



NEWSLETTER

Volume 4 Issue 4 Oct/Dec 2020



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Patron: Her Majesty The Queen

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



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 Vice Chair: Mr David Routledge
 Hon Secretary: Mr Damian Harriss
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 Newsletter Editor: Mr Bryn Holland
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Cover Photo: RAF VIP Voyager
 "Vespina" Tankering at
 RAF Brize Norton

Special points of interest:

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**From the Editor:**

Apologies first, Due to Covid 19 issues, the continuation of the article "La Tumba del Piloto Ingles (The English pilot's grave)" will now be continued

as soon as we can get it sorted and onto the editor for publication! Other than that, all is well on this end of the world, now back at Level 1, and looking forward to the ending? I have to advise you all that I will be handing over the Editorship to Mr Damian Harriss who is itching to get going! I have been fortunate enough to be elected onto the RNZAFA Executive and also now run the National Branch On-Line of the RNZAF Inc. all due to Steve's Help and encouragement!

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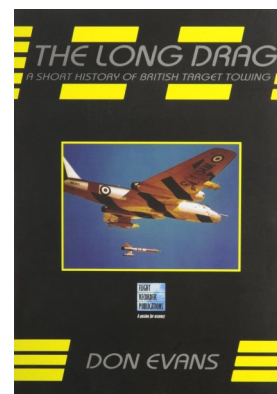
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Book of the Month

Written by Don Evans, who joined the RAF in 1942 and served as a Flight Mechanic working on Hurricanes and Defiants. Posted to Weston Zoyland in 1944 to service Martinet, Henley and Defiant target tugs, he was persuaded by the princely sum of ninepence a day flying pay to complete 90 hours as a target winch operator. He transferred to the Fleet Air Arm in 1945 until demobilisation in 1947, whereupon he began working at the A&AEE at Boscombe Down until his retirement in 1989.

£9.99

Product Code 5797<https://>

www.rafmuseumshop.com/the-long-drag-mar-12-online-only.html

ROYAL AIR FORCE **museumshop**

We Welcome:

Mark Stephenson, Alexander Fraser, Joe Trevett, Tony Geen, Spike Elliott, Russell Croucher, John Daglish, Malcolm Eyre, Michael Dickinson, Aash Coates, Ian Graham, Bob Williams, Ian Jackson, Geoff Dickson, Mike Lima, Frank Smith, Derek FitzGerald, John W Wymer, Anne Toledo, Ray Butchart, Ray Watts, Chippy Carpenter, Eugene Docherty, Tony Martin, Norman Reeves, David Cramp, Steve Menzies, Andy Blyth, Karen Phoenix, Robert Bauckham, Steven Cubberley,

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

A Message from our President

From: Air Marshal Sir Baz North KCB OBE MA FRAeS
President



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Dear Steve,

26th August 2020

Please convey to the members of the Global Branch my sincere Thanks for their wonderful support to Operation Cornet. Your generous donation of £1,000 will enable the Association to continue to deliver our four emergency projects and welfare casework. Notwithstanding the relaxation of some of the pandemic restrictions, there is still a huge number of members of our RAF Family in need of support.

On their behalf please accept my sincere gratitude for the Global Branch's outstanding support.

Best wishes to you all,

Baz.

Patron: Her Majesty The Queen
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Stow Maries – Wings & Wheels 2020



