



RAFA Global Branch 1370

NEWSLETTER



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Conference Delegate:

Mr Steve Mullis

Newsletter Editor:

Mr Bryn Holland

Webmaster:

Mr Kris Mercer**From the Editor:**

Well here we are again with the second edition for 2019, how the time flies! I am looking forward as I write this, to being with you for the AGM and a visit to RAF Brize Norton. Flights

all booked and paid for and hotel booked at Witney. Summer has not started well in Christchurch NZ with so far continuous rain, but temperatures are rising so we hold hope for the coming weeks. Christmas will be over with all that it brings and a new year started and lots to look forward to. I do hope that you all enjoy the Newsletter and it meets your expectations. If you have anything you would like to see in the future, please let me know, if you would like to write an article for me then please do so, anything would be most welcome. My flights over to the UK and return are interesting, Air New Zealand A320 Christchurch to Melbourne, then Qantas A380 Melbourne to Singapore, and finally BA A380 Singapore to London. With the reverse for my return I guess I shall be a tad tired by the time my son picks me up at London Heathrow.!

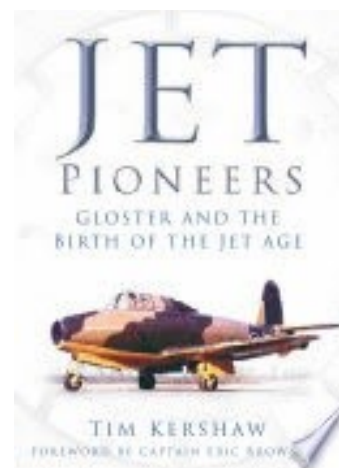
Cover Photo:*Comet 4C DTEO Boscome Down***Special points of Interest:**

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Ian Topham
Kevin Maddams
Ian J Redpath
Eric Albert Brown
Shirley McLachlan
Alex Pilling
Dave Derrick

Neil Collinge
Mary Palmer
Mary Rock
Alan Preece
Walter F Shatford
Clive Buckland

Book of the Month
**Jet Pioneers:
 Gloster and the Birth of
 the Jet Age**

In April 1941 Britain's first jet left the ground at a grass airfield 4 miles from Gloucester Cathedral. It was the start of a revolution in air travel, military and civilian. During the 1940s Britain's first-ever jet aircraft, the world's first jet fighter in squadron service and the first jet to hold the world air-speed record were all designed, built and flown in the Gloucester and Cheltenham area. The story of Frank Whittle's invention and dogged development of the jet engine is well known. But the account of how his invention was put into the air has never been fully told. This book tells the story of how the men and women of north Gloucestershire made Whittle's engine fly.

<https://play.google.com/store/books>

**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.

Meet Your Committee - Gerwyn Thomas, Membership Secretary

Hello all,

I signed on the infamous dotted line on 9th March 1971 among 75 other Apprentices in 221 Craft Entry at RAF Halton. I had no idea then that before I qualified as a Junior Technician in March 1973, I would be engaged to a Princess Mary's student nurse. Training at Halton was, for me, one big sporting academy. I have to admit, rather than study, I juggled Rugby, Soccer and Basketball at station level, whilst making excuses for avoiding all other less important activities.

I qualified and got the dreaded St Athan as a first posting, went straight to sick quarters on arrival and stayed there for a week with tonsillitis. The only trouble was no-one in sick quarters told anyone else, and some very nasty people thought I was AWOL. It was fun trying to explain that away. Saints turned out to be a terrific posting for me, with sport being high on its list of priorities. Whilst there, over the next 7 years, I potted around the Airframe Servicing Bays, I did a little riveting on Vulcan Majors and shook a spanner or two at some Buccaneers. The hard work was reserved for running around grass fields and basketball courts. RAF St Athan Rugby Club still has a reunion once a year in Cardiff and according to them, the 60- and 70-year-olds still hook, pass and side-step as well as they ever did.

While at Saints I married the previously-mentioned nurse, we had our first daughter and I was promoted to Cpl. Two years later, after phoning the postings desk at Innsworth and explaining "I don't want a posting because I want to buy a house", I was posted to Lossiemouth. Ha, fooled them!

Two years at Lossie saw my personal nurse have our second baby, a boy, and me become ever further embroiled in sporting activities, being captain of Lossie RFC for a time. I have to say that if I had stayed at Lossie I would never have seen the dizzy heights of SNCO, it was far too much of a continual round of rugby and partying with some fantastic people who are still friends today.

1982 came and again I phoned Innsworth to enquire about overseas postings. "No chance" came the reply, but within 3 months I was winging my way to RAF Bruggen. Amazing what a phone call can do. Whilst in Bruggen I was ensconced in the Aircraft Servicing Flight, getting deeply friendly with Jaguars on 2nd Line Servicing – they're pussycats really. Again, I caused problems for line management with days off playing rugby for the station and RAF Germany. Oh yes, and we partied even more than at Lossiemouth.

At Bruggen we had another daughter, our last. Then Calamity! I had to curtail my rugby through injury. At the end of my tour at Bruggen, Nursey plumped for St Athan again as her posting of choice. Even as a Yorkshire lass, she enjoyed the delights of the Vale of Glamorgan and the stability of St Athan.

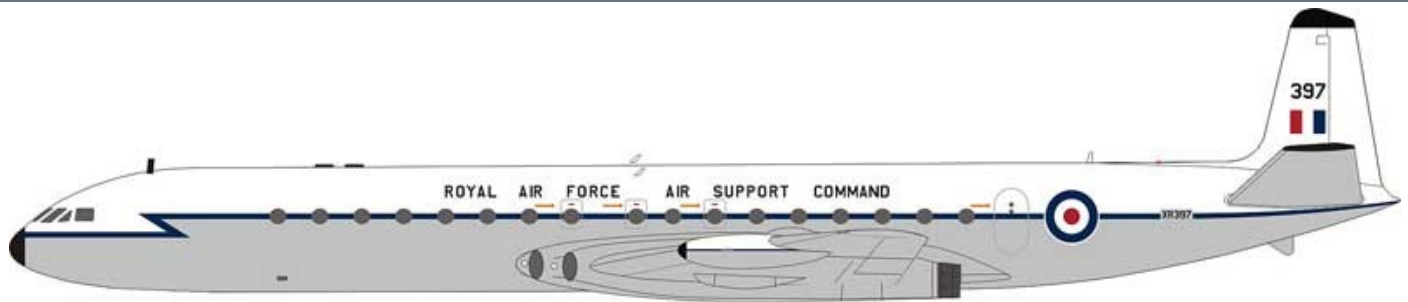
Another year at St Athan, with me having an enjoyable time jumping about on jump jets (Harrier and Sea Harrier Majors to you), saw us buy our first house and, a couple of years later, I was promoted to SNCO. I got involved in rugby again, this time coaching my son's Under 10s team at our local club. Did I mention more parties? Ten years of coaching kids, arranging tours and 17 years acting on various committees and I am now one of the club's trustees.

