

230 Squadron



Association

Newsletter Spring 2007



230 Squadron Association

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No 230 Squadron

Newsletter Editor

A J Nicholson

Editors Notes

Hi Everyone,

A slightly thinner newsletter this issue but still a great read hopefully. The main point must be the change of dates for the reunion and getting your booking forms completed and sent away. It sounds a total bargain and yet again Cathy and I find ourselves wishing for the Lotto win to fund the return flights from New Zealand to join you all at Aldergrove.

Don't forget that we are always on the lookout for stories, now matter how short or long. I would also ask for some photos and accounts of the reunion for the winter issue.

Warm Regards,

Al Nicholson

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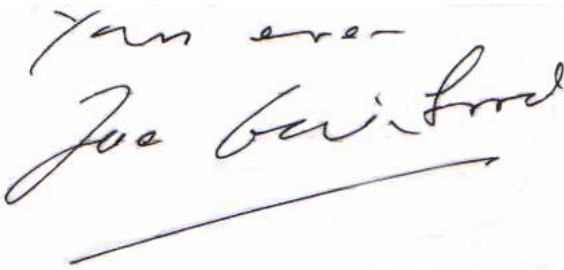
President's Letter

My Dear Members,

This letter is being written at Eastertide and by the time you read this, that holiday will be over. However, Lady Gainford and I hope that you had a good rest over the period. We also hope that 2007 is showing signs of being a good year for you.

In previous letter I have gone over my memories of the two years with 230 Squadron. Now my memories go back 60 years to Easter 1947 and I was struggling to get used to civilian life. Also, the Spring that year was a welcome contrast to the grim winter. Britain had been in the grip of ice and snow but what was worse were the restrictions on the use of fuel. We were prepared to make all sorts of sacrifices whilst the war was on; but to have to endure them when the war was over was a bit too much. Some people tried their utmost to get out of the country. The Airlines and Shipping companies were besieged by applicants. Most were not lucky but we got over it.

All the best to you all.



Yours ever
Joe Gainford

ASSOCIATION WEBSITE

The idea of an Association website is becoming closer to reality. Al Nicholson has produced an excellent draft and our domain is 230sqnassoc.co.uk or it will be once I have it up and running. I have just completed a short 'Build your own Web site course and found that although producing a website is not too difficult, it is also not quite as easy as I had imagined. Al has given me an excellent basis to work from but I still need to do quite a bit of work on 'populating' the site with items of interest before it is ready to publish it on the Web. Also, having sent the 'site' to some friends for them to review, I find that some elements in our site do not react as intended. I need to "de-bug" it properly before loading to the Web.

However, one of the pages in most Association sites is one containing photographs of the Squadron and Association's history and events. Although I have a number of photos, many are gleaned or lifted from past newsletters or articles and are of dubious quality. I would be very grateful for any photos that you might have, either of your time on the Squadron or of subsequent Reunions. I am happy to accept any photos you may have by either email, CD or prints and any copies will returned after I have scanned them. Also credit and acknowledgements will be made on the site.

I also intend to place the membership list, with names and dates served but no address or other contact details, as a page. This way membership may be observed but personal details are not compromised. Permission to display a members name will be asked of future members when they join. However, should anyone who is already a member not wish to have their name displayed in this fashion please let me know.

DAW

3 March 2007

No.230 Squadron in Borneo 1965-66 by Guy Warner

When No.230 Squadron was sent to Borneo in 1965 this was not the first time that aircraft from the squadron had carried out operations there. While stationed at RAF Seletar in Singapore during the late 1930s its Short Singapore IIIs and Short Sunderland Is had undertaken survey flights and had transported Colonial Officers to their far-flung places of duty. Then in January 1946, now equipped with Short Sunderland Vs and back at Seletar again after war service in many theatres, a detachment was sent there on communications duties. These included a reconnaissance tour of Borneo and Celebes, photographing and observing the suitability of landing areas, returning District Officers to their posts in Sarawak and British North Borneo to pick up the reins of an Empire on which the sun would soon be setting and conveying Japanese War Criminals for imprisonment, trial and execution.

