

JABBERWOCK 115



SOCIETY OF FRIENDS

FLEET AIR ARM
MUSEUM

*The Magazine of the Society of Friends
of the Fleet Air Arm Museum*

**May
2024**



IN THIS ISSUE

History of the Naval Air Radio Installation Unit - 1942-45 • Second Line Fleet Air Arm Aircraft - Avro Anson • New Forest D-Day Landing Grounds • HMS *Glory* during the Korean War • Corsair KD431 on the move • The *Gazelle* in Royal Naval Service • The Naval Museum of Alberta • Royal Navy King's Colour • Visit to HeliOps, Somerton • *Plus all the usual features etc.*

THE
NATIONAL
MUSEUM



The Society of Friends of the Fleet Air Arm Museum



PATRON

PRESIDENT

Rear Admiral Tom Cunningham CBE

LIFE VICE PRESIDENTS

Richard Hufton

Bill Reeks

CHAIRMAN

Malcolm Smith

smalcolm355@outlook.com

VICE CHAIRMAN

Tim Brandt

Tim_Brandt@compuserve.com

TREASURER

Laurence Whitlock

lwwhitlock@gmail.com

EVENTS ORGANISER

Rosanne Crowther

T: 01935 822143

rosannecrowther678@btinternet.com

SECRETARY

Robert Heath

robtheath@gmail.com

TALKS COMMITTEE

Richard Macauley

soffaam@btinternet.com

T: 01278 683300 M: 07768 562976

MEMBERSHIP SECRETARY

David Merrett

Coombe View,

1 Coombe Villas,

Coombe Orchard,

Chapel Street,

Axmouth, Devon,

EX12 4AU.

T : 07521 723477

soffaam.mem@gmail.com

Gil Johnston

flyingflea@live.com.au

Tim Smith

timsmith555@hotmail.co.uk

CONTRIBUTIONS

We are extremely grateful to all those who contribute articles and material to the magazine, even though it is not always possible to use every item!

ADMISSION

Members of SoFFAAM are admitted to the Museum free of charge, just advise you are a SoFFAAM member to the reception staff. Members can bring up to four guests (one guest only for junior members) on any one

visit, each at a reduced entrance fee, currently 30% off the standard price. Members are also allowed a 20% discount on goods purchased from the shop and cafe.

Note: These concessions are provided at the discretion of the General Manager of the Museum and could be removed at any time.

FLEET AIR ARM MUSEUM

RNAS Yeovilton,
Somerset BA22 8HT
Telephone: 01935 840565

COPYRIGHT

Jabberwock is a privately-circulated publication and, in general, we retain copyright in any material that we publish, whilst always acknowledging the original author. From time to time, the Editor may contribute extracts from Jabberwock articles to other commercial publications. If you or your estate wish to retain copyright, kindly make this plain at the time of submission.

Registered Charity No. 280725

Contents



COVER PHOTO

Hawker Sea Fury FB11 WJ295 coded 159 of 801 Naval Air Squadron, on board HMS *Glory* during the Korean War. Piloted by Lt Alan 'Spiv' Leahy, 'running up' on deck before departing on a sortie.

Deliberately positioned on certain offshore islands occupied by allies were emergency beach landing strips. Instigated to allow any aircraft with an issue to divert without a dangerous and longer transit over the sea to get to the carrier.

'Spiv' had to undertake such an emergency landing during a reconnaissance sortie. While making an attack run he heard a loud bang and a large hole appeared in the port wing. He also spied via his rear-view mirror that his tailplane also took some damage. His wingman pulled in closer for an inspection and confirmed the damage to his aircraft.

The number 3 in the flight suddenly called 'break' as two MiGs appeared, one of which fired on Leahy's aircraft but the enemy pilot fired short.

This is now when those emergency landing strips were to prove a blessing for Leahy. He carried out handling checks and deduced that the approach speed was sufficient enough for a controlled landing. This he managed successfully and was able to taxi clear. This event was very probably on Dec 18 1952 and was in this aircraft depicted, WJ295 and at Baengnyeongdo in the Yellow Sea. The Sea Fury was repaired.

See our photo feature about this Carrier during the Korean War on pages 20-23.

Contents	1
Editorial	2
Council snippets	3
Letters to the editor	4
History of the Naval Air Radio	10
Installation Unit - 1942-45	
Second Line Fleet Air Arm Aircraft - Avro Anson	14
New Forest D-Day Landing Grounds	16
HMS <i>Glory</i> during the Korean War	20
Corsair KD431 on the move	24
The Gazelle in Royal Naval Service	26
The Naval Museum of Alberta	30
Royal Navy King's Colour	32
Visit to HeliOps, Somerton	34
Westland AH64D Apache Helicopter	36
Flying the Vulcan - A personal experience	38
SBS Veterans and Robert Brooke	40
Future Talks	42
Concorde Film tribute offer to SoFFAAM Members	43
Membership	44

CONTACT THE SOCIETY

SoFFAAM email:
soffaam.mem@gmail.com

SoFFAAM website:
www.fleetairarmfriends.org.uk



Visit us on Facebook
[@SOFFAAM](https://www.facebook.com/SOFFAAM)



Visit us on Instagram
[Fleet Air Arm Friends](https://www.instagram.com/fleetairarmfriends)

EDITOR

Malcolm Smith
T: 01935 478304 M: 07765 950806
smalcolm355@outlook.com

DESIGN AND ARTWORK:

Richard James Macauley
soffaam@btinternet.com
T: 01278 683300 M: 07768 562976

PRINTED BY:

Acanthus Press
21 Ryelands Business Park, Bagley Road,
Wellington, Somerset, TA21 9PZ

Editorial

It is very gratifying to report that attendance at recent talk nights has been exceptional, reflecting the high quality of the chosen speakers. The talk by members of the Special Boat Service in March was particularly well received, concluding with a lively session of questions from a well-informed audience. For those members who are unable to attend in person, we recommend the Zoom option.

In this bumper issue, we include a photographic feature with pictures of HMS *Glory* that have never been published before. We also include an article from our Vice Chairman on that light, agile Anglo-French helicopter, the *Gazelle*, which equipped the Army and Royal Marines for decades. With the 80th anniversary of D-Day rapidly approaching, we also carry a feature on the Auxiliary Landing Grounds in the New Forest. These were temporary bases, of which virtually no trace remains today to remind us of that extraordinary military and aviation effort.

Jim Humberstone provides us with another of his sketches and thumbnail descriptions - this time of the Avro Anson. Members are reminded that the collection of many of his charming

pictures is still available at modest cost in "Naval Air Perspectives". See our website for more details.

The Society's membership has fluctuated over the years. A little research in the invaluable Jabberwock archive (available to all on the members' page on our website) shows that in the early days it grew slowly. In March 1983, for example, there were 400 members, while by October 2013, the total had grown to 1019. Ten years later the total had slowly declined to 930, but at the last count (in March) it has recovered to 944. This increase must be at least partly due to the strenuous recruiting activities of Council members. All our members are encouraged to spread the word about the Society and its support to the wonderful FAAM.

Finally, some members may be aware that the Society has had no Patron since the death of Admiral Ray Rawbone. The Council of Trustees is about to initiate a selection process to identify a future Patron.



Malcolm

Council snippets

From the March Council Meeting

The General Manager said that FAAM has enjoyed a busy February half term, with programming across the local holiday helping to secure just under 5,000 visitors.

“The Cobham Hall sustainability project has commenced and the Cobham site has been very busy with contractors working onsite. The curatorial team continues to be busy during the winter months. As well as supporting work on the development of the Barracuda project and changes to the entrance exhibitions, our Collections Access appointments have been fully booked up to the end of March, and further requests are coming in. As a recent acquisition, we were pleased to accept the collection of Captain Charles Vyvyan Howard DSC. The collection includes his medals, flying log books, photographs and letters home, written whilst a prisoner of war.

We are delighted to announce additional dates for ‘Conservation in Action’, led by Dave Morris. These sessions will focus on the highly important task of conservation at the Museum, looking at past projects such as Martlet and Corsair, but also ongoing work with Barracuda (includes behind the scenes access to the Arthur Kimberley Viewing Gallery).

On 28 May, it will be FAAM’s 60th Birthday. As this date falls within May Half Term, we will be having a week of celebration, with different events throughout the week.”

The Visits Organiser announced that plans are being made for a visit to HeliOperations at Somerton on Thursday 23rd May. An application form can be found on pages 34-35. Regrettably only 15 places are available, however, if this is a successful visit perhaps another can be arranged later at the bigger site at Portland.

The Treasurer said that after a hectic first quarter, the finance related workload has now become more manageable and less frustrating with substantial progress being made. The newly developed Excel based accounting workbook is proving highly effective at the day-to-day management of the society’s finances whilst also giving important insight into when, why, and how we spend our money.

The Membership Secretary reported that the numbers of members contactable by email continues to rise slightly, as has the uptake of electronic Jabberwock. Work continues in updating the membership Gift Aid physical records to comply with GPDR.

Letters to the editor

Dear Editor

Andrew Woodward, a current member told me about the society and as I have an interest in aviation thought I would like to join. I am very much looking forward to visiting the museum and coming along to the talks

My interest stems from my grandfather Claude Corby (on my mother's side but I never knew him) who was an engineer for Alcock & Brown on their Vickers Vimy aircraft for the 1919 flight across the Atlantic. I have attached a photo with all the team in front of the aircraft (Page 5), my grandfather has his arms crossed! Unfortunately, I do not know the date of the picture or the names of the other people. The family has a small model of the Vickers Vimy which was presented to my grandfather.

My brother in law's father was Ray Holl who worked with Sir Frank Whittle in Power Jets and worked on after burner design and later the Pegasus engine for the Harrier. I actually met Sir Frank when I was 19 years old when he was round having tea and cake with Ray!

At Ray's funeral some years ago now, I also met John Farley the test pilot for BAE who flew the two-seater Harrier at the Farnborough Airshow going off the "ski jump". He had the BBC commentator and WWII pilot Raymond Baxter in the back seat with him!

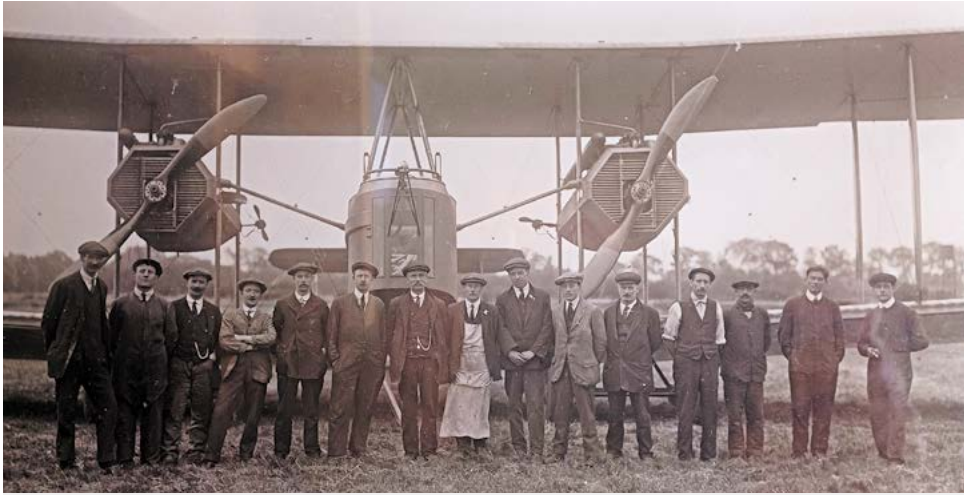
Kindest regards
Simon Bennett



The model presented to Claude Corby.
© Simon Bennett



Vickers Vimy aircraft 'Commercial Variant'.
© Simon Bennett



Simon's grandfather is fourth from the left with his arms folded. © Simon Bennett

"Vickers Vimy G-EAAV. Sponsored by The Times newspaper and flown by Captains S. Cockerell and F.C.G. Broome DFC, with mechanic, James Wyatt MSM, rigger, Claude Corby, and zoologist and Times special correspondent Dr. Peter Chalmers Mitchell, this aircraft participated in the Cairo to Capetown air race. It was written off when it crashed on take off from Tabora, Tanzania, on 27 February 1920. Captain Cockerell and Claude Corby received slight injuries." There was an article in The Times newspaper dated February 29th 2020 titled "The Flight that Failed" with more details.

