



NEWSLETTER

Last chance to book for Guest's Buffet and Aircrew Lunch P7/8

August Meeting

Roger Miller gave us a fascinating insight into being a 'Halton Brat'. On the 17th May 1960 120 young men aged between 15 and 17 arrived by various means at RAF Halton, the No.1 School of Technical Training for the Royal Air Force. The Entry included two members of The Royal Rhodesian Air Force.

The "Ninety Fifth" was one of the smaller intakes of Halton apprentices. However, their lack of numbers didn't effect their enthusiasm, talent or achievement. Appropriately, the 95th Entry motto is Qualitas Non Quantitas - (Quality not Quantity).

Three years later on the 10th April 1963 the 115 graduates who had successfully completed their training said farewell to Halton and were dispersed around the world to further their careers.

There was far more to Roger's presentation than these basic facts, the apprenticeship was of the finest quality, as was portrayed by the variety of jobs the entry went on to hold in both military and civilian circles.

One story stood out when the entry was accused of having 'no spirit'. Look at Page 2 to find out!

September Meeting
Wednesday 19 Sep 12
Doors open 12 Noon

It is another **Guest's Buffet Lunch** at the fantastic price of £5 per head. An application form is on

Page 8, so please do not delay and get your form, cheque and Self Addressed Envelope into **Gerry Sealy-Bell** as soon as possible and certainly before the **closing date of Wednesday 12th September 2012**.

Aircrew Lunch-Friday 28 Sep 12

Our former 'Quad Lunch' has now been renamed '**The Aircrew Lunch**' and will be held at the usual venue of 'The Black Horse' at Gozzards Ford, Abingdon. Swindon Branch has alas folded and in an effort to keep the event going we have spread the invitation to 'all aircrew' not just ACA. Thus there will be a number of former members of No 46 Squadron who were based at RAF Abingdon and used the Black Horse as their local hostelry. There may be a few others as well. All in all it promises to be a lively lunchtime and already some of our friends from Oxford have booked.

Again the menu is on Page 7 and the booking form on Page 8. Please return that to **Graham Laurie** by the **cut off date of Thursday 20th September 2012**.

17th October 2012

"Flight Testing"

an illustrated talk

by

Air Vice-Marshal Alan Merriman CB CBE AFC
former A&AEE Commandant
Boscombe Down

95th Entry - No Spirit?

It was a cold and moonlight night and an awesome silence hung over the Henderson Grove parade square. It was nearly 8pm and in mysterious light of dusk a slow procession of young men could be seen making determined but unhurried progress towards the 2 Wing NAAFI. The 95th entry of RAF Halton apprentices was gathering for a meeting.

The Officer in charge of their entry was relaxing in the comfort of his married quarters. He'd had a difficult day but, in his opinion, had equipped himself well. His boss was away on a course and this was an opportunity to demonstrate his management skills. Earlier that day he had summoned the NCO apprentices and told them that "the 95th entry had no spirit." With the benefit of hindsight he might regret making that comment. He would definitely regret choosing that particular day to make it! The 94th entry passing out parade was in 94 days time and the 95th entry had just started their 95th week of training.

In the NAAFI feelings were running high. Suggestions were made and a campaign was hatched. "We'll show the b****r!" - "No spirit eh!" - "Too good an opportunity to be missed!"

It was just under half an hour until midnight and the RAF police had followed their usual routine by cutting their patrols from twice hourly to hourly. Little did they know that the lads were on the prowl. Covert attack teams were dispatched to the airfield and the armament workshops. Other teams surreptitiously entered the 94th entry barrack blocks to gather up their highly polished, parade boots and cut the fly buttons from their working blue uniforms. Not a sound was made and not single member of the 94th was woken.

But what fun next morning! There, on the parade square were rows of boots all neatly laid out in parade formation with a small handful of buttons neatly piled before them. And, what were these proud boots saluting? They were saluting Oscar, the armourers' mascot, sitting proudly in his ejection seat and happily reviewing this most unusual passing out parade.

He had arrived; it would appear, in the Sycamore helicopter WT933 that was carefully parked a few feet in front of him. He must have spirited it away, in the dead of night, from its "secure" storage at the station airfield.