The policy of "Confrontation" instigated by President Sukarno of Indonesia had begun following the establishment of the independent Federation of Malaysia in September 1963. Two of the constituent parts of the island of Borneo, which lies 400 miles east of Singapore, had joined the Federation as East Malaysia - British North Borneo (Sabah) and Sarawak. Sandwiched between these was the independent Sultanate of Brunei. The bulk of the island, Kalimantan, was part of the Republic of Indonesia, which deeply resented the establishment of East Malaysia and wanted to gain control of the whole of Borneo. To this end unrest was fomented among local dissident groupings. A frontier of nearly 1000 miles stretched between the four territories, with ground heights up to 8000 feet, few roads and an abundance of featureless primary jungle. The climate presented a considerable challenge being both hot and humid with immense stacks of cumulus cloud producing a regular supply of torrential rain. Labuan, which was part of Sabah, was a small but pleasant island 20 miles off the coast of Brunei. The trouble had started late in 1962 with an internal revolt in Brunei, which was rapidly suppressed with the assistance of the Special Air Service. Thereafter the offensive activity by the Indonesians chiefly consisted of incursions along the border, which amounted to an undeclared war. The Army was deployed all along the Kalimantan border in a chain of forward bases from which patrols were made. Helicopter landing points were constructed every thousand yards or so for the purposes of re-supply, troop movements and casualty evacuation. As roads were virtually non-existent, the importance of the helicopter can hardly be over-emphasised. Food, water, kerosene and ammunition were supplied to the bases daily. Troops could be airlifted rapidly to border crossing points

where incursions had occurred. Flexibility in response to fast developing local situations and central tactical control of the bigger picture were the key factors in utilising aviation resources efficiently.

No.230 Squadron had been operating the Westland Whirlwind HAR Mk 10 since 1962. It had been developed from the original Sikorsky S-55, the prototype of which had first flown in 1949. The early Whirlwinds were powered by piston engines, whereas the Mk 10 benefited from a Bristol Siddeley Gnome turboshaft. The engine incorporated an electronic control system which considerably reduced the pilot's workload. It was faster, had a longer range and could carry a greater payload than earlier versions. The fuselage was basically a large box mounted on four landing wheels, with a slender tail boom attached. The engine was in the nose and connected to the rotor head by a drive shaft which ran diagonally between the two pilots, who sat above the cabin and the engine. This design was revolutionary for its time and solved centre of gravity problems which had plagued previous early helicopters. Many consider that the S-55/Whirlwind was the first truly practical operational helicopter.

The Cyprus detachment was withdrawn on January 9, 1965 and returned to RAF Gutersloh in time for the whole squadron to fly to RAF Odiham and prepare for service in Borneo as part of the Far East Air Force (FEAF). This included fitting the pilot seats with armour-plate and providing Bren-gun mountings for the doorways.

Nine Whirlwinds were embarked on the aircraft carrier HMS Triumph on January 29, collecting in passing four more from Cyprus and replacing them with three Wessex from No.18 Squadron, also making use of the carrier transit. The squadron air and ground crews were flown to Singapore in a Douglas DC-7c of Caledonian Airways on February 19, ready to meet Triumph and fly their aircraft to Seletar. Here the opportunity was taken to pay a visit to the Tiger Brewery, where Flying Officer Anthony Barnetson distinguished himself by consuming a glass boot of beer, containing four and a half pints, within a stipulated 20 minutes. He was presented with a shirt embroidered with a tiger's head and a certificate. The CO, former wartime fighter pilot Squadron Leader D.M.Thomas, returned the honours by giving the brewery a Squadron Badge to display in the Tiger Tavern. One of the pilots, Flight Lieutenant J.Webster AFC, was on his second tour with the Squadron - he had flown Sunderlands up to the time of the disbandment in 1957. After a few days local training, the entire unit embarked on another aircraft carrier,

HMS Bulwark, arriving at Labuan on March 10. Operations commenced almost immediately. The first sortie was flown that afternoon by the CO in XP363, taking the Director of Operations, Major General W.C. Walker CB, CBE, DSO, to Muara and conveying four troops and 200 lbs of freight from Brunei to Labuan. The airfield at Labuan was the major forward airbase for the British effort and at one time or another over the period of the Confrontation, was home to a variety of aircraft types including Hunters, Javelins, Canberras, Argosys, Beverleys, Belvederes, Pioneers and Twin Pioneers.