Tiger Synchro – Terry Dann

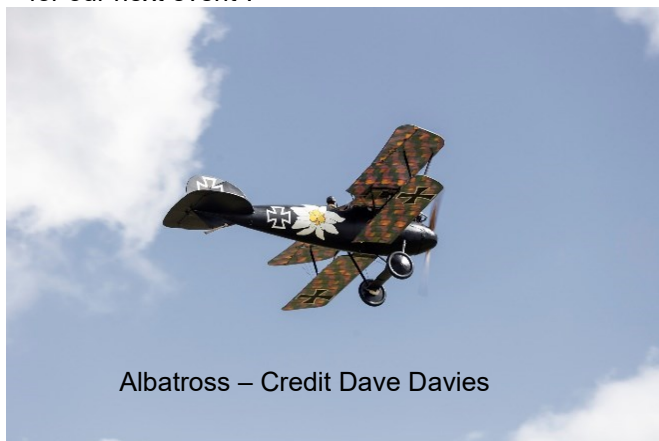


The Turbulent Team 1 – Credit Dave Davies

The Stow Maries Wings & Wheel event held on Sunday 6th September was amazing,

After being moved from May, Stow Maries Wings & Wheels event finally took place on Sunday, with over 100 classic vehicles and an air display that was one of the site's best ever. It included displays from the Turbulent Team and the Tiger 9, plus the Nieuport, Albatross, Mew Gull & Isaac Fury all took to the sky. The aerodrome even had a visit from a Hawker Hurricane to celebrate 80 years since a Hurricane last landed at Stow. With the Fairy Hunters & History Tellers, there really was something for everyone.

Ian Flint, Chief Executive Stow Maries Great War Aerodrome said: "This event was a resounding success! Thanks to the great support from National Heritage Lottery Fund Emergency funding, we are a Visit England *Good-to-Go* site, and the visitors responded with confidence and excitement. As usual, this event sold out very quickly. Everyone that attended had a brilliant day – great fun on the ground with hundreds of exhibitors and performers, great exhibitions in our buildings and a fantastic air display to boot! What more could you ask for? We can't wait for our next event".



Albatross – Credit Dave Davies



Hurricane – Credit Dave Davies



Mike and Phil with the 1923 Sentinel Steam Engine
– Credit Dave Davies



The Turbulent Team – Credit Dave Davies

Stow Maries – Wings & Wheels 2020



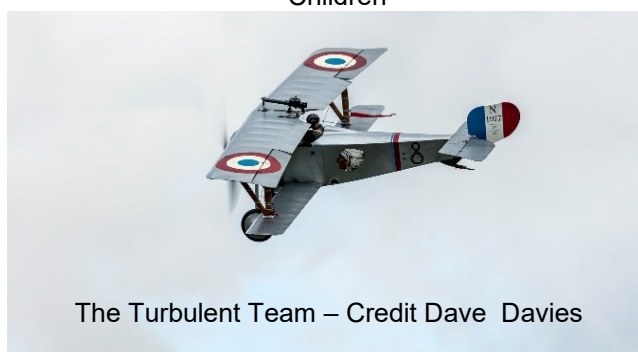
The Cars arriving – Credit Dave Davies



Fairy Hunters with Freyja and Tim Eagling and the Children



Hurricane 1 - Credit Terry Dann



The Turbulent Team – Credit Dave Davies



Mitch Max Dave Jake and Trevor from Essex
HMVA – Credit Dave Davies



Hurricane – Credit Terry Dann



Members of the Car Club having a quick bacon
buttie – Credit Dave Davies



Tiger Nine on display – Credit Dave Davies

RAF Jets Join NATO Allies in Exercise Over The North Sea



Aircraft from the Royal Air Force, United States Marine Corps, the United States Air Force and the Royal Netherlands Air Force have been conducting large scale exercises over the North Sea. Exercise Point Blank is a regular quarterly exercise based in the UK, conducted by the Royal Air Force and the United States Air Force. For this exercise both RAF and United States Marine Corps F-35Bs jets are taking part as the first step in their training ready for deployment on HMS Queen Elizabeth.



The Royal Netherlands Air Force sent their F-35As and there are also two USAF F-16 squadrons that are based in Italy taking part plus USAF F-35Bs. The gathering of so many aircraft allows large-scale training missions to be conducted. The exercise is the first flying training USMC Squadron has carried out following their arrival in the UK at RAF Marham and follows a period of isolation as a precautionary measure to combat COVID-19.

RAF Jets Join NATO Allies in Exercise Over The North Sea

The Typhoons from RAF Lossiemouth took part in the exercise to provide the “enemy” role, this adds a significant challenge to the other exercising aircraft.

Commander Mark Sparrow RN, the Officer Commanding 617 Squadron RAF said;

“This has been a fantastic first step in 617 Squadron operations with the USMC’s VMFA 211 Squadron, as we prepare to embark on HMS Queen Elizabeth as a team. The exercise provided excellent integration training for the F35 B s with our US, Dutch and the Typhoon Force colleagues. “This integration

is key to Lightning operations and Exercise Point Blank is the first of the many important steps needed to create a fully integrated Carrier Strike Group

ready to deploy next year operationally for the first-time onboard HMS Queen Elizabeth.” also providing a clear demonstration of the Alliance’s resolve.

