



Nightjar

Spring 2013

Contents:

1	Chairman's Letter
2	Notices
3	AGM - 2012
6	Historian's Report
9	In Memoriam
10	214 Sqn in Shallufa - 1951
13	Sqn Ldr C L Gilbert
14	Ready for Contact
18	Treasurers Topics
19	Committee
20	2013 Reunion & AGM
Enc	Reunion Booking Forms

Chairman's Letter

It is now nearly six months since a dedicated group of members of the Association, many accompanied by their wives, met at the Maids Head Hotel in Norwich on 6 October for the 2012 Reunion. Sadly, for the first time at such events, there was not a single wartime member of the Squadron present, a telling indicator of the effects of *Anno Domini*. As can be seen from the Minutes elsewhere in this edition of *Nightjar*, the Annual General Meeting passed off without any difficulties, the major decision being to hold the 2013 Reunion at the Hallmark Hotel in Derby, so that it could be combined with a visit to the Squadron's Memorial in the National Memorial Arboretum at Alrewas. Further details of this event are on page 20.

In the evening, the Reunion Dinner was held in the Oak Room, a venue more suited to our reduced numbers than the Minstrel Room of a few years ago. In addition to the Association members and their wives who attended, we were honoured to have as our guest Mrs Joskyl Brackley, a daughter-in-law of Air Commodore H G Brackley CBE DSO DSC, the first Squadron Commander of No 14 Squadron RNAS/No 214 Squadron RAF. Members will recall that we are much indebted to Mrs Brackley and her son Paul for the family's donation to the Association of 230 copies of *Brackles*, the published biography of her father-in-law. These were then sold to raise funds that were divided between the Association's Memorial Fund and the RAF Benevolent Fund. After the meal, Jock Whitehouse gave a timely talk on the wide range of published and unpublished historical material relating to the Squadron that already exists in public and private collections.

On the Sunday morning, a substantial number of us made our way to Blickling Hall, where we viewed the now enlarged museum covering the RAF's use of Blickling Hall and nearby Oulton airfield, before being given the privilege of a tour of the servants quarters in the attics that were used as bedrooms and dormitories by the aircrew of No 214 Squadron in 1944/5. It was apparent that the accommodation was extremely basic, and probably very cold in winter. However, what the aircrew lacked in comfort they evidently made up for with high spirited exploits climbing across the roofs of the Hall. One of the bedrooms we saw was the cook's bedroom, apparently the one occupied by the late Squadron Leader Bob Davies, whom many of us remember, when he was serving as a flight commander on the Squadron. Our thanks go to Peter Walker and Shaun Broaders for making the arrangements with the National Trust.

Which brings me back to my hobby-horse – the recording and preservation of the Squadron's history – a subject that I raised at the 2011 Reunion and in the subsequent editions of the *Nightjar*. I was pleased to see that the Summer 2012 *Nightjar* contained an excellent example of the type of material I believe we should be recording – a well illustrated article by Peter Brown relating his experiences of serving with No 214 Squadron in Kenya in 1954. And there is another article from Peter in this edition, plus one from Geoff Barrell. So if, like me, you have not yet got beyond the 'thinking about it' stage, please don't assume that someone else will already have written a similar account to yours; get out your lap-top or whatever, and start typing!

Finally, if you are debating whether to come to the Reunion in Derby in October, please make determined effort to join us. Your Committee's aim is to keep the Association alive and to organise reunions for as long as it remains feasible. But we do need YOUR support. So put the weekend of 5/6 October in your diary and complete and send off the booking forms NOW!

Alan Mawby

On behalf of the members of No 214 (FMS) Squadron Association, the Committee sends its congratulations and best wishes to Marshal of the Royal Air Force Sir Michael Beetham GCB CBE DFC AFC FRAeS on the occasion of his ninetieth birthday on 17 May 2013.

V-Force Reunion

17/18 May 2014

Newark Air Museum - Nottinghamshire

See www.vforcereunion.co.uk for details

Bomber Command Clasp

The Government has announced the award of a 'Bomber Command' clasp to qualifying aircrew. The clasp is to be worn on the ribbon of the 1939-1945 Star. Living Bomber Command veterans and the widows of Bomber Command aircrew will be first in line to receive the clasp. Other next of kin are also able to apply and will receive their clasp shortly after the veterans.

Details of eligibility and an application form can be found at www.veterans-uk.info. Alternatively veterans and next of kin can call the MoD Medal Office on **08457 800 900** (local call rate).

Help

I have received a request from Bob Macket who is the son of our late member Flt Lt Bob Macket DFC RCAF and who has joined the association:

'I am an avid reader of RAF Bomber Command activities especially focused on the European theatre actions during WWII. I am trying to locate a copy of Chris Ward's "214 Squadron" (Bomber Command Profile no. 71). I was hopeful that either you, or someone in the association, could direct me to a source where I could purchase a copy of this profile. I would be most appreciative of any assistance you could provide in this endeavor.'

If you can help Bob please let me know and I will put you in touch with him.

John

No 214 (FMS) SQUADRON ASSOCIATION
MINUTES OF THE ANNUAL GENERAL MEETING HELD AT THE MAIDS HEAD HOTEL, NORWICH, ON SATURDAY 6
OCTOBER 2012

Committee present:	Wing Commander Alan Mawby	Chairman	
	John Gulliver		Treasurer
	Jock Whitehouse		Historian
	Roy Monk		
	Vic Pheasant		
	Peter Walker		Secretary

And 10 members.

1. Chairman's Welcome.

The Chairman welcomed all the members attending and especially the new members attending for the first time: Mrs Gail Elliott and Mrs Laura Papworth, daughters of former member and regular attendee at reunions Bob Butler, who died on 16 July 2012.

2. Apologies.

Apologies for absence had been received from: MRAF Sir Michael Beetham, ACM Sir Anthony Skingsley, AVM Eric Macey, Gp Capt Peter Hill, John and Carol Edwards, John Gurney, Sylvia & Maurice Harding (Australia), Gerhard & Sissie Heilig, Paul Henry, Mrs Joan Hughes, H (Peter) Jowett, Graham Spaxman, Don Walter, Stuart Waring, Maurice Webster, David (Tug) Wilson, John Wynne.