The weather was an important factor in dictating the level and intensity of flying activity. Morning mist and low cloud were frequent and tenacious, the afternoon thunderstorms were widespread, regular and heavy. A further factor to be considered was balancing fuel against payload, as refuelling was available at the jungle clearing bases in cases of emergency only. Navigation presented problems and was heavily dependent on knowledge of the local topography gained by the aircrews, with timed runs on specific bearings also being important. With regard to creature comforts, an air-conditioned room was greatly prized. These were allocated strictly on a time served basis. Anything of organic origin went mouldy fairly rapidly in rooms without air-con. Scraping the protective strip from rotor blades with a tufnol scraper was a "popular" pastime; all were encouraged to join in at the workshop next to the crewroom. Labuan was at the end of a very long supply chain and rotor blades were scarce. The slightest hole in the leading edge protective strip allowed water in, which when the blade warmed up created a bubble of air and a "wumper" (one per rev vibration).

The squadron established a detachment at Tawau and another at Sepulot. A "longhouse" had been built at Sepulot by Australian Army engineers and had eight single bedrooms, a lounge and bar area, four washing areas with a hot and cold shower building alongside. The electricity supply was intermittent and further entertainment was provided by a reel-to-reel stereo tape machine (high-tech for its day). The sanitary facility was of the "three-holer, long-drop" type with "automatic vacant/engaged signs linked by Tiger Beer tin cogs with strings attached to the seat lids". According to Flight Lieutenant Tony Wickes, "The views from the loo windows across the jungle treetops and river were the best in Borneo." Sepulot also served as a civilian airfield for Malair Twin Pioneers. The helicopter landing spots were typically surfaced with lanang grass and hard clay - perfect when dry but more akin to a skating rink when wet.

The main task for 230 Squadron was the re-supply and reinforcement of forward patrols along a 120 mile sector of the border. At this stage the troops being supported were 42 Commando Royal Marines and 2/7 Ghurkhas. In April, Flight Lieutenant Bill McEachern in XP396, with Sergeant G. Ashall acting as crewman, carried out a very difficult rescue operation on Mount Kinabalu. He landed on a ledge at 8300 feet and waited there for nine hours in less than ideal weather conditions, while two injured civilians were brought down 5000 feet from the peak. McEachern had completed a wartime tour on Lancasters for which he had been awarded the DFC. After the war he returned from Australia and re-enlisted as an NCO. He then won a DFM flying helicopters in Malaysia.

During that first full month nearly 200 sorties were flown, as the CO noted, "Comment is superfluous, the facts speak for themselves, I am very satisfied with the Squadron's achievement." A month later he was less happy, "This Squadron has now been operational in this theatre for eleven and a half weeks during which time it has flown 1510 hours. As a new unit in Borneo it was considered advisable to fly whatever hours were demanded by the tasking authority as it was assumed that the spares situation in the Command was fully appreciated and that consistent over-tasking might settle down when we had been absorbed into the normal pattern. Three months have shown no reduction in task but considerable reduction in spares. This can be accepted on a short term basis but it must be appreciated that continuation of this policy may well result in lower serviceability rate at a time when maximum effort may be an urgent operational necessity. Training hours are down to an absolute minimum. In future this Squadron will not exceed its established task unless specifically ordered by higher authority."

The tasks performed by the squadron were many and varied to go along with the regular commitments. The next month brought a "hearts and minds" round trip taking a medical team to immunise local village children and, in contrast, the extraction of SAS troopers from a dangerously isolated position. The SAS were Australians and fearsome warriors but they tended to smell less than wholesome after a month in the jungle. It was common for the pilots to fly the return journey with their head out the cockpit window to avoid the aroma wafting up from the cabin.

