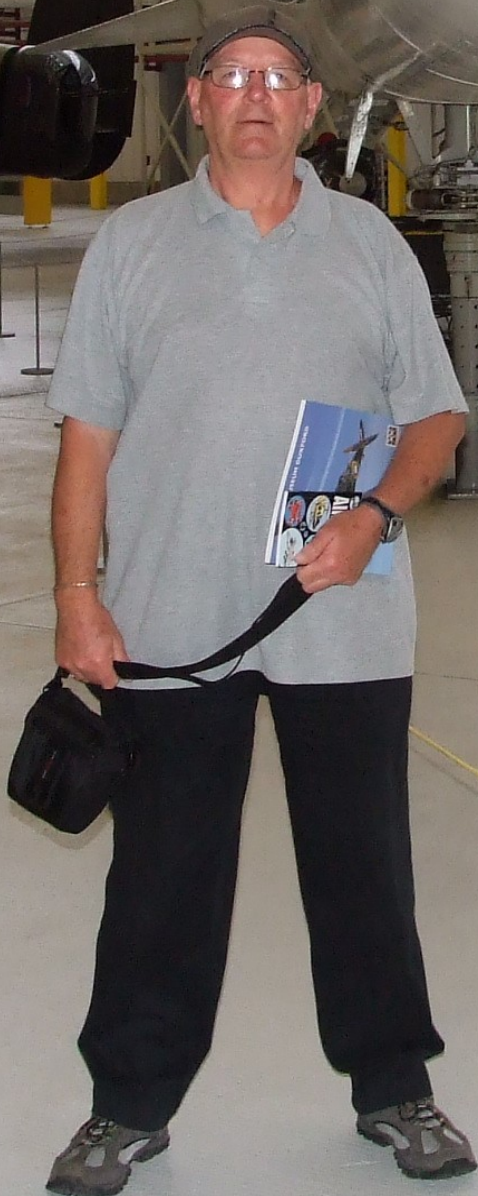


RAFA Global Branch 1370

NEWSLETTER



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

RAF
100



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 Ian Kirk

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:**

I hope you appreciate the cover photo, taken at the RAF Museum, Duxford in October of 2011, while on a trip to the UK to visit my family and friends. You should now be into your summer with holidays, nice warm weather and

blue skies. Here in NZ we are moving the opposite way, into winter, with autumn leaves and morning frosts. I wish I could be with you all for the 100 year celebrations, and I would also have liked to have been with you for the Association Annual Conference at Yarnfield. I know you will all be enjoying the large Air Show season with a huge number of them advertised in Facebook, the Association Magazine and on the WEB. I shall be with you in spirit either way. My thoughts go with you all in all that you are involved with during the celebrations. I will have been at our ANZAC service here in NZ at the RNZAFA Museum at the old RNZAF Base of Wigram joining a large contingent of the RNZAF Association, on the 25th April. All the best for all of your Celebrations. Bryn

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Your Editor at RAF Museum Duxford

Special points of Interest:

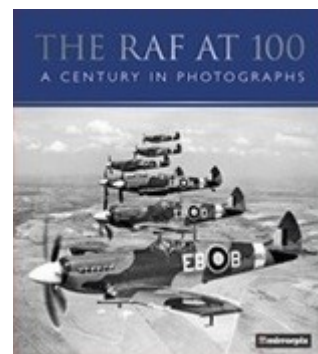
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Disclaimer - The views and opinions expressed in this Newsletter are not necessarily those of the RAFA Global Branch, the Newsletter editor, Branch Committee or membership and therefore should not be construed as such.

June 2018 - A BIG Global Welcome to:

Brian Fare
Derek Saunders
George Morley
Graham Williams
Ian Fraser
John Salmon

Karl Bickerton
Keith Foster
Mark Potter
Paul Rhodes
Sean Murphy
Terry Boissel

Book of the Month**The RAF at 100**

The Royal Air Force was formed in 1918 to defend the skies over Britain during the First World War and made a major contribution to winning one of the largest and most devastating conflicts of the twentieth century. Yet, when the war ended, its existence as an independent air service came under threat from severe defence cuts and intense scrutiny from some quarters as to whether it was needed at all. The Second World War put paid to all the uncertainty and sealed the RAF's place in the armed services. It has since played a vital role in many large-scale conflicts, as well as in peacekeeping and international aid operations. Celebrating a century of the world's oldest independent air force, The RAF at 100 showcases vivid and evocative images from the Mirrorpix archive that trace the story of the RAF from its earliest days through wartime and peacetime and into the modern age. A Century in Photographs

Genres: Aircraft: general interest, Photographs: collections, Military history, Air forces & warfare

Publisher: The History Press Ltd, Stroud, United Kingdom

Published: 2nd Oct 2017

Weight: 440g

ISBN-10: 0750982500

ISBN-13: 9780750982504

Barcode No: 9780750982504

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Meet Your Committee - Graham Croft - Wings Appeal



I stepped into the RAFA 'Wings Appeal' Committee position because it seemed to be similar to the Fund Raising appointment I held for several years with the 'Lions' It isn't, however I have learnt a lot this year and hope that the Global Branch will benefit from it in the future.