Dear Malcolm

Thank you so much for publishing the feature on Hal Far in the Feb issue of Jabberwock... another real surprise on opening it and seeing my photographs in print again.

When I was on school holidays from the UK, in April/May 1967, I do remember sitting on the cliffs, watching Buccaneers from *Hermes* toss bombing

on to the little island of Filfla, which must be half its original size since being subjected to RN attacks over many years!

I hope some memories are triggered from the readership.

With best wishes
Roger Colbeck

Dear Malcolm,

I was very interested to read the article, 'Lt Cdr Colebeck time at Hal Far' in recent editions of Jabberwock.

In the days before Aircrewmen

had their independent branch, ratings were seconded for flying duties for various flying roles. My late father, Ronald Marchant, as a Leading Airman

(AH), was one of the early helicopter aircrewmembers, principally flying in the SAR role with Dragonfly and Whirlwind helicopters. In 1964, he had the chance to get a draft to 728 Squadron at Hal Far, flying as second crew member in Meteor TT20 and T7. The squadron's job was Fleet Requirements; which mainly meant providing aircraft for target towing, radar calibration or mock attacks etc.,. Incidentally, this was my father's second draft to Hal Far, as in 1959 he flew Dragonflies of the Station SAR Flight.

I can clearly remember walking with Dad along the lane from our house in Birzebbuga down to RNAS Hal Far, and watching the Meteors taxiing around the perimeter track to take off. There were many types of aircraft flying around

the area, both in and out of Hal Far and nearby Luqa. At that time, Malta was a busy British outpost with hundreds of servicemen and women and their families stationed there. There were 'Trooping Flights' providing a regular scheduled service by British Eagle airlines, bringing a constant flow of passengers to and from the UK. I attended the Royal Naval School Verdala, which was a primary school for the many RN children living across the island. We had many visits to various RN ships that arrived in Grand Harbour. Other foreign ship visits included the Italian sail training ship the *Amerigo Vespucci* and the USS *Forrestal*. It was a great time of which I have some fond memories.

As I am starting to digress, and back to the main topic, I have copied a page

APRIL 1964.

728 SQUADRON R.N.A.S. HAL FAR

Date	Time of Take Off	Aircraft Type and No.	Pilot	Duty	Remarks	Time carried forward:—			
						FLYING TIME			
						DAY		NIGHT	
						Hrs.	Min.	Hrs.	Min.
10.4.64	1505	METEOR TT20 579	LTCR PURVIS	SLEEVE		1	00		
13.4.64	1015	METEOR TT20 556	LTCR PURVIS	SLEEVE	SARIBURY	1	45		
14.4.64	0915	METEOR TT20 552	LTCR WILSON	SLEEVE	WALKERTON	1	06		
15.4.64	1115	METEOR TT20 556	LTCR PURVIS	SLEEVE	DIAMOND	1	00		
16.4.64	1050	METEOR TT20 579	LTCR WILSON	SLEEVE	U.S.S. SPRINGFIELD	1	15		
22.4.64	0925	METEOR T7 571	LTCR KNIGHT	AARX				56	
27.4.64	0910	METEOR T7 571	LTCR PURVIS	TRACK	INBO.			56	
28.4.64	1345	METEOR TT20 552	LTCR PURVIS	SLEEVE	ENYL.	1	15		
7.5.64	0900	METEOR TT20 962	LTCR METCALFE	WET-WIRING	R.A.F. M'BLACK.			35	
30.4.64	0950	METEOR TT20 579	LTCR PURVIS	SLEEVE	SEENICK.			35	

SUMMARY FOR APRIL 1964.


DATE: 15th MAY

UNIT: 728 SQUADRON

SIGNATURE: *Pharalot*

COMMANDING OFFICER
728 SQUADRON.

AIRCRAFT: METEOR TT20	TOTAL HOURS: 9 25
WHIRLWIND M422	TOTAL HOURS: 35



METEOR T.T.20 TOTAL TIME

from my father's flying log book (below) which may be of interest to your avid readers. I believe the RN had about 20 Meteor TT20s and a number of T7. Although I have not had the chance to

visit Cobham Hall, I believe the museum still has examples of the type.

**Cordially,
David Marchant**

Dear Malcolm

Just a note to say that I enjoyed the article and photos of Hal Far/*Falcon* in the last Jabberwock. It brought back memories for me of my time there 1963-64, when I was first on 750 NAS and later on 728 NAS. I wrote about my time there in Fleet Air Arm Boys Vols 1 & 2. Ronnie is in the 'Bar photo' (Jabberwock 114). His head is just above the 'B' of Bar.

I went back to Ronnie's Bar in 1969 when I was on *Eagle*. We had a week's maintenance period while at a buoy in Grand Harbour. I was curious to see if Ronnie's Bar still existed. I was

a Lieutenant then. As I parted the beaded curtain at the entrance, his voice boomed out "Norman, you owe me £4 10s and 6d". Just like that! That was quite a lot of money back then. I left the island in a bit of a hurry in '64 and wasn't able to settle my bar bill before leaving. In fact I secretly thought I had got one over on him but he had the last laugh.

Great memories...

**All the best
Mike (Cdr M J Norman OBE AFC Royal Navy)**

Dear Editor

The aircraft carrier photo on the next page was posted on the SoFFAAM Facebook group and while the location is obvious given the background, a few questions were asked

- Photo is dated 1966 but why the Firefly on the foredeck?
- Is it a Singapore-based FAA target-tug?
- Is it a RAN aircraft getting a lift?

A quick poll around the SoFFAAM Council solicited some replies;

The ship is HMS *Victorious*. Mk2 Buccaneers had just entered service in

1966. They belonged to 801 Squadron, which subsequently moved to *Hermes* after the *Victorious* fire. 801 was my first embarked appointment in *Hermes* in 1969. I have no idea why the Firefly was on *Victorious*!

From Malcolm Smith.

Wasn't the RNHF Firefly (WB271, tragically lost at a Duxford Flying Legends event in 2003) a Royal Australian Navy aircraft and didn't some FAA Officers club together to buy one and ship it back to the



HMS *Victorious* departing Sydney Harbour in 1966.

UK (via a Carrier?). This photo and the Firefly could be this aircraft?
From Richard Macauley.

A subsequent 'Google' found the following statement on the 'Plane Crazy' website; WB271 was purchased by members of 814 Naval Air Squadron from HMS *Victorious*. It was brought back to the UK on HMS *Victorious*

during 1967 and presented to the Fleet Air Arm Museum for display. In 1972 WB271 was restored to flying condition at BAe Dunsfold and joined the Royal Navy Historic Flight.

One will note two conflicting dates, 1966 and 1967, perhaps the SoFFAAM Membership has more to offer on this story and is anyone able to confirm when this Firefly arrived in the UK?

We carried a short obituary in the last Jabberwock about Den Woods passing and we thought it worthwhile to re-publish an extract from Jabberwock 91 about certain experiences of his at an 'early' RNAS Yeovilton.

As war was breaking in '39, we were living in Swindon and after an HP Harrow had a forced landing near Ilchester, the powers that be decided it would be a

good airfield site.

My father was given charge of securing labour to build the new aerodrome, having done the same at

South Cerney, Kemble and Hullavington. The entrance was off Pyle Lane, the A30 (now the A303) and two conveniently placed farm houses were commandeered by the Navy along with Speckington Manor. Here, they carried out their navigation training using the three wheeled ice cream carts. I used to cycle to Speckington Manor, where the farmer warned me about the low flying aircraft coming in over Speckington Lane as they approached the airfield.

In 1941, Squadron Leader Draper worked at Westland and formed 1032 Yeovil ATC, of which I was a founder member. We used Westland premises for Morse practice in their experimental shop, where we saw the future Fairey Barracuda being built.

We would cycle out to Yeovilton where unannounced access to the airfield was obtained by lifting the bikes over the fence from Pyle Lane at Limington - adjacent to the flying huts, conveniently erected on the airfield perimeter. On 15th September 1942 I had a stroke of luck as a tall red-headed Canadian - Sub Lieutenant Richardson, laughingly said to me "Guess you can fly, as you look so keen" to which I could only agree! He quickly strapped me in to the back seat of a Miles Master on which he was to do an air test. A rare bird for me as I never saw another with Royal Navy markings.

He shouted before starting the engine "I will do take off, and leave the rest to you". As the Rolls Royce Kestrel engine (predecessor of the Merlin) roared, we raced down the runway. I was in fear and trembling. We lifted, and

waving his hands above his head and shouted "Undercarriage up - she's all yours!" Fearing the worst, I pulled gently on the stick and we climbed anxiously into the sky; me thinking "this is easy!". Unintentionally, I pushed the stick to the left and the wing dropped violently - so much so that I pulled it back to level out and from the front cockpit came a comment "great - you've been doing this a long time". Talk about thrilled! I was amazed that I had actually been at the controls, for about 20 minutes, with the pilot pointing out Yeovil as we circled round. I suppose it was a relief when he calmly said "test done, undercarriage down, I'll take her in" and we landed back at Yeovilton and trundled back to dispersal. I was one very happy ATC cadet, knowing now where my future lay.

I also remember on 12 April 1942 as an ATC cadet, I had a Sunday morning air experience flight in a DH89A Rapide flown by Lieutenant Commander Ralph Richardson, the actor, who had flown up from Sussex in the Rapide.

I also recall that on 23 January 1943 a Wellington bomber on a night training flight overshot the runway at Yeovilton and crashed and burned out in a field at Limington. There was only one survivor, the rear gunner, who was pulled clear from the wreckage by a council employee who lived nearby. He was well rewarded for his bravery, I think with a medal.

I joined the RAF in April 1943 and after various training establishments in the UK I went by ship to Africa and then Egypt, flying Wellingtons and Liberators. I didn't return to the UK until 1947, but that as they say is another story.

History of the Naval Air Radio Installation Unit - 1942-45

By Lawrence Hayward



Lt Cdr Dennis H.C. Scholes, circled, with some of the personnel in front of a Fairey Barracuda.