A decision was made to add a Black Pentagon to the Squadron's tactical badge on the cabin doors. This was an Indonesian Satanic Sign and was intended to frighten those with hostile intent. In July XR402, flown by Flight

Lieutenant A.J. Atkinson, was lost when it suffered a complete engine failure and crashed into the sea. Luckily it was hovering at low level while holding to take part in a display at Labuan Red Cross Fete. No lives were lost though three crew members suffered compression fractures to the spine. Later that month the Tawau detachment received a distress call from a SRN.5 of the Hovercraft Unit (Far East) which had jammed in reverse gear and had accordingly been forced to anchor. Flight Lieutenant Trevor Wood in XP400 flew overhead and winched down mineral drinks to the crew and passengers, who were suffering in the midday heat. A tug was then summoned which towed the hovercraft back to base.

Squadron Leader Thomas came to the end of his tour in August and was replaced by Squadron Leader Keith Cawdron.

Another maritime rescue saw XP390 and Flight Lieutenant M.G. Hall towing the Station Sub-Aqua Club's dive boat six miles to harbour, when its out-board failed. Flight Lieutenant Wood, Flying Officer Dickie Holmes and Flight Sergeant A. Hood were involved in a dramatic and dangerous rescue in October. Wood was operating a troop lift in XK986 when he received a message that four RAF Regiment personnel were drifting down the Talankai River on an air drop container. The container, which was full of rations and beer, had been swept into the swollen waters of the river along with the men. He quickly returned to Sepulot to offload the soldiers and pick up Holmes and Hood. Soon Jock Hood was dangling over the rushing waters while Wood manoeuvred the helicopter as close to the overhanging trees as he dared. The rotor blades were actually chopping at the foliage. The first man was rescued then Hood disappeared underwater, entangled with the parachute and the panicky survivor. With some difficulty he freed himself and gestured to Dick Holmes, who was acting as winch man, that the helicopter should tow them 200 yards to the bank. Trevor Wood landed and took both exhausted men on board. The third man was saved by a Wessex of 848 Naval Air Squadron, which was stationed at Labuan.

The New Year 1966 brought a visit by the Leader of the Opposition, Edward Heath MP, Anthony Barber MP and Christopher Chataway MP, along with a posse of radio and newspaper reporters. The award of a Queen's Commendation for Valuable Service in the Air to Flight Sergeant Hood was, perhaps, greeted with more enthusiasm. The squadron's complement was undergoing considerable change as many aircrew and technicians were coming to the end of their tours. Experienced pilots were being replaced by newcomers straight

out of basic training. The last member to have been with the squadron in Germany, the Engineering Officer, Flight Lieutenant R.N.Smith, departed for home in March. In the same month a year's service in theatre was completed. The CO noted that the squadron had flown 5742.45 hours out of a task of 5160 hours, carried 2,036,968 lbs of freight, 25,539 passengers and 295 casualties. In April it was decided that as the weather had been very good for a week, it would be a good idea to have a Squadron Barbecue. Naturally this brought on the rain. Pilot Officer D.Bailey had more luck when he bartered 100 nails for a pig. The pig's fate was "to supplement the not over-abundant rations". As the year wore on rumours of an end to the Confrontation began to grow. The flying task continued except for the movement of fighting patrols into the combat areas on the border, which had diminished in line with the decrease in Indonesian incursions. The Minister of Defence for Air, Lord Shackleton, arrived in June. He was taken to see Mount Murud, which he had climbed in 1932.