My first introduction to the RAF was as a 17 year old sheltering from the rain in a doorway. The doorway in question, just off Princes Street in Edinburgh, turned out to be the CIO Office and a voice from within invited me to enter. The result of which saw my arrival as AC2 Croft at the gates of RAF Bridgnorth on the 3rd July 1961. At the CIO in Edinburgh I had selected my Trade quite randomly by choosing the top name available on a list; Trade Group

1, Air Radar. (can you see the 'random' nature of how my career evolved?). So after 'square bashing' I was sent to RAF Yatesbury, which at that time was No.2 Radio School, for my NBS Mechanics Course. NBS turning out to be the 'Navigation and Bombing System' carried by the V-Bombers. After the course LAC Croft was posted to 7 Sqn. (Valiants) at RAF Wittering which for an 18 year old was pure heaven, as working on a V-Bomber squadron during the height of the 'Cold War' was one big exciting adventure. When the Valiants were grounded and 7 Sqn. Disbanded I was re-posted to RAF Coningsby onto 9 Sqn. (Vulcans).

In 1963 SAC Croft was back at Yatesbury for a 58 week 'Fitters Course', although the school moved to RAF Feltwell during this time, and at the successful conclusion of the course J/T Croft was posted to 11 Sqn. (Vulcans) at RAF Cottesmore, then after a while moved into the NBS Bay in the Electronics Block.

In 1966, having just got Married, I saw in DCI's the opportunity to apply for an Overseas Tour as a 'Ground Wireless Fitter' (never saw the logic of this!) and finished up on the 'Aerial Farm' Radio Relay site on Akrotiri Salt Lake, Cyprus. The Powers that Be decided to 'Short Tour' me after the first year but not before I had wangled my way onto the Mountain Rescue Team and had been promoted.

In the summer of 1968 Cpl Croft arrived the NBS Bay of RAF Finningley and immediately began to apply for another Overseas Tour. It took 3 years to materialise but in 1971 I arrived on 203 Sqn. (Nimrods) at RAF Luqa, Malta. Malta was the most brilliant tour I had in my 22 years. Loads of detachments; Cyprus, Gibraltar, Masirah, Gan, even a four month 'holiday' in Sicily when Dom Mintoff threw the British Forces out of Malta. Actually Sigonella, an Italian Airfield used by the USAF in Sicily, during the winter months was far from a holiday especially as we were working out of 'tents'. I even sat my Sgts Board in a tent in the middle of a storm.

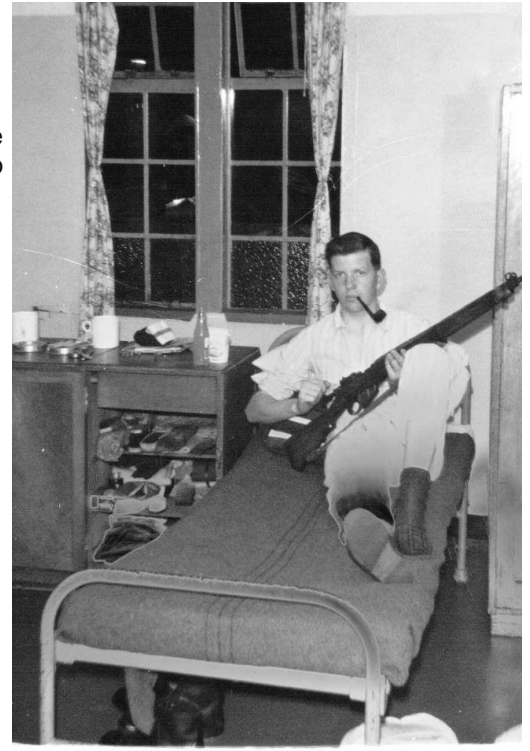
Towards the end of my 3 years in Malta I was promoted to Sgt and then offered the chance to be Commissioned as a Fighter Controller. If I could go back in time I would probably not have taken this path, but I did and in September of 1974 Officer Cadet Croft arrived at RAF Henlow OCTU. I must have done at least some of the right things as four months later Flying Officer Croft arrived at the School of Fighter Control at RAF West Drayton.

This was the most difficult and stressful training that I have ever undertaken (before or since) only three of us from the original 12 passed the course. I was then posted to RAF Boulmer where I spent two years controlling Lightnings and Phantoms over the North Sea, had ten adventurous days on the RN Destroyer HMS 'Glamorgan' during a NATO Exercise,

Oh, and I was also promoted. In 1972 Flt. Lt. Croft was posted to RAF West Drayton again (Oh joy!) as a Flight Commander on Operations Wing, but then after 5 years of continuous 'shift work' I took the opportunity to leave the Air Force and start my own Printing Company. (not quite as random as it sounds But still random)

Ten years later I was approached by an International Barcode Company based in Oxfordshire who wanted a General Manager to look after their newly acquired Printing Division. I spent 15 very happy years with this Company ending up on the Board of Directors before I retired at 65.