One of the many shore-based units that supported Fleet Air Arm operations during WW2 was the Naval Air Radio Installation Unit (NARIU).

The Unit was initially formed at RNAS Lee-on-Solent (HMS *Daedalus*) in early 1942, commanded by Lt Cdr Dennis H C Scholes, but by July of that year found a new base at RAF Christchurch. More than 30 years ago, I was privileged to meet former members and record some of their

experiences. Sadly, none of them are with us today. There were around 70 naval officers and ratings (including Wrens) at Christchurch, of whom about 35 belonged to the NARIU. NARIU was not just involved in installing radio equipment, as there was often a requirement to design installations for equipment to replace that originally fitted. The work would include the preparation of draft Technical Leaflets and drawings for an urgent

installation programme. There was no accommodation on the aerodrome for the personnel and many men were billeted with local families.

As the war progressed, radio and radar equipment became more integrated into the original designs but Lend-Lease aircraft from the USA usually needed to be modified to suit FAA requirements. Much of the design work was done by two talented Wrens; 3rd Officer M Cundy, and 2nd Officer F J Glendenning, both of whom were highly proficient in electronics. Before implementation, the required alterations would be flight-tested. For this purpose, the NARIU had two test pilots and from 1943 these were Lt Reginald Gardiner RNZNVR and Lt M J J 'Jerry' Harris RNVR.

One of the first tasks of the NARIU was to convert a small number of Fairey Fulmar Mk II to Night Fighter (NF) standard by fitting AI Mk IV Airborne Interception radar. The first trial installation of an AI Mk IV set, in Fulmar N4072, was carried out at RAF Hurn in January 1942 and thereafter the NARIU took on the task

of converting other Fulmars. The first modified aircraft were issued to 784 Naval Air Squadron, which formed in June 1942 at RNAS Lee-on-Solent as a Night Fighter Training Squadron. The NARIU also converted several Avro Anson Mk I to AI radar trainers and flying classrooms, with workstations for three students and one instructor.

During 1943 NARIU equipped small numbers of Vickers Wellingtons with ASV Mk IIN and these were issued to 783 Squadron at RNAS Arbroath, which was the principal ASV Training Squadron. Most aircraft sent to the NARIU were there only for a short time whilst modifications were carried out. However, the unit had a few aircraft on semi-permanent strength, including an Airspeed Oxford, an Avro Anson, a Fairey Barracuda, a Stinson Reliant and two Vickers Wellingtons. To keep these aircraft airworthy, also those undergoing modification, servicing was carried out by an Air Engineering Team under Lt D I Thompson RNVR. Before D-Day, LAF (A) Joe Waterman, of the Air Engineering Team, often used to see black painted Westland Lysander



The first trial installation of an AI Mk IV set was in the Fairey Fulmar



Anson fitted out as an AI Mk IV Radar Trainer for three students and one instructor



Wellington T Mk XVII flying classrooms for AI training. The NARIU Team was responsible for the installation of the AI Mk X radar set (American built 10 cm SCR720).

aircraft arriving at Christchurch airfield but had no idea why they were there. These were probably used in connection with the Special Operations Executive (SOE) for secret flights to France, to collect and take agents to the French Resistance.

In August 1944, NARIU received urgent orders to design and install a new VHF radio system into a Grumman Avenger aircraft. This modification repositioned the observer from the position inside the fuselage into the cockpit with his ASV set and compass, to enable Avenger squadrons to have better communications and navigational abilities to strike at the Japanese held oil fields in Sumatra, later to become Operations Meridian I and II in January 1945.

While at Christchurch, PO Michael Boivin and LAF (A) Joe Waterman both remember experimental work being carried out on a sonar submarine detection system, possibly called ASX

(Airborne Sonar Experimental). The system used sonobuoys, which were dropped in a pattern over the sea. The work carried out by the NARIU involved tests on the release mechanism with drops being made over the airfield from an Airspeed Oxford.

By 1944 most of the Fleet Air Arm's Barracudas were equipped with ASV Mk IIN radar but in autumn the NARIU received a Barracuda Mk II in which to fit a US built 3 cm wavelength ASH (AN/APS-4) radar. This was specifically designed for naval aircraft and combined the functions of AI and ASV in one set. It was mounted externally on a bomb rack in a streamlined bomb shaped casing and was designed for quick fitting with only one co-axial cable plug connection. It was known as ASV Mk IX and AI Mk XV in British service and it was supplied under Lend Lease arrangements following complaints by the Royal Navy that the RAF got priority for everything!

In the middle of 1944, NARIU was responsible for the design, fitting and testing of equipment for the containerised Radio and Radar workshops to be included in Mobile Operational Air Bases (MONAB) that were being assembled at RAF Ludham, Norfolk. The MONABs were subsequently deployed to the Far East to support the British Pacific Fleet (BPF).

An important task for the NARIU in the spring of 1945 was to assist the Signals Research and Development Establishment (SRDE) an Army establishment located on the edge of the airfield, with trials of the Liquid Oxygen-Petrol, Guided Anti-Aircraft Projectile (LOPGAAP). The SRDE were responsible for flight testing the

telemetry of the guidance system of this missile but as the Establishment had no aircraft of its own, they borrowed an Avro Anson and a few personnel from the NARIU.

Once the war in the Far East came to an end, the NARIU had little to do. It was officially transferred back to HMS *Kestrel* at Worthy Down and the Royal Navy's use of Christchurch came to an end, although a link with the Fleet Air Arm would continue with the production of the de Havilland Sea Venom and Sea Vixen at the Airspeed Division factory as part of de Havilland.

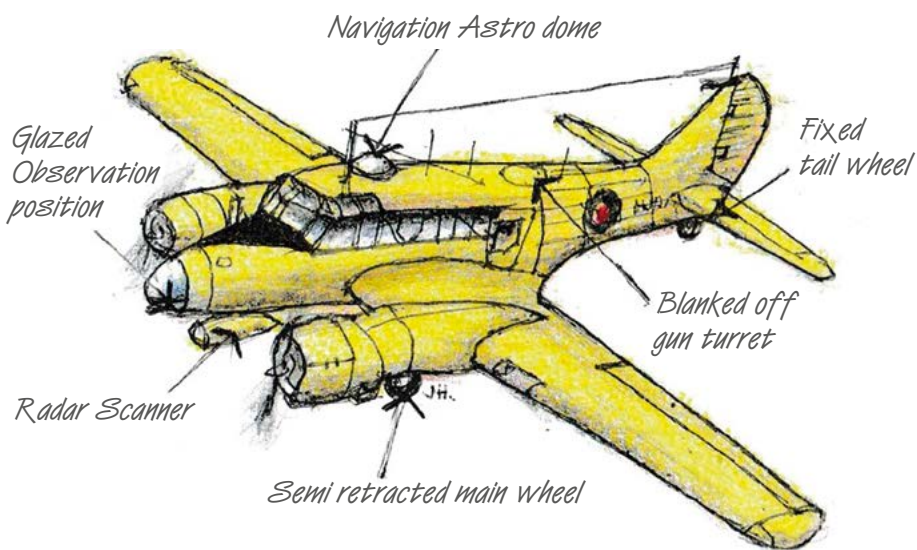
Lawrence has written a most comprehensive article about NARIU but we are unable to publish the whole document in Jabberwock. But his original document running to 15 pages can be viewed on the SoFFAAM website under the 'News' section. (Digital viewers of Jabberwock, just click 'News').



An Anson of NARIU, assisting with trials of the Liquid Oxygen-Petrol, Guided Anti-Aircraft Projectile, (LOPGAAP) which was suspended backwards on the bracket used to hold the ASH radar, for telemetry tests, at RAF Christchurch in May 1945.

Second Line Fleet Air Arm Aircraft – Avro Anson

By Jim Humberstone



Avro Anson T1. Pilot Instrument & Observer Trainer © Jim Humberstone

'Faithful Annie' as it was affectionately called by those who flew her, this aircraft evolved from a small pre-war airliner, the Avro 652.

Designed by Roy Chadwick, famous for the Lancaster, this was presented to the Air Ministry in modified form as the 652M, in response to a Specification it had issued for a coastal reconnaissance machine. First flown in 1936 it eventually gave 20 years' service to the RAF in various forms.

Powered by two 350 hp seven

cylinder Armstrong Siddeley Cheetah radials and with a useful 600 mile range, the Anson filled a gap in Coastal Command equipment at the beginning of WWII, even so far as carrying a 350 lb light bomb load. Though only armed with one fixed and one turreted rifle calibre machine guns, the Annie valiantly performed its tasks. Since there was a threat of Luftwaffe and U-Boat attacks on convoys from the beginning of the war, it seemed this could turn into an unequal contest.

Happily, this was not always the case. At least one U-Boat may have been sunk by an Anson very early on and June 1940 saw three Ansons beat off several Bf 109s, shooting down two of them. Later, to underline their potency, Coastal Command machines went on to add 4 more Luftwaffe intruders to their score, including one Bf110.

Like several other types, Royal Navy Ansons were transferred from RAF stocks. As an example of its versatility the Fleet Air Arm received one which, in its civilian 652 airliner form, had served on the Croydon-Brindisi route before the war. FAA Ansons arrived fairly late on the scene, taken on charge immediately post-war and equipping four squadrons as well as serving individually at naval air stations round the country.

Once transferred, the roomy fuselage, twin engined Naval Ansons found a ready role as trainers and communications aircraft. Observer training needs were met by such features as astro-domes in the upper fuselage and part glazing in the extended nose. During the war, radar had become available as a navigational aid and naval Ansons were fitted with a small lozenge shape enclosing a radar scanner under the front fuselage. Ansons performed another useful role as air station "hacks",

Together with much modified post-war versions, Anson production topped just over 11,000, which were manufactured eventually across three UK factories as well as one in Canada, a total second only to that of the Vickers Wellington.



Avro Nineteen G-AHKX at Shuttleworth in August 2010, the original airliner variant. She is currently painted in RAF Trainer colours. The only airworthy military variant is in New Zealand. © Richard Macauley

New Forest D-Day Landing Grounds

By Chris Penney

The Forest at war:
RAF Needs Oar Point
Advanced Landing Ground

Imagine standing here in spring 1944; the roar of Typhoon Fighter-Bombers taking off to support the D-Day landings and the sound of hundreds of people living and training here.

History of the airfield

This temporary airfield, known as an Advanced Landing Ground (ALG), was the base for 146 Wing (later renamed 146 Wing) of the Second Tactical Air Force RAF who arrived in April 1944. The landing strips were made of steel mesh pinned to the ground with stakes that could be removed when the airfield was closed. Construction started in 1943 in preparation for the invasion of mainland Europe. By 1944 two landing strips, four Blister hangars and numerous parking bays were built. Local buildings and cottages were used by the squadrons and accommodation sites of tents were hidden in nearby woods or camouflaged as hedges. A battery of Heavy Anti-Aircraft guns was also sited here and manned by the RAF Regiment.

This small strategically sited airfield became the base for approximately 130 Hawker Typhoon fighter-bombers of four different squadrons. The squadrons immediately began flying missions over France in preparation for the D-Day landings. Attacks were made on road, rail targets and air sites. On D-Day and for the next four weeks these squadrons flew in support of the advancing armies, including attacking German headquarters. More than 2,600 operational sorties were flown at a cost of 28 Typhoons lost with 31 pilots killed and four taken prisoner.