The detachments at Sepulot and Tawau were brought to an end in July but the Whirlwinds were still in action from Bario (where, according to those who served there, it rained at 3.30pm every day). Flight Lieutenant Roger Wain was in command of the detachment. In conjunction with a pair of Wessex from 848 Naval Air Squadron, they were tasked in connection with the last operations to sweep up the Indonesians involved in the fighting in the Long Semado area in Sarawak. Refuelling was required, for which an engine driven pump was supplied at the airstrips. Fuel supplies were air dropped from Beverleys, four 50 gallon drums to a pallet, supported by three parachutes. Roger Wain's memories of his time there included, "The occasional chute failure was quite spectacular as the tops were forced off the drums and the plume of fuel shot 75 to 100 feet in the air. One day the Elsan fluid was being carried on the same pallet as vegetables when another chute failed. It did nothing to improve the flavour. The Ghurkhas' rum ration was air dropped on the odd occasion and the bottles nearly always survived. Fresh food was usually air landed by Twin Pioneers, also on pallets - uphill landings and downhill takeoffs. Fresh meat was supplied by the duty water buffalo. Ferrying 105mm shells, two to a box, 165lbs in weight, ten boxes per load, between Long Semado and Ba Kelalen one afternoon two Whirlwinds consumed 30 barrels of fuel. Take off from Long Semado with enough fuel to get to Ba Kelalen and return. Land and the crewman hops out and supervises loading to maximum permissible all up weight. Low hover and slide down the strip, fall off the end, attain enough airspeed and fly to Long Semado. Unload, put in about a barrel of fuel with the Kelson pump. No stopping, no refreshments and not forgetting the crewman on the last return. The helicop-

ters never returned empty, the golden rule was always to load something useful, eg. parachutes. If the airdrop was on time and you were flying you missed breakfast, unless the first stop was at Long Semado, where the Company Commander would appear with fried egg sandwiches and mugs of tea. When possible locals (and pigs) were given lifts, it was policy to generate goodwill by this means, as a "hearts and minds" campaign was an integral part of the overall strategy. The strip at Long Banga, about 40 nautical miles to the southeast of Bario featured a particular hazard, a tree some 200 feet in height which had not been felled when the airstrip was built because of the risk of it falling the wrong way and blocking the strip. The root buttresses were enormous, you could park a Land Rover between two." One afternoon at Bario he was having a shower "before any of the 1/7 Gurka officers got at the warm water", when a messenger appeared summoning him to see the Colonel. He was asked to fly the medical officer to Long Banga as a matter of urgency. Gathering his crew, Flight Lieutenant Hood and Sergeant Leggatt, the servicing party pre-flighted the Whirlwind in the gathering gloom. As they flew over the dark jungle, lightning flashed in the sky behind. Arriving at Long Banga, to add to their problems, the strip was shrouded in ground mist. Roger continued, "Ever mindful of that b----- great tree, I had the Gorkas with paraffin pressure lamps lined up along the river side of the strip and setting up a constant attitude powered approach, with Flight Lieutenant Hood monitoring the flight instruments and Sergeant Leggatt looking for the ground, hoping that it would be illuminated by the landing light. After landing I shut down on the spot, once again the luck was with us." The sick officer received treatment and was flown back to Bario the next morning.

Sukarno had lost power to Suharto in an anti-Communist Army coup and a peace treaty with Malaysia was imminent. By the end of August 1966 the undeclared war was over.

Plans began to be formalised for the squadron's move back to the UK. Three of the brand new Short Belfast freighters of No.53 Squadron were used for the 10,000 mile trip - XR367 Heracles, XR368 Theseus and XR369 Spartacus. A maximum of three Whirlwinds could be loaded into the giant aircraft. The first Belfast departed on October 13. Squadron Leader Cawdron left a few days later. A flypast of five Whirlwinds flew over as he walked to his aircraft, the formation leader carrying the Squadron Commander's pennant in his honour. The last operational task was flown by Flying Officer M.Catlow in XP396 on October 21, a trooping trip to Brunei and back. The final figures for the squadron in Borneo were 8558 hours, 3,311,000 lbs of freight, 39,779

passengers and 414 casualties, a truly remarkable achievement.

The new CO, Squadron Leader D.E.Todd, took command on November 19. All the helicopters were back at RAF Odiham by the end of the month. The Squadron was declared non-operational until January 5, 1967. The training bill to meet this date was immense as most of the pilots had not previously operated helicopters in the UK. Instrument flying, night flying and formal categorisation were the main priorities.