I left the RAF in 1995, but stayed at St Athan as an Instructor, teaching civilian apprentices how to do my job. However, St Athan and the school slowly closed and, in 2004, off I went to that big concrete typing pool in Bristol called MoD Abbey Wood. To the uninitiated, Abbey Wood was then the procurement HQ of the MoD, where One-Star Officers are ten-a-penny and Sqn/Ldrs fetch the coffee. I stayed there for 12 years, having gained a BSc, and ended up writing regulations for the design of military aircraft – actually, yes, it was interesting. In the end the regular 125-mile commute became too much and, in 2016 aged 63, I had a word with a friendly accountant, who laughed at me, but I retired anyway. A year later, my Nursey retired after 20 years as a District Nurse and life - I thought - would be slower.

Now, here I am, at 65, the Chair of the local Branch of CAMRA, the Membership Sec of the relatively new Global Branch of RAFA and, in 2016, was elected to the local Town Council as an Independent Councillor. Life is still a roller-coaster and I won't let go. I can't let go - our Branch Chairman won't allow it!!



Aircraft Flown By The RAF - DH Comet 4C



The Comet 4 first flew on 27 April 1958 and received its Certificate of Airworthiness on 24 September 1958; the first was delivered to BOAC the next day. The base price of a new Comet 4 was roughly £1.14 million (£22.97 million in 2016). The Comet 4 enabled BOAC to inaugurate the first regular jet-powered transatlantic services on 4 October 1958 between London and New York (albeit still requiring a fuel stop at Gander International Airport, Newfoundland, on westward North Atlantic crossings). While BOAC gained publicity as the first to provide transatlantic jet service, by the end of the month rival Pan American World Airways was flying the Boeing 707 on the same route, in 1960 the Douglas DC-8 as well. The American jets were larger, faster, longer-ranged, and more cost-effective than the Comet. The last Comet 4 variant, the Comet 4C, first flew on 31 October 1959 and entered service with Mexicana in 1960. The Comet 4C had the Comet 4B's longer fuselage and the longer wings and extra fuel tanks of the original Comet 4, which gave it a longer range than the 4B. Ordered by Kuwait Airways, Middle East Airlines, Misrair (later United Arab Airlines), and Sudan Airways, it was the most popular Comet variant.



In military service, the United Kingdom's Royal Air Force was the largest operator, with the 51 Squadron (1958–1975; Comet C2, 2R), 192 Squadron (1957–1958; Comet C2, 2R), 216 Squadron (1956–1975; Comet C2 and C4), and the Royal Aircraft Establishment using the aircraft. The last two Comet 4C fuselages were used to build prototypes of the Hawker Siddeley Nimrod maritime patrol aircraft.

Since retirement, three early-generation Comet airframes have survived in museum collections. The only complete remaining Comet 1, a Comet 1XB with the registration G-APAS, is displayed at the RAF Museum Cosford.[187] While painted in BOAC colours, it never flew for the airline, having been first delivered to Air France and then to the Ministry of Supply after conversion to 1XB standard;[187] this aircraft also served with the RAF as XM823. The sole surviving

Comet fuselage with the original square-shaped windows, part of a Comet 1A registered F-BGNX, has undergone restoration and is on display at the de Havilland Aircraft Museum in Hertfordshire, England.[188] A Comet C2 Sagittarius with serial XK699, later maintenance serial 7971M, has been on display at the gate of RAF Lyneham in Wiltshire, England since 1987.[189][190] In 2012, with the planned closure of RAF Lyneham, the aircraft was slated to be dismantled and shipped to the RAF Museum Cosford where it will be re-assembled for display.[190]

Six complete Comet 4s are housed in museum collections. The Imperial War Museum Duxford has a Comet 4 (G-APDB), originally in Dan-Air colours as part of its Flight Line Display, and later in BOAC livery at its AirSpace building. A Comet 4B (G-APYD) is stored in a facility at the Science Museum at Wroughton in Wiltshire, England. Comet 4Cs are exhibited at the Flugausstellung Leo Junior at Hermeskeil, Germany (G-BDIW), the Museum of Flight near Seattle, Washington (N888WA), the National Museum of Flight near Edinburgh, Scotland (G-BDIX).

The last Comet to fly, Comet 4C Canopus (XS235), is kept in running condition at Bruntingthorpe Aerodrome, where fast taxi runs are regularly conducted. Since the 2000s, various parties have proposed restoring Canopus, which is maintained by a staff of volunteers, to airworthy, fully flight-capable condition. The Bruntingthorpe Aerodrome also displays a related Hawker Siddeley Nimrod MR2 aircraft.

Royal Air Force Transport Command

When the Comet 1 inquiry began, the Comet 2 was already in production, and the larger Comet 3 was in design. The inquiry led to understandable delays and concerns. The Comet 3 was early enough in its design and development to dovetail neatly into the Comet 4. John Cunningham's test team was able to certify much of the strengthened Comet 4 using the Comet 3 prototype, with the result that the Comet 4 was hardly delayed at all.

However, the Comet 2 was a casualty. Production was halted



de Havilland Comet C.Mk.4C in RAF Transport Command colours (216 Squadron) climbing over Hampshire countryside

Aircraft Flown By The RAF - DH Comet 4C

while de Havilland decided the best fate for built and part-assembled aircraft; potential customers vanished, either because Comet 2 delivery would be so close to the Comet 4 that they might as well order the larger, more cost-effective aircraft, or cancelled altogether because of the tragedies. Comet 2s that had been upgraded and strengthened were bought by the R.A.F., who suddenly found themselves with the most advanced fleet of jet transports in the world. They were in demand not only from Britain and the Commonwealth, but lent to other nations as well - including the USA.