3. In Memoriam.

The names of members of the Association and former members of the Squadron whose deaths had been reported since the last reunion in July 2011 were read out:

Roy Howard 4 Apr 2011 Age 89 (Stirling/Fortress nav/bomb aimer 1943/5)
George Cox 19 Jul 2011 Age 87 (Stirling/Fortress flight engineer)
Sqn Ldr Kenneth Bettles DFC 23 July 2011 Age 90 (Fortress pilot)
George Leete 12 Oct 2011 Age 86 (Lancaster Nav/Obs 1946)
W W (Bill) Doy DFC 28 Nov 2011 Age 95 (WOpAG)
Peter Witts Nov 2011 Age 95 (Fortress air gunner)
Wg Cdr Bob McAlastair Furze AFC on 4 Dec 2011 Age 83 (Valiant pilot 1956-61)
W G M (Bill) Foskett 21 Dec 2011 (Stirling/Fortress nav/bomb aimer/air gnr 1943/4)
Bill Philips 10 Jan 2012 Age 94 (Stirling rear gunner 1942/3)
Bob Mackett RCAF 22 Feb 2012 (Stirling pilot 1943/4)
John Hoskin Apr 2012 Age 94 (engine fitter Wellington/Stirling)
Peter Simmonds 6 May 2012 Age 75 (Victor navigator 1966/9)
Mary Jukes May 2012 (Wife of Bertie Jukes)
Bob Butler 16 July 2012 Age 88 (LAC engine fitter 1943/5)

4. Minutes of the Annual General Meeting held at the Hallmark Hotel, Derby on 9 July 2011.

The Minutes of the Annual General Meeting held at the Hallmark Hotel, Derby on 9 July 2011 were published in the Winter 2011/2012 *Nightjar*. No comments had been received. Acceptance of the Minutes was proposed by Roy Monk and seconded by Geoff Barrell and passed unanimously.

5. Matters Arising.

There were no Matters Arising that were not covered by Agenda Items.

6. Chairman's Report.

The Chairman stated that there was little of significance to report. Apart from the production of the *Nightjar* and the Historian's activities, which would be reported separately, the main focus of attention had been the arrangements for this reunion.

7. Treasurer's Report.

The Treasurer summarised the income and expenditure for the year to the end of 2011 as set out in the accounts (see separate sheet). He reported that the current financial situation was sound and that the annual subscription of £10 would be adequate for the foreseeable future. Acceptance of the accounts was proposed by John Brown and seconded by Bertie Jukes and carried unanimously. Thanks were given to Vic Pheasant for once again auditing the accounts.

8. Secretary's Report.

The Secretary reported that he had dealt with a few family enquiries over the past twelve months and, with the help of Jock Whitehouse, had found most of the answers to the information requested. The latest enquiry had come from Brazil and concerned a Brazilian national named Werner John Hein who served as a Stirling pilot on No 214 Squadron and was killed in action in June 1943.

9. Historian's Report.

The Historian gave a brief resumé of activities over the past year related to the Squadron's history. An updated and expanded version of this report will appear in the Spring 2013 *Nightjar*.

10. Election of Officers.

Of the existing Committee members, Roy Monk expressed a wish to retire with effect from this Annual General Meeting. Nothing had been heard from Godfrey Moffatt prior to the Annual General Meeting and his wishes were not known. However, the remaining members of the Committee were all willing to serve for a further year. Given that the major effort required for the creation and installation of the Squadron memorial at Alrewas was now well past, it was considered that a smaller Committee would be acceptable. The re-election of the six remaining members of the existing Committee was proposed by Bertie Jukes and seconded by Geoff Barrell and was passed unanimously. Thanks were extended to Roy Monk for his valuable contribution to the Association over a number of years. From the date of this Meeting, the Committee thus comprises:

Chairman	Wg Cdr Alan Mawby
Treasurer	John Gulliver
Historian	Jock Whitehouse
Member	Shaun Broaders
Member	Vic Pheasant
Secretary	Peter Walker

11. Options for the 2013 Reunion.

Following on from discussions at the two previous Reunions, the general consensus was that the 2013 Reunion should be held in Derby so that the weekend could include a visit to the Squadron Memorial at the National Memorial Arboretum at Alrewas. Subject to availability of hotel accommodation, it was considered that early October would be the most suitable date. Although no decision was taken on 2014, it was suggested that a return to Norwich would be an obvious possibility.

12. Any Other Business.

There being no other business, the Chairman thanked all those present for attending the meeting, and the meeting was declared closed.

No. 214 (FMS) SQUADRON ASSOCIATION

2011 INCOME & EXPENDITURE ACCOUNTS

Income

Expenditure

No. 1 Account

Subscription/Donations	£795.00	Donations	£0.00
Sales	£0.00	Printing	£125.00
Other	£0.00	Stationery	£20.00
Memorial Appeal	£0.00	Postage	£177.72
Brackles	£0.00	Telephone	£0.00
		Travel	£0.00
		Annual Reunion - Contribution	£214.00
		Dedication	£0.00
		Wreaths	£75.00
		Committee Expenses	£222.57
		Web Site	£72.47
		Misc	£27.28
	<u>£795.00</u>		<u>£934.04</u>

Total Funds

1 st January 2011 Opening Balances	Bank	£2,630.26
	Cash	
31 st December 2011 Closing Balances	Bank	£2,491.22
	Cash	
Change on year		-£139.04

Original Signed

23 March 2012

J GULLIVER

Treasurer

This is to certify that I have completed an audit of the 2011

Accounts of No 214(FMS) Squadron Association and found them to be a true and accurate record.

Original Signed

1 Oct 2012

V A PHEASANT

HISTORIAN'S REPORT

This is an updated version of that presented at the Annual General Meeting on 6 October 2012

1 Following the Chairman's request for material relating to 'time on 214', we have received photographs and recollections from Iain Robertson a rear-gunner on Lincolns at Upwood, and in Kenya, and a nice selection of photographs from Gerry Crombie of various tanker exercises mainly with Lightnings. Hopefully more members will be inspired to trawl their 'archives'.

2 Martin Cole (Tenerife), a keen follower of 'things 214', has forwarded some interesting material on the career of George Wright the highly respected Adjutant of WW2. Originating from Godalming, Martin contacted Charterhouse School to see if they had any information George. Their response was a fascinating resume of his time there highlighting that he was an outstanding sportsman (virtually Test Match cricket standard). The full summary appears as a separate article. Martin also asked for help in identifying Squadron aircrew in the well-known photograph taken at Stradishall in 1942, but which had never been accurately dated. However, Martin unknowingly solved this via an entry in Station Records which stated that: 'as the runways were still unserviceable, No.214 Squadron had its photograph taken' giving the date as 24th August. There was certainly a gap in operational flying at this time. (This photograph is mentioned later). Many thanks to our man in the Atlantic!

3 Peter and I attended the unveiling of the Bomber Command Memorial in Green Park, London on a VERY hot 28 June, and as ticket holders we had hopefully anticipated seeing the whole show, but on being seated soon realised that between us and the memorial, apart from a group of trees was a massive TV screen. So of the event we saw nothing LIVE except Carol Vorderman and John Sergeant, but of course were very grateful to have been there on such a memorable day. We did manage to have a few words with Roy Monk, spotted amongst the masses. Ironically, my daughter, as a non-ticket holder moved freely and comfortably around in the shade of the trees lining Constitution Hill, and in fact saw far more than we did, especially the approach of the Lancaster which arrived unannounced from behind those seated, with the poppies drifting well away from the Park due to a stiff breeze. Due to the crowds Peter and I decided that it would be better to get a closer look at the memorial at some other time, whilst at the same time agreeing that the trip had been well worth the effort.