From July 1944 the squadrons left and moved to bases in Normandy in 1945 the land was returned to farming and the landing strips and hangars removed. This panel commemorates the brave men and women who served here and is a memorial to those who paid the ultimate price. In memory of Alan Brown, local historian. Thanks to the Friends of the New Forest Airfield.

Find out more

To find out more about Needs Oar ALG go to the New Forest Remembers WW2 online portal at www.newforestww2.org and search 'Needs Oar'.

The squadrons immediately began flying missions over France in preparation for the D-Day landings. Attacks were made on road, rail targets and air sites. On D-Day and for the next four weeks these

Map of airfield and local modern roads
 Plan of Advanced Landing Ground in 1944

Key
 Runway 1944
 Track
 Current roads
 Woodland

0 500m 1km
 0 1 mile
 To mile

You are here

Gun site

St Leonard's Road

Below: Photo of Lt to R/111 Sgt Anthony Ross, PI O/111 Squadron 'Spide' and James Kilduff and Bruce Gilbert. PI O/111 P.A. Taylor was killed on 27 June 1944 when his Typhoon crashed near Fealty. Following an engine failure shortly after take-off from Needs Oar Point. R. S. Kilham OAC.

Typhoon aircraft

Typhoon O/U-Y of 197 Squadron with 'invasion stripes' as it appeared at the end of June 1944. The stripes were applied to Allied aircraft involved in D-Day operations c.4 June 1944.

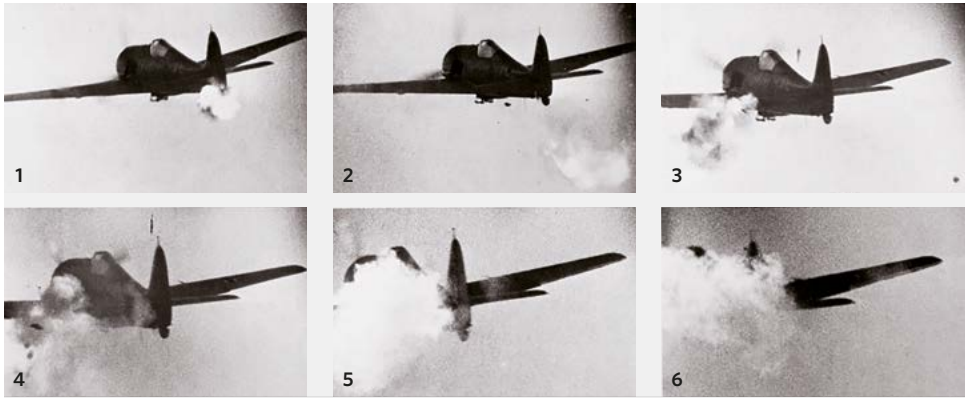
National Park Information Panel at the former RAF Needs Oar Point Advance Landing Ground.

Allied control of the air over northern France was essential for the amphibious landings on Normandy in June 1944.

To cover Normandy's beachhead and support the Army ashore Allied Expeditionary Air Force (AEAF) commanders assembled an overwhelming fighter-bomber force. RAF Second Tactical Air Force (2 TAF) was created and allocated 2 Group's Boston, Mitchell and Mosquito twin-engined bombers and 83 and 84 Groups' short range fighter-bomber, day-fighter and reconnaissance wings.

Each wing contained three or four squadrons. These three groups alone totalled 80 RAF squadrons operating over 1,300 aircraft. By D-Day, 2 TAF was commanded by Air Marshal Sir Arthur "Mary" Coningham. To support its own army in the field, the USAAF Ninth Air Force (9th AF) was added to the AEAF order of battle comprising medium bombers, air defence and ground attack fighter forces of over 50 squadrons, as well as reconnaissance assets and a fleet of C-47 paratroop transports.

To accommodate this multitude of



An Fw 190 taking cannon shell hits from an RAF 266 Squadron Typhoon over northern France. © IWM

tactical air power, south coast airfields opposite the Normandy assault beaches were used. Hampshire's New Forest heathland (bordered by Southampton Water to the east and Dorset in the west) lent itself to the construction of airfields and between 1941-42 RAF Ibsley, Beaulieu, Holmsley South and Stoney Cross came into operation. In preparation for D-Day these were occupied by 2 TAF and 9th AF squadrons. Holmsley South then hosted 418 (RCAF) Squadron with their night intruder Mosquito FBVI equipped without AI radar they were armed with four cannon and two 500lb bombs; it went on to be Canada's highest-scoring squadron. A ground attack wing of RAF Hawker Typhoons moved in as did 'Abdullah' Radar Homing and Warning-equipped Typhoons of 1320 Flight. Beaulieu and Ibsley each took three 9th AF P-47D 'razorback' Thunderbolt squadrons and Stoney Cross three 9th AF P-38J Lightning fighter-bomber squadrons. P-38s could carry two 1,000lb bombs. All these airfields were covered from

Luftwaffe nocturnal raids by two RAF Mosquito NFXIII/XVII night-fighter squadrons at nearby Hurn.

Such was AEAFF's need for runways to support D-Day that temporary Advance Landing Ground (ALG) airstrips were created in the New Forest to house additional fighter-bomber squadrons. In late 1943 ALGs were laid on farmland at Needs Oar Point, Lymington, Bisterne and Winkton as prototypes of the AEAFF ALG network that would later be replicated across Normandy. Designed to be portable to keep up with the army's advance, they were primitive, with infrastructure generally consisting of a fleet of trucks and a tented village for pilots and ground crew. Their two 4,800ft cross runways were made of wire mesh Sommerfeld Tracking and Pierced Steel Plank (PSP) matting.

The ALG at Needs Oar Point on the Solent shoreline saw heavy use by RAF 146 Wing with four bomb-equipped Typhoon Ib squadrons. 193, 197, 257 (Burma) and 266 (Rhodesia). 266 Squadron had formed at Mudros on



Formed at Lymington ALG in April 1944, USAAF 81st Fighter Squadron moved to Carentan ALG in late June; two P-47D Thunderbolts are seen sharing it with Normande cattle. © IWM

Lemnos in 1918 flying Short 184 and Type 320 floatplanes. During their short stay at Needs Oar Point, the squadron received a morale boosting visit from Southern Rhodesia's Prime Minister, who presented a new Typhoon. This ALG became an emergency strip for RNAS Lee-on-Solent's naval gunnery Air Spotting Pool of RAF, FAA, RCAF and US Navy units flying the veteran Spitfire Vb, Seafire III and Mustang I.

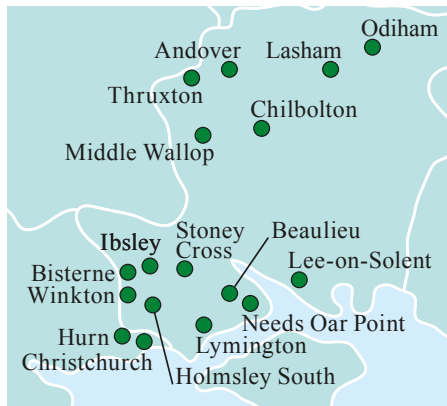
The ALGs at Bisterne, Lymington and Winkton were allocated to 9th AF's IX Tactical Air Command providing close air support duties. These three strips accommodated nine squadrons with around 70 P-47D per ALG; the Thunderbolt's wide undercarriage being suited to rudimentary ALG operation. Squadron aircraft were imported through Bristol's Avonmouth docks and assembled at Filton, while personnel arrived in Hampshire fresh from the USA via Liverpool. Familiarisation was needed before combat operations began in strength, unlike their 2 TAF neighbours.

Pre D-Day missions over northern France commenced from these New Forest ALGs in April 1944. As part of the 'softening-up' process, destruction of the French rail network was a priority. It was successfully interdicted by the fighter-bombers and resultant aerial reconnaissance saw a revised target set, with trains strafed from 21 May onwards. Another priority was the elusive V-1 flying bomb launch sites and the Typhoon wings were directed at them. Enemy airfields within 150 miles of Caen were targeted by P47s. These squadrons became experts at wrecking river bridges between Rouen and Paris, while Typhoons hit radar stations around Normandy's landing area. For the new AEF fighter-bomber force, these attacks were a learning process and tactics were adapted to suit the target.

Typhoons were armed with 1,000lb bombs for the first time, but such low level sorties were vulnerable to anti-aircraft fire and losses were considerable. On 5 June 193 Squadron at Needs Oar Point

lost CO Sqn Ldr DG Ross DFC attacking a coastal radar at St Valery near Dieppe. He is one of the 151 pilots remembered on the 2 TAF Typhoon Memorial at Noyers-Bocage, Caen. That same evening the mass of shipping sheltering in the Solent set course for Normandy's Gold and Juno assault beaches - D-Day was finally on and at Holmsley South 418 Squadron dispatched 18 intruder Mosquito FBVI flying offensive patrols over northern France to deter the Luftwaffe.

On 6 June itself all the New Forest airfields launched aircraft to support the seaborne landings. By 7am 266 Squadron Typhoons were crossing the Channel to mount 'Cab Rank' standing patrols to target strong points and perform armed reces behind the beaches. Throughout D-Day the P47s from Lymington and Winkton flew bomber escort duty, while those at Bisterne operated against rail and motor transport caught in the open. Aerial reconnaissance had identified over a dozen sites close to the Normandy beachhead for ALGs and in the days following the landings construction teams worked apace to ready them for AEAf's fighter-bombers. On 25 June the 50th Fighter Group's Thunderbolt squadrons at Lymington redeployed to Carentan ALG, never to return.



Hampshire airfields used by AEAf units on D-Day: note the New Forest's predominance.

By the second week of July all four ALGs had been vacated, their vital job done. Returned to farmland, nothing is now visible of what were once some of AEAf's most active runways for three months in 1944. As a reminder Heritage Lottery D-Day information boards dot the New Forest, while Friends of the New Forest Airfields' Bransgore Heritage Centre opens some Sundays in the tourist season. Located off the B3347 (SatNav BH238HE) it records the forest's crucial contribution to D-Day.

Reference: Support and Strike! John Hamlin, GMS Enterprises, 1991. Also nfknowledge.org/contributions/needs-ore-advanced-landing-ground-overview



The
Great War Aviation Society
 The specialists in WW1 aviation

Go to our website to view our online events
www.greatwaraviation.org/knowledge/events/

HMS *Glory* during the Korean War - a photo feature

From photographs kindly supplied by Margaret Staples



Folding the wings of this Firefly ready for storage.

SoFFAAM was very fortunate to be contacted by SoFFAAM member Margaret Staples who advised she had a series of photos taken aboard HMS *Glory* while on station during the Korean War.

Margaret kindly sent them to SoFFAAM and asked that we place them somewhere safe so others can enjoy them in the future. The obvious location is the FAAM archive. But first, a perfect opportunity to publish at least some of them here in Jabberwock.

These photographs were sent to

Margaret who was a WRNS Leading Air Stores assistant stationed at HMS *Daedalus*, Lee on Solent.