Over in No. 1 Wing the RAF Police were buzzing about. "Heads will roll! Find the culprits! Call out the guard! It must be the senior entry! Arrest the lot of them!" "It wasn't us" bleated the 94th, desperately trying to preserve their modesty and prevent their flies bursting open. "It must have been those nasty rough boys from the other side of the square."

By this time, 2 wing was marching off to workshops led, as usual, by the pipe band who were, rather provocatively playing the much-feared Halton Bear. As the 95th entry approached the dais there was a smart "eye....es left". The game was up. The snowdrops now knew whom to blame.

The 95th entry were diverted from their usual route and "stood to attention" outside the Maitland guardroom where RAF Police strutted about in a fruitless attempt to hide their embarrassment. A flustered Flight Lieutenant appeared before them. He called for those responsible for the outrage to step forward into the guardroom and take their punishment like men. Nobody moved. He summoned the culprits again. There was an ominous silence and no movement for about 20 seconds. Then, quietly and confidently a tall, good-looking, Sergeant apprentice stepped forward and almost immediately the remaining 119 members attempted to enter the cramped confines of the guardroom complex. Defeat was inevitable and within a few minutes they were respectfully asked to leave and reassemble outside and continue their march to work. A single piper struck up his drones and the fearful and haunting sound of the "Halton Bear" once again echoed throughout the camp. As the marching group crossed the road the piper stopped for a moment and the cry went out.

"Who are boys who make most noise? Oo Rah Oo Rah Rah NINETY FIFTH"

Entry spirit had been demonstrated. A good night's work!
(Photographic evidence on Page 3)

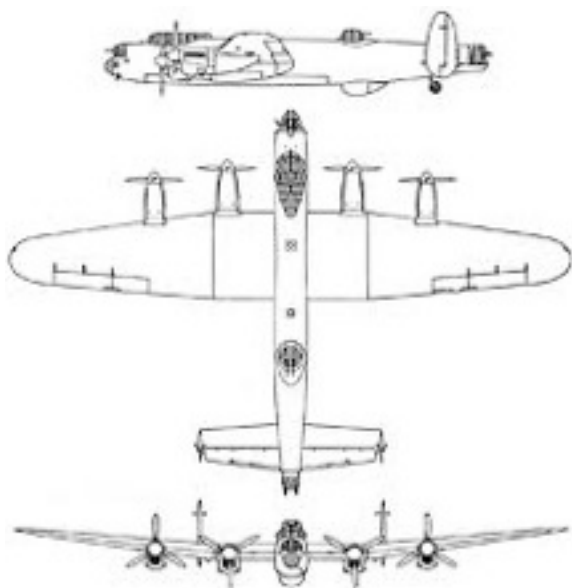


*WT 933 Bristol Sycamore on Parade at RAF Halton
courtesy of No 95th Entry*

Photo and article courtesy of 95th's website

Recognition

You will be familiar with the standard aircraft recognition drawings.



Avro Lancaster

Many of our members went to the Bomber Command Memorial unveiling ceremony, among them Tom Payne and Gerry Sealy-Bell. They reported seeing fellow member Jack Baynton-Glen on TV that evening near the front of the crowd. One hopes their aircraft recognition was better than their facial recognition, as Jack reports he did not attend the event!

The 2012 Olympics

During the recent justified euphoria over the 2012 Olympics, I spotted this effort.



The RAF Benevolent Fund prides itself of linking all aspects of service and ex-service life with it's motto 'The Heart of the RAF Family'. Well I thought we could do the same, because again on an Olympic theme:



Ming Lee at Buckingham Palace

Ming is married to Tom Payne's grand-daughter Shena and was asked to carry the flame on behalf of 'Map Action' who specialise in maps of disaster zones after earthquakes/tsunami etc.

Memories of September

We remember all sorts of things in September, yes the 'Battle of Britain' which started on 15 September 1940 is rightly celebrated.