4 I made my second visit just two weeks later when down for the Annual Exhibition of the Guild of Aviation Artists held at the Mall Galleries, and not too far away from Green Park which while crossing, picked up few poppies! I took time admire the whole structure especially the truly stunning sculptures depicting 'A Bomber Crew' and was also able to chat to several of the many visitors - all obviously impressed, including one lady to whom it was all very relevant for as a young girl she had lived through the London Blitz. When I left there was one more wreath in place; I had taken one in remembrance of the bomber squadrons at both Stradishall and Chedburgh, not least of course No 214.

5 Due to our 2012 Reunion being held in Norwich there was no 'official' way of laying an Association wreath at the National Arboretum, but our willing Midlanders, Bob and Hilda Froggart did the honours after I had posted a wreath on to them - our thanks to them. As usual in November, Association wreaths were laid at both Stradishall and Chedburgh memorials and it was pleasing to see a good turnout of folk including our friends from the Bury St. Edmunds Branch of RAFA.

6 With a number of the 'newer' inhabitants of Chedburgh now expressing an interest in the aviation history of their village, a special event was planned for Saturday 20 October, chosen, as it was near the 70th Anniversary of the opening of the airfield. Fortunately the day was fine for the many who took the chance to have a look around the old flying area (permission kindly given by the two landowners who farm the land) and although most of the buildings have long gone (control tower still complete) for those who recognised the 'clues', the locations of old dispersals and runways could still be picked out. I helped with a comprehensive exhibition in the Village Hall for the afternoon and in the evening gave a slide show

covering RAF Chedburgh 1942-1946. (Plenty about 214). In conclusion I said that it was likely to be my last such talk and along with our local hero 'Frankel' who had run and won his last race on the same day I would also be retiring, although there was little chance of my thinking of following him in HIS new career (highly prized stud!) . In fact, NO chance at all! It all proved very successful, culminating with members of the local office of the RAF Benevolent Fund coming up to collect a worthwhile cheque, the small ceremony taking place in front of the Chedburgh Memorial. Pat Fisher, a long standing supporter of the Chedburgh memorial activities, when interviewed by the local Press, chose to hold the No.214 Squadron badge when photographed, the picture duly appearing in the local paper. I came away with two very interesting publications handed to me by a lady (they had belonged to her late father) so given time I could one day claim to understand all the workings of the 'Vampire'.



Chedburgh Reunion.
Margaret Robson, 'Dinty' Moore and
Clarice Clarke.
Nurse, 214 Pilot and Driver.
Last together in an ambulance taking
a badly burned 'Dinty' to hospital.
9 March 1943
after his crash near Chedburgh.
Seen behind is a large piece of Dinty's
Stirling which had been used as a culvert
cover for many years.

Pat Fisher and the No.214 Squadron
badge.
Reproduced by kind permission of the
East Anglian Daily Times

7 Peter was contacted by a gentleman in Brazil trying to glean as much information as possible on a Flt Lt Werner Hein who, in spite of his name, had been a Stirling captain on No 214 Squadron at Chedburgh. Sadly he was killed in action on 23 June 1943, and ironically over Germany. It is very likely that he was from one of the many European families who had originally settled in South America, although I believe that tracing this actual family is proving difficult. However, we forwarded as much information as possible including pictures of the graves of the crew who rest in the Reichswald Forest Cemetery. Our efforts have been greatly appreciated.

8 Via John, I have been in contact with the Rev. Noel Baker who is seeking information on an Australian relative who served as a pilot in the Royal Australian Air Force and, after several posting, flew with the Australian No.460 Squadron, sadly losing his life in 1942. Interestingly however, P/O Colin Gilbert was on No.214 Squadron in 1938 flying Harrows from Feltwell and we had hoped to find him on the pilot's line-up on one of the two photographs we have, but unfortunately all three Australian officers present are wearing their dark blue uniforms and sporting identical moustaches! But our help has been appreciated.

9 I was pleasantly surprised to receive a letter from Liz, the daughter of our late dear friend Ron James. Liz is now retired and trying to trace some of Ron's material which seemingly was handed to an unidentified source some time ago . I only knew Ron for a relatively short time when we happily traded off '214 material' each helping the other with our respective projects. As the 100 Group Museum might be able to help, I have

put Liz in touch with Peter. It is also good to know that Ron's widow Win is well and she sends her best wishes.

10 For the modellers amongst us, Roy and Peter report that there is now a conversion pack available for the recent 'Airfix' Valiant kit, enabling the bomber version to be converted to a tanker model. Unfortunately, 214 Squadron decals are not included.

11 Whilst seeking information for a friend whose uncle had been lost on No.102 Squadron on 2 June 1942 (the second 1,000 Bomber Raid: on Bremen) I just chanced to recognise a familiar if unusual name amongst the OTU crews taking part, namely that of Sgt G E F Phalempin, one of four RCAF members of the crew of Sgt. R W Davison. Training with No.22 OTU at Wellesbourne Mountford they were flying a war-weary Wellington whose fuel tanks had been repaired after suffering damaged on the first 1,000 raid to Cologne a few days previously. Returning home, they were forced to ditch 60 miles off Yarmouth but luckily all the five crew were safely rescued. Training complete, the crew plus the two extra needed to man a heavy bomber were posted to Chedburgh in October 1942, but here luck deserted them for they were to become the first Stirling crew of No.214 Squadron to be lost since the Squadron had recently moved over from Stradishall, going down on 13 October near Kiel.

BLICKLING HALL HISTORY

An obituary appearing in the 'Daily Telegraph' on Saturday 9 February was for Florence Wadlow aged 100 years. This lady had spent much of her early life in 'service' as cook/housekeeper in several of the great houses including Blickling Hall 1936-1939 and the brief story of the work place in those days is fascinating. The National Trust is working to recreate how some of the staff rooms would have looked then, and last year Florence was invited back to see 'her room' (one or two corrections to be made!). Those lucky enough to have visited Blickling on the Sunday of Reunion, will recall being shown that very room, which at some time would have also been occupied by an RAF officer (214?). The occupancy by the RAF during the war was also mentioned in the write-up.

GEORGE WRIGHT

details via Martin Cole and the 'Charterhouse School Register'

WRIGHT, GEORGE ALEXANDER. b 15.3.94. 3rd son of Edward Fortescue Wright CMG. Hodgsonites boarding house. Long Quarter (spring term) 1908-Summer Quarter 1912. 1st XI cricket (Capt); rackets pair winner.

Rubber Planter, Malaya 1912

WWI: Lt, 7th Lincs Regt and Indian Army; wounded

Tea and rubber planter Ceylon, 1920.