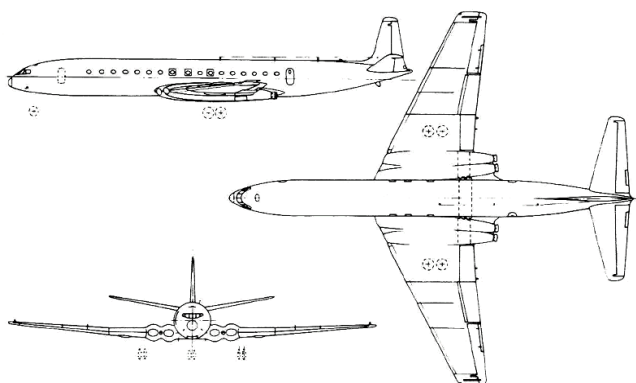
"The Office"

This led to a long history of Comets in the Royal Air Force Transport Command, specifically 216 Squadron. As the Comet 2s aged, they placed orders for 5 Comet 4s to R.A.F. specification, known as C.4Cs. The interiors of these aircraft were frequently changed, sometimes between one leg of a journey and the next, from a general transport, perhaps of troops or other personnel (with rear-facing seats), V.I.P. configuration when carrying royalty, government ministers, and other national and international dignitaries, or for medical evacuation, with bunks and medical facilities.

R.A.F. Comets were maintained immaculately. When 216 Squadron was disbanded in 1975, due to defence cuts, the Comets were sold to Dan Air, who found they were significantly better kept and more economical than aircraft bought from other airlines. For V.I.P. flights, the aircraft would be polished until they gleamed. However, although they initially had polished aluminium wings and lower fuselage, this quickly changed to pale grey paint, which protected against corrosion, and, I suspect, was easier to "bull up".

~With Thanks: <http://www.dh-aircraft.co.uk/news/files/1a6a3a2498edbab79906146ae5ea8ea8-46.html>

Comet 4



Cockpit crew: 4 (2 pilots, flight engineer and radio operator/navigator)
Passengers: 56-81
Length: 111 ft 6 in (33.99 m)
Wingspan: 115 ft (35 m)
Tail height: 29 ft 6 in (8.99 m)
Wing area: 2,121 ft² (197.0 m²)
Airfoil: NACA 63A116 mod (root); NACA 63A112 mod (tip)
Max T/O weight: 156,000 lb (71,000 kg)
 Operating range (typical performance): 3,225 mi (2,802 nm; 5,190 km)
Cruising speed: 840 km/h (450 kn; 520 mph)
Cruise altitude: 42,000 ft (13,000 m)
Powerplants: 4 × Rolls-Royce Avon Mk 524 turbojets; 10,500 lbf (47,000 N)
 (https://www.skytamer.com/de_Havilland_DH-106.html)
 The Above section only.



Constructed as a Comet 4C.

Taken on Strength/Charge with the Royal Air Force with s/n XR399.

Photographer: Alex Christie

Notes: Alex Christies photo of this aircraft in service with the Royal Air Force



29 August 1975: To Dan Air with c/r G-BDIX (DH106 COMET 4C, 6471).

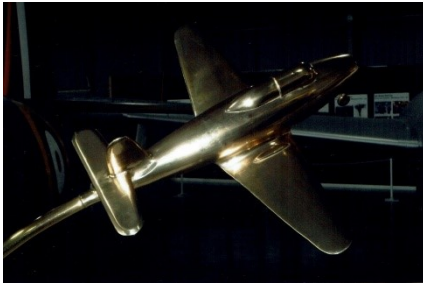
Photographer: Lewis Grant

Notes: G-BDIX DH.106 Comet 4C Dan-Air London. - Early morning, taxiing for departure from Glasgow. Previously XR399 of the RAF.

The Jet Age Museum and The Gloster E28/39 - Mike Donovan



On a recent trip to Gloucestershire to stay with my son and daughter-in-law I visited Cheltenham Spa and in the Regent Arcade I noticed that the brass model of the Gloster Whittle E28/39 had disappeared. My Daughter-in-Law tracked this



TO MARK THE 75TH ANNIVERSARY
OF THE UNOFFICIAL FIRST FLIGHT OF
THE GLOSTER E28/39,
A TIME CAPSULE WAS BURIED
ON THIS SPOT ON 9 APRIL 2016
BY IAN WHITTLE,
SON OF JET ENGINE INVENTOR AIR
COMMODORE SIR FRANK WHITTLE
OM KBE CB FRS FRAES

model down to the Jet Age Museum, Staverton (which is situated on the north side of Gloucestershire Airport) where it now stands beside a full size Replica of the first E28/39 code W4041/G. The original W4041/G is in the Science Museum, South Kensington London. My son and I visited this Museum, and by introducing myself, I was introduced to Chris Radford the leader of the team that built the full size replica of the E28/39. The project took 2 years to complete, all by volunteers who worked only on weekends. The finished replica, although it has no moveable surfaces, is a credit to Chris and his team as you can see from the photographs all the panels and rivets have been correctly inscribed using the original plans and diagrams. Talking with Chris I learned that only two Gloster-Whittle E28/39 aircraft were constructed W4041 and W4046, the latter crashed and was destroyed on 30th July 1943.

The original Gloster-Whittle E28/39 was constructed behind a partition in a garage in Cheltenham Spa and kept under guard, it was then disguised and transported to the Gloster Aircraft Company's Brockworth Airfield where it underwent taxiing trials. The Pilot, P.E.G. (Gerry) Sayer did the taxi trials and unofficially had the aircraft airborne for a short hop during several runs. The first official flight was from RAF Station Cranwell on 15th May 1941 at 19.40 hours and the flight duration was 17 minutes, again the pilot was Gerry Sayer who was The Gloster Aircraft Company's Chief Test Pilot. Frank Whittle, later to become Air Commodore Sir Frank Whittle O.M. designed the first experimental engine in 1937. This engine was constructed by "Power Jets" and "The Rover Company." George Carter and his team at Gloster Aircraft who built the aircraft, realised at that time, that to operate as a fighter it would require two engines and adapted the plane accordingly. This new design numbered F9/40 began ground trials in July 1942 and became the Meteor. The Jet Age Museum situated at Staverton, Gloucestershire

is preserving the History in the different types of aircraft made by the Gloster Aircraft Company. In addition to the E28/39 Armstrong-Whitworth Aircraft of Coventry developed the two-seat night fighter version of the Meteor and WS807 was built at their Bampton factory. It entered service with 46 Squadron with the side letter N and was later converted to an NF(T)14, serving with side letter J with 2 Air Navigation School at Thorney Island, then 1 ANS at Stradishall. In June 1967 it went to Watton as 7973M, painted as N of 46 Squadron. It was later acquired by Meteor Flight at Yatesbury. It was recorded in the Flight International edition of 28 February 1976 that WS807 was being refurbished to its original night fighter finish after being gate guardian at RAF Watton.