As a hobby I now buy and sell Antiques & Collectables (have even sold an item to Bargain Hunt) and of course I am becoming more involved in RAFA.



RAF Bridgnorth Square bashing 1961



The RAF - BAC TSR-2



One of the most technically advanced aircraft of the 1960's

"Give a British aviation enthusiast more than two pints and he will invariably tell you the story of TSR.2. This tale of an axed nuclear bomber will be told to you in a far more tender tone than he used to talk about his wife. This bar room lecture will climax in an angry rant at the crass, penny-pinching government that killed Britain's flying dreams."

The BAC TSR-2 was a cancelled Cold War strike and reconnaissance aircraft developed by the British Aircraft Corporation (BAC) for the Royal Air Force (RAF) in the late 1950's and early 1960's. The programme had a formative influence on the shape of the British aircraft industry and many of its design and technological breakthroughs can be seen in aircraft flying the skies today.

The project for a low level strike and reconnaissance aircraft was conducted against requirement (G)OR.339. It was issued in 1956 and indicated that the Government was only willing to let this contract go to a consortium of companies, thereby forcing rationalisation of the industry. Initial submissions were also made such as the P.17A by Shorts / English Electric and the NA.39 by Blackburn Aircraft. The Air Ministry eventually selected the P.17A and the Vickers-Armstrongs Type 571 for further consideration although it soon became known that the Ministry favoured the Vickers submission which included not only the aircraft design, but a 'total systems concept'. In January 1959 the Minister announced that the contract was to be awarded to Vickers with English Electric as a sub-contractor. It was also announced that the project would be called (TSR-2 - Tactical Strike and Reconnaissance, Mach 2). Following huge government pressure, Bristol Aeroplane Company, English Electric Company, Vickers-Armstrongs Limited and Hunting Aircraft all combined in 1960 to form the British Aircraft Corporation (BAC) to produce the TSR-2. The remaining major concerns, De Havilland, Hawker Siddeley, Gloster Aircraft, Armstrong Whitworth, Folland Aircraft and Blackburn Aircraft combined to form Hawker Siddeley Aviation Ltd to concentrate on other civil and military contracts. TSR-2 was a long (89ft) slim aircraft with a shoulder-mounted delta wing with turned down wing tips. Power was provided by two Bristol Siddeley Olympus engines equipped with afterburning. The tandem main wheel units retracted into the fuselage, allowing a very thin wing to be fitted. The fin and horizontal tail surfaces were all-moving, and provided control around all axes, with the ailerons providing both pitch and roll control



Pic 1 : BAC TSR-2 XR219 on apron at Boscombe 1964



Pic 2: BAC TSR-2 XR219 Air to Air with trails

The prototype aircraft (XR219) made its first flight at Boscombe Down on 27th September 1964 in the hands of test pilot Roland Beamont (a former RAF Wing Commander) and was in fact the only airframe to take to the air. The development programme showed that the aircraft had great potential, although engine development and undercarriage retraction problems caused some delay to the flight programme. On one early test flight the port side undercarriage failed to retract and lock into position, leaving the bogies 'dangling' in the airstream. After various attempts to resolve the situation, Beamont's first inclination was to eject. However, the engineers on the ground convinced him that a safe landing could be achieved on a very shallow glide slope - Thankfully they were right and the bogies rotated into the correct position. The problem was soon resolved and the test programme continued.

However, the cost of the programme became a matter of political contention and at two Cabinet meetings held on 1st April 1965, it was decided to cancel the TSR-2 on the grounds of projected cost and to obtain an option to acquire up to 110 F-111 aircraft from the USA. The decision was announced in the Budget Speech of 6th April 1965. The maiden flight of the second development aircraft (XR220) was due on the same day but following an accident in conveying the

The RAF - BAC TSR-2



airframe to Boscombe Down it never happened. The subsequent cancellation of TSR-2 led the industry to focus on collaborative projects such as the military projects like the Jaguar and Tornado, and civil projects such as Concorde and Airbus.

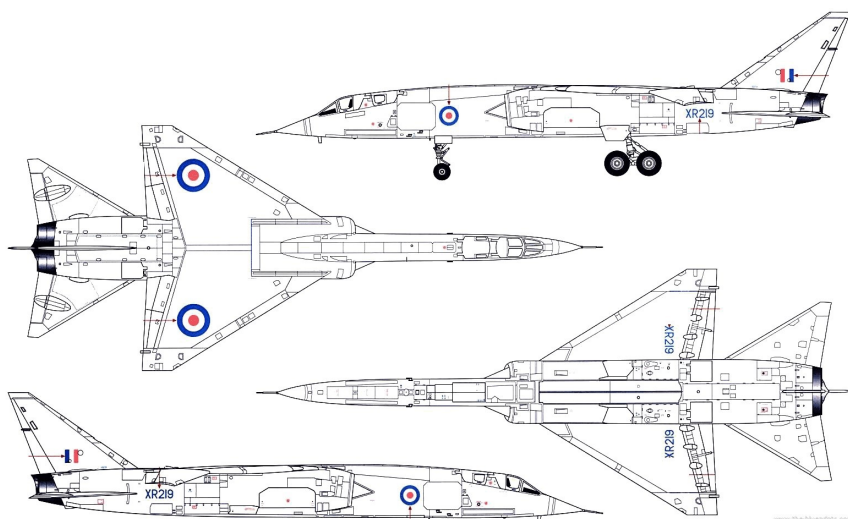
<https://www.baesystems.com/en/heritage/bac-tsr-2>