Group Captain Chris Layden, the Station Commander of RAF Lossiemouth, said:

“Our Typhoons have played a different role in this iteration of Exercise Point Blank. They acted as the Aggressors against the fifth-generation F-35s from the RAF, US Marine Corps, and Royal Netherlands Air Force, simulating the tactics and threats of our adversaries whilst challenging their colleagues in a series of complex air-to-air battles that tested the skills of the pilots involved, and pushed these world-class aircraft to their limits.”

Reflecting on the exercise Air Commodore David Arthurton OBE RAF, the Commander of the UK’s Lightning Force that operates the F-35B Lightning said:

“This exercise is an important training opportunity, allowing the Lightning Force to enhance its interoperability with our American colleagues and conduct very complex training for our personnel on a regular basis. Exercise Point Blank also affords an opportunity to integrate with our NATO allies, not only improving our combined potency but also providing a clear demonstration of the Alliance’s resolve.



Buzz Hope - 'and in the morning'



'and in the morning'

Forces Veteran Courier Service -
17 January

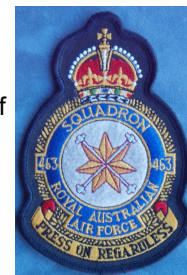
What Happened to The Crew of
Lancaster HK536 JO-H on the
Night of the 4/5th July 1944 for
them to be buried in Ellecourt
Cemetery?

On the night of 4th 5th July 1944, Bomber command sent a force of 231 Lancaster's and 15 Mosquito's to attack the V1 supply depot at Saint Leu D'Esserent. With the target area having been identified previously, the air crews mapped their route in order to miss major towns and known flak installations which they might encounter over France. What had not been foreseen was the amount of Luftwaffe fighters which had been assembled to defend the supply depot. This force would have a serious outcome with no less than 13 RAF Lancaster's being shot down over occupied territory. Many of the crews would die in their valiant effort to bring an end to the V1 reign of terror over England. Some crew men would be taken prisoner by the German forces on the ground, however some very fortunate crew men would evade capture to then be assisted by local French men and women who would hide the airmen in their own homes with the ever present danger of being caught or exposed by fellow country men. At times German soldiers would visit their homes but not in search of the airmen but for a place to sleep or for food. These heart stopping moments were lived by both the French and the airmen. Adding to the fear of being caught, the punishment was execution, was the lack of food and supplies which the families already endured. The BBC had sent a rebus message to the local population of Saint Leu d'Esserent informing them that the information regarding the base, sent by the Resistance networks had been received. Mr & Mrs Bonnaventure worked as railway line crossing guards opposite the entrance to the base. It would be their name which translated in to English which was used. Bonne aventure meaning good adventure was the code used in the following message:



"Ce soir nous irons a la bonne aventure" (Tonight we go on a good adventure)

A plaque has been place on the grandchild's house in Saint Leu d'Esserent, in remembrance of her grandparents. The couple were taken prisoner by the Germans and interrogated. The interrogation was short lived, due to the fact in the message Bonne Aventure was spelt differently to their name. The couple where released without harm. The bombing raid over Saint Leu D'Esserent was planned at night with the 'bombs away' set for 01.45 am. This particular night was a clear sky with bright moonlight. The attacking force assembled over England between 2330 and started it's journey over the English Channel and the French coast. With the bomber formation now over French territory they faced the defending force of German Luftwaffe fighters. The fighters would harass the bomber crews all the way to the target and on their return journey. By no means was this a 'milk run'. The first aircraft to succumb was 463 squadron's Lancaster HK536 JO-H. It was shot down over the town of Ellecourt in the Seine-Maritime department north west of Beauvais. The crew of seven are all buried in the Ellecourt Communal cemetery. Four of the crew were RAAF. A claim is made by Luftwaffe fighter pilot Uffz.Grätz 3/JG301 at around 0115.