The third of the three major variants of the Meteor to join our collection, WS807 was bought for the museum in 1996 by Violet Davis in memory of her late husband Norman, who developed the Gloster Trading Estate from the former Gloster factory-airfield at Hucclecote and Brockworth.



It arrived at the museum in July the following year and is complete apart from the two Derwent engines, having both seats and all instruments. Not on display. It was WS807 in which Jet Age Museum chairman John Lewer made his first jet flight, flown by Flt Lt Ball of 1 ANS at RAF Stradishall on 9 December 1963. John's log records that they took off at 10.25 am and were in the air for 1 hr 20 min. John made seven flights in NF14s altogether, each lasting approximately one and a half hours. The flights were made to prepare navigators for high-speed, low-level flight. He flew again in WS807 that afternoon - 1 hr 35 min with Flt Lt Horner - and on 13 December was airborne for an hour with

The Jet Age Museum and The Gloster E28/39 - Mike Donovan



Flt Lt Wilkinson and various large scale and one full size Bi-Plane there are various marks of Meteor.

The hangar is small but contains four full size aircraft, several display cases of memorabilia, a book stall and a selection of model aircraft kits and toys. Outside there are more marks of the Meteor awaiting restoration and two aircraft sections for which Guided Tours are available one of which is the sharp end of a Vulcan.

In the hangar is a Hurricane minus wings but sitting on its undercarriage. The museum has a cafeteria and ample parking which is free as is the admission to the Museum, donations are welcome. I enjoyed meeting Chris Radford and the staff at Jet Age Museum, they were very helpful in allowing me beyond the ropes where visitors are not normally permitted and on my next trip to the UK I shall be making a return visit to Staverton.

The Jet Age Museum is open on Saturday and Sunday from 10 am to 4 pm and Wednesday –School Holidays.

Their email address is jetagemuseum@hotmail.co.uk

Their Web Page: www.jetagemuseum.org

My visit to Staverton stirred my interest and after delving into the past and reading of the trials and tribulations, and all the “back Stabbings, skulduggery” that went on behind the scenes it is a wonder the Jet Age ever got off the ground in the U.K. So when you next board a jet liner, remember you owe it all to one man who had a dream, Sir Frank Whittle O.M.

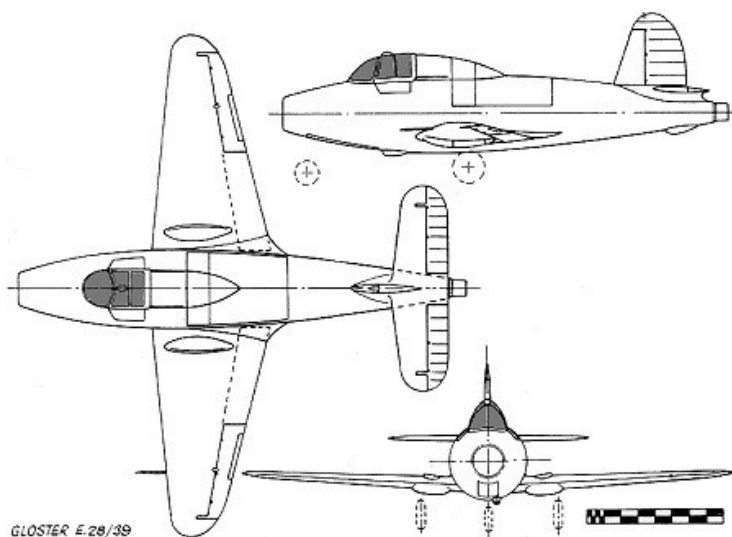
Armstrong-Whitworth Meteor NF14 Serial WS807:



(Ed. I was stationed at RAF Stradishall during the time this aircraft was flown there, would have been in a different colour scheme though)

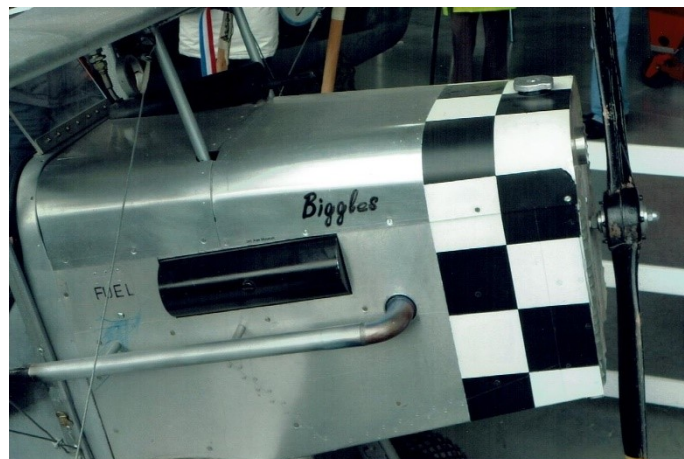
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GLOSTER E.28/39

~Mike Donovan Ex RAF/RNZAF Christchurch NZ~



P.S. The “Biggles” picture I could not resist, it reminded me of someone I know!

- Buzz Hope - And in the Morning,



'and in the morning...'

On the night of Sunday 30th January 1944 Bomber Command operated a total of 610 sorties: 534 aircraft were assigned to attack Berlin, Minor operations consisted of 76 aircraft being assigned to carry out the following: 22 aircraft to attack Elberfeld, 22 O.T.U. sorties, 12 aircraft laying mines in the Gironde Estuary (Deodar), eight aircraft on Radio Counter Measures, seven aircraft on Serrate Patrols and five aircraft briefed to attack Brunswick.



Lancaster DV406 coded AS-Y from No.166 Squadron (No.1 Bomber Group) captained by P/O J.F. Tosh, briefed to attack Berlin took off from RAF Station Kirmington at 17:15 hours. Nothing more was heard from the aircraft after take off and the aircraft failed to return having been shot down by a night fighter, flying at 21,000 feet over Berlin the aircraft was attacked by a night fighter and shot down, crashing into a lake, near Werder, WSW of Potsdam. Of the 540 aircraft briefed to attack Berlin 489 (90.56%) actually attacked dropping 1,962 tons of explosives. The cost was high, a total of 35 aircraft (6.48%) were struck off charge and from these 35 aircraft there were a total of 246 casualties of which 190 airmen died and 56 became Prisoners of War.