cancelled due to rising costs, in favour of purchasing an adapted version of the General Dynamics F-111, a decision that itself was later rescinded as costs and development times increased. The replacements included the Blackburn Buccaneer and McDonnell Douglas F-4 Phantom II, both of which had previously been considered and rejected early in the TSR-2 procurement process. Eventually, the smaller swing-wing Panavia Tornado was developed and adopted by a European consortium to fulfil broadly similar requirements to the TSR-2. The envisioned "standard mission" for the TSR-2 was to carry a 2,000 lb (900 kg) weapon internally for a combat radius of 1,000 nautical miles (1,000 of the target area was to be flown as low as 200 ft (60 m) at a speed of Mach 0.95. The remainder of the mission was to be flown at 900 km). Of that mission 100 nautical miles (190 km) was to be flown at higher altitudes at Mach 1.7 and the 200 nmi (370 km) into and Mach 0.92. If the entire mission were to be flown at the low 200 ft (61 m) altitude, the mission radius was reduced to 700 nmi (1,300 km). Heavier weapons loads could be carried with further reductions in range. Plans for increasing the TSR-2's range included fitting external tanks: one 450 Imperial gallon (2,000 L) tank under each wing or one 1,000-Imperial gallon (4,500-L) tank carried centrally below the fuselage. If no internal weapons were carried, a further 570 Imperial gallons (2,600 L) could be carried in a tank in the weapons bay. Later variants would have been fitted with variable-geometry wings.



Profile	Fuel load	Altitude	Speed (Mach No.)	Distance	Still air time	Notes
Econom-ic cruise	Max internal	23/35,000 ft	Mach 0.92	2,780 miles (4,470 km)	5 h, 5 min	
Econom-ic cruise	Max internal plus 2 x 450 gal wing tanks plus 1 x 1,000 gal ventral tank	15/35,000 ft	M0.88–0.92	3,440 miles (5,540 km)	6 h, 20 min - 6 h, 35 min	Ventral tank still in design stage
Low-level cruise	Max internal	200 ft (61 m) above ground level	M0.90	1,580 nautical miles (2,930 km)	2 h, 40 min	
Low-level cruise	Max internal and 2 x 450 gal wing tanks and 1 x 1,000 gal ventral tank	200 ft (61 m) above ground level	M0.90	2,060 miles (3,320 km)	3 h, 30 min	
Super-sonic cruise	Max internal	50–58,000 ft	M2.00	1,000 miles (1,600 km)	53min	Climbs and descents will be at less than M2.0; fuselage and engines limited to 45 min at M2.0



Meet Your Committee 2 - Nicky Loveday, Welfare Officer



Name Known by: Nick or Nicky but never Nicola!
 Enlisted: 11 October 1987 RAF Cranwell Number 107 Initial Officer Training course.
 Branch: General Duties (Ground) Fighter Control now known as Aerospace Battle Management.
 Postings: RAF Buchan, ASACS Validation/TACEVAL Team, RAF Neatishead, School of Fighter Control, RAF Boulmer, Detachment Commander at RAF Muharraq, Headquarters 11/18 Group, Headquarters Strike Command, Advanced Command and Staff Course, Directorate Counter Terrorism and UK Operations (MOD), RAF Fylingdales, Air Resources and Plans (MOD), RAF Public

Relations (MOD).

Discharged: 29 March 2012.

Having retired from the RAF, I settled in the Peak District with my partner, Wing Commander (Retd) Chris 'Ninja' Thirtle and our cat, Socks.

In addition to my role as the Welfare Officer for the 1370 Global RAFA Branch, I occupy my time as a Welfare Caseworker for RAFA, SSAFA and the RBL, a member of the RAF Association Northern Area Council, Vice Chairman (Air) for the East Midlands Reserve Forces and Cadet Association and Honorary President of 236 (Bollington) Squadron Air Training Corps. I also find time to be a Magistrate on the Northern Derbyshire Bench, regular volunteer at the local Food Bank, Parish Snow Warden, Butterfly Surveyor and Cattle Warden for the Derbyshire Wildlife Trust and supporter of Tottenham Hotspur Football Club!



Befriender

Be there for a friend in need

Right now, there are RAF veterans near you who are lonely and isolated. As a volunteer, you could step in to change that. It won't take much of your time and it's a great way to use your skills, give something back and feel good.

What's involved

Being a Befriender volunteer could be about helping someone who is isolated through the use of social media or visiting an older person that has become increasingly lonely and isolated over time and to help find them new interests in the community. The role is varied, the service spans all ages and it is flexible to suit everyone.



