://forum.keypublishing.com/showthread.php?98753-Current-State-Of-The-Surviving-Vulcan-Bombers>

Here is a list of the current Vulcan bombers still surviving. Can anyone add to the overall health and wellbeing/condition of each airframe??

Complete Vulcans

XH558 Undergoing maintenance to return to flight once more
 XJ823 Solway Aviation Society Carlisle Airport
 XJ824 Static display condition Duxford
 XL318 Static display at the RAF Museum, Hendon
 XL319 Under restoration with NEAM Sunderland Airport,
 XL360 Midland Air Museum, Coventry
 XL426 Under restoration at Southend Airport to return to fast taxi status
 XM575 East Midlands Aero Park, East Midlands Airport, Leicestershire Recent repaint
 XM594 - Newark Air Museum, Winthorpe, Nottinghamshire cockpit tours
 XM597 Museum of Flight, East Fortune Airfield, Lothian, Scotland
 XM598 Aerospace Museum, Cosford, Shropshire repainted and now indoors
 XM603 British Aerospace, Woodford parts reclamation then disposal
 XM607 Gate guardian at RAF Waddington, Lincolnshire recent repaint
 XM612 City of Norwich Aviation Museum, Norfolk
 XM655 Wellesbourne Mountford, Warwickshire owned by 655 Maintenance and Preservation Society

Overseas Vulcans

XM605 Castle Air Museum, Atwater, California
 XL361 Goose Bay RAF Base, Canada gate guard outside the base
 XM606 Barksdale Air Force Base, Bossier City, Louisiana
 XM573 Offutt Air Force Base, Omaha Nebraska

(Curlyboy) 18th March 2010, 06:18

Obviously the best kept examples are in the National collections the ones at Cosford and Duxford are obviously in excellent shape but the one at Hendon seems to be accumulating lots of dust!! But at least she is inside and out of the elements which is a good thing.

The One at Coventry to what I have seen is also in good condition as I have been in her cockpit numerous times and she is very complete and last time I was there they said she was due for a repaint soon.



XL426 Southend Airport



XL426 Southend Airport



Pride of place in the museum must go to S for Sugar which was the first Lancaster to complete 100 mission in WW2, it finally completed 137 missions



Sgt Raffles once again managed to sneak onto a branch visit. This time he can be seen taking up the back seat of a Phantom FGR2.

Members of the branch visited the museum at RAF Hendon at the start of July. Despite a lot of work going on at the museum, in preparation for next year's 100th Anniversary of the RAF, a large amount of the museum was still open with many aircraft on show as usual. A full day was spent & enjoyed by the members at the museum, where we were joined by the Newbury 211 ATC Squadron at lunchtime.

Two wedding anniversaries plus a birthday over the weekend made it a great reason to stay on locally that night & go out for a very enjoyable meal suitably washed down by the odd glass of vino etc.!!!



The Wessex Cafe, possibly the best place to stop & have lunch with members of the ATC from 211 (Newbury) Sqdn. Helicopters to the rear of us, a Spitfire & a Lancaster to the front, sheer bliss!!!

This Months Funnies

JOINING FACEBOOK AFTER 60

Should I Really Join Face book? (Priceless)

When I bought my Blackberry, I thought about the 30-year business I ran with 1800 employees, all without a cell phone that plays music, takes videos, pictures and communicates with Facebook and Twitter. I signed up under duress for Twitter and Facebook, so my seven kids, their spouses, my 13 grand kids and 2 great grand kids could communicate with me in the modern way. I figured I could handle something as simple as Twitter with only 140 characters of space.

That was before one of my grandkids hooked me up for Tweeter, Tweetree, Twhirl, Twitterfon, Tweetie and Twitterific, Tweetdeck, Twitpix and something that sends every message to my cell phone and every other program within the texting World.

My phone was beeping every three minutes with the details of everything except the bowel movements of the entire next generation. I am not ready to live like this. I keep my cell phone in the garage in my golf bag.

The kids bought me a GPS for my last birthday because they say I get lost every now and then going over to the grocery store or library. I keep that in a box under my tool bench with the Blue tooth [its red] phone I am supposed to use when I drive. I wore it once and was standing in line at Barnes and Noble talking to my wife and everyone within 50 yards was glaring at me. I had to take my hearing aid out to use it, and I got a little loud.

I mean the GPS looked pretty smart on my dash board, but the lady inside that gadget was the most annoying and rudest person I had run into in a long time. Every 10 minutes she would sarcastically say, "Re-calc-u-lating." You would think that she could be nicer. It was like she could barely tolerate me. She would let go with a deep sigh and then tell me to make a U-turn at the next light.

Then, if I made a right turn instead... well, it was not a good relationship...

When I get really lost now, I call my wife and tell her the name of the cross streets and, while she is starting to develop the same tone as Gypsy, the GPS lady, at least she loves me.

To be perfectly frank, I am still trying to learn how to use the cordless phones in our house. We have had them for 4 years, but I still haven't figured out how I lose three phones all at once and have to run around digging under chair cushions, checking bathrooms, and the dirty laundry baskets when the phone rings.