Crew of Lancaster DV406

P/O (169915) J.F. Tosh RAF(VR) aged ? rests in Plot 5. C. 4. Berlin 1939-1945 War Cemetery. (Ref. No. 53088; from 'Royal Air Force Roll of Honour 3rd September 1939 to 31st May 1945')

Sgt D. Alletson RAF(VR) P.O.W. No. 1212 P.O.W. Camp(s) L6, L4

Sgt (1396082) F.H. Mosen RAF(VR) aged 32, son of Joseph Frederick and Mary McVicar Mosen, of Bearsden, Dunbartonshire.

Chartered Accountant. and now rests in Plot 5. H. 36. Berlin 1939-1945 War Cemetery. (Ref. No. 53051; from 'Royal Air Force Roll of Honour 3rd September 1939 to 31st May 1945')

Sgt (1399831) R.A. Morris RAF(VR) aged ? rests in Plot 5. H. 37. Berlin 1939-1945 War Cemetery. (Ref. No.53050; from 'Royal Air Force Roll of Honour 3rd September 1939 to 31st May 1945')

Sgt E.J. Martin RAF(VR) P.O.W. No. 1265 P.O.W. Camp(s) L6, 357

Sgt (2208979) R. Walton RAF(VR) aged ? rests in Plot 5. C. 5. Berlin 1939-1945 War Cemetery. (Ref. No. 53092; from 'Royal Air Force Roll of Honour 3rd September 1939 to 31st May 1945')

Sgt R.L. Brown RCAF P.O.W. No. 39980 P.O.W. Camp(s) L7

Lancaster DV406

Lancaster DV406 was one of 200 aircraft built by Metropolitan-Vickers Ltd. Trafford Park Manchester under Contract No. B69275/40 and Requisition No. GO.122195. Delivered to No.166 Squadron for operational service, but was struck off charge on Monday 31st January having failed to return from operations to Berlin, having 52 hours flying time recorded AMForm78, Lancaster DV406 became the 77th aircraft from the Squadron to be struck off charge, the 84th Squadron aircraft flying out of RAF Kirmington, the 855th aircraft briefed to attack Berlin to be struck off charge and the 1,089th aircraft from No.1 Bomber Group to be struck off charge. Per Ardua Ad Astra....

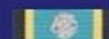
'and in the morning...'



166 SQUADRON

Royal Air Force

BARRY HOPE



Global Branch 2019 AGM - RAF Brize Norton - Presidents Report



Well it's Friday 1st March at 06.30am and everything is crossed that we don't lose any more people from the list that were due to be coming to the branch AGM, being held this year in Witney with a visit to RAF Brize Norton thrown in as a bonus.

PING!!!! Drat, a message from a member who just had his car written off in an accident. Thankfully he is OK but yup another one down. A few lost with illness and our vice chairman stuck out in Spain. Oh well, these things are sent to try us. More than enough members who will hopefully enjoy what has taken more than 6 months to put together.

Some of us have to work the day before the AGM but we still managed to meet up with those early birds by 16.30 at the hotel of choice for the weekend, the Premier Inn, and what a great choice it turned out to be. Brilliant staff that did everything they could to help us. Think we helped make their weekend too and we might also get two Associate members out of it!!

Saturday morning saw us all up early for breakfast with more members joining up with those who stayed over for the visit to Brize Norton. 21 branch members set off for the short trip to Brize Norton and to meet up with the station RAFALO, C/T Dave Craven, who was to be our guide for the day. We almost lost one of our members into the clink for taking photos of the guardroom but a quick apology got him released, how things have changed since we were all in the mob.

Our first port of call was 99 Squadron, the home of the mighty C17. There is nothing small about this baby as was being proven by a crew working on loading it whilst we had our tour. Split into two groups we were given all the info about its load capacity and how tight it was when one had a Puma helicopter inside or the 104 people it could carry along its flanks. Would still be like flying in a vibrating room but one would get there so much quicker. Switch over of the groups and up we went into the cockpit, with many of the members getting to sit in the hot seat and to go up top to stand up through the skylight. Not to be recommended at 30,000ft!!! It was then time for a group photo in front of this massive beast of burden.



Next stop was the Base Hanger. A quarter of a mile long it is big enough to hold 4 Hercules at the same time. Massive and yet they are thinking of making it bigger still so that they can get the C17 inside. One aircraft in there though did look a little lost, parked near a Voyager was a Tornado. Minute or what? But still big enough for another group photo!!

Visit over it was now free time until the AGM that evening back in Witney at the Blue Boar. A couple of hours work, transformed the room provided into a suitable RAFA venue. RAFA tablecloths, Wings Appeal items, raffle prizes, books and pictures all needed laying out. All items were for sale in order to raise money for the branch and the Wings Appeal.

19.00 hours sharp and we went live on the branch Facebook page with our duty cameraman, Steve Coleman, doing the honours with his phone!! All the routine reports, business and the voting in of the new committee, well really it's the same committee as last year, were completed with our usual Global Branch efficiency.

We were honoured to have the Area President, Air Commodore

Allan Vaughan as our guest of honour he gave us an interesting insight into current RAFA thinking at the end of the proceedings.

It was now onto a presentation by Helen Tempest, an ex "Crunchie" Wing Walker, who now works for RAFA Head Office. After a short delay, the overhead projector was made to work and we were off and away on all the different ways one can easily raise money for the Wings Appeal. A few ideas were written down by your Chairman for future Challenges!!!

The AGM was followed by a buffet that was different!! Enough said on that!!

The raffle, with prizes sourced by your Chairman and his good lady Julie, along with the sale of various books and polo shirts raised £199-10p

The Wings Appeal items sold on the night raised £77

I am pleased to say that the Blue Boar donated the £100 that we had paid for the hire of the venue back to the branch, which was most unexpected.

All in all, I think the weekend can be classed generally as a success. As with all events I like to think we can learn from each of them and we are already starting to think about venues for 2020..... We hope to see you there.

Airfield HISTORY - RAF Duxford



Main Entrance to Duxford Airfield during World War II. Officers and enlisted men are walking from the living site areas across the A505 Royston-Newmarket public road. The Officers' Mess building is on the extreme right, on the far side of the road. The sentry hut notice warns that military vehicles are not to leave the technical site unless on official business. This location is currently the staff entrance of IWM, Duxford.