All photos are attributed to the HMS *Glory* Photographic section and Frederick Rodgers who was the officer in charge and sent these photos to Margaret. Where captions have quotes around them, this was written on the back of the photos. There are many more than we can print here but I will scan them all and upload them to the SoFFAAM website before passing them to the FAAM archive - Richard Macauley.



"Crash on deck 11/06/1951. One wheel buckled and it almost skidded over the side. No one hurt though the pilot was treated for shock".



Westland Dragonfly with detached tail rotor crashing into the sea. No comments were on this photo about the fate of the crew or the circumstances of what happened to cause this crash.



Sea Furies running up for a ground attack mission, note the 500lb bombs on the wing hardpoints.



"Bomb damage around 3 bridges. Targets we knock down as fast as they re-build them".



"Icing the ship's Christmas Cakes".



HMS *Glory* entering Grand Harbour Malta on her return to the UK.

Corsair KD431 on the move

By Lawrence Hayward



FG-1A Corsair, KD431 parked outside The Swan public house in early 1963, much to the amusement of the locals. © The Swan photos are both by Paul Kendall

Don't worry KD431, is not leaving the Fleet Air Arm Museum any time soon! This is a story about the same FG-1A Corsair Mk. IV that got moved by students over 50 years ago.

KD431 was originally built by Goodyear Aircraft Co, Akron, Ohio, USA with Bu. number 14862 in 1944, and allocated to the Royal Navy, FAA. It was shipped to Lockheed, Glasgow, Scotland, 1944 and assigned the serial KD431. After being unloaded, it was sent to No. 23 Maintenance Unit (MU), Aldergrove, Northern Ireland on 8th November 1944. From 23 MU it was transferred to No. 48 MU, Hawarden, on

15th January 1945 and one day later was transferred to Stretton, on 16th January 1945, for storage. Its first Naval Air Squadron was to 835 Sqn, at Eglinton, which took it on charge in June 1945. From Eglinton it was transferred to HMS *Premier*, on 29th July 1945, then to HMS *Patroller*, 31st July 1945, then transferred to 768 Sqn at RNAS Ballyhalbert, in September 1945. Despite the passing of VJ Day, KD431 went to HMS *Premier*, on 17th September 1945 and then with 768 Sqn, when the Squadron moved to RNAS East Haven, October, 1945. There must have been some flying off RN Carriers as the last known deck landing

was on 7th December 1945. By 1946, the FAA was dumping many of its Lend-Lease aircraft, by agreement and in the Pacific, unwanted (yet still serviceable) Corsairs, Hellcats and Avengers were thrown overboard! About this time the College of Aeronautics, at Cranfield, asked the FAA if they might have a 'modern aircraft' with hydraulic wing-folding as a learning aid for its students. Consequently, on 3rd July 1946, a spare Corsair, KD431 was given to the College of Aeronautics where it stayed for 17 years.

Fast forward to early 1963, possibly March, students from Cranfield Aeronautics College decided to wheel the College's FG-1A Corsair down the road from the College to the local village pub; The Swan. The reason is unknown, possibly as a prank, but it must have been a challenge. Despite The Swan, in Cranfield High Street being 200 metres from the airfield boundary, the pub is at least two miles round the airfield from the College on the opposite NW side, and the Corsair was not the lightest of aircraft. I doubt also that the students crossed the airfield and runways in a direct path to The Swan during their escapade. Parking KD431 in the pub carpark naturally

caused a buzz of amusement in the village, though I am not sure of the view taken by the Professors and teaching staff at the College. As far as is known, there was no student protest associated with the stunt, or that students were protesting because KD431 was no good as a training aid. Cranfield Aeronautics College obviously wanted KD431 back, as they soon sent a tractor to The Swan to retrieve it.

Meanwhile, it just so happened that the Fleet Air Arm was putting together a collection of aircraft and exhibits for the new Fleet Air Arm Museum that opened the following year in 1964, and at the time KD431 was the only Corsair in the UK, and seeing as it was an ex-FAA aircraft it was gifted to the FAAM by the College of Aeronautics. Records for KD431 say it first went to M. D. N. "Bill" Fisher / Historical Aircraft Preservation Society, in May 1963 and then in June 1963 to the Fleet Air Arm Museum, RNAS Yeovilton, UK, where it has been ever since. In 2000-2005, KD431 had many layers of paint removed to reveal its true wartime colours including codes E2-M, which some observers claim spoils its appearance!



The Swan today in Cranfield Village



KD431 as it is now on display in FAAM with Chris, Joan, Jessica and Jack on an Easter visit from Chandlers Ford. © Richard Macauley

The Gazelle in Royal Naval Service

By Tim Brandt



Gazelle HT3 XW845 of the Sharks, Mildenhall, 1985. © Tim Brandt.

October 2023 saw the retirement of one of the longest serving British military aircraft - the Gazelle.

As well as serving for over 50 years, the Gazelle was also unique as the only helicopter to serve with the RN, the Army, the RAF and the Royal Marines. It was used in training and operational roles, including operationally in the Falklands. This article will concentrate on its time in the Royal Navy and the Royal Marines.

The Sud Aviation 340 Gazelle was a French design, developed in the early 1960s to replace the Allouette. The SA 341 Gazelle had an uprated Astazou

gas turbine engine, a maximum take-off weight of 1800kg and could carry five people. Yaw control was by the fenestron, a 13-bladed fan embedded in the tail and designed to be less vulnerable (and lethal) than conventional tail rotors. The fuselage structure was built from three large composite honeycomb panels and the overall shape of the helicopter, together with the unique sound from the fenestron, resulted in the nickname of the "Whistling Chicken Leg". The main rotor head was semi-rigid using fibreglass tie bars to transfer the centrifugal loads, rather than the thrust bearings used on traditional fully articulated rotor heads.

The main rotors were made of glass fibre composite material. The design was simple but effective; for example, the torque meter worked by a sensor seeing a light source through two slits mounted on the driveshaft - as the torque increased, the shaft twisted and the slits moved relative to each other changing the amount of light. The door handles came from a French car. The main structure was strong, but the honeycomb could be damaged if care was not taken - the Army wrote off one Gazelle de-icing it with a hammer!

The SA340 Gazelle first flew in April 1967. In February that year, the UK and French Governments had signed the Anglo-French Helicopter Memorandum of Understanding (MOU) that agreed that the UK would buy and build the Gazelle and Puma, and France would buy and build the Lynx. For the UK, the Gazelle would replace the Bell Sioux AH1 in the Army Air Corps and RM, the Hiller HT1 and HT2 Raven in the RN, and the Bell Sioux HT2 in the RAF. The byzantine complexity of the MOU processes, with the French MOD leading for Gazelle and Puma and UK MOD leading for Lynx, would complicate the management of the projects, while enduring animosity between Westland Helicopters and Aerospatiale (as Sud-Aviation become in 1970) would also cause problems.

The UK models would be the SA341B for the Army as the AH1, The SA341B for the Royal Navy as the HT2, the SA341D for the RAF as the HT3 and the SA341E for the RAF as the HCC4. A French-built Gazelle was evaluated in the UK as XW276 in 1967. The first prototype

AH1 assembled by Westland first flew in April 1970, with the HT2 and HT3 following in 1972 and 1973 respectively.

In August 1970, the UK ordered the first 60 of an eventual 285 Gazelles, ordered in six batches. The Royal Navy operated the Gazelle HT2 in the training role. The HT2 differed only from the HT3 in having provisions for a winch, although as a winch platform the Gazelle was marginal and the winch was not cleared for "live" lifts.

The RN Gazelles entered service in March 1974 with 705 NAS at RNAS Culdrose, providing basic helicopter flight training. Pilots would have completed 60 hours on fixed wing at the Elementary Flying Training School at Topcliffe in Yorkshire before starting to learn to fly helicopters on the Gazelle. While not the first turbine-powered helicopter in UK military service it was the first training one and a major step forward from the Sioux. The Gazelle was a good training platform, with superb visibility for low level flying, simple systems and few vices. The direction of rotation of the rotor blades was a minor issue; French helicopters' blades rotated the opposite way to British (and American) ones. When moving to other types, torque correction had to be in the opposite sense, but that could easily be relearned. The Gazelle's autorotation characteristics were good, with plenty of energy in the rotor, while the fenestron took a lot of the drama out of nose high landings, as there was no tail rotor to worry about. The autostabilisation system was basic, but functional and although the controls were very heavy



1847 Sqn Gazelle XX380 in Masirah, 2004. © Wiki Commons

with hydraulics out, the Gazelle could still be flown effectively. As with any aircraft, it could bite; jack stall could occur when the hydraulics were overloaded, leading to the controls locking - but only if badly mishandled.

The RN formed the Sharks aerobatic team in 1975, with six helicopters painted with a shark insignia on the tail. The team gave an impressive display with the aircraft in very tight formation. Unfortunately, in June 1977 two of the Gazelles collided during a display practice, killing the two pilots and a passenger. A third Gazelle was damaged but landed safely. The team reformed in 1978 with 4 Gazelles, and displayed until 1992. 705 NAS provided at least two other display teams, the Gazelle Pair continuing until late 1996.

The Gazelle HT2 was withdrawn from the RN in March 1997, as initial helicopter flying training moved to the new Defence Helicopter Flying Training

School at Shawbury. During the 23 years that it had been in service, almost all the RN's helicopter pilots learned to fly on it. In that time only nine were written-off. Other than the Sharks accident, the only other fatalities occurred during two separate cases of flight into power cables. Not a bad record.

The Gazelle entered service with the Royal Marines in 1975, when 3 Commando Brigade Air Squadron (3CBAS) started to take delivery of an eventual total of 12 AH1s, replacing the Sioux. Initial concerns over the robustness of the Gazelle as an operational helicopter proved unfounded, and the composite fuselage structure was largely unaffected by salt-water corrosion. Based at Plymouth, the 3CBAS Gazelles worked alongside 3CBAS's Scouts and were used for observation, forward air control (FAC), liaison and casevac. The 3CBAS aircraft were flown by Royal Marines and supported by REME



FAAM Gazelle HT2 XW864 in Cobham Hall. © Tim Brandt

personnel. The Gazelles travelled widely with the Marines, supporting exercises and operations worldwide. During the Falklands conflict, the aircraft were substantially upgraded with armour, IFF and were even fitted to fire 68mm SNEB rockets. 15 Gazelles were sent to the Falklands, of which two were shot down and a third damaged by Argentinian small arms fire on 21 May. XX411 had been acting as an armed escort to Sea King HC4s when it was shot down; the pilot was fatally injured while swimming ashore, although his crewman survived and was Mentioned in Dispatches for trying to save the pilot. A second Gazelle, XX402, was sent to search for the first crew but was also shot down with both crew killed. The third Gazelle was damaged but managed to get away and was repaired. After these losses, the Royal Marines decided that the Gazelle was too vulnerable for an offensive role, and it reverted to its normal casevac and

support functions. Sadly, an Army Air Corps Gazelle was shot down in a blue-on-blue engagement when HMS *Cardiff* engaged a suspected Argentinian target with a Sea Dart. All four occupants of the Gazelle were killed. A final 3CBAS Gazelle was written off after an Argentinian air raid on 13 June.