57 squadron would lose Lancaster JB486 DX-F near the town of Breteuil. Luftwaffe Pilot, Fw. Martin Schulze of 1/ JG301 claims a 4 engine aircraft in this area (SE) at 0117. The crew of seven are all buried in Poix de Picardie churchyard. The third Lancaster downed was 106 Squadrons, Lancaster ME832 ZN-J. Of the crew of seven only F/S O J McNaughton RCAF survived and evaded capture. Four of the crew are buried at Beauvais-Marissel cemetery and the panels 211 & 232 perpetuate F/S Fletcher & Sgt Kearney at Runnymede. The aircraft crashed fully loaded into the small woodland close to the town of Saint Germain la Poterie. A claim is made by Fw. Gerhard Koch of 1/JG301 stating he shot down a Lancaster at 0130. The bomber formation now turning to start its bomb run west of Saint Leu d'Esserent having witnessed the loss of three bombers from the French skies and the long journey home had yet to start. With the 'bombs away' more night fighters take their toll on the Bomber group and at this point two Lancaster's are hit.

9 squadron lost Lancaster LL785 WS-F which crashed in a pasture next to the small hamlet of Le Tillet killing all onboard. Mrs. Poulet witnessed the crash but no-one went to the crash site because the German infantry was at the scene. Six of the crew are buried at Creil's communal cemetery whilst Sgt Atkin rests at the Beauvais - Marissel French National Cemetery. A claim is made by Oblt. Ernst Fischer of 1/JG301 at 0135.

At more or less the same time, 207 Squadron lose Lancaster LM125 EM-G which came down over the small

Buzz Hope - 'and in the morning'

town of Apremont near Chantilly. The aircraft crashed near to the Faisanderie. The crew of seven are all killed and are buried in Creil's communal cemetery. Oblt Ernst Fischer claims a second Lancaster only four minutes from that of his first at 0139. With the bomb run over, the crews must now adjust their instruments and set course for home following one of three pre-determined routes.

44 squadron, Lancaster ME699 KM-T would be the next to succumb to the night fighters in the area. Not unusual but this aircraft was manned by eight men. The aircraft came down in a ball of flames over the small village of Laversine near to Beauvais. Two of the crew managed to bail out and both evaded capture and when Beauvais was liberated both men were reunited and returned home. Uffz. Günther Schlomberg of 3/NJG2 claims a Lancaster in the area at 01H49 which is about the time which a witness recalls seeing an aircraft plough in to a field behind her farm. Sgt Robinson, was picked up by the Morels family and would soon be joined by another pilot from the third Saint Leu raid. The other airman F/S J E Wainwright was also helped by a local resistance group led by the Pelltiers family who hid him at their family home in Haudivillier. (The men returned after the war to thank the families) With the target a far way off behind them the bomber crews were for ever more getting closer to the English channel and finally home. However, the final sprint was by no way uneventful.



630 squadron would lose Lancaster ME867 LE-N. The aircraft crashed near the town of Lannoy - Cuillere. The crew of seven all died and are buried at Poix de la Picardie churchyard apart from Sgt F.H. Hard who is buried in the town of Lannoy. According to a local inhabitant the aircraft crashed between the D8 & D316. At this point nine Luftwaffe pilots claim the shooting down of aircraft in the area. Within minutes of the fate of 630 squadrons Lancaster, 49 squadrons Lancaster PB195 EA-P was shot down between Gourcelles and Romescamp, killing all seven aboard. The crew are buried at Romescamp local churchyard. The last Lancaster to succumb to night fighter action in this area was 57 squadrons Lancaster JB723 DX-P. The aircraft crashed near Aubermesnil aux Erables and the crew of seven are buried in the churchyard. Following the second of two

return paths 463 squadron would lose their second Lancaster ME 614 that night over the town of Lyon La Foret. Four of the crew have their names on the Runnymede Memorial, the others are buried in Beauvais-Marissel French National cemetery. 61 squadron lost its only aircraft that night Lancaster

EE186 QR-D. The aircraft came down between the town of Les Andelys and Harquency. Five of the crew were taken prisoner whilst two evaded capture.