Duxford Aerodrome (ICAO: EGSU) is located 8 nautical miles (15 km; 9.2 mi) south of Cambridge, within the Parish of Duxford, Cambridgeshire, England and nearly 1-mile (1.6 km) west of the village. The airfield is owned by the Imperial War Museum (IWM) and is the site of the Imperial War Museum Duxford and the American Air Museum. Duxford Aerodrome has a Civil Aviation Authority (CAA) Ordinary Licence (Number P678) that allows flights for the public transport of passengers or for flying instruction as authorised by the licensee (Cambridgeshire County Council). The aerodrome is not licensed for night use.

Royal Air Force

Duxford airfield dates to 1918 when many of the buildings were constructed by German prisoner-of-war labour. The airfield housed 8 Squadron in 1919–1920 which was equipped with Bristol Fighters. The airfield was then used by No. 2 Flying Training School RAF until April 1923, when 19 Squadron was formed at Duxford with Sopwith Snipes. By 1925 Duxford's three fighter squadrons had expanded to include the Gloster Grebes and Armstrong Whitworth Siskins. No.19 Squadron was re-equipped with Bristol Bulldogs in 1931 and in 1935, it was the first squadron to fly the RAF's fastest new fighter, the Gloster Gauntlet, capable of 230 mph (375 km/h). The station was enlarged between 1928 and 1932. In 1935, Duxford was the venue for the Silver Jubilee Review before King George V and Queen Mary, the resident squadron still being No.19. This squadron gave a special demonstration over Duxford for the King.

In 1936 Flight Lieutenant Frank Whittle, who was studying at Cambridge University, flew regularly from Duxford as a member of the Cambridge University Air Squadron. Whittle went on to develop the jet turbine as a means of powering an aircraft; this enabled Britain to produce the Allies' first operational jet fighter in 1943 - the Gloster Meteor.

In 1938 No. 19 Squadron was the first RAF squadron to receive the new Supermarine Spitfire. The third production Spitfire (K9789) was presented to the squadron at Duxford on 4 August 1938 by Jeffrey Quill, Supermarine's chief test pilot.

Second World War

On 3 September 1939 Britain declared war on Germany and Duxford was ready to play a vital role. By June 1940 Belgium,

the Netherlands and France were under German control and the invasion of Britain was their next objective (Operation Sea Lion). Duxford was placed in a high state of readiness, and to create space for additional units at Duxford, 19 Squadron moved to nearby RAF Fowlmere. The dominance of the skies over Britain would be totally crucial to keeping German forces out of the country, this became known as The Battle of Britain. Hurricanes first arrived at Duxford in July with the formation of 310 Squadron, which consisted of Czechoslovakian pilots who had escaped from France. At the end of August Air Vice-Marshal Trafford Leigh-Mallory, the commander of No. 12 Group, ordered the Hurricanes of 242 Squadron commanded by Douglas Bader to come down from RAF Coltishall to join 19 and 310 Squadrons which were on daily standby at Duxford. These units, led by Bader, became known as the "Duxford Wing", the first of 12 Group's "Big Wing" formations. On 9 September the Duxford squadrons successfully intercepted and turned back a large force of German bombers before they reached their target. This proved Duxford's importance, so two more squadrons were added, No. 302 (Polish) Squadron RAF with Hurricanes and the Spitfires of No. 611 Auxiliary Squadron which had mobilised at Duxford a year before. On average sixty Spitfires and Hurricanes were dispersed around Duxford and RAF Fowlmere every day.

On 15 September 1940 they twice took to the air to repulse Luftwaffe aircraft intent on bombing London. RAF Fighter Command was victorious, the threat of invasion passed and Duxford's squadrons had played a critical role. This became known as 'Battle of Britain Day'. In recognition of the efforts, achievements and sacrifices made by the squadrons and airmen during the Battle of Britain, the "gate guard" aircraft on display at the entrance gate to IWM Duxford is a Hawker Hurricane II, squadron code WX-E of No.302 (Polish) Squadron, Serial No. P2954, flown by Flight Lieutenant Tadeusz Pawel Chlopik, RAF (Polish Air Force). Duxford became the home of several specialist units, including the Air Fighting Development Unit (AFDU), which moved to the station at the end of 1940. The AFDU's equipment included captured German aircraft, which were restored to flying condition for evaluation. Duxford was important in developing the Hawker Typhoon into a formidable low-level and ground attack fighter, and also the suggestion of re-engining the Mk1 North American P-51 Mustang with the Merlin. In 1942 the first Typhoon Wing was formed. Its first operation took place on 20 June 1942. Other RAF Fighter Command units which operated from Duxford were : 19, 56, 66, 133, 181, 195, 222, 242, 264, 266, 310, 312, 601, 609, 611 Squadrons and the AFDU.

United States Army Air Forces use

Duxford airfield was assigned to the United States Army Air Forces (USAAF) in 1943 and then became known by the USAAF as "Station 357 (DX)". It was allocated to the Eighth Air Force fighter command. USAAF Station Units assigned to RAF Duxford were:

79th Service Group; 84th and 378th Service Squadrons; HHS, 79th Service Group; 18th Weather Squadron 23rd Station Complement Squadron; 1042nd Signal Company; 1099th Quartermaster Company; 1671st Ordnance Supply & Maintenance Company; 989th Military Police Company; 2027th Engineer Fire Fighting Platoon Duxford was the initial home of the 5th Air Defense Wing which arrived from Norfolk Municipal Airport, Virginia on 3 July 1943. The unit was redesignated the '66th Fighter Wing'

Airfield HISTORY - RAF Duxford

and was transferred to Sawston Hall near Cambridge on 20 August 1943.

Combat flying units assigned were:

350th Fighter Group: The 350th Fighter Group was activated at Duxford on 1 October 1942 by special authority granted to the Eighth Air Force with a nucleus of Bell P-39

Airacobra pilots with the intention of providing a ground attack fighter organisation for the Twelfth Air Force in the forthcoming Operation Torch, (the invasion of North Africa). Initially, the group received export versions of the Airacobra, known as the P-400, and a few Spitfires. The air echelon moved to Oujda, French Morocco during January–February 1943. After this the last RAF units moved out and on 15 June 1943 Duxford was officially handed over to the Eighth Air Force.