This role could involve:

- Making a visit to a beneficiary's home to find out what help they need and what they would like to achieve
 - Undertaking research and signposting beneficiaries to sources of help and community groups where they can make new friends
 - Helping to integrate beneficiaries into their community, both on RAF bases (for serving personnel) and with their local Association Branch
- Working closely with an Association Area Welfare Officer to complete each 'befriender plan' successfully

Volunteers in this role could benefit from:

- Developed relationship building skills
- Improved research skills
- Increased awareness of the importance of team work
- New friends themselves

To find out more, go to the RAFA Web page at: <https://www.rafa.org.uk/volunteer/roles/befriender>

Find out more about how a Befriender can help to make an impact on other people's lives by reading our case study about Mrs C.

If you've been inspired to find out more, please read the role profile for Befrienders on the Web Page.

For a chat about the role of a Befriender, please call our Volunteering Team on 0116 266 5224.

Volunteers can sign up via our application form.



Is it too soon to be thinking of the year 2030? (aka RAFA Conference 2018 Report)



*Steve Mullis received the Area Presidential Certificate, well done Steve! At Yarnfield Park training and conference centre, Staffordshire.
With thanks to Mazza Holland*

Well I was going to do a "normal" report on the Annual RAFA Conference, you know the type of thing "He said this, he said that. A presentation by this top brass, followed by another one with more scrambled egg on his hat than the last one" but I thought no, if our members want that then they have either watched the conference live on the net or they can easily catch it on the RAFA YouTube channel. The link for this is:

<https://www.youtube.com/watch?v=onPAg08jCYk>

So, I thought I would try & pick out some interesting & thought provoking bits that will hopefully mean something to us lot down on in the grass roots of the RAFA membership.

One major fact came out to me at Conference & that was the way the Association, and its members seem to be looking to the future & I don't mean just to next year but well into the future. The whole Association seems to be in a situation of flux with the vision of working towards the year 2030. Yes I know some of us might not be around by then but the point really is the legacy that we can leave the future members of the Association.

Over the next few months we could see a move to change the Association to a one member one vote system which would obviously involve you as members much more in the way the Association is run. We as your Branch Committee will be canvassing your opinions on this plus finding out how many of you would be actively interested in partaking in this process should the Association decide that this is the route it wishes to take.

It is recognised that as the RAF gets smaller over the years then the RAF Family, of which we are an integral part, should also shrink in size accordingly. It is therefore pleasing to see that the trend of many years of us losing members seems to have been halted & indeed the trend has been reversed over the past two years. (Not without the help of the Global Branch of course!!). There is a target of taking the membership to 100K by 2020, ambitious I must admit since we currently stand at just over 79K but not an impossible one. If each one of us members of the Global Branch could find just ONE new member there would be 260+ off their target & I am certain we all know a friend from the mob who isn't a member of RAFA, yet!!!

Speak to me & I will send you the link!! J

I can remember when I first joined RAFA just before the turn of the century, the first conference I attended we were informed that we were just 2 weeks from going bankrupt. Well through prudent housekeeping we seemed to

have kept going & put ourselves in a healthy position with assets of some £42million, which sounds a hell of a figure but when one realises that we spend some £12million a year on welfare etc it doesn't leave many years money there if our income changes rapidly. We currently spend 87p of every £1 raised on welfare which is an amazingly high figure. It is worth checking it out against other charities out there.

With all the changes coming into force over the next few months RAFA in general & the Global Branch in particular are in good shape to take on the new rules reference our charity status & the new Data Protection rules that have just come into force by the time you are reading this. You can rest assured that the Branch Committee are well on the ball to ensure that your data is well protected & we abide by all the new regulations.

It was pleasing to see other members of the Global Branch attending Conference this year, apart from the fact it meant I wasn't on my own in the bar!!! I look forward to hopefully see more/different members joining me next year when the Conference is held at the Hilton Birmingham Metropole on the 10th, 11th & 12th May 2019. Checkout the website for the hotel & you will see it would be a good place to spend a weekend away. It certainly was a learning curve for those who joined me at Yarnfield this time & I have only received positive feedback from those who attended.



*Mazza and Carol with The Jaz Quintet of
The Central Band of The Royal Air force*



Women's Auxiliary Air Force (WAAF) - "and in the morning" - Buzz Hope



'and in the morning...'

During the First World War, members of the Women's Royal Naval Service (WRNS) and the Women's Army Auxiliary Corps (WAAC) worked on air stations belonging to the Royal Flying Corps (RFC) and the Royal Naval Air Service (RNAS). When the decision was taken to merge the RFC and

RNAS to form the Royal Air Force, concerns were raised about the loss of their specialised female workforce. This need for a separate women's air service led to the formation of the Women's Royal Air Force on Monday 1st April 1918. Personnel of the WAAC and WRNS were given the choice of transferring to the new service and over 9,000 decided to join. Civilian enrolment swelled the WRAF numbers. Who were sent for duty to various RAF bases, initially in Britain and then later in 1919 to France and Germany. On 24 March 1919, the first group of WRAFs arrived in France to begin their overseas service. Later in the year a decision was made to send a contingent to Germany. their purpose being to assist the army of occupation and to replace men demobilised from the forces. Based in Cologne they were employed as domestics, clerks, telephonists, nurses and drivers and



became known as the 'Ladies of the Rhine'. Dedicated and diligent, they also helped raise RAF morale by staging sports days and dances.