For many however, it was an event on 11th September 2001. A series of four suicide attacks that were committed in the United States on that day, coordinated to strike the areas of New York City and Washington, D.C. On that Tuesday morning, 19 terrorists from the Islamist militant group al-Qaeda hijacked four passenger jets. The hijackers intentionally piloted two of those planes, American Airlines Flight 11 and United Airlines Flight 175, into the North and South towers of the World Trade Center complex in New York City; both towers collapsed within two hours. The hijackers also intentionally crashed American Airlines Flight 77 into the Pentagon in Arlington, Virginia, and intended to pilot the fourth hijacked jet, United Airlines Flight 93, into the United States Capitol Building in Washington, D.C.; however, the plane crashed into a field near Shanksville, Pennsylvania after its passengers attempted to take control of the jet from the hijackers. Nearly 3,000 people died in the attacks, including the 246 civilians and 19 hijackers aboard the four planes, none of whom survived.

Of course, that has all been documented over the years, but what happened to all the other aircraft that were in the air, heading West across the Atlantic Ocean? One airfield that received many diversions was **Gander in Newfoundland**.

Gander International Airport played an integral role in world aviation in the hours immediately following the September 11 attacks when all of North America's airspace was closed by Transport Canada and the United States Federal Aviation Administration (FAA). As part of Operation Yellow Ribbon, 38 civilian and 4 military flights bound for the United States were ordered to land at the airport—more flights than any Canadian airport other than Halifax International. More than 6,600 passengers and airline crew members, equivalent to 66 percent of the local population—third highest number of passengers, behind Vancouver Intl with

8,500, and Halifax—found themselves forced to stay in the Gander area for up to three days until airspace was reopened and flights resumed. Residents of Gander and surrounding communities volunteered to house, feed, and entertain the travelers in what became known as Operation Yellow Ribbon. This was largely because Transport Canada and NAV CANADA asked that transatlantic flights avoid major airports in central Canada, such as Lester B. Pearson in Toronto and Montréal-Dorval.



42 Diverted Flights parked at Gander

Subsequently, Lufthansa named one of its Airbus A340 aircraft Gander/Halifax to thank both cities for their handling of rerouted travelers on September 11. In addition, a book called *The Day The World Came to Town* was published by Reagan Books, and several stories and segments about Gander's role during that and subsequent days have been featured on various educational and news programs. A radio play, *The Day the Planes Came* by Caroline and David Stafford, dealt with the effect on Gander of the September 11 passengers. The play was first broadcast in June 2008 on BBC Radio 4, and was repeated in October 2009.

A TV movie, *Diverted*, was made in 2009. In February 2010, NBC aired a report by Tom Brokaw on Gander's role in the displacement of hundreds of planes on 9/11 during their coverage of the Olympic Games in Vancouver. The broadcast showed the generosity and warm-heartedness of the town as it helped each passenger on that day.

Ed: *One of those 'where were you days' when you heard the news.*

RAF Northolt

The airfield at RAF Northolt is older than the RAF itself. Located in the London Borough of Hillingdon, the airfield opened in March 1915 and became operational in June 1915 when BE2c aircraft flew defensive patrols against Zeppelin raids over London. The Officers' Mess, built around 1920, is still operational, as is one hangar and several barrack blocks dating from the mid 1920s to the 1930s. In the 1930s, RAF Northolt was the first station to operate the Hurricane and during the Second World War was again one of the key airfields in the defence of London. During the Battle of Britain, Northolt was 'home' to a series of allied and British Hurricane and Spitfire Squadrons, including a complete Polish Wing.

No 303 Polish Squadron clocked up the highest allied scores during the Battle of Britain, with Sergeant Josef Frantisek, a maverick Czech national and 'honorary Pole' becoming the highest scorer of the Battle. In 1943, RAF Northolt's Spitfire Mk IX Squadrons became the first Spitfire Wing as a unit to operate over Germany.

One notable flight took place in 1944 when liberator 'Marco Polo' flew non-stop from Washington to Northolt, taking a mere 19 hours and 46 minutes.

In 1946 the airfield was loaned for civil use whilst Heathrow Airport was under construction and by 1952, Northolt was the busiest airfield in Europe, handling an annual total of 50,000 air movements.