78th Fighter Group: The 78th Fighter Group arrived at Duxford from RAF Goxhill in April 1943. Upon transfer from Goxhill, the group lost its Lockheed P-38 Lightnings when these aircraft were withdrawn for use as replacements for units fighting in North Africa. In addition most of the 78th FG's pilots were also transferred to the Twelfth Air Force as replacements. Thus the group was re-equipped with Republic P-47C Thunderbolts and remained at Duxford. Aircraft of the group were identified by a black/white chequerboard pattern. The group consisted of the following squadrons: 82d Fighter Squadron (MX), 83d Fighter Squadron (HL), 84th Fighter Squadron (WZ)

The 78th FG was first equipped with P-47s and converted to P-51 Mustangs in December 1944. The group flew many missions to escort Boeing B-17 Flying Fortress and Consolidated B-24 Liberator bombers that attacked industrial complexes, submarine yards and docks, V-weapon sites and other targets in Continental Europe. The unit also engaged in counter-air activities and on numerous occasions strafed and dive-bombed airfields, trains, vehicles, barges, tugs, canal locks, barracks and troops. In addition to other operations, the 78th participated in the intensive campaign against Luftwaffe aircraft industry during Big Week, 20–25 February 1944 and helped to prepare the way for the invasion of France. The group supported the Normandy landings in June 1944 and contributed to the breakthrough at Saint-Lô in July. The unit participated in the Battle of the Bulge, December 1944–January 1945 supporting Operation Varsity, the airborne assault across the Rhine, in March

Post War Use

On 1 December 1945, a few weeks after the departure of the 78th Fighter Group, Duxford was returned to the RAF. For the next sixteen years, it remained an RAF Fighter Command station, although it was closed for two years from October 1949 to have a single concrete runway laid. This, together with a new perimeter track and apron allowed for the better handling of jet aircraft with which Fighter Command was re-equipping. Duxford reopened in August 1951. In 1957, 64 Squadron operated Gloster Javelins and 65 Squadron flew Hawker Hunters. These were the last two operational squadrons to fly from the airfield. Two years later, Duxford was chosen to provide the aircraft for the 1953 Coronation Flypast. Duxford was too far south and too far inland to be strategically important and the costly improvements required for modern supersonic fighters could not be justified. In July 1961 the last operational RAF flight was made from Duxford by a Gloster Javelin FAW.7. On 1 August 1961, a Gloster



Meteor NF.14 made the last take off from the runway before Duxford closed as an RAF airfield and was abandoned.

Filming and other civilian uses

In 1968 Duxford was used as one of the locations for the shooting of the film Battle of Britain. On 21 June and 22 June, one of the original World War I hangars was blown up in stages for the filming (without the concurrence of the Ministry of Defence) and the airfield was spectacularly filmed from the air in a realistic bombing sequence. Ironically this was the nearest Duxford came to being destroyed as no significant wartime German raids were carried out on the aerodrome. Duxford was used as one of the locations for filming in 1989 for the Hollywood movie Memphis Belle, with flying sequences flown from the airfield site.

Today, RAF Duxford is owned by the Imperial War Museum (IWM) and is the site of the Imperial War Museum Duxford, and the American Air Museum. It also houses The Fighter Collection and the Historic Aircraft Collection, two private operators of airworthy vintage military aircraft. The Imperial War Museum had been looking for a suitable site for the storage, restoration and eventual display of exhibits too large for its headquarters in London and obtained permission to use the airfield for this purpose. Cambridgeshire County Council joined with the IWM and the Duxford Aviation Society and in 1977 bought the runway to give the abandoned airfield a new lease of life. Also in 1977 the main runway was shortened from 6,000 ft (1,829 m) by about 1,200 ft (366 m) due to the construction of the M11 motorway, which passes along the eastern side of the airfield.

The final aircraft to land at Duxford before the runway was shortened was the Concorde test aircraft G-AXDN, now on display in the Airspace hangar. In October 2008, an agreement was reached between Cambridgeshire County Council and the IWM, under which the runways and 146 acres (0.59 km²; 0.228 sq mi) of surrounding grassland would be sold to the museum for approximately £1.6 million. The IWM and Cambridge University Gliding Club coexisted on the site for many years, but in 1991 increasing restrictions led the club to move to Gransden Lodge. The site is sometimes used by Formula One teams such as Renault and Lotus for testing

~With thanks to Wikipedia~

Correction to the Beverley Article in the December/January Edition



Powerplant: 4 × Bristol Centaurus 173 18-cylinder radial engines, 2,850 hp (2,130 kW) each

Length: 99Ft 5In.

Wingspan: 162Ft.

Height: 38Ft 9In.

Weight: 82,100Lbs

All up Weight: 135,000Lbs

Take off Distance to 50Ft: 447Yds.

Landing Distance from 50Ft: 330 Yds.

Payload: 44,000Lbs for 200 miles

Maximum Speed: 238MPH

Ceiling: 16,000Ft

The Beverley could carry 58 passengers in the Freight Bay and 36 in the Tail Boom. When configured to carry paratroops, 40 in the Freight Bay and 30 in the Tail Boom. When in the Casevac role, there could be 48 stretchers in the Freight Bay and 34 walking wounded in the Tail Boom.

An important part of the Beverley's work was in the air-dropping of

supplies. Typical loads were:-

16 x 1 Ton Containers for auto drop

8 x 1 Ton containers for manual ejection

4 x 8000 lb Boscombe Platforms (SSPs) general supplies

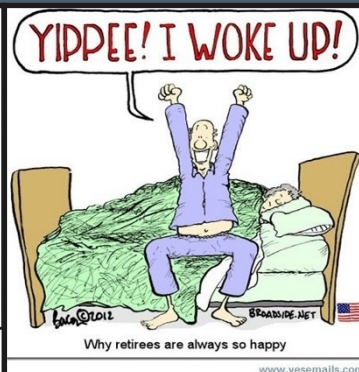
2 x Medium Stressed Platforms - Vehicles, Guns etc.

1 x Heavy Stressed Platform - Graders etc.