Grateful thanks are due to Roger Wain and Tony Wickes for sharing their memories with the author. The websites www.britains-smallwars.com and www.nmbva.co.uk were also very useful.

Guy Warner

2007 REUNION—IMPORTANT INFORMATION

PLEASE NOTE THAT THE DATES FOR THIS YEARS REUNION AT RAF ALDERGROVE HAVE CHANGED. IT WILL NOW BE HELD

31 Aug – 2 Sept

The cost of the event will be, accommodation for the weekend about £5 and the Dinner will be £25 for which we should be very grateful to Mr Sutcliffe the Mess Manager. Depending on numbers we may also have food in the Lair or the Bar which will cost £5 and it will be individuals own expense for the Lunch out on Saturday. There will of course also be the traditional Sunday service

Bookings should be made at the earliest opportunity using the form inserted in the centre pages of this issue.



THE TIGER'S ROAR



NORTHERN IRELAND & MAINLAND UK

Tasking within NI continues, as it has over the last few months, at a fairly low level with a subtle change from routine support towards pre-deployment training / helicopter drills for some of the units based in Province. The operations officer (Flt Lt Lorna Bell has now handed over to Fg Off Jill Starling) continues to seek out training opportunities and tasks for units on the Mainland, which provide us with much needed training opportunities for the junior aircrew and engineers. This explains to some extent why some of the Sqn are spending a few more nights away than perhaps they did in the past. Finally, for those 'taking the air' in Bangor earlier in the month you may have witnessed the impressive fly-past for the Royal Air Force Association parade in Bangor, which was reduced to one ac to allow the crew to focus on getting the timing right!

OUT OF AREA

Having just got back from a 2-month stint in Iraq I can tell you first hand that everyone deployed from the Sqn and indeed 33 Sqn is in good spirits and the recent increase in our commitment has been seamless. My comments on the weather are less favorable – cold to freezing, windy to sand-storms and raining to the point that the aircrew had to do their aircraft servicing in flip flops (I even have the photos to prove it). However, when I left the temperatures



were beginning to pick up and over the next couple of months the environment should be positively balmy (definition – mild and pleasant not barmy as in everybody has lost the plot). This will only be a short respite before the summer temperatures kick in around Jun. With respect to the threat whilst I won't insult anyone's intelligence by saying there isn't one I would ask everyone to treat all media reports with a degree of caution, as we all know reporters have to sell what they do and are, therefore, prone to exaggeration.

EXERCISE CLOCKWORK

The Sqn's contribution to Ex CLOCKWORK (one aircraft, aircrew and engineers) arrived in Bardufoss, in Northern Norway in mid February in good order and the majority (all but one) were immediately sent off into the wilds for a week long survival exercise – apparently the size of the bergens being carried by each victim (student) was a sight to behold – if you need a snow-hole dug in the near future you know were to come. The exercise is due to run until the end of March with everybody due back by 27th.

EXERCISE TROPICAL STORM

Ex TROPICAL STORM in Belize, Central America, is now well under way with the successful deployment 2 aircraft and 25 aircrew and engineers, which even made the front page of the local press (Large Aircraft Swallows Chopper – I believe the headline was!). The whole team (including the 33 Sqn element) have now settled into their accommodation, which ranges from the sublime (the 1950's style huts below with 1930's style ceiling fans – very Raj) to the less than desirable (see over the page)!





We are there to support 2 major unit exercises as they work up for their future operational out of area commitments. However, we are also taking the opportunity to expose the aircrew to the demands of jungle flying by day and night and the engineers to the plethora of challenges we encounter in generating aircraft in tropical/jungles conditions and from remote locations.

The Exercise will run until 9 May 07 and for those who may have heard the rumours – it is true there is a swimming pool at one of the locations, but JENGO (Fit Lt Sean Williams) is insisting that they are only using it to cool down after a 7 or 8 mile run in the morning.