The RAF report states that two of the thirteen aircraft were shot down by Flak. Taking into account that no claim was made in this area by the Luftwaffe. It would seem that this aircraft was shot down by Flak. 106 Squadron would soon lose their Lancaster ND339 ZN-U that night but this time to Flak of the Rouen area. The aircraft crashed near the small village of Sevis, killing the pilot. Only F/O F Crosier died in the crash and is buried in the Saint Sever cemetery at Rouen. Two of the remaining six, Sgt T H Perera and C K Churchyard were taken prisoner. The rest evaded capture. P/O G A Price RNZAF, was one of those who managed to escape. Graemes met up with another one of his crew and they both were hidden by Mr. Beucamp before being moved by the Resistance to a Chateau where they hid for several weeks. Finally being taken to Rouen where they would be liberated by the Canadians on the 30th August 1944. The last aircraft to be shot down was 207 squadrons Lancaster ND570 EM-Z. Which according to the 207 squadron Association crashed at Abbeville. Only Sgt Edward Ross Inglis RCAF managed to survive and was taken prisoner. The other members of the crew are commemorated on the Air Forces Memorial at Runnymede. These brave men endured the unimaginable and we owe the brave civilians and resistance of France a huge thanks for helping our airmen with food and shelter to return those few survivors home safely.

To those that lost their lives may their memories live on and their sacrifice not be in vain.

LEST WE FORGET



HISTORIC Airfield's - Royal Air Force Hornchurch



Royal Air Force Station Hornchurch or RAF Hornchurch was an airfield in the parish of Hornchurch, Essex (now the London Borough of Havering in Greater London), located to the southeast of Romford. The airfield was known as Sutton's Farm during the First World War, when it occupied 90 acres (360,000 m²) of the farm of the same name. It was used for the protection of

London, being 14 miles (22.5 km) east north-east of Charing Cross. Although the airfield closed shortly after the end of the war, the land was requisitioned in 1923 because of the expansion of the Royal Air Force and it re-opened as a much larger fighter station in 1928. The airfield was ideally located in "bomb alley" to cover both London and the Thames corridor from German air attacks. It was a key air force installation between both wars and into the jet age, closing in 1962.

History

In 1915 the London Air Defence Area (LADA) was established and a number of airfields were constructed around London with the specific aim of defending the capital from the growing threat from enemy airships. Sutton's Farm, along with its neighbour Hainault Farm (just east of what became the Second World War airfield of Fairlop), 8 miles (12.9 km) to the north-east, were selected due to their location covering the eastern approaches to London. They were designated Landing Grounds Nos. II and III respectively and joined the existing airfields of North Weald, Rochford and Joyce Green. Suttons Farm airfield became operational on 3 October 1915, initially with two BE2c aircraft. As the number of aircraft increased at the airfields around London, it was decided to organise them into 39 Home Defence Squadron, which was formed in April 1916, under the command of Major (later Brigadier-General) Thomas Higgins. As the enemy threat moved from airships to aircraft, so better aircraft were introduced to counter them. The BE12, Sopwith 1½ Strutter, Sopwith Pup, FE2, Bristol Fighter, SE5a and Sopwith Camel all operated from Sutton's Farm at some stage, some with more success than others. 39 Squadron moved to North Weald in September 1917 and was replaced by 78 Squadron, under the command of Major Cuthbert Rowden, a 20-year-old veteran of the air war in France and subsequent winner of the Military Cross. 78 Squadron was later joined by 189 Night Fighter Training Squadron with Sopwith Pups and Camels.

The first recorded interception of an enemy airship over Britain was made by Lt. (later Marshal of the Royal Air Force) John Slessor on the very day he arrived at Sutton's Farm, 13 October 1915. The attack had to be aborted, however, as the airship disappeared into cloud and he had to break off the engagement. The first victory in Britain was not recorded until nearly a year later, on 2 September 1916, and was attributed to a pilot from Sutton's Farm, Lt. William Leefe Robinson. Robinson shot down a Schütte-Lanz SL11, one of a 16-strong raiding force over London, using the recently

developed Brock and Pomeroy mixed incendiary ammunition, which had been adapted specifically for this task. For this action Leefe Robinson was awarded the Victoria Cross and became a National hero. Two other Sutton's Farm pilots from the First World War, Lt. Frederick Sowrey and Lt. Wulstan Tempest, were awarded the DSO for their roles in the destruction of Zeppelins. Tempest's actions were particularly notable; even though his fuel pump was broken and he was having to pump fuel manually whilst flying the aircraft with his other hand, he still managed to engage and destroy an enemy airship and then find his way home in thick fog. These pilots, together with many others, are commemorated by street names in South Hornchurch.