The world is just getting too complex for me. They even mess me up every time I go to the grocery store. You would think they could settle on something themselves but this sudden "Paper or Plastic?" every time I check out just knocks me for a loop. I bought some of those cloth reusable bags to avoid looking confused, but I never remember to take them with me.

Now I toss it back to them. When they ask me, "Paper or plastic?" I just say, "It doesn't matter to me. I am bi-sacksual." Then it's their turn to stare at me with a blank look.

I was recently asked if I tweet. I answered, No, but I do fart a lot."

P.S. I know some of you are not over 60. I passed this on to you to allow you to forward it to those who are.

We senior citizens don't need any more gadgets. The TV remote and the garage door remote are about all we can handle.

~via email~



Little Grey Cell Exerciser - Memory Tester - MONTHLY QUIZ



Monthly online quiz – No 8 – no prizes just the honour of doing it

These are just random questions, something to get the grey matter working.

(Using the internet to get the answers is cheating ... Jankers if I see you cheating when I check your browser history... (maybe not.. ;))

1. By what name was Sri Lanka formerly known?
2. How long did it take to build the Eiffel Tower?
 - a. 2 years 2 months and 5 days
 - b. 2 years 5 months and 2 days
 - c. 3 years 2 months and 5 days
 - d. 3 years 5 months and 2 days
3. Name 5 countries that end in S
4. How many counties are there in England?
5. How did Tofiq Bahramov, from Azerbaijan become famous in 1966?
6. We've all heard the "Birdie" Song, but who sang it?
7. Who became monarch when Queen Victoria Passed away? Was it;
 - a. William IV
 - b. Edward VII
 - c. George V
 - d. Edward VIII
 - e. George VI
8. I was born early 11th June 1776 in Suffolk, dying 31st March 1837 (aged 60). I was famous for my paintings. I married Maria Elizabeth Bicknell when I was 40. I once said " When I sit down to make a sketch from nature, the first thing I try to do is forget that I have even seen a picture". My art works include: The Leaping Horse; The Cornfield; Dedham Vale & the Hay Wain – WHO AM I?
9. Which engine started life with the designation PV-12?
10. What does; "Save your love" by Renee and Renato, "Mr Blobby" by Mr Blobby, "Can we fix it?" By Bob the Builder & "there's no one quite like grandma" by the St Winifred's School Choir all have in common?
11. What two colours make Brown?
12. Why is it illegal to bury a man living in Lancashire in Yorkshire?
13. Which of these plural forms is incorrect? Monkeys, Cats, Sheep, Lions, Deers, Giraffes.
14. How many squares are there on a Chess board?
15. You walk into a room with a match. In the room there is a stove, a heater & a candle. What do you light first?
16. Who is classed as the Founder of the NHS? (extra point if you know when)
17. Who are the two longest serving MP's in the UK Parliament?
18. When was the Berlin Wall built (extra point – how long did it take?) ?
19. How long was the Berlin Wall?
20. Which of these teams has NEVER won the FA Cup (or its' predecessor)Preston North End /Luton / Wimbledon / Old Etonians / Royal Engineers

THOUGHT FOR THE MONTH:

Age is something that doesn't matter, unless you're a cheese – Luis Bunuel

~With Thanks to Steve Signorelli ~

Yes, Of Course

Answers are on the Global Groups Web Page:
<https://rafaglobalbranch1370.wordpress.com/>

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

RAF Stations - Where are they now Face Book Page



F/O Bob Middlemiss and F/O George 'Buzz' Beurling DSO, DFC, DFM and Bar, RCAF 403 Squadron, RAF Kenley in Surrey, late 1943. George Beurling was killed in a flying accident 20 May 1948

Bob Middlemiss died 30 July 2013 George had awesome eye sight and ability to do deflection shooting much to the chagrin of the German pilots!

~Don Brown - RAF Stations - where are they now

Upcoming Events



The Branch has received an invitation to attend the Battle of Britain Thanksgiving Service at Westminster Abbey on Sunday 17th September 2017. If you would be interested in attending then please let me know by no later than 8pm on Wednesday 14th June 2017. Spouse, partners and guests are welcome to attend. Phil Boulton, Secretary.

Global Branch going to RAF Fylingdales for AGM 2018 Saturday 10th February 2018 Exact time to be advised



Always a major headache for the branch committee, the venue for 2018 has been decided. This is a unique opportunity for the branch & its members, to visit this RAF station that rarely opens its doors to the outside population.

The fine print is still being sorted out but it seems that hopefully we will be holding the AGM on base, having a tour of the bits that they can show us, plus possibly having our evening meal on base. Obviously a lot of things still need to be finalised but we do suggest that you get any accommodation booked quickly.

We are all going to be staying at various hotels etc within nearby Whitby. Arriving on the Friday & departing after breakfast etc on the Sunday morning. A coach, or similar, will hopefully be provided to transport us to & from the base.



As usual a large number of us will be meeting up on the Friday night for a practise run through, aka a branch social evening. Already over 25 members have booked rooms for this amazingly different AGM. Please contact Steve Mullis for further details.