Played cricket for Ceylon against Test teams. Stock Exchange 1929.

Pig farmer, Devon until 1939.

WWII: Lt, RM; later Flt Lt, RAFVR

Married 1921 Ena, daughter of Frederick William Dobson

Died London 28.12. 59.

PLUS & MINUS

SPITFIRES. Disappointing news regarding the non-appearance of all those Spitfires believed to have been buried in Burma. The saga will no doubt continue and who knows, it may yet happen!

LANCASTER. Much better and exciting news from East Kirkby from where 'Just Jane' could one day forsake her ground-running role and actually take to the air. New engines ready but still some vital parts to obtain. **Two** Lancasters airborne? Worth waiting for.

NEARLY 214.

In the March edition of 'FlyPast' is an excellent article on the use of 'OBOE' by the Pathfinders, always an interesting subject. One photograph of a Mosquito crew of No.109 Squadron, is an example of how many successful pairings evolved from experienced pilots and navigators with previous operational experience and often from the same crew. This is certainly the case with the crew in question. As sergeants, Australian Frank Griggs

and Pat O'Hara were flying Stirlings on No. 214 Squadron at RAF Stradishall in 1942 and in fact they, and most of the crew, appear on 'THAT' squadron photograph mentioned earlier! On 6 June they made history, bringing back their severely damaged 'P'-Peter to finally crash-land on their home airfield after a long-running fight from Bremen with German fighters, often at sea-level, with few guns working (plus having had their rear-gunner killed in the first pass) but nevertheless successfully claiming three enemy aircraft destroyed. Their Stirling was a complete wreck but due to incredible teamwork and superb airmanship they got back. But with a price. Apart from losing their rear-gunner, the wireless operator, Sgt Bill Wildey was severely injured eventually losing his left arm but this was one of the rare occasions when virtually a whole crew was decorated, with all six survivors receiving the Distinguished Flying Medal.

Not long before he died, Bill Wildey attended a Reunion at Norwich where I made use of that rare time talking to him about past events and when he showed me many photographs of his Stirling both before and after the above incident (some unique Stradishall shots) plus a sobering selection of him in hospital recovering from his amputation-but always with a smile He remained in the Air Force for the remainder of the war serving with the Pathfinder organisation.

As stated in the article, the story of 'Oboe' began at Stradishall in 1942 when, due to the dogged determination and belief of a few men, the equipment was successfully tested, fitted into a Mosquito and declared 'fit for purpose'. One of those men was the then Wg Cdr Hal Bufton who as we should recall, was a former member of No. 214 Squadron.

Jock Whitehouse

In Memoriam

Mrs Clarice Clarke 22 January 2013.

Clarice was a WAAF MT Driver with 214 Squadron at both RAF Stradishall and RAF Chedburgh in 1941 - 1943 and then moved to 620 Squadron, which was formed from C Flight of 214 in June 1943. She met her future husband, Colin (who died in 1993) who was ground crew whilst they were both serving on 214. Clarice drove the usual MT vehicles, but was also detailed to drive ambulances, and she drove Dinty Moore to hospital after his crash near Chedburgh. The photograph on page 7 shows Clarice with Dinty, the Canadian Stirling Pilot, and Margaret Robson who was an RAF Medical Orderly, who nursed him on the way to hospital, when they met up again at Chedburgh nearly 70 years later. Dinty was awarded the George Medal after his crash for re-entering his burning aircraft to rescue his trapped mid-upper gunner. Clarice was a life-long supporter of RAFA and she attended our 2009 Memorial Dedication at Alrewas, where she wore her WAAF tartan skirt - "not going to miss this event" she told me. Clarice was a delightful Welsh lady whom it was a privilege to know.

Jock Whitehouse

FS RO Douglas RNZAF 10 October 2012 - Rear Gunner - Taken POW 14 March 1945.
A long standing member of the Association

K Cottee 27 October 2012

Sgt George Alexander Denham 13 January 2013 - 214 Sqn Air Gunner 1944/45

I regret that we have few details of these Squadron veterans, please let us know if you have any information or stories.

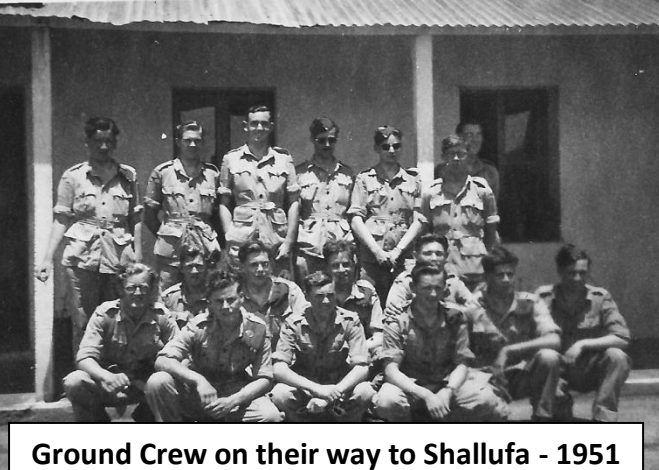
We will remember them

214 Squadron on Detachment at Shallufa (Egypt)

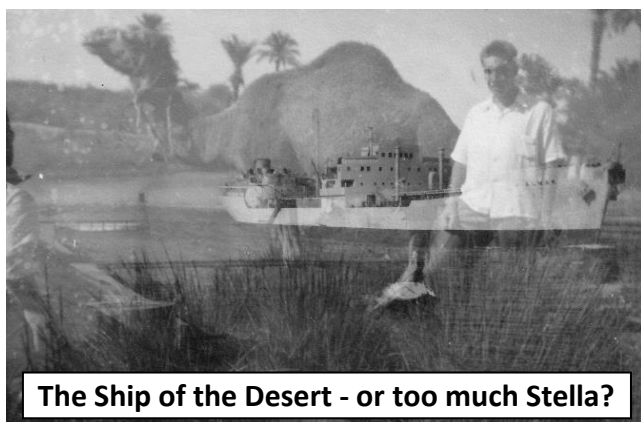
I was posted to 214 from ASF (Aircraft Servicing Flight) at RAF Upwood. I had just become an engine mechanic. The reason the Squadron needed extra engine mechanics was that during detachment we would have to carry out the 'primary star' inspections on the aircraft ourselves rather than, as at Upwood, where ASF did them. This was around June 1951, and I just had time to settle in before the Squadron was preparing for its detachment to Shallufa on a two month tour called operation SUNRAY. On the 1st July 1951 seven aircraft left Upwood bound for Shallufa, but most of the ground crew had left earlier by a civil airliner, a DC3 .



Douglas DC3 - Dakota en-route to Egypt



Ground Crew on their way to Shallufa - 1951



The Ship of the Desert - or too much Stella?