Inter-war years

Soon after the war ended it was decided that Suttons Farm was surplus to requirements and the airfield was decommissioned, although it was retained on "List C" (stations temporarily retained for Service purposes) until 27 February 1920. The land was returned, most of the buildings demolished and farming resumed once more.

Following the decision in the early 1920s to expand the Royal Air Force, former World War I airfields were inspected to ascertain their suitability for use. Although small, Suttons Farm was ideally located to be able to defend the north-eastern approaches to London. After protracted negotiations, the original land was re-purchased, together with some further land to the south of the original airfield.

The new airfield took four years to build and opened, as RAF Sutton's Farm, in April 1928. Two months later the name was changed to RAF Hornchurch and the first unit to take up residency was No. 111 Squadron, led by Squadron Leader Keith Park, who also became the first station commander.

World War II

During World War II the station was a Sector Airfield of RAF Fighter Command's 11 Group, covering London and the south east of England during the Battle of Britain in 1940. By this time, its command centre was in Romford, and a satellite station (an advanced attack outpost; RAF Rochford) was unpopular with the Hornchurch crews sent there from time to time because of the canvas accommodation. Richard Hillary, author of "The Last Enemy," was shot down after taking off from here on 3 September 1940. Following the war, Hornchurch was home to Flying Training Command's Aircrew Selection Centre for 10 years before it moved to RAF Biggin

Astra House,
the former Officers
Mess



HISTORIC Airfield's - Royal Air Force Hornchurch



Astra Court East, the former Officers Quarters

Hill and the RAF station at Hornchurch closed in July 1962.

Following a period of gravel extraction and infilling with rubbish in the 1970s, the airfield was extensively landscaped to create Hornchurch

Country Park, with work commencing in 1980. Most of the former administrative and technical areas, including the two Type A and one Type C hangars, were levelled in the 1960s and the area is now a housing estate. The names of the streets of the estate commemorate the airfield and its pilots (such as Bouchier Walk, Kirton Close, Tempest

Way, Robinson Close, Tuck Road, Bader Way and Malan Square). The former Officers' Mess is now a medical centre in Astra Close. The Officers' Mess (Astra House), Officers' Quarters (Astra Court East, West & North) and WO Quarters (89–99 (odd numbers) Wood Lane) are included in the RAF Hornchurch Conservation Area.

A local school, The R. J. Mitchell School, was named after the man who designed the Spitfire, and a large monument to this effect, with wreaths placed on Remembrance Day, is within the school railings. Another local school (Suttons School) was renamed Sanders Draper School in 1973, after an American pilot, Flying Officer Raimund (*Smudge*) Sanders Draper, flying with the Royal Air Force at the time, had an engine failure on take-off and stayed at his controls to ensure his aircraft didn't crash on the building, which was full of children at the time.

A number of pillboxes, command bunkers and gun positions, together with the largest number of surviving Tett Turrets in England, still exist within the boundaries of the former airfield and can be seen on the Eastern edge of the country park. RAF Hornchurch artefacts and memorabilia are housed in the Purfleet Heritage & Military Centre.

RAF Hornchurch was the subject of one of the programmes in the BBC TV series *Two Men in a Trench*. In the programme, several of the defences were examined. One of the Tett Turrets was excavated, the backfill of which contained a pair of 1940 RAF pilot's goggles along with material from the hospital. The fire trench, a partially buried pillbox and an E pen were excavated, while the gun emplacement on the northern end of the site was cleared of vegetation.

The Good Intent pub, formerly with a large concrete, planetarium-like dome next door (used for training air gunners), still exists on the Southend Road, was popular with the aircrews, and has an interesting collection of photos of the Station.

A DVD about RAF Hornchurch was produced by Mike Jones for Streets Ahead Productions (the video is not currently available). The airfield is said to be haunted and

was the subject of a paranormal investigation in 2004.



(left)

and



A Royal Aircraft Factory B.E.2c similar to those that flew from Sutton's Farm in 1915 and 1916A Royal Aircraft Factory B.E.2c similar to those that flew from Sutton's Farm in 1915 and 1916



Lt. William Leefe Robinson (left) and Lt. Wulstan Tempest, both of whom shot down enemy airships.