In 1956, No 1 Aeronautical Information Documents Unit moved from RAF Ruislip to RAF Northolt, where they still operate today. In 1957 the Metropolitan Communication Squadron moved to RAF Northolt and reformed as No 32 Squadron in 1969. In early 1990, No 60 Squadron disbanded from Germany and moved to join No 32 Squadron, making it the largest and most varied single Squadron in the RAF. The major

Flying Breakfast
at
The Rose & Thistle
Haddenham HP17 8AJ
on
Friday 26th October 2012
12 Noon for 1230
See Oct Newsletter for full details

role of providing VIP air transport continues today, after the disbandment in 1995 of The Queen's Flight at RAF Benson the Squadron was renamed No 32 (The Royal) Squadron.

No 600 (City of London) Squadron, which formed at Northolt in October 1925, was reformed in 1999 from a merger of the then No 1 and No 3 Maritime Headquarters Units. It is a Royal Auxiliary Air Force unit comprising part-time volunteers who attend for training at weekends in addition to their week-day jobs.

In 2008 the British Forces Post Office moved to purpose built facilities at Northolt from Mill Hill as part of the MoDEL (MoD Estates London) project. The £320m MoDEL project involved the closure of RAF Bentley Priory and RAF Uxbridge and the consolidation of most of their units into Northolt. By 2010 the RAF Central Band, the Queen's Colour Squadron, the Service Prosecution Authority, the Military Aviation Authority and various other smaller units had all moved into new or refurbished facilities at Northolt.

In late 2011 the Government announced that RAF Northolt would be the forward base for Typhoon fast jets to provide air security for the 2012 Olympic Games.

Ed: *So there we are, right on our doorstep one of the oldest airfields in the country with a wide range of units fulfilling a vital role for the modern day services.* (courtesy of RAF Northolt website)

Programme

All events at 1030 for 1100 at Greenacres unless advised (*)

19 Sept	Guest Lunch*	1200 Noon
29 Sept	Aircrew Lunch*	1200 Noon
13/14 Oct	Moth Club Charity Flying at Old Warden (Revised date)	
17 Oct	Alan Merriman	Flight Testing
26 Oct	Flying Breakfast	Rose & Thistle
21 Nov	John Hutchinson	Concorde
12 Dec	Xmas Lunch	1200 Noon

Your Committee

Chairman

Geoff Hulett

11 Pearsewood Gardens, Stanmore, Middx HA7 1NU
Tel: 0208 952 4092
Email: banghulett@btinternet.com

Newsletter Editor/Secretary

Graham Laurie 19 High St, Prestwood, Gt Missenden,
Bucks HP16 9EE
Tel: 01494 863492
Email: graham@kitty4.co.uk

Membership Secretary

Gerry Sealy-Bell

31, Hempstead Road, Kings Langley, Herts, WD4 8BR
Tel: 01923 262707

Treasurer

Ian Nelson

13, Mentmore Road, St. Albans, Herts., AL1 2BG
Tel: 01727 856677
Email: ian6304@googlegmail.com

Welfare

Bill Hyland

57, Limes Avenue, Aylesbury, Bucks., HP21 7HD
Tel: 01296 415386
Email: johnhyland228@btinternet.com

Programme Secretary

Bill George

Blossom Cottage, 54, Green End Street, Aston Clinton,
Bucks, HP22 5EX
Tel: 01296 630998
Email: bill.bbgi@btinternet.com

Welfare

Bill Hyland reports:

Jack Easter has been spending a prolonged stay in Stoke Mandeville. Charming the nurses as ever, our thanks to Ron Doble, Tom Payne who have been among his visitors.

We have not seen **George Biggs** for a while. George is now on permanent Oxygen and thus has to have supplies all over the house. He can still get out to the shops but with difficulty as he has to carry an oxygen bottle with him. He is still we are glad to report busy on the email circuit. We send George and Florrie our best wishes.

Bill

Membership

Little to report this month but just in case you were wondering our usual collection of Subscriptions will be delayed until January 2013, which will also be our AGM. So it is not only insurance companies offering deals, this year you have all had 4 months FREE!!!!

I hope you all appreciate this once in a lifetime offer and that you will promptly settle you dues in the New Year.

Gerry

Chairman

I was pleased to hear from George Carter who writes:

Dear Geoff,

A letter to express thanks and gratitude for the Newsletter conveying news and data of the Bomber Command Memorial Service.

Although I had been given tickets etc. I was unfit to attend having just endured a 'stroke' and a bad fall.

A friend did DVD a copy of the service for me to cherish.