26th May – Station Families Day and Mini-Tiger Meet

Details of the Families Day will be coming out separately, but we will also be holding a Mini Tiger Meet 2007 in support of the Families Day. The exact attendance is being tied up now, but hopefully in the afternoon we will be able to get the kids (the 45 year old ones as well) into the aircraft on the static display.

Black Peter

I have just received the latest edition of 'Searchlight', the newsletter of the Seletar Association, and my eye caught this item that the Editor had included:

"MORE RANDOM THOUGHTS OF ABROAD

With every visit to the National Archives at Kew I discover nuggets that must mean something significant to technical types - but which mean little to a detached member of aircrew. Here's one example of an extract from the minutes of a meeting at AHQ Malaya in February 1951.

"The painting of Sunderland aircraft at Seletar is not to be delayed because of the lack of white cellulose: another colour of paint may be used."

I have heard of a black painted Sunderland once operated by 205 Squadron, but the mind boggles at the thought of what might have been for our lilywhite flying boats (maybe off-lilywhite flying boats!). But perhaps this was not related to the topcoat? Who can tell me (us)?"

Now I have often heard discussion or comments about the black Sunderland (P – Peter), even to a suggestion that it was the idea of a member of 230 Sqn but the detail is a little confused.

Can anyone supply 'Chapter and Verse' on the subject? Not only would I find it educational but it might also be appreciated by the editor of Searchlight. By the way, if anyone is interested they have a very good web site at www.seletar.co.uk.

DAW

Notes from the Chairman

Well another year is now well under way and passing; at least it seems to me, at frightening speed. It has certainly been brought home to me the fact that, once you retire, you have so many things to do that you wonder how you ever found the time to go to work!

You will recall that in the last newsletter I invited those members who were not at the AGM to express their views on the three possible locations for the 2008 reunion: RAF Odiham, 'The Midlands' or York. There were not a great many returns but those members that did express an opinion opted for the Petwood Hotel at Woodhall Spa. Hopefully then 2008 venue will be late September (as I write dates still to be finalised with the hotel) in East Anglia.

A perennial item that comes to the fore whenever the newsletter goes out is member's changes of address; we often only become aware that you have moved when newsletters are 'returned to sender'. Brian Collins has made a sterling effort to update our records but there are still a few of you whom we have not managed to pin down. This is predominantly amongst those still serving and I can fully appreciate that when you are moving around the last thing that comes to mind is to let the Association know of the change – however, you pay your subscriptions and are entitled to a newsletter. If you happen to read this and wonder where your own newsletter has got to you might like to check with Brian or myself to confirm we have your correct address.

In a similar vein, I have been approached by a number of you requesting that the Association publish a list of members in the same way that other Associations do. I am reluctant to do this as, although I suspect that the vast majority, if not all of you, would be quite happy for other members to know your address it would be wrong of me to act on that assumption. Also, it would

produce a mountain of paper that many of you might consider to be 'junk mail', could potentially infringe the data protection act and would cost the Association a considerable amount in postage. However, I am prepared to print off a list of members names with dates of years served and send that to anyone requesting it. Contact details would only be passed on if the second party agrees.

Don't forget to get your booking in for this year's re-union at Aldergrove; I know a couple of you have got your transport arrangements sorted already – which is more than I have done!

Take care and I look forward to seeing you there,

DAW 3 March 2007



Al,

The Rover in Tiger stripes is mine after I donated it to the Squadron. I could not get rid of it in Germany so it was used as a Sqn 'hack' until it no longer passed the MOT. It finished its days towing gliders to/from the gliding club at Gutersloh - something that did its suspension no good what so ever. Mind you it had never been that sound since it was used to tow a '25 Pounder' to the Officers' Mess one dining in night - but that's another story!

Dave Waring

IMPORTANT

All enquiries regarding **Memberships, Subscriptions, Resignations, Deceased, or Gone Away** and **Changes of Address**, to be sent promptly to the **Registrar** by letter please.

All items for inclusion in the next issue of the Newsletter should be sent directly to the editor by no later than **1 Nov 2007**.

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