After the Falklands conflict, 3CBAS moved to RNAS Yeovilton. The 3CBAS Scouts were replaced by Lynx, and the Gazelles continued in service. 3CBAS was reformed as 847 NAS, but still with RM pilots and REME engineers although the REME personnel were later replaced by RN maintainers. Six Gazelles were deployed to the Gulf with 847 Sqn on HMS *Ocean* in Jan 2003 as part of Op Telic. The 847 NAS Gazelles were some of the most modified in the fleet, with the TOW sight for observation, inlet particle separators, flotation gear, and radar warning receivers, among other equipment. The Gazelles were

withdrawn from 847NAS in 2005.

The RAF and RN Gazelle HT2s and HT3s were withdrawn in 1997, as were four HCC4s used by the RAF's 32 Sqn for transport around the London area. The Army substantially reduced its AH1 fleet, but it remained in service in Germany, at Middle Wallop, at BATUS in Canada and in Northern Ireland. QinetiQ also continued to use two highly modified HT3s at Boscombe Down for trials and ETPS courses until December 2019. By 2020 the only Gazelles in UK military service were based in BATUS and Aldergrove, and they were retired on 21 October 2023.

The Fleet Air Arm Museum has one Gazelle HT2 in its collection. XW864 was built by Westland, with its first flight on 14 Sep 73 and delivered 2 Oct 73. It was placed in storage from 1975 until May 1980 when it was delivered to 705 Sqn. In 1981 it appeared with the Sharks team at IAT Greenham Common. It served on 705 sqn until Mar 1997, and was placed in storage at Shawbury in May 1997, before being transferred to the Fleet Air Arm Museum in October 2002. It is currently in the Reserve Collection in Cobham Hall. Sadly, the Fleet Air Arm Museum does not have a Royal Marines Gazelle.

The Naval Museum of Alberta

By Andrew Bird

During a holiday in Western Canada in the spring of 2023, I visited The Military Museums of Calgary with its unique collection of Royal Canadian Navy (RCN) fighter aircraft.

The Military Museums of Calgary (TMM) is the largest tri-service museum in Western Canada and is home to eight separate museums, one of which is the Naval Museum of Alberta (NMA). The Military Museums were established under the name the Museum of Regiments in 1990, with the Naval Museum moving here in the 2000s and the collection rebranding itself as TMM in 2006. TMM is dedicated to preserving the memories and traditions of Canadians who proudly served their

country through numerous wars and conflicts.

Despite a premium on display space, the NMA contains three complete airframes in the form of a Seafire, Sea Fury and Banshee. All three were former ground instructional airframes at the South Alberta Institute of Technology (SAIT) before moving to HMCS *Tecumseh* as gate guards. On 30 April 1997, all three were purchased by the Naval Museum of Alberta Society for preservation and display.

Our apologies that we could not fit Andrew's full account of his Canadian visit in this Jabberwock, but the whole story can be found in the News section of the SoFFAAM website. Full histories of each of the three aircraft can also be found there.



Seafire Mk. XV is serial PR451, the sole Canadian survivor of the 35 Seafire XV's operated by the Royal Canadian Navy (RCN) between 1946 and 1954. © Andrew Bird



Sea Fury FB.11 serial WG565, the Seafire's successor in RCN service. © Andrew Bird



F2H-3 Banshee 126334, the RCN's first, last and only jet fighter. © Andrew Bird

Royal Navy King's Colour

By Chris Penney



Royal Navy King's Colour upon presentation by His Majesty in 2023 © MoD

In keeping with military tradition the three Services were presented with new Colours by King Charles III and all were first paraded at His Majesty's coronation.

Somewhat surprisingly the Senior Service has only been the recipient of a King's Colour for the last 100 years. Of particular significance to our society is the historic and intertwined relationship over the ages between Colours and

aircraft carriers of the Royal Navy.

Colours are borne by the Sovereign's forces and the term 'Colour' is believed to date back to the late 16th Century, when such flags came into use on the battlefield. This coincided with the widespread development of muskets, artillery and ships of the line. Smoke on the battlefield meant troop formations became disorientated and Colours were used as rallying points during the fog of war. Men were expected to recognise their own unit's Colour and it would be regularly paraded for that reason. A most visible spectacle of this tradition in the modern day is the Sovereign's official birthday every June, the ceremony of Trooping the Colour that takes place on Horse Guards Parade.

Upon accession of the Monarch new Colours are formally blessed and then presented in an ornate ceremony to the Service or Regiment. Most regiments have both a King's (Sovereign's) Colour and a Regimental Colour; King's or Queen's Colours incorporate the Sovereign's monogram in gold featuring the initials of their name and title, rex (king) or regina (queen).

The King's Colour was first introduced to the Royal Navy in 1924 when it was approved and handed in person by King George V.

In 1937 a new Colour was presented to the Home Fleet. At the Spithead Coronation Fleet Review of that year four aircraft carriers took their place in the line of over 100 surface warships. It was the first Royal Navy coronation review to feature the new warship type.

Queen Elizabeth II presented her Queen's Colour to the Western Fleet at a review in 1969. Held on 29 July, it marked 381 years after Sir Francis Drake fought for Queen Elizabeth I to defeat the Spanish Armada.

Unusually this 1969 royal review of 39 ships and submarines took place of Torbay off the South Devon coast. At that time the Western Fleet's carrier *Ark Royal* was undergoing modernisation for future Phantom FG1 flight operations so the review flagship was HMS *Eagle* (R05) under the command of Captain JD Treacher. On the day of The Queen's review inclement weather failed to prevent the Colour presentation on *Eagle's* flight deck in the presence of 1,500 naval personnel and marines.

A new Queen's Colour was subsequently presented to the Royal Navy by Queen Elizabeth II off Plymouth on the 415th Anniversary of the Spanish Armada's defeat in July 2003. The 21,500 ton helicopter carrier HMS *Ocean* (L12) was flagship and venue for the royal handover having gained the Battle Honour 'Al Faw 2003'. Addressing the Fleet The Queen remarked: "...the safety of all those who pass on the seas upon their lawful occasions has continued to rest on the broad shoulders of the men and women of the Royal Navy. I hope this Colour will



Queen Elizabeth II inspects HMS *Ocean's* Royal Guard of Honour © MoD

be a symbol of the Fleet's enduring spirit and devotion to duty in times of stress and danger."

The raising of the White Ensign upon commissioning of the Queen Elizabeth class aircraft carrier HMS *Queen Elizabeth* (R08) at HMNB Portsmouth on 7 December 2017 saw the late Queen take the salute. The Colour that had been presented to the Fleet in 2003 was paraded aboard for the royal inspection before Her Majesty toured the ship she had earlier christened in Rosyth on 4 July 2014.

Today's new Royal Navy Colour ensigned with the King's Tudor Crown serves an almost exclusively ceremonial role and replaces the flag His Majesty's late mother presented to the Senior Service in Plymouth Sound two decades ago. Paraded only for major ceremonies requiring a Royal Guard and Colour Party, it was the reason why the King's Colour was not paraded on 809 Naval Air Squadron's recommissioning at RAF Marham last December.

Visit to HeliOps, Somerton Thursday 23 May 2024

By Rosanne Crowther.



Sea King HC4 ZE427, at Merryfield and bathed in golden evening sunshine, June 2015. © Richard Macauley

Rosanne has very skilfully procured a visit to the Maintenance and Storage facility of the HeliOps organisation at Somerton, Somerset.

Despite the fact that the Fleet Air Arm has not flown the venerable Sea King since 2018, the familiar shape of this aircraft can still be seen in Somerset skies after the 'out-of-service' date.

Perhaps more widely known and seen are the aircraft of the Historic Helicopters organisation whose aim is to preserve and restore to flying condition, vintage Military Helicopters. A very enjoyable visit was made to their facility in May last year.

But returning to HeliOps, they are a highly successful company that has a demonstrable track record of aircrew and groundcrew training, with both live flying-training from its own heliport at Portland and overseas; and also synthetic training on the simulator facility at Culdrose. All this based around the Sea King airframe but also some other aircraft types.

As the Sea King is still operational with some Air Arms around the world, HeliOps has an important role with a niche market in continuing to train personnel still involved in flying and maintaining this aircraft type.

VISITS FORM

Please complete this form and return it to **Rosanne Crowther, SoFFAAM Visits Co-Ordinator, St David's, 5 Church Close, Martock, Somerset, TA12 6DS** no later than **Sunday 14 May 2024**. A donation of £10.00 per person is requested for this visit. You can pay by BACS using Society of Friends Fleet Air Arm Museum. Sort Code 30-99-98. Account Number 00857987. Please use your 'surname/HeliOps' as a reference.

A cheque is also acceptable, payable to SoFFAAM accompanying this form. Alternatively, you can pay cash on the day.

Photocopies of this form are acceptable if you do not wish to tear out this form from your copy of Jabberwock. You can also download a copy from the SoFFAAM website.

www.fleetairarmfriends.org.uk

HeliOps Somerton

Their location is just South of Somerton on Jubilee Trading Estate
Jubilee Park, Badger's Cross Lane, Somerton, Somerset TA11 7JF

The post code will get you to Jubilee Park with your SatNav and HeliOps is in the Northern part of this Trading Estate.

You must be at the site for a 10:30 start and ready for the introduction to the HeliOps organisation and we will be shown around by the General Manager. The visit will last approximately 1.5 hours. Visit their website for more information about this company

www.helioperations.co/locations/somerton/

We are only allowed 15 guests so this visit is restricted to Members only.

Name	Address	Tel No.	Membership No.	Paid

Lunch

For those who wish to join in a group lunch, we are going to The White Hart, Market Place, Somerton, TA11 7LX after the HeliOps visit. The cost is £12.00 per head for a mixed platter of sandwiches, crisps, tea or coffee. Please make your payment out for £22.00 if you want to join in the Lunch.

Please tick this Box to be included in the Lunch

Please advise if you have any dietary requirements

If you have any questions, please contact Rosanne Crowther on: 01935 822143

Westland AH64D Apache Helicopter

By Mike Morison

January Talk, summarised by Robert Heath



Mike Morison started his RAF career in 1974 and qualified in a wide variety of aircraft, eventually becoming a Qualified Weapons Instructor (QWI).

When the Army bought the AH64 Apache attack helicopter, he was professionally qualified to teach weapons systems to helicopter pilots. The Apache first flew 50 years ago in 1975, designed to meet the United States Army's requirement for an anti-armour attack helicopter to succeed the AH-1 Cobra. The Hughes Tool Company won the contract, offering improved damage tolerance with a four-blade main rotor and a stable wheeled

undercarriage, enabling rolling take-offs with heavy loads. Hughes built the AH64 from 1975 to 1984, when McDonnell Douglas took over the company, which in turn became part of the Boeing Aircraft Company in 1997.

The AH64 carries a crew of two in tandem configuration. Both crew members are qualified pilots, with the captain sitting in the elevated rear seat and the co-pilot/gunner (Mission Commander) in the front seat. Avionics components are installed in external bays each side of the aircraft and four pylons mounted on the winglets carry missiles and rockets to supplement the chin-mounted 30mm chain-gun. In September 1998, the UK MoD contracted Westland Helicopters to build the AH64D variant for the British Army. The UK AH64D differed from the US manufactured versions, to enable compatibility with other equipment in British military service, such as folding rotor blades and upgrades to the avionics. Two Rolls Royce Turbomeca RTM 322 engines of 2100hp replaced the original General Electric T700C engines of 1890hp.