In only two years, 32,000 WRAFs had proved a major asset to the RAF and paved the way for all future air service women. The majority of women had been employed as clerks or allocated to household duties women with technical knowledge and ability covered a wide range of trades, including tinsmiths, fitters and welders. By 1920 over 50 trades were open to women including tailoring, photography, catering, pigeon keeping and driving. The minimum age for joining the WRAF was 18 and the selection process complex with stringent health checks. Women from educated, upper class families were enrolled as officers, whilst the majority were known as 'Members' and became the backbone of the service. Sadly, this irreplaceable force was disbanded during April 1920.

During May 1939, the British Government and the Air Ministry decided that women were once needed to play a vital role in the defence of the United Kingdom in supporting roles; ranging from cooking to meteorology; from administrative duties to ancillary duties like driving, parachute packing, stores and maintenance including repairing of aircraft. On



Wednesday 28th June 1939 King George VI established the Women's Auxiliary Air Force for duty with the Royal Air Force in time of war and it was mobilised on Monday 28th August 1939. Within the year tens of thousands of women had volunteered to serve. The WAAF was not an independent organisation nor was it completely integrated within the RAF, but rather it was interlinked, substituting, where possible, women for RAF personnel.

In 1941 the WAAF became part of the Armed Forces of the Crown, subject to the Air Force Act and was greeted with pride and enthusiasm by its members. With conscription for women introduced from December 1941, the ranks swelled further so that by July 1943 a peak strength of 182,000 had been reached. Over a quarter of a million women served in the Women's Auxiliary Air Force, A total of 183,317 were volunteers with a further 33,932 women called up from December 1941. The females had come from all walks of life and from around the world and by 1943, 48 nationalities were represented in the WAAF, including Irish, Caribbean and Polish women. Despite coming from a variety of backgrounds all had had to adapt to the rigours of service life; basic facilities, a lack of privacy, shift work and inspections. For many, camaraderie compensated for feelings of trepidation and homesickness. Despite organisational differences, which

Women's Auxiliary Air Force (WAAF) Cont.



included a separate ranking system and pay which was two thirds of their Royal Air Force counterparts, the women realised they were an integral part to the operational network of the RAF. Women replaced RAF personnel in those trades where there were shortages, depending on the ebb and flow of requirements. However, the safety and physical well-being of the women was of primary concern and except for nursing orderlies, aircrew duty was never approved. The initial scepticism and humour, which greeted many WAAFs, soon turned to respect and



admiration as the women proved time and again their dedication and skill. Day in, day out, they diligently did their duty. Great strength of character was required by many WAAFs in continuing to work despite the loss of friends and loved ones, some of whom were specially selected for dangerous duties with the Special Operations Executive (SOE), serving in various Commands and various theatres of War.



By the end of June 1946 over 100,000 had left the service. The British Government was conscious of the contribution made by the WAAF. Proposals for retaining a permanent female peacetime force were discussed and, as a result, the Women's Royal Air

Force was re-formed on Tuesday 1st February 1949.

Many WAAF's were awarded medals and received a 'mention in despatches'. WAAF's serving in the S.O.E. were recognised for their bravery. Assistant Section Officer Noor Inayat Khan was posthumously Mentioned in Despatches and awarded the French Croix de Guerre with Gold Star and the George Cross, Section Officer Yolande Beekman was posthumously awarded the French

Croix de Guerre, Flight Officer Yvonne Corneau was awarded the MBE, the Légion d'honneur, Croix de Guerre and Médaille combattant volontaire de la Résistance, Flight Officer Krystyna Skarbek (Christine Granville), awarded the OBE, George Medal and Croix de Guerre. Section Officer Cecily Lefort and Section Officer Diana Rowden were both posthumously received the MBE and the Croix de Guerre.



Of the identified 731 WAAF's that died 675 rest in 537 cemeteries in 11

different counties, the remains of 33 were cremated in 20 different crematoriums and 16 who have no known grave are remembered on the Runnymede Memorial, two airwomen are remembered on both the Ottawa Memorial Canada and the Suez



War Memorial and three are remembered on 'Special memorials' Two in the United Kingdom and one in Ramleh War Cemetery, Israel and Palestine (including Gaza)

The youngest (Identified) to die were both aged 16 years, ACW2 (2097411) M.T.Gorman and ACW2 (2118452) A.D. Wilson, daughter of Angus and Isabella Jane Wilson, of Kilwinning, Ayrshire, Scotland.

The oldest (Identified) to die was LACW (204919) M.H. Grundy who was cremated at New Delhi, India, aged 60...

The average of those that died was 24 years 7 days.

These women had the courage to defend the freedom we share today, may they all rest in peace.

Per Ardua Ad Astra.

(Extracts from 'and in the morning... Master Data Base' – Photographs Crown Copyright)

THE ROYAL AIR FORCE IS 100 YEARS OLD

On the 1st April 1918, the world's first independent air force, the Royal Air Force, was formed from the amalgamation of the British Army's Royal Flying Corps (RFC) and the Royal Naval Air Service (RNAS).