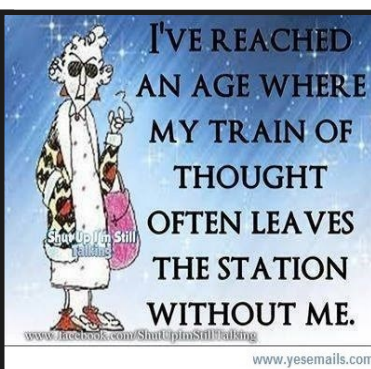
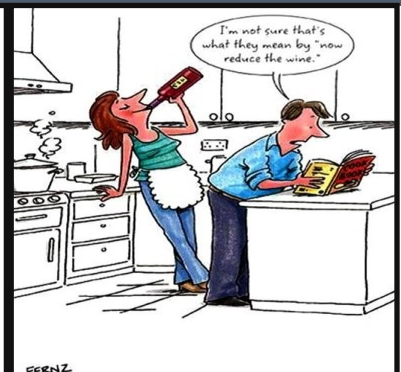
The Blackburn Beverley was a heavy-lift transport aircraft which served with the Royal Air Force between 1956 and 1967. Only forty seven Beverleys were built, but they served with great distinction with 30, 34, 47, 53 and 84 Squadrons and 242 Operational Conversion Unit. The Beverleys were kept busy in many countries including Aden, Brunei, Kenya, East and West Malaysia and Zanzibar.

The Beverley was descended from the tank carrying heavy-lift General Aircraft GAL50 Hamilcar glider which saw service in World War Two. In response to an Air Ministry Specification for a heavy-lift short range transport aircraft, General Aircraft, the manufacturers of the Hamilcar, produced the GAL60 Universal Freighter, the Beverley's immediate predecessor. General Aircraft then merged with Blackburn before the GAL60 was complete. The GAL60 was built at Feltham, Middlesex, then dismantled and taken to Brough, East Yorkshire, reassembled and first flown on 20th June 1950, by which time it had become the Blackburn and General Aircraft Universal Freighter.

This Months Funnies!



THE ANSWER
MAY NOT LIE
AT THE
BOTTOM OF
A BOTTLE
OF WINE.
BUT YOU SHOULD
AT LEAST CHECK.



2019 Global Group AGM Photos - Blue Boar, Witney & RAF Brize Norton




Photo's: Steve Mullis, Bryn Holland & Ian Topham

INFORMATION & EVENTS PAGE



SOME AIR SHOWS TO START THE YEAR

Air show Event	Date	Venue
<p>25 More Years for the Mighty Buccaneer</p> 	Sat 27 th April 2019	<p>In March 1994 the Blackburn Buccaneer low level bomber was retired from RAF service after over 30 years' service with the Royal Navy and the RAF. Since then The Buccaneer Aviation Group based at Bruntingthorpe in Leicestershire have made it our mission to ensure that the Mighty Buccaneer will never be forgotten. To celebrate this historic occasion, our two Buccaneers, XW544 and XX894 will be performing fast taxi runs and our exhibition ready cockpit section XW550 will be open for viewing. Hopefully a few aircraft from Bruntingthorpe will be static plus other exhibits and aviation related traders. Refreshments etc will be available. (All subject to aircraft availability and operational requirements). When - Saturday 27th April 2019, gates open at 12.00. Where - Bruntingthorpe. How - by advance ticket through TBAG Shop Operations (ShOPs) at £20 or £15 for seniors. Under 16's free if they are looking after an adult.</p>
<p>Wings & Wheels 2019</p> 	Sun 28 th Apr 2019	<p>Classic Car owners with their machines benefit from free entry and a slot in the display. We're inviting owners of classic cars and aircraft to display their machines at our ever-popular Spring celebration of internal combustion. We'll have a variety of food on offer from Jimmy's cafe. The 453rd Bombardment Group Museum and 8th Air Force Heritage Gallery will be open throughout the day too. Our events are always at the mercy of the weather. Please check our Twitter feed @egsv if the forecast looks dodgy. We'll tweet and update oldbuck.com if we have to cancel at short notice. Gates open at 10am. Entry is free for classic car owners (please book in below). For everyone else, entry fees are £2 per person, or £5 per car load if travelling with more than 2 in the car.</p>
<p>The Abingdon Air and Country Show</p> 	Sun 5 th May 2019	<p>Abingdon Airfield/Dalton Barracks, Oxfordshire. The Abingdon Air and Country Show began in 2000 as a local fete organised by Neil Porter, a landscape gardener by trade. Created with the desire to put something back into the community and to provide a family day out at an affordable price. The Abingdon Air and Country Show is one of the traditional seasons opening events. Returning to its usual slot over the May Bank Holiday weekend, Abingdon is a really fun way to start the season. This year saw a varied mix of flying displays supported by a fly-in themed around the Royal Air Force centenary, the country fayre style arena and showground, plus many other attractions.</p>
<p>Shuttleworth Trust Season Premiere http://www.shuttleworth.org/</p> 	Sun 5 th May 2019	<p>The 2019 air show season at Shuttleworth opens with a line-up that has been worth waiting for all Winter! Time: 9.00 – 18.00 Air display: 14.00 Location: Old Warden Aerodrome, SG18 9EP Stay overnight in our Camping and Caravan pitches, or Bed & Breakfast can be booked at The House (subject to availability) Parking is free, disabled parking is available for blue badge holders. Coach parking also available. Dogs on leads are welcome on site. Only assistance dogs are allowed inside the hangars, Swiss Garden, The House, and Restaurant/Gift Shop. No commercial filming or photography is allowed without prior written permission from Shuttleworth's PR and Marketing team. The restaurant, visitor centre and gift shop are open for the duration of the event and close 30 minutes after the end of the flying display. Free Wifi.</p>



RAFA

Global

Branch Welfare Support

My name is Nicky Loveday and I am your Welfare Officer for the Global Branch. 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. 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 via Honorary Welfare Officers, in areas where Branches have closed and a Virtual Branch has been established, the welfare assistance will be provided by the existing and well-established worldwide RAFA Welfare team through the Regional Area Welfare Managers. 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 they are happy to be referred and contacted. Please include their full name, address and a telephone number and a brief explanation of what help or support they may need. 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.

welfare.rafa@globalbranch1370@gmail.com

If you want 2019 to be your year;

Don't sit on the couch and wait for it. Go out. Make a change. Smile more. Be excited. Do new things. Throw away what you've been cluttering. Unfollow negative people on social media. Go to bed early. Wake up early. Be fierce. Don't gossip. Show more gratitude. Do things that challenge you. Be brave.

<http://www.air-shows.org.uk/2018/06/uk-airshow-calendar-2019/>

RAF REGIMENT HERITAGE CENTRE



Our purpose is to assist in raising the profile of the Corps with the General Service Community and the public at large by providing a focal point for the collection of artefacts and documents appertaining to, and acquired by, the RAF Regiment and its Associated Forces. The Heritage Centre will be the main exhibition area to display and preserve the story of the Regiment's history and provide a learning resource.

<https://rafregimentheritagecentre.org.uk/>