The Apache carries one tonne of fuel internally, providing around 2.5

hours duration, plus the facility for external ferry tanks. Cruising speed is 120 kts, which Mike regarded as a fast taxi in his SEPECAT Jaguar days. The collective and cyclic flying controls are Hands On Throttle and Stick (HOTAS) with several buttons and switches on each. Flying controls are fly-by-wire with a manual back-up system. Both cockpits use Multi-Purpose Displays (MPD) with a bewildering array of function buttons around each edge of the console. (You will have noted already that acronyms are in great abundance in this review, which will make ex-military readers feel at home and goggle at my misuse of them.)

The avionics suite includes the Tactical Acquisition and Designation System (TADS) and Longbow Fire Control Radar (FCR). TADS allows visibility 120° to the left and right and always target tracks automatically. The principal method of weapon-aiming is via the Helmet Mounted Display (HMD) which lowers in front of the right eye and can also be linked to the avionics. Using your right eye for the HMD and your left eye for everything else outside the helmet takes a bit of practice. The HMD incorporates Flight Weapon Symbolology (FWS) which links it to track the chin mounted 30mm gun, so that as the gunner moves his head, the gun automatically follows his gaze.

Doppler radar automatically holds a hover and ground speed, and a radio altimeter provides accurate low altitude readings. An Automatic Direction Finder provides the basic navigational aid. Laser ranging is up

to around 5 km and target designation prioritises contacts. The radio fit enables widespread communication with military units, also civil and maritime agencies, all encrypted and frequency hopping (over 1,000 frequency changes per second). Communications include the Bowman system for communication with ground forces.

The Longbow FCR sits at the top of the rotor head. It can locate up to 256 targets simultaneously at ranges up to 50km and it can identify and track 16 priority targets at one time. In operations a single Longbow Apache helicopter typically hides behind terrain with just the radar looking over the top. Supporting Apaches can be directly linked to the Longbow target acquisition data.

Weapons fits include up to 76 (19 x4) x 7" CRV (Canadian Rocket Vehicle) rockets in pods and/or up to 16 (4 x4) Hellfire laser-guided missiles with shaped charge warheads. Hellfire range is from 500m up to around 8km. The 30mm Cannon carries 1,200 rounds, either HE or armour-piercing, each weighing ½kg, fired at a rate of over 600rpm. The gun range is from 300m to 4.2km. For self-defence, the Apache carries the Helicopter Integrated Defence Aids Suite (HIDAS) comprising a Radar Warning Receiver; Laser Warning Receiver; Missile Warning Receiver; Chaff Dispenser and Flare Dispenser. Both cockpits are protected underneath by titanium armour.

Thank you, Mike Morison, for a genuinely absorbing evening.

Flying the Vulcan - A personal experience

By Sqn Ldr (retd) Joe Marsden

February Talk, summarised by Robert Heath



Vulcan XH558 over the English Channel from Beachy Head. © Richard Macauley

Joe Marsden spent 29 years in the RAF, piloting various aircraft including the Vulcan.

Between 1985 and 2000, Joe was a Fighter Controller and did three tours in AWACS (Airborne Warning and Control System) based in the Falklands. On retirement from the RAF, he joined the Italian company IAMCO, which supported the NATO AWACS fleet, at its base in Venice. From there he spent time with BAe/Raytheon and later in the NATO Air Command and Control System Management Agency (NACMA).

A few members of the audience were ex-Vulcan pilots and throughout the evening the exchanges of conversation were entertainment in themselves. The Vulcan dated from the 1950s and was one of the trio of Cold War V-bombers. Its crew comprised two pilots, a navigator, a radar operator and an Air Electronics Officer (AEO). Its principal roles were bomber (conventional or nuclear), maritime reconnaissance, air sampling and flight refuelling. The V-bombers were designed to meet the potential threat of nuclear war and they frequently practised operational sorties.

Entry to the Vulcan is by a single ladder on the drop-down door ahead of the nose wheel. Both pilots had ejection seats, while the other three crew members sat at a lower level behind the pilots, facing aft and without ejection seats. Their seats could swivel 180° and to abandon the aircraft, they had to open the entry hatch in the floor and slide down its chute to clear the aircraft. Joe assured us that no pilots would ever intentionally abandon other crew members. The cockpit was a tight fit, with reasonable visibility through the small windows.

Fuel balance to maintain the centre of gravity was an important task, which fell to the co-pilot, whose principal responsibility, according to Joe, was to bring the catering box on-board. Toilet facilities for each crewman comprised a chrome funnel attached to a bladder-bag. It was essential to ensure that the bung was in place at the bottom of the bag!

Vulcan sorties could be as high as 48,000ft, where the temperature was -48°C, and they could also be almost entirely over water. Clothing was consequently comprehensive and well-illustrated by Joe. Typically, crew wore an air ventilated suit, a fleece, an immersion suit and a pressure jerkin. Aircrew carried a dinghy-knife and had a heavy helmet and visor, although a cloth helmet was usually worn whenever possible by Vulcan crews.

The delta-winged Vulcan was extremely manoeuvrable and it could out-turn most fighters. Total internal fuel was 9,260 gallons, but in the maritime role, the Vulcan carried extra fuel in tanks in the bomb bay, enabling it to carry out long range reconnaissance of surface vessels in the far North Sea and Arctic. Air sampling was another Vulcan role. China had not agreed to restrict nuclear testing to underground sites and modified Vulcans, based at Midway Island, were used to obtain samples of the contaminated air after a Chinese atmospheric test. The Chinese did not advertise their plans, so aircrew might have to wait weeks before being directed to fly to a predicted location to obtain a sample.

Nominated aircraft were kept at Quick Reaction Alert (QRA) ready to react to rising international tension. Joe described the rising levels of readiness and showed a video of an aircraft being scrambled from Readiness 02. To enable a quick reaction, one cockpit button when pushed started all four engines and fired up all the systems and instrumentation. Hence the “four-minute response” we used to hear about.

In the early days, practice sorties were conducted at high altitude and the Vulcans were painted white, but in 1960, Gary Powers was shot down over Russia in his Lockheed U-2 spy plane at high altitude and the V-bomber role was changed to low altitude, for which Vulcans were refinished in camouflage. Joe illustrated the various nuclear weapons deployed, including the early Blue Danube and the later variants of the WE177. He also illustrated the Yellow Sun hydrogen fusion weapon and the stand-off Blue Steel missile. When using conventional bombs at low level, up to 21 1,000lb bombs could be carried. During the Falklands conflict, Vulcans carried out the Black Buck operation to attack Argentine positions. We watched film of the intricate operation performed by refuelling Victor tankers to refuel themselves and the Vulcan en route,

Joe Marsden presented an absolute feast of knowledge and humour throughout. A near record attendance of 80+ in the auditorium, plus the Zoom attendees, enjoyed every minute of it.

SBS Veterans and Robert Brooke

March Talk summarised by Malcolm Smith



A packed Auditorium welcomed Robert Brooke and his two Royal Marine Special Boat Service SNCO speakers.

Robert explained that we would hear about SBS operations in the Falkland conflict and said that UK forces were on the ground before hostilities commenced. The Special Forces made a massive and unsung contribution throughout. He introduced the first speaker, Royston, who served in the Special Boat Squadron Royal Marines (SBSRM) from 1971 to 1995, with particular involvement in Maritime Counter Terrorism (MCT) retiring as a Sergeant Major. He subsequently served as a military Adviser to HMG. Royston briefly summarised the military operations against Argentine forces, of which the best known are Operation

Sutton, the land operations and Operation Paraquat, the re-taking of South Georgia.

Royston had recently completed Mountain and Arctic Warfare (M&AW) training in Norway when he was ordered to join the nuclear submarine HMSM *Conqueror* as one of 14 SBS operatives to deploy to the South Atlantic. They took nine tons of stores and endured the 21 days submerged journey to the conflict zone. The CO of the vessel, Commander Chris Wreford-Jones, made the SBS welcome and ensured that they were part of the crew. On arrival, the SBS unit transferred to HMS *Antrim*, while the *Conqueror* went on to sink the Argentine cruiser *Belgrano*. The SBS were next tasked to seize the reconnaissance trawler *Narwhal*, which had been spotted inside the Exclusion Zone. The vessel had been attacked with bombs by Sea Harriers returning from an abortive attack on Stanley, but not sunk. In a textbook MCT operation, the ship was attacked by gunfire from three ASW Sea Kings, while two other Sea kings carried the assault teams. These descended by fast roping and overwhelmed the ship's company. An Argentine Intelligence Officer was discovered on board, also a quantity of intelligence material. The crew were

sent back to HMS *Invincible*, while the *Narwhal* was sunk by explosive charges.

The next speaker was Terry, who had served in the SBSRM from 1972 until 1998. He was deployed to the Falklands throughout the conflict and subsequently spent three years as a Dive Team Leader and Bomb Disposal Officer and was awarded the DCM. On leaving the SBS he ran private anti-piracy operations off the west coast of Africa and subsequently with the Sultan of Oman's Special Force. In 2001 he was recruited into SIS and served for 10 years as an operational officer. He explained how an SBS team was covertly inserted before the amphibious landings to a position on Fanning Head, a promontory that overlooks the entry to San Carlos water. Intelligence had shown that an Argentine force equipped with heavy weapons had been established there and would be a significant threat to the landings. SBS operatives were landed by Wessex helicopter from HMS *Antrim*. They called on Argentines to surrender but ultimately had to use force to seize the position in confused ground fighting, aided by Naval Gunfire Support (NGS) from *Antrim*. This action made a substantial contribution to the success of the amphibious landings.

Terry provided some details of Operation Mikado, a daring plan to attack the Argentine air base at Rio Grande, Tierra del Fuego. This was the base from where Super Etendard aircraft armed with Exocet missiles had flown to attack and sink HMS *Sheffield* and the container ship *Atlantic Conveyor*. A preliminary reconnaissance mission

on Río Grande, code-named Operation Plum Duff, was launched from HMS *Invincible*. In this operation, a small team of Special Force operatives were to be landed by Sea King Mk 4 on the Argentine side of Tierra del Fuego, then march overland to attack the air base and, ideally, disable the aircraft. Because of the long range of the mission, the aircrew were briefed to land their aircraft in Chile and destroy it. The mission was a failure and led to the larger Operation Mikado to be abandoned. A similar mission, involving delivering SBS operatives from HMS *Onyx*, was also abandoned.

Terry listed Lessons Learnt by Special Forces, including the successful use of Intelligence, the many difficulties over communication, the lack of modern equipment and the absolute need for forces deploying to the area to have received Mountain & Arctic Warfare training. He also commented that the command frequently ignored local knowledge. Nonetheless, the Falklands campaign had been an amazing logistical experience. During question time, Mike Norman, who had been the second in command of HMS *Sheffield* during the conflict, showed an Argentinian flag that had been seized from the reconnaissance trawler *Narwhal*.