If the RAF was a British citizen it would receive a telegram from the Queen on 1st April 1918, with congratulations for attaining 100 years together with a note of thanks for keeping the skies above Britain and the Dominions safe for the last century! The debt that the country owes to the aircrew and ground crew of the RAF is enormous and must never be forgotten. In 1912, while in command of the military wing of the Royal Flying Corps, Lieutenant Colonel Frederick Sykes solicited suggestions for a new motto for the Corps: Sykes approved J S Yule's suggestion, *Per Ardua Ad Astra*, and it was this phrase which was subsequently adopted by the Royal Air Force as its motto. It means "Through Adversity to the Stars".

When WW1 ended in November 1918, the RAF was the largest air force in the world. However, it was drastically downsized soon after peace was declared. The new Royal Air Force was effective in WW1 across various theatres of the war - mainly performing routine tasks rather than glamorous actions. That formative era is remembered



primarily for the early air-to-air dog fighting with German

pilots over the Western Front. But once independent from the Army and Navy the RAF could be deployed wherever aircraft were needed.

Brigadier-General Hugh Trenchard became the first Chief of Air Staff and is often credited as 'the father of the RAF' but he resigned within a few weeks, after a disagreement with the Air Minister, Lord Rothermere, and was replaced by Major - General Frederick Sykes. In 1919, Hugh Trenchard returned as Chief of Air Staff when Winston Churchill preferred Trenchard's vision of a stripped back air force to Sykes's far more expansive vision and the RAF

**ROYAL
AIR FORCES**



shrank from over 200 squadrons in 1918 to 29 by 1920. During the interwar years the RAF policed the Empire using Air Control whereby dramatic displays of aerial force were often

sufficient to quell troubles. It also saw the RAF participating in pioneering long distance flights and speed record competitions like the Schneider Trophy and extending the boundaries of aviation technology in the process. However, it was WW2 when the RAF came of age. It was expanded and made ready for war. The pace of change during these wartime years was impressive and the design and production of relatively fast monoplanes in the form of agile fighters and heavy bombers, armed with cannons and large payloads of bombs, enabled the projection of power to deliver mass destruction over long-distances at high speeds. It also required large numbers of highly trained and skilled air and ground crew to execute these new roles. Such iconic types as the Spitfire and Hurricane fighter aircraft of Fighter Command became involved in a bitter conflict defeating the German Luftwaffe in the Battle of Britain and then RAF Bomber Command took the war into the heart of Germany with aircraft such as the Wellington, Lancaster, Halifax and Stirling heavy bombers ably supported by Mosquitos.

In the meantime, Coastal Command performed an equally important role in the Battle of the Atlantic against German U Boats. The Middle East war in North Africa and Italy was another successful theatre of RAF operations where their air support against the German Afrika Korps enabled the 8th

THE ROYAL AIR FORCE IS 100 YEARS OLD



Army to defeat General Rommel. Few doubt the bravery of the airmen involved but the casualty rates were often very high among aircrew and particularly in Bomber Command in Europe where 56,000 aircrew were killed out of a force of 125,000. As WW2 ended, the Cold War began and the RAF became involved in the Berlin Airlift, supplying the occupied German city with essential supplies of food and fuel after the Soviet Union cut off access. By now the Jet Age had arrived and newer more powerful jet propelled aircraft began to replace the piston engine fighters, bombers and transporters. Meteors, Hunters, Javelins and Lightnings formed the



backbone of air defence and the RAF's V Bomber fleet of Vulcans Victors and Valliant's took responsibility for the nuclear deterrent. Apart from conflicts in Malaya and Borneo and in Aden, Britain's biggest Cold War era conflict was the Falkland's War which involved the Nimrods, Hercules, Victor Tankers, Harriers, Chinook helicopters, Vulcans and VC10 transport aircraft. But subsequent wars in Iraq, the Balkans, Afghanistan, Libya and Syria have seen the RAF mount many operations in these countries. Despite severe

manpower cuts, newer aircraft have been gradually introduced during the last 30 years including the Tornado

Post Script

Whilst the RAF light blue uniform is appropriate, its origins are less well known. In 1918 the Russian Czar Nicholas had ordered new serge blue uniform material for his Cossack Regiments but soon afterwards he was overthrown during the Communist Revolution. The surplus material coincided with the formation of the Royal Air Force and the rest, as they say, is history.

and Typhoon multi-role aircraft, the Airbus Voyager Tanker and the Boeing C17 and Airbus A400 Atlas large transport aircraft. Additionally, the Boeing E3 AWACS and Sentinel electronic surveillance aircraft have been reinforced with the Boeing RC- 135W Airseeker. The latest acquisition is the new Lockheed Lightning F35 multi-role jet fighter. An order has also been placed to acquire several new Boeing P8 maritime patrol aircraft to replace the Nimrods which were retired several years ago. These will once again provide the RAF with antisubmarine and sea surveillance capability.