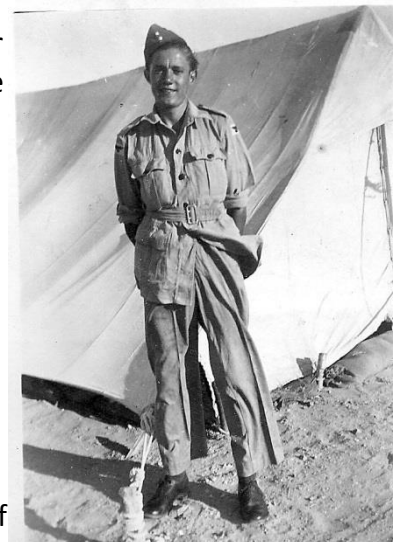
We were on our way, first stop, the South of France (and, if my memory serves me correctly, it was Istres-Le Tube Air Base) where we had a meal, the aircraft was refuelled, and then we were on our way to Malta for a night stop. Malta at that time was a very different place from what it is today. The fleet was in port, so the place was full of merry sailors, especially in Strait Street which was very busy. Many of you will remember Strait Street, it was better known as 'The Gut', and was the 'Red Light' district. For me, being the first time overseas, it was very educational and exciting.



Night Stop - Malta

With only a short night stop we were soon on our way to Shallufa, our home for the next two months.

When we arrived at Shallufa we found that the accommodation waiting for us was tents (three to a tent). During my short time on 214 at Upwood I had made friends with two other engine mechanics, both of them were ex- boy apprentices (quite



Outside Our Tent - Ready for Guard Duty

different to my start in the RAF), and we shared a tent. Once we had settled in life didn't seem too bad, but we wouldn't be airmen if we didn't have a moan now and again. The food could have been a lot better, but they did lay on, last thing at night, a mug of cocoa and a lump of bread that was most welcome. The other thing was that on the mess hall tables they put a plate of salt tablets for us to have one after each meal which I suppose was to make up for the salt we lost during the day.

Each tent had a local man to keep it tidy. He would rake the sand level and fill up the water chatty, an earthenware bottle, that was hung from the centre pole of the tent. The worst thing we had to contend with were the bed bugs, and we didn't have nets to keep the mosquitoes at bay as we had had in Kenya during our tour there.

The first time we were in the Canal Zone, King Farouk was the Egyptian ruler and things were fairly relaxed. When we had time off we would wander out of camp and make our way to the canal.

I enjoyed the walk, and we would set off, out of the camp gate, and cross the desert before we came to the railway line between Port Said and Suez. After we had crossed the railway, and before we came to the Sweet Water Canal, we passed through some small farms. They were very interesting with the farmers working the land as they had since the beginning of time.



Ploughing the land as they have always done



Two Farmers and their camel having a rest

After we had passed through the farm the next part of our walk was to cross the Sweet Water before we could get to the Suez Canal and have a rest and watch the liners sailing by with all the ladies sun bathing on the decks. The Sweet Water



The Date Harvester with his ropes and baskets

Canal had to be crossed before you could reach the Suez Canal. As you can see the only way to get across was to pay the local boys a set amount of ackers and then they would pull you across by chain that was attached to the raft, one chain on the front and one on the back, so they could pull you across from either side.



The ferry across the Sweet Water Canal



A bit adrift on the return crossing

After the Squadron had settled in it wasn't long before we were on the roster for guard duties, and having the surname of Brown I was first on the list. The next move was on to the rifle range for some firing practice, and I was hoping that that was all I would be firing at with the trusty Lee Enfield. The guard procedure was to report to the guard room for inspection and lowering the ensign, then the guard sergeant would detail you as to what watch you were on. The best watch was the first one, when you would finish your duty at 0400hrs whereas the last one finished at 0800. There was no good thing about guard duty. The camp boundary was divided into five sections, and you patrolled one section each, and tried to work it so you met the other guard at the end of your section, had a little chat and then off again. We also had to climb up a building to reach the searchlight and scan the desert for any would be invaders. With your rifle on your back, you would be an easy target for anyone who had climbed up first and was waiting for you.

Also guarding the camp were Sudanese Askaris men, and they would creep around during the night and scare the life out of you, I know they did me, a strange bunch. You didn't know when, but at any time the Orderly Officer would make his rounds and then you had to go through the ritual of "Halt, who goes there"? "Advance and be recognized", and all the palaver of getting him to place his ID card F1250 on the ground, about turn, and walk away. Then we would approach, pick up the 1250 and say "Advance and be recognized". We never carried a torch so it was impossible to see the 1250! The other thing was it was so cold during the night that you were glad when the morning came, and another guard duty was over.

As you may know, the Rolls Royce Merlin 68A Packard-built engine was liquid cooled and powered the Avro Lincoln, and the squadron before us had left one of their aircraft at Eastleigh as it was unserviceable when their tour ended. By the time that 214 had completed its tour the aircraft had been repaired and was ready to return home, so our spare crew was to fly it back along with all of 214's aircraft. Seeing as I was the spare engine man I was given the task to pre-flight the aircraft which I did with great care and attention to every detail of the inspection. The plan was we were all up early to prepare the aircraft for an early take off whilst the day was cool. The crews arrived, did their walk round, and climbed on board and started the engines. Our CO, Squadron Leader Brain DFC AFC then led the squadron to the runway for take-off. The aircraft I had carried out the pre-flight on was the last in line, but before it was time to taxi, fluid was seen to be pouring from number three. The crew were given the signal to shut down, and with that the engine chief cried out "get me the ladder". He rushed up the ladder removed the panel over the coolant header tank and held up the filler cap, and then shouted "who did the engine pre-flight? There was no stone for me to crawl under so I said "I did Flight". By this time all the other aircraft had taken off,



and standing all alone was the spare aircraft. I felt really sick, how could this have happened after the care and double-checking I had done? "Go and have some breakfast Brown and I will deal with you after we have fixed this aircraft". About the last thing I needed was breakfast, as I could see myself on a technical charge at the very least. I went to breakfast with an 'old hand', and he didn't make me feel any better with tales of what could happen. When I got back to the aircraft it was being ground run, and someone said "Flight wants to see you in the office". Here goes, I thought (lamb to the slaughter). Once I was in the office he looked quite happy and said, "Sit down and stop worrying, I am sorry, I should have taken my time before I jumped to the wrong conclusion and blamed you. The reason the cap had come adrift was that the flange had broken off. On investigation, it was only hanging on by a very small part, it had been cracked for a long time and the pressure on start-up had caused

the rest to break off, so forget it". If it had happened after take-off the aircraft would have had to dump fuel and return to Shallufa. It was a worrying couple of hours for me nevertheless, and I never forgot it.



**Brown, Haylett & Wright
1951**

To finish, I would just like to mention the two pals I shared the tent with at Shallufa in 1951. One night I was watching TV and was tuned in to "Service Pals" and up came "Tent Buddies". It was Dave Haylett looking for John Wright and myself.