RAF Spitfires Hornchurch 1940



BIRTHDAYS

October, November & December Birthdays

A W Wood	George Morley
Allan Lomax	Rob Harding
Philip Oulton	Geoff Whyham
John Thomson	Ted McClean
Andrew Richardson	Bryan Bell
Drew Berry	Phillip Small
Clifford John Spurr	Brian Roche
Michael Clabby	Paul English
Christopher Brown	Philip Pike
Jon Carp	Neil Webster
Brian Goulden	Kevin Maddams
Jean Clark	Christine Belcher
James Connor	Stephen Coleman
Graham Grice	Graeme McEwan
Philip Smith	Andrew Bellamy
Brynley Holland	Anthony Little
Ann Pearce	David Spink
Simon Gary Learman	David Forsyth
Linda Meredith	David Peachey
John Swaby	David Toole
James Evans	Derf Mockford
Shirley Green	Graham Croft
Winston Crompton	David Mark Thompson
Barry Fryett	Charles Wright
Mary Rock	Gareth Griffiths
Andrew Ormston	Philip Brockbank
Roy Pontin	Darrel Gregory
Keith Foster	Robin Noble
Alan Barlow	Ian Kirk
Derek Saunders	Nicholas Fry
Derek Barratt	Patricia Waddington
Ian Clarke	Stephen Mckenna
Craig McMurrough	Stephen Carr
David Stephens	Derek Adamson
Gerwyn Thomas	Carol Peachey
Kenneth Britland	Stuart James Mitchell
Eric Brown	Alan Meggs
Nick Shaw	Martin Hollow
Ednam Mansfield	Nicholas McCowan
Mark Potter	Allan Hildage
Hugh Macrae	Nigel Appleby



From us all at the Branch

Please Note: If it was your Birthday and you have not been mentioned, it will be because you did not provide your D.O.B when you signed up!

RAF looks to the future on Battle of Britain Day



Air Chief Marshal Mike Wigston spoke on future threats, cyber and space at RAF Waddington.

To mark the 80th anniversary of the Battle of Britain, and in a tribute to the 'Few' who were supported by the 'Many', the Battle of Britain Memorial Flight conducted a flypast over RAF Waddington.

To secure Battle of Britain victory, the RAF, working with industry and global allies, drove a battle-winning technological advance at an extraordinary pace. This innovation-drive continues with each generation, as the RAF seeks to maintain the ability to operate in the ever more complex, competed and contested multi-domain operating environment of the future.

Together with the UK's world-leading aerospace sector, the campaign to build the Next Generation Royal Air Force codenamed 'ASTRA' is already underway, which will make a leading-edge contribution to the UK's place in the world.

Air Chief Marshal Mike Wigston said:

As we look to the future, the RAF will continue to be at the forefront of innovation - our enemies and their threats may have changed, but the need to stay ahead of the technological curve remains.

In his speech at RAF Waddington, the home of the RAF's Intelligence, Surveillance, Target Acquisition and Reconnaissance (ISTAR) fleets, ACM Wigston touched on a variety of innovative projects including:

PROTECTOR

Following a £65 million investment, the first three of Reaper's replacement, Protector, are in production to enter service by mid-2024, delivering a step-change in capability for the RAF.

TEAM TEMPEST

Together with the pioneering industry alliance, Team Tempest, the RAF is developing the next-generation combat aircraft, Tempest, which will deploy new, game-changing technology. Seven new companies have recently collaborated with Team Tempest, and together they will develop ground-breaking concepts and secure the UK's position as a global leader in combat air.

ORCUS

In response to the changing threats, the RAF has invested in new counter-drone technology, ORCUS, which will be able to detect, track, and defeat hostile drones, which will be vital to protect UK air bases.

Concurrently delivering decisively on operations, whilst preparing for the next, the ACM confirmed that the RAF is always there to deliver air and space power to protect the nation, giving the UK Government choices and options to act on the world stage.