Drones are now actively flying with the RAF and these remotely-piloted vehicles are going to increasingly replace many of the roles performed by manned aircraft in future.

So what does the future hold for Britain's junior service? Certainly, closer cooperation with the Army and Royal Navy as all three services continues to shrink under government defence cuts. However, joint flying operations with the Royal Navy are inevitable with the introduction of the two new Aircraft Carriers due to be operational in 2020 and beyond. Sadly, the political world isn't getting any more stable and as a result we need a strong RAF to remain a viable and an effective part of the UK's defences.

Graeme Stagg



A Message from the Queen



BUCKINGHAM PALACE

On this, the centenary of its formation, I send my heartfelt congratulations to the Royal Air Force at home and overseas, and to all of its families and loved ones.

The anniversary of the world's first independent Air Force is of great significance, and it is fitting to pay tribute to the tenacity, skill and sacrifice of the men and women who have served within its ranks over the last century, and who have defended our freedom so gallantly.

Through its enduring focus on professionalism, excellence and innovation, the Royal Air Force stands as a shining example of inspiration around the World today and for the next generations.

May the glory and honour that all ranks have bestowed on the Royal Air Force light its pathway to the future, guarding our skies and reaching for the stars.

Per Ardua ad Astra.

ELIZABETH R.

A selection of Branch RAF100 Photo's for the History File, Stolen from our Fb Page



Mazza Holland

I've been to St Peter's Church Little Rissington today to place crosses on each of the graves there in commemoration of the 100 yrs. A very poignant service.



Upcoming Events



1370 Global Branch RAF Association

Registered Charity 226686 (England & Wales) - SC037673 (Scotland)

Promoter: Branch Chairman, Mr Stephen Mullis 56 Carnarvon Place, Newbury,

Raffle of Sgt. Eddie Raffles



**Photos & Certificates etc. included in prize
Players must be resident in the UK.**

No tickets to be sold to persons in a street. Underage gambling is an offence - Not to be sold to or by persons under the age of 16 years
Please gamble responsibly www.gambleaware.co.uk



Draw takes place on 1st September 2018 at 20.00hrs

Registered with West Berkshire District Council under the 2005 Gambling Act

www.gamblingcommission.gov.uk

Printed by: Raffle Tickets 4U - www.raffletickets4u.co.uk

Ticket Price £2.00

Please now trample me in the rush to offer to sell some of these raffle tickets at just £2 a ticket to you friends & family, with all proceeds going the 2018 Wings Appeal. Just PM me now & I will get them to you. Please note though they can ONLY be sold to people with a UK Address. - Steve Mullis

RAF100 Celebrations at Runnymede – 17 June 2018



To commemorate the Centenary of the formation of the Royal Air Force, South East and Eastern Area has organised a Service at the Air Force Memorial, Runnymede on Sunday 17 June 2018 commencing at 1045hrs. Sir Roger Austin, the Area President, will be attending along with Members of Commonwealth Air Forces and members of South East and Eastern Area Council. A reception will be held after the Service. Numbers attending the reception will be restricted, so places will be allocated on a first come, first served basis and a fee of £10 per person will be applicable for the reception. The RAFA Presidents Band will provide the music at both the service and the reception. Standard Bearers are invited to attend. Interested members and Standard Bearers should contact Area Headquarters stating if they are attending the service and the reception or only the service.

On 1 April, one hundred years since the formation of the Royal Air Force, a specially designed baton will set off on a journey around the UK and abroad.

The baton will be carried by lots of different willing volunteers that all have a connection to the RAF and over 100 days will visit 100 sites associated with the RAF. The idea of the baton relay originally began as an orienteering challenge and still has a significant element of that in it. Each baton carrier will be given just a start and end point and they will have to work out the

rest themselves. The baton will be carried by RAF personnel, cadets, veterans and members of the many sporting associations that make up the RAF. Amongst many means of travel, it will be transported by boat along the River Thames by the RAF Rowing Club, carried by the RAF Falcons as they parachute from an aircraft, be ridden on horseback and power kited along Benbecula. The relay will begin its journey at the Royal Courts of Justice on 1 April 2018 and will end 100 days later on 10 July on Horse Guards Parade. Keep an eye out for updates on the Royal Air Force social media channels by following us on Facebook, Twitter and Instagram.



RAF100 BATON RELAY

UK REGIONS

1-2 APRIL LONDON (1)	17-28 MAY SCOTLAND (8)
3-9 APRIL OXON + (2)	29 MAY - 9 JUNE YORKSHIRE (9)
10-15 APRIL SOUTH EAST (3)	10-20 JUNE MIDLANDS (10)
16-19 APRIL OXON + (2)	21-29 JUNE EAST ANGLIA (11)
20-30 APRIL SOUTH WEST (4)	30 JUNE - 4 JULY CAMBS/BEES (12)
1-11 MAY WALES (5)	5-8 JULY OXON + (2)
12-14 MAY N. IRELAND (6)	9-10 JULY LONDON (1)
15-16 MAY LANCASHIRE (7)	

COMMEMORATE. CELEBRATE. INSPIRE.