Editor's Note: Operation Plum Duff is very ably described in Richard Hutchings book 'Special Forces Pilot - A flying memoir of the Falklands War'. Lt. R Hutchings RM was a pilot with 846 NAS flying the Sea King on SF Insertion/Extraction ops in the Falklands War. He also flew in support of HMS Sheffield after she was hit and on the Narwhal operation. After volunteering for the 'one way' mission, he was chosen to be the pilot in charge to fly the SAS (and single SBS member) team to Argentina. A very enthralling book.

Future Talks

By Richard Macauley



I hope you enjoyed reading about the SBS operatives on the previous pages who talked to us in March, what a splendid evening that was.

I had the pleasure of spending the day with all three as they were keen to do several dress rehearsals before the Talk itself. All their little anecdotes will stay within the four walls in which they were uttered, but it was a real pleasure and honour to hear some insights to their past military service.

Due to planned upcoming personnel changes, the 99th ERS (Expeditionary Reconnaissance Squadron) that flies the U2 spy planes out of RAF Fairford has had to cancel their May Talk to the Society. A phase of swapping out personnel will coincide with our planned Talk date and they felt it unfair on their new incumbents to immediately go out and meet the public. I hope to re-engage with the squadron again later this year to have them speak to us in 2025.

However, in their place, Nigel Clarke is coming to Talk to us about his collection of Luftwaffe Aerial Reconnaissance Photographs of the UK.

His write up is on the SoFFAAM Talks web page where you can also order tickets. He will focus on the South of England and the West Country to show how the Luftwaffe was photographing the UK from above for intelligence purposes and as prospective invaders.

Unfortunately when engaging with serving personnel, busy operational tempos and service requirements can mean cancellations, but I think you'll agree our replacement speaker will fill the USAF shoes very well.

David Hassard - "Bat boat to Sea Harrier", the story of Hawker Aviation at Kingston
Thursday 27 June 2024

Iain Ballantyne - 'Undersea' in the Cold War
Thursday 25 July 2024

Gp Capt (ret'd) Jock Heron - Military Aircraft Procurement Decisions and Follies
Thursday 26 September 2024

Alistair Hodgson - de Havilland Comet 75th Anniversary
Thursday 31 October 2024

Concorde Film Tribute with a special discount for SoFFAAM Members

Concorde - First To Last tells the complete film history of the iconic supersonic airliner for the first time and there is a special 20% discount for SoFFAAM members.

This 150-minute film is available as an HD stream or DVD from

www.bellevuefilms.co.uk

just enter **FAAM24**, at check-out to qualify for the special price of £12.00

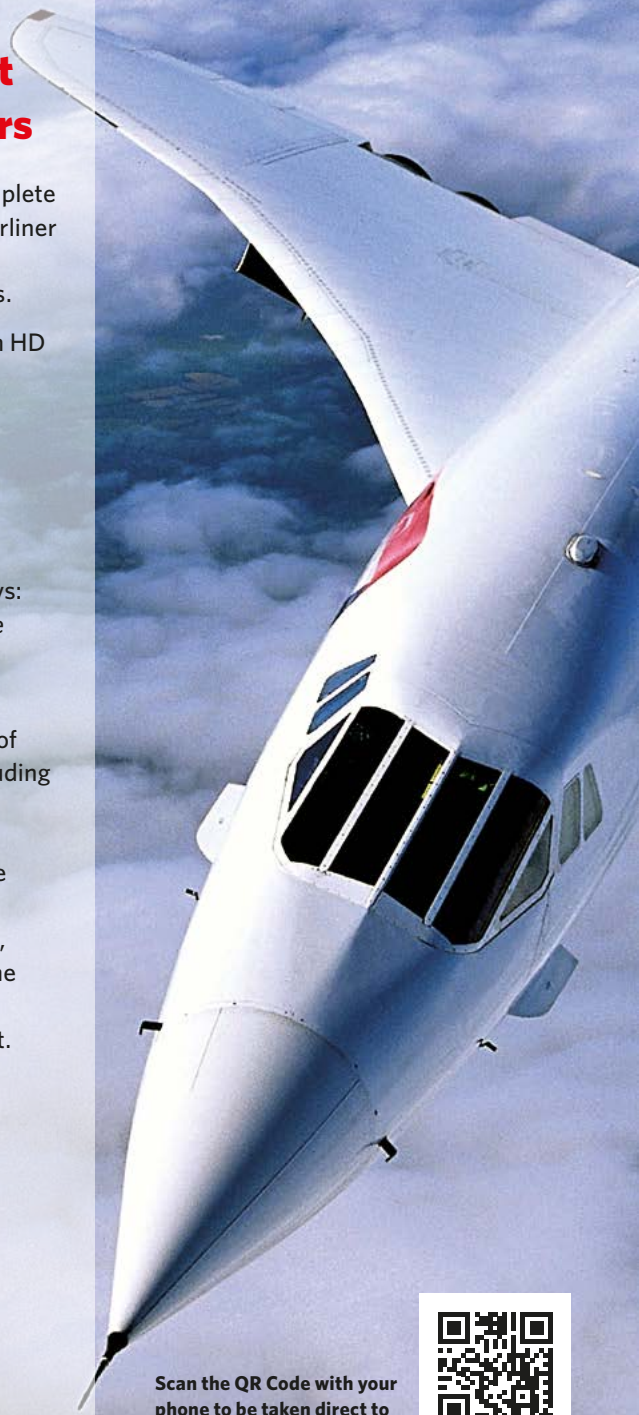
British Airways Chief Concorde Pilot Mike Bannister, who flew her last scheduled flight in October, 2003, says: *"First To Last is a love story for Concorde that draws together the whole history of this sensational and unique aircraft."*

The film was sponsored by members of the Bristol Aero Collection Trust, including Sir George White, great grandson of the Bristol Aeroplane Company's founder, and uses rare archive footage to chronicle this fascinating story. It includes some interviews at Yeovilton, inside Concorde 002 and describes the extensive test programme which also features the BAC 221 research aircraft.

A further 90 minutes of bonus extras include Concorde Around The World, a continent-to-continent account of a never-to-be-repeated journey, and a flight deck tour of Concorde Alpha Charlie in Manchester.

Demand for this fascinating film is expected to be high, so please allow around one week for delivery of the stream version and up to three weeks for delivery of the DVD.

Scan the QR Code with your phone to be taken direct to the Bellevue Films website



Membership

By David Merrett

A big WELCOME to the new members who have joined us since the last journal issue:

3879	Mr S Chedgy	Somerset	3887	Mr P James	Somerset
3880	Ms C Shepherdson	Herts	3888	Mr J Carter	Dorset
3881	Mr R Kitson	Hampshire	3889	Dr T Marks	Wiltshire
3882	Mr G Evans	Devon	3890	Mr P Manley	Dorset
3883	Mr R Tearall	Somerset	3891	Mrs M Fuller	Gloucestershire
3884	Mr P Roles	Dorset	3892	Ms A Patterson	Cambridgeshire
3885	Mr P Beckinsale	Somerset	3893	Mr T Kennard	Dorset
3886	Mr R Fodder	Dorset			

Total members as of 08/01/24: **947**

Members who have made a Gift Aid declaration: **714***

***Opting to Gift Aid allows us to claim an extra 25% of your subscription from HMRC**

Membership Cards

An important update: We no longer issue membership cards. On arrival at the museum, please tell the reception staff that you are a SoFFAAM member and they will find you on the

membership list. Please ensure that your subscriptions are up to date otherwise your name will not appear on the list and you will be charged for admission.

"Going green" and receiving a PDF Jabberwock via your e-mail saves us around £9 per member, per annum. Thank you to those who switched

recently! Much appreciated. Easy to do - just drop us an email at soffaam.mem@gmail.com for this and all other membership queries.

Visit us at: www.fleetairarmfriends.org.uk

Membership Application

I hereby apply for membership of SoFFAAM (the Society) and will pay via:

- Bank Standing Order
 BACS transfer, bank details in orange block, payment ref. "(your surname) MEMBS"
- PayPal using soffaam.joinup@gmail.com
 Cheque, made payable to SoFFAAM

Individual Adult Membership UK (age 16+) **£14.00**
Digital PDF Jabberwock Magazine by email

Individual Adult Membership UK (age 16+) **£18.00**
Paper Jabberwock by Royal Mail

Individual Adult Overseas (age 16+) **at £14.00**
Digital PDF Jabberwock Magazine by email ONLY

Junior Membership (age 3-15) **at £9.00**
(must be accompanied by an adult and digital Jabberwock ONLY)

Family Membership (2 Adults + up to 3 dependants) **at £37.00** ...
Digital PDF Jabberwock Magazine by email

Family Membership (2 Adults + up to 3 dependants) **at £41.00** ...
Single Paper Jabberwock by Royal Mail

Life Membership UK & Overseas (single payment) **£125.00**
Digital PDF Jabberwock Magazine by email ONLY

JABBERWOCK MAGAZINE will be delivered as a PDF or a Paper copy as per your Membership choice above

INDIVIDUAL MEMBERSHIP (Please also complete Address below)

Name

FAMILY MEMBERSHIP (Two adults and up to 3 children)

Adult 1

Adult 2

Child 1 Age

Child 2 Age

Child 3 Age

Address

.....

..... Post Code

Telephone No.

Email address

Gift Aid Declaration Boost your donation by 25p in Gift Aid for every £1 you donate! Gift Aid is reclaimed by the Charity from the tax you pay for the current year.

I want to Gift Aid my donation shown above and any donations I make in the future or have made in the past four years. Please answer YES or NO in this box:

I am a UK taxpayer and understand that if I pay less income tax and/or Capital Gains Tax than the amount of Gift Aid claimed on all my donations in that tax year it is my responsibility to pay any difference

Member No.*

.....
*Office use only

Signature Date

Please complete and return this form to the Membership Secretary:

David Merrett,
Coombe View,
1 Coombe Villas,
Coombe Orchard,
Chapel Street,
Axmouth,
Devon,
EX12 4AU.

Tel: 07521 723477

Email: soffaam.mem@gmail.com

SoFFAAM Bank Details for Standing Order:
Society of Friends of the Fleet Air Arm Museum.
Lloyds Bank plc,
9 High Street,
Yeovil BA20 1RN.
Sort Code: 30-99-98
Account No:
00857987

Please notify us if you want to cancel this Gift Aid declaration, change your name or home address or no longer pay sufficient tax on your income and/or capital gains. If you pay Income Tax at the higher or additional rate and want to receive the additional tax relief due to you, you must include all your Gift Aid donations in your self-assessment tax return or ask HMRC to adjust your tax code.

We have a robust data protection policy. GDPR compliance can be viewed on the Society's Website.



Exercise Steadfast Defender

An F-35B Lightning jet of 617 Squadron RAF (consisting of RAF and FAA personnel) sits on the flight deck of HMS *Prince of Wales* under the northern lights (Aurora Borealis). The carrier was off the coast of Norway in March this year, taking part in Exercise Steadfast Defender, the largest NATO

exercise in decades. NATO demonstrated the employment of forces across multiple regions and in multiple domains (maritime, land, air, space and cyber) involving tens-of-thousands of Allied troops from almost every NATO Ally in the harshest of environments.

Photo by AS1 Amber Mayall/UK MoD