~Ministry of Defence~

RAFA Global Branch 1370 Wing Walk - Marion (Mazza) Holland



I have wanted to Wing Walk, ever since I first saw The Utterly Butterly wing-walking' display team at an air show years ago... it's been high on my 'bucket list' ever since. Of course, the heritage of wing-walking hails back from the barnstorming era of the 1920s when dare devils would climb out of the cockpit of their planes to fix something or show off. I stood in a queue for hours to win the chance of a flight with the Utterly Butterly team, alas it was not to be.

Fast forward 20 or so years and as a member of RAFA Global Branch 1370 the chance to do a Wing Walk to raise funds came up, I decided not to do it, as I had pretty much exhausted my fund raising capacity in my local area and didn't think that I would be able to raise the required amount of money. Once again my dream seemed just out of reach, I had loved the Tandem Parachute jump which I did previously so I resigned myself to the fact I wasn't going to do the Wing Walk. Then the opportunity suddenly came up again, Our Chairman was unable to meet the criteria for the flight and he asked me if I would take his place, of course I jumped at the chance, I managed to raise over £100 towards the cause and there I was, after a brief training session, strapped to the top of a Boeing Stearman, The weather was perfect with a warm breeze and a bright sunny sky, Take off was a bit bumpy but very smooth and soon we were up there, The experience was nothing short of amazing, even better than the parachute jump. I wasn't afraid or nervous and despite the wind speed of over 130 mph I was easily able to wave and enjoy the sights and sounds.

I had over 11 mins of making sweeps and twists and turns, I loved every minute, It was great swooping over the viewing area and waving to the very small crowd (Social distancing restricted the number of visitors allowed at the venue) Landing was smooth and I was back down to earth after one of the best experiences of my life. The staff and Pilot were lovely, and I now have another certificate to add to my "boasting wall".





Information & Events Page



FRI, 12 MAR 2021-14 MAR 2021

GLOBAL BRANCH 1370 AGM 2021

WO's & Sgts Mess, RAF Valley, LL65 3NY

VACANCY, VACANCY, VACANCY.

A vacancy has arisen on the current Branch Committee for the position of Hon Branch Secretary, due to the current person making a sideways move on the Committee. It will be necessary to hold the position until the Branch AGM 2021 and then to go up for re-election for the permanent position. Full support, where required, to be initially given by the current incumbent and from the current Committee.

In the first instance please contact Steve Mullis via email on

chair.rafaglobalbranch1370@gmail.com

2020 Events

at the most complete WW1 Aerodrome in the UK

- Mothers Day
Sunday 22nd March
- VE Day Street Party
Saturday 9th May
- Wings & Wheels *
Sunday 31st May
- Armed Forces Day
Saturday 27th June
- Strings & Wings
Saturday 4th July
- Stow Maries At War *
Saturday 18th & Sunday 19th July
- Guild of Craft Day
Sunday 13th September
- Large Model Airshow
Saturday 19th & Sunday 20th September
- Remembrance Day
Sunday 8th November

STOW MARIES GREAT WAR AERODROME
FLAMBERGS CHASE, HACKMANS LANE, PURLEIGH, NR MALDON, ESSEX CM3 6RU

Advance Online booking highly recommended - limited tickets available
www.stowmaries.org.uk/event-bookings

REFRESHMENTS, 3 EXHIBITIONS, GIFT SHOP & CAR PARK

* Flying displays planned subject to weather, serviceability & CAA conditions

Historic England
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MALDON DISTRICT COUNCIL

Registered Charity 1151099



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We are working with The Recycling Factory to raise funds through the recycling of unwanted inkjet cartridges.

The RAF Benevolent Fund receives up to £3.50 for every recyclable inkjet cartridge! To download your freepost label, please visit The Recycling Factory on the link below

[https://bit.ly/2WOqg2r?](https://bit.ly/2WOqg2r?fbclid=IwAR0JyllezMbSAIsY8pIWYWPnYGJHrK2CuEXPp-4Gw9JgsiK9VZAg_2hmN4)

[fbclid=IwAR0JyllezMbSAIsY8pIWYWPnYGJHrK2CuEXPp-4Gw9JgsiK9VZAg_2hmN4](https://bit.ly/2WOqg2r?fbclid=IwAR0JyllezMbSAIsY8pIWYWPnYGJHrK2CuEXPp-4Gw9JgsiK9VZAg_2hmN4)