We met up at Ramsey for the weekend, had a few beers in the George, and the Cross Keys in Upwood Village. It was pleasant, but it's true what is said, never go back, as the camp was in a terrible state, vandalized to the extreme, and in a very sad state. We went up to the old 214 dispersal but only the ghosts of yesterday were there.

It was good to catch up with two great mates from those long ago days.



**Brown, Haylett & Wright
Imperial War Museum - Duxford
1989**

Later on we had another get together at Duxford, where I am the B17G "Sally B's" Chief Engineer, I was getting the aircraft ready for the film Memphis Belle; that was nearly fifty years after we shared a tent.

4047596 SAC Brown P E



**Plt Off C L Gilbert RAAF
1939**

Squadron Leader Colin Gilbert RAAF

I have been sent details of a web-site which is produced and managed by Noel Baker, and which details the history of Colin Gilbert who flew with No 214 Squadron during the period of 1938 - 1940. Colin flew with a number of units until 1942 when he was killed in action having failed to return from a raid whilst serving with No 460 Squadron RAAF.

His story is to be found at:

www.users.greenbee.net/~noelbaker/colin.htm

“Ready for Contact”

All Aircrew who have been involved in Air to Air Refuelling will recognise that phrase, but before I cover some of the flights that I was involved in whilst on No. 214 Squadron, let me go back to the beginning. I joined the Royal Air Force later than many at the age of 23 in 1958, having spent the intervening years since school as an apprentice draughtsman in a Civil Engineering Drawing Office, with day release and evening classes, working towards professional qualifications.

My interests outside work lay in gliding after being introduced to the sport in the school cadet force. I became a gliding instructor within the RAFVR(T) until 1957, and then following a move from Leeds to Watford with my firm, spent weekends and holidays gliding at Lasham where I gained my Silver C, and also joined the Caterpillar Club when I and my student had to use our parachutes, following a mid-air collision with another glider in cloud near Lasham.

Due to a dis-enchantment with my Civil Engineering career, I cancelled my deferment and was called up for National Service. I expressed my keenness at pilot training and joined the RAF in December 1958.

Training at South Cerney, Syerston and Swinderby resulted in my “Wings” in September 1960; this was followed by Canberra Photographic Reconnaissance training, and a first tour on the Canberra PR7 with No. 80 Squadron, at Bruggen in Germany. My second tour was as a co-pilot on the Victor B2 (and B2 Blue Steel) with No. 100 Squadron at Wittering, before I was selected for a captaincy on the Victor 1 Tanker, which was just coming into Service following the sad demise of the Valiant bombers and tankers.

In 1966 RAF Marham was home to No. 55 Squadron, No. 57 Squadron and the Tanker Training Flight (TTF). After the demise of the Valiant some Victor B1A aircraft were hastily converted to two point tankers (Victor B1A K2P) with two wing mounted Mk 20 refuelling pods as used by the Royal Navy, as an interim measure. Meanwhile further Victor B1 and B1A bombers were being converted to the Victor K1 and K1A three point tankers. These had the two Mk 20 pods under the wings as the two point version, plus a Mk 17 Hose Drum Unit (HDU) mounted in the rear of what had been the bomb bay. The rest of the bomb bay was equipped with two extra fuel tanks holding about 15000 lbs of fuel each. I seem to remember that No. 57 Squadron was the first to be equipped with the three point tanker, and then No. 214 Squadron - the first dedicated tanker squadron in the RAF flying the Valiant Tanker - was re-formed with the Victor. No 55 Squadron had been holding the AAR “fort” with the two point tanker, and then I think was re-equipped with the three point after No 214. My crew was the second squadron crew and we trained with the first crew - Wing Commander Dave Mullarkey on No 65 Victor Course at RAF Finningley for the ground school and on TTF at Marham for the simulator and flying phases on Victor B1A aircraft.

In August 1966 No. 214 Squadron was officially reformed and the first two crews were joined by three crews from No. 57 Squadron - Ted Longden, Eddy Smeeth and “Tommy” Thompson, to act as Squadron QFI's and Air to Air Refuelling Instructors (AARI) to train us to operate in the tanking role. In September 1966 the Squadron had one Victor B1A to fly, but the Victor K1 deliveries started and I flew my first squadron tanker aircraft XA937 on 10th October with Tommy Thompson as QFI on Tanker Conversion Ex. 1. The Victor tankers were a mixture of K1 and K1A as stated, we on No. 214 had mainly the K1 version, which initially differed from the K1A in some details. The flap selector was not in the centre of the pilots instrument panels for example, but in front of the captain's throttles, and could not be reached by the co-pilot, I seem to remember that the undercarriage selector might have been there as well; but these differences from the 1A versions were modified during my time on the Squadron.



Initially, only tanking was carried out and the Victor Refuelling Probe sticking out above the wind shield was not used. This changed in 1967 when we were converted to receiving - by day only at this time. This dramatically improved the capability of the tanker, particularly as the Victor K1 and K1A with Sapphire engines were rather underpowered, and very affected in conditions of high ambient temperatures, which restricted the fuel weight on take-off - the 'One-ton Budgie' badges which came in later were rather more than tongue in cheek.

Our day to day flying consisted of refuelling mainly Lightning fighters in the various refuelling areas (ARA) over the North Sea and West Country. At this time there were no two-seat probe equipped Lightnings, and the single seat Mk3 was very short of fuel. A flight to refuel Wattisham Lightnings for example, was usually just off the East Anglian coast, and if the solo fighter pilots were carrying out their first receiver conversion they had one racetrack of ARA6 in which to get some fuel on board - otherwise back to Wattisham and DNCO.

Later they progressed to accompanied cross-countries, usually around Scotland, and had a series of refuelling "Brackets", each of which had an MDP (mandatory diversion point) near the end, so that failure to receive fuel resulted in an immediate diversion. These exercises were practice for an overseas deployment, usually to RAF Akrotiri in Cyprus for the Lightning Squadron to train at an armament practice camp (APC). The Victor task was quite complex and involved some aircraft doing Marham - Marham flights, refuelling down towards the South of France and returning home, some doing Marham - Luqa (Malta) flights, and others continuing to Akrotiri. The same type of pattern was flown in reverse for the return of the fighters to the UK. When the Tankers were able to receive fuel the situation eased with tankers being able to top-up in flight, and reduce the numbers deploying.

The Tankers also did crew training to Canada (Goose Bay) and the USA (Offutt), these involved either one aircraft on a direct flight to Offutt with a fuel uplift over Canada from the second tanker prepositioned at Goose, then a return flight to Goose Bay before refuelling the other tanker which carried out a direct flight back to Marham. The second tanker would then land back at Goose to refuel and transit back to Marham a day later. Other interesting flights involved going out to Singapore to refuel the Lightning Squadron out there to keep them current.