Again my thanks

Yours sincerely

George

Great to hear from you George and all good wishes from our members.

Geoff

The Black Horse 'Aircrew Lunch' Menu

Mains

A. Lamb Shank

slowly cooked in red wine, rosemary, garlic, redcurrant jelly with buttered mash and seasonal veg

B. 10oz Oxfordshire Gammon Steak

with free range fried eggs or pineapple rings, chips and salad

C. Steak, Ale & Mushroom Pie

puff pastry lid, chips and seasonal veg

D. Chicken, Ham & Leek Pie

in a white wine sauce, puff pastry lid, chips and seasonal veg

E. Local Sausages

on buttered mash, caramelised red onion gravy

F. Traditional Beef Lasagne

with garlic bread and salad

G. Gourmet Fish Pie

seasonal white fish, salmon and prawns topped with cheesy mash and seasonal veg

H. Fish & Chips

Morland beer battered fish, mushy peas and homemade tartare sauce

J. Wholetail Battered Scampi

with chips, salad and homemade tartare sauce

K. Grilled Fillet of Salmon

with hot new potatoes and garden salad

L. Chicken Caesar Salad

Cos lettuce, croutons, Parmesan shavings and Cardini Caesar dressing

M. Prawn & Crayfish Salad

with hot new potatoes and garden salad

N. Spinach & Ricotta Pasta

with a mature cheddar cheese sauce and garlic bread

O. Pasta of the Day

with roasted Mediterranean vegetables and a basil pesto sauce and garlic bread

P. Roasted Red Pepper

with cherry tomatoes & basil, melted Feta cheese, sweet pepper sauce and salad

Sweets

Q. Chef's Crumble of the Day

with cream, custard or vanilla pod ice cream

R. Bread and Butter Pudding

with cream, custard or vanilla pod ice cream

S. Chef's Cheesecake of the Day

T. Pavlova

with summer fruits and fresh whipped double cream

U. Warm Chocolate Brownies

with a rich chocolate sauce and vanilla pod ice cream

V. Classic Hot Sticky Toffee Pudding

caramel sauce and vanilla pod ice cream

W. Posh Sherry Trifle

layered with biscotti biscuits, custard, cream and fruits of the forest

X. Cheeseboard

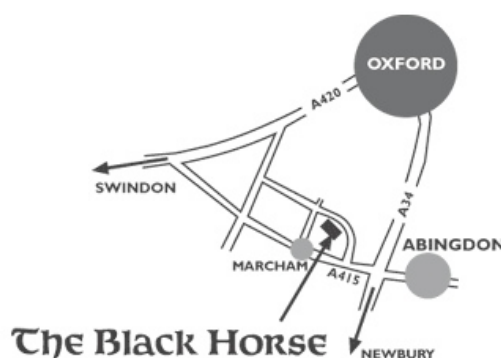
Brie, Stilton, Mature Cheddar with 'biccies', bread and red onion chutney

Y. Tea

Z. Coffee

TOTAL £20 inc of gratuities

The Black Horse



Gozzards Ford, Abingdon, Oxon,
OX13 6JH
Tel: 01865 390530

Guest's Lunch**Wednesday 19th September 2012****1200 Noon****Greenacres Tavern**Please send me tickets (**£5.00 per person**) for the Guest's Lunch

NAME: ADDRESS.....

TEL NO:

- I enclose:**
- a. Cheque payable to 'The Chiltern Aircrew Association'**
 - b. Stamped addressed envelope.**
 - c. Send to Gerry Sealy-Bell, 31, Hempstead Road, Kings Langley, Herts, WD4 8BR**

Aircrew Lunch**Friday 28th September 2012****1200 Noon****The Black Horse, Gozzards Ford, Abingdon, Oxon OX13 6JH**Please send me tickets (**£20.00 per person**) for the Aircrew Lunch

NAME: ADDRESS.....

TEL NO:

MENU CHOICE: MAIN..... SWEET..... TEA or COFFEE.....

- I enclose:**
- a. Cheque payable to 'The Black Horse'**
 - b. Stamped addressed envelope**
 - c. Send to Graham Laurie, 19 High St, Prestwood, Gt Missenden, Bucks HP16 9EE**