One interesting exercise involved the tanking of Lightnings to Toronto for a big airshow in August 1968.

The Lightning Mk6 had come into RAF Service and this had a larger ventral fuel tank giving a total of (I



think) 10300 lbs of fuel available to the fighter against the 7900 lbs of the Mk3. This was not enough so two Overwing Fuel tanks were fitted to the Lightning each holding another 2150 lbs. The total of 14600 lbs per Lightning was enough to make the flight across the Atlantic possible with Victor Tanker support.

The first attempt started on 26th August 1968, the mixed formation of Lightnings and Victors set off up the North Sea, across Scotland and the Hebrides for the long sea crossing to Canada and onto Toronto. The two Victor Tankers were each

topped up from other Victors, the spare Lightning and Victors returned to their bases when all appeared Serviceable with the Canada bound aircraft. Then a problem; one of the Lightnings got fuel into the left overwing tank, but it would not feed. The loss of fuel coupled with the extra weight of the fighter and hence higher fuel consumption, made all the bracket planning and diversion plans incorrect – back to our bases! On the 27th we all tried again but the same thing happened. This time the Lightning pilot did not advise the two Victor crews (Tony Wright and myself) until a bit later.



Like all problems there were going to be other situations to exacerbate the failure. Tony was due to give the early brackets and my aircraft the later ones. We were due to meet some other Victors out of Goose Bay to hand over the Lightnings for the leg to Toronto, and then we were to land at Goose. Due to the "loss" of the 2150 lbs and a higher fuel burn, more fuel had to be passed to the fighters; we then heard that the Goose weather was deteriorating below our landing limits there. The tankers out of Goose were allowed to take off before the base closed, but we would have to fly to Gander to land (another 45 minutes approx.). Tony suddenly realised that he was marginal for fuel and had to divert direct to Gander, whilst my crew continued to refuel the Lightnings, fly the rendezvous (RV) with the Goose Bay tankers and then continue to Gander, landing with minimum fuel. The rest of the deployment went as it should have.

Another interesting exercise involved tanking No. 11 Lightning Squadron out to Singapore and return, for a big air-defence exercise called "Piscator Plus". This involved all three Victor Tanker Squadrons, and would also involve us in receiving fuel at night on the first leg over France. The route went via Akrotiri, Masirah, Gan and onto Tengah for the Lightnings, and Butterworth for the Victors. The interesting part was to be the section from Gan across the Indian Ocean to Malaysia. On 6th January 1969 we set off from Marham, and all went reasonably well to Gan in the Southern Maldives. Due to high ambient temperatures in Gan the Victor was limited to some 25000 lbs of fuel less than capacity in order to take-off. The problem was exacerbated by the Gan diversion being in Sri Lanka (625 nms away). The other problem was the ITCZ (Inter-tropical Convergence Zone) - mainly massive thunderstorms across route.

On 11th January Gary West (55 Sqn) lead Don "The Laird" MacDougall (57 Sqn) and my crew with our two Lightnings off from Gan. Gary was due to return to Gan after the first brackets, and Don and myself would continue to Malaysia. I was supposed to be the spare tanker on this leg and would not expect to transfer fuel. Everything went well until Gary was due to return to Gan. Our point for handing over the lead was in the middle of an enormous imbedded thunderstorm, with five aircraft in very close formation and nasty turbulence, the hand-over of lead was going to be tricky. We then flew into an even thicker patch of cloud and all lost visual contact with each other. We carried out the standard loss of visual contact procedure and Gary turned back to Gan with minimum planned fuel. Colin my Nav Radar gave me a turn 30° right to a clearer area, and we climbed from 36000 feet to 39000 feet to get out of heavy icing into clearer air. At the same time we got Air to Air Tacan lock onto the fighters and with a Direction Finding facility got them homed onto us. We also put out a distress call to the Search and Rescue Hercules close to and below our route. The two Lightnings joined us but they had problems with icing and one also lost all artificial feel to the flying controls; they now needed fuel because of the unplanned climb and route deviation, but could not refuel at FL390, so we descended back into cloud to 36000 feet where they carried out a successful refuelling, and we cancelled the distress.

The cloud continued for a considerable time and XA936 our aircraft carried out all the remaining refuelling brackets, and did not join back up with the 57 Sqn. aircraft until past the Nicobar Islands some two hours later, shortly before the two Lightnings split for their direct track to Tengah in Singapore.

Meanwhile we had a fuel gauge problem, a fault with a wing tank sensor meant we had no direct reading of the fuel in two of the port wing tanks. A peculiarity of this fault is that double the apparently "lost" fuel was deducted from the total contents gauge in the view of the rear crew. Tom (co-pilot) and I were able to work out the probable fuel available, but we were pleased to land safely at Butterworth with minimum fuel - and no diversion capability.

After a three week period we started the return to Marham which went rather better weather wise. On the Gan to Bahrain leg we had a small problem and had to return to Gan after take-off. The fault was rectified and we transited unaccompanied to Bahrain. As we had no fighters we were able to fly at 46000 feet and in so doing set up a World Record for the blowing of a Conch Horn. Tom Coldicott had negotiated with the Maldivians for a superb Conch Horn shell whilst at Gan, and we took it in turns to blow it. I believe a photograph of this feat exists somewhere, including one of the altimeters in the picture, but we never advised the Guinness Book of Records. From Bahrain we were back into the AAR game and tanked our Lightnings over Iran and Turkey back to Cyprus, then on 10th February continued back to Marham.

Our next interesting exercise was the Atlantic Air Race in April/May 1969 called "Blue Nylon". A national newspaper devised a plan to set up World Records from the top of the Post Office Tower in London to the top of the Empire States Building in New York. The races were to be run East to West and West to East,

and were split into various civil and military categories. In each category one person had to travel the whole route. The RAF were involved in three of the attempts, with Phantom, Harrier and Victor SR2 in specific categories. The Victor SR2 did not require refuelling; but the Phantom and Harrier needed Victor Tanker support.

The Phantom used Victors from No. 55 Sqn. to provide refuelling across the Atlantic, and flew at supersonic speeds over the ocean, slowing down for rendezvous and refuelling at pre-planned positions. No. 214 and No. 57 Sqn's tanked the Harrier flown by Lecky Thompson. No. 214 Squadron crews flew the Atlantic Ocean legs basing at Marham and Goose Bay, and No. 57 Squadron crews flew the Atlantic Seaboard to New York basing at Loring AFB in Maine, with the handover close to Gander.

The big advantage for the Harrier was that it flew a vertical take-off from a railway coal yard near St. Pancras in London, to another enclosed site near the base of the Empire States Building; this cut down complex logistical journeys involving motorcycles and helicopters to suitable airfields for the other participants. We were also granted Diplomatic Clearance to fly across the Republic of Ireland to fly as close as possible to a minimum time Great Circle as modified by the prevailing wind. The Harrier was subsonic of course but could fly a sustained Mach 0.895 except for slowing down for refuelling at around 35000 feet altitude, so the Victors which could fly at this speed albeit at higher than normal fuel consumption, had the Wing Refuelling Pods removed to reduce drag, and would rely on the fuselage Mk. 17 HDU (Hose Drum Unit). To allow for failure two Victors flew in formation the whole time. The East/West race took place on 28th April 1969 and was the first Harrier to cross the Atlantic. The return race was delayed until 9th May to wait for the strongest winds. Tony Wright's crew and my crew again flew the Atlantic sectors.



My last flight with my final crew Tom Coldicott, Colin Haigh, Bert Jukes and John Gallagher was to Luqa and Akrotiri in early July, and my final Victor flight as a member of No. 214 Sqn. took place on 14th July 1969. However I moved to the Tanker Training Flight (TTF) as a Simulator Instructor, but was invited to fly on a regular basis until my last flight on 13th February 1970, before I went to the Central Flying School at Little Rissington to train as a QFI on 9th March 1970.

I cannot finish without mentioning "my" crew. Roger Morton (co-pilot); Colin Haigh (nav. radar); Ken Peacock (nav. plotter) and John Gallagher

(A.E.O) crewed up at No. 230 OCU RAF Finningley. Ken moved to another crew in late 1967 and I was joined by Dennis Maunders as nav. plotter. Sadly in August 1968 when Roger was flying with TTF on an Instrument Rating Test with Ken as navigator; the Victor collided in cloud with a Canberra over Holt in Norfolk - nobody survived. I was then joined by Tom Coldicott - straight from training, and also Bert Jukes who replaced Dennis Maunders on his retirement. I should like to say that flying with a professional crew - who also play hard on the ground; is some of the most rewarding flying possible, and I have been most fortunate with the friends I have been crewed with.



That was not the end of my involvement with AAR. After five years on the Varsity as QFI, I returned to Marham for the Victor K2 Tanker until 1980, then went onto the VC10 at RAF Brize Norton for the Course Design Team Tanker Conversion of that great aircraft, then onto No. 101 Sqn. and finally No. 241 OCU until I retired in 1990. I must stress that all crews will have their own memories of those interesting days, and also that as I am relying on my memory backed up by logbook entries, all errors are strictly mine.

Geoff Barrell

Treasurer's Topics

My thanks go to Pete Brown and Geoff Barrell for their articles. I hope you have enjoyed reading them. Do you have a story to tell? We would be pleased to publish anything that you feel that our members would like to read.

Gerhard Heilig has told me that his books together with those of his father are now available from Amazon to download onto your Kindle. Go to Amazon, then search Kindle - Gerhard Heilig to find them. Prices range from £2.99 - £3.06.

David Carr has contacted me with a new address for his mother Joyce who is well and living in Maidenhead



and has sent me several photographs of his father Arthur during his service on 214 Squadron as a WO Flight Engineer. The photo (left) is of Arthur's flying jacket which David has restored and which Arthur wore whilst operating the Flying Fortress. Space precludes me from publishing all of them in this edition, but they will be in the next. Did you serve with Arthur or Joyce, and do you have any stories to tell or photos to contribute? Do you recognise Arthur and Joyce from this photo?



Sylvia and Maurice Harding are keeping well at their home in Australia and would have dearly loved to get across to attend our reunion, but 'advancing years' has become a limitation for long distance travel. They both send their very best wishes to everybody for a successful and enjoyable reunion in October. Sylvia has committed some of her memories to paper and these will also appear in the next edition.

Following Pete Brown's article in the last edition of Nightjar, Roy Monk has written some notes of his experiences in Kenya with 214 Squadron in the 1950s. Sorry Roy, there is not enough space to include them this time around.

Joyce Hughes always sends me a nice letter with her annual subs and wishes to be remembered to members of the Association. She tells of Christmas Eve back in 1944 when her husband Pat's Fortress was shot up on its way home by the Americans! Things don't change! However his pilot got them home, full of holes and the pictorial evidence is on display at the Aviation Museum in Norwich.

Carol and John Edwards apologise that they are still not in a position to update the 214 Squadron Website at the moment.

Finally, just a reminder that subs are still £10 per year and become due on 1st January. I regret that it is not worthwhile setting up a PayPal account for the very few of you that live in the colonies, but if you have problems with paying in sterling, then I will accept notes in your local currency which I will then sell to my friends travelling overseas.

John Gulliver

COMMITTEE MEMBERS

Chairman	Wg Cdr A J Mawby OBE BSc
Treasurer	John Gulliver Chucky's, Swains Lane, Bembridge, Isle of Wight, PO35 5ST Phone: 01983 873248 j-gulli@supanet.com
Secretary	Peter M Walker 21 Beverley Road, Brundall, Norwich, NR13 5QS Phone: 01603 713754
Historian	Jock Whitehouse

Committee

Shaun P Broaders MBE MSM

Sqn Ldr V A Pheasant MBE

Squadron Website www.214squadron.org.uk	See note on Page 18
Web Site Managers	John & Carol Edwards
	raf214squadron@yahoo.com

Should you have any queries on Association matters please feel free to contact, by telephone, letter, or email, any member of the Committee.

The Nightjar has been compiled by your Committee; it has then converted to a computerised form, proof read, then printed, assembled, and distributed by the Association Treasurer - John Gulliver.

If you would like to receive your copy of Nightjar electronically, which will save us over £1:50 per copy; please e-mail the Treasurer.

No 214 (FMS) Squadron Reunion

The Hallmark Hotel - Derby

The Costs:

Friday & Sunday: £69 per person, per night, for dinner, bed, and breakfast.

Saturday: £75 per person, per night, for the reunion dinner including wine, bed, and breakfast.

Dinner Menu:

To Start: Ham Hock Terrine & chutney.

Main Course: Poached fillet of Scottish salmon, new potatoes, and white wine cream sauce.

To Finish: Chocolate fudge cake served with Vanilla ice cream.

Alternatives are available if the above menu does not suit your dietary requirements. Please contact the Treasurer for all the menu options and then make your own arrangements **with the hotel**.

Timings:

AGM: Saturday - 1600 hrs

Dinner: Saturday - 1900 for 1930

Alrewas: Sunday morning - There will be short wreath laying at the Squadron Memorial at the National Arboretum. 1200 hours

Please let us know on the **second booking form**, or at the **AGM**, if you can offer transport to anybody without a car, or if you require transport to Alrewas.

There are 2 booking forms included with your Nightjar. The first should be returned to the Hallmark Hotel **as soon as possible** as there are two other functions at the venue that weekend and rooms will be at a premium.

The second should be sent to the **Secretary** so that he can Check that the hotel has received all the bookings.