



THE ROYAL AIR FORCES ASSOCIATION

Rutland Branch

THE FLYING HORSESHOE



Branch Newsletter

March 2012

Annual General Meeting

Our March meeting is of course by tradition the Rutland RAFA Branch AGM along with all the excitement that it throw's up. Someone asked me if I had brought the matchsticks for my eyes which I suppose indicates what is expected at this annual event; and of course traditionally there is no speaker. However members were not to be daunted and showed up in great numbers. Perhaps it was the food!! But never the less they came along.



Following the business of the meeting and a short break to top up glasses our President Sir John Sutton treated us too a highly amusing insight into his life in the Royal Air Force.

Sir John went on to say, that as he was to talk to an ex Royal Air Force audience, that it would perhaps be appropriate if he talked about his own flying experiences, mixed with other stories that may raise a smile.

Like most 18 year olds in 1950 he was called up for his two years national service. He didn't come from a service family, but living in Lincolnshire and surrounded by RAF Stations, he felt that he would join the Royal Air Force. At this time, in the early 50s, there was growing concern about the Korean War and the RAF decided to expand and accept national servicemen for pilot training and Sir John was one of them. The training had to be completed within two years to enable the fully operational pilot to leave and serve on an auxiliary squadron. Sir John was flying Meteors from a fighter squadron based at Leuchars in Scotland.

Flying jet fighters and being paid to do it was obviously a great fillip to a young man so he decided to stay on in the air force and eventually served for another 39 years. In all he served on six squadrons all fighters except for a tour in Cyprus, on the queen of the skies, the Canberra.

Sir John went on to enlighten us on many varied aspects of his service career flying along with the Meteor and Canberra, Phantoms and most other aircraft used by the RAF. Sir John said that the booklet of the Coronation Review at RAF Odiham in 1953 gave details of the 300 odd aircraft lined up in the static display and that the flypast of aircraft that day took 30 minutes to complete. He was flying one of the 250 Meteors in the flypast; in all there were 20 different aircraft types involved. As he says, quite a contrast to the RAF of today.



This piece is just a small part of Sir John's presentation and he kindly gave me all his notes. These notes cover many of his experiences in the Royal Air Force, and I am in a position to use them in future publications of the Flying Horseshoe should members wish me to do so.

Your speaker for our meeting on 4th April is Ray Hill who will be giving us a presentation on RAF Cottesmore, which I feel, is very poignant at this time. I'm also trying to find a May speaker who can give us an insight as to the effect of the Queen's reign in Rutland followed by Jubilee Bar-B-Q in June. No firm plans at the moment but we will keep you fully informed.

Peter Hart

Speaker Secretary 12th March 2012

RAF Odiham

Situated to the south of the historic small town of Odiham in Hampshire, RAF Odiham is currently the home of the Royal Air Force's heavy lift helicopter, the Chinook.

The airfield at Odiham originated in 1925 as a Summer Camp for Army Co-operation aircraft using a grass runway. The site was used for flying from April to September only, reverting to grazing land for cattle and sheep during the winter. Under the Government's Air Expansion Scheme of the early 1930s, it was decided to turn Odiham into a permanent airfield, and on 18 October 1937 the new RAF Odiham was opened by a German General Erhard Milch, Chief of Staff of the Luftwaffe! General Milch was so impressed with what he saw at Odiham that he is reputed to have told Hitler: "When we conquer England, Odiham will be my Air Headquarters", and he ordered his pilots not to bomb RAF Odiham. Whether or not this story is true, the fact remains that RAF Odiham never was bombed during the war.

On the 15th of July 1953, RAF Odiham was the setting for what is believed to have been the largest display of military airpower that this country has ever seen. The occasion was the Royal Review of the Royal Air Force by Her Majesty Queen Elizabeth the Second, celebrating her coronation which had taken place at the beginning of June.

The Review, to which the public were admitted, consisted of two parts. The static aircraft park, containing over 300 aircraft was reviewed by the Queen starting at 1430 (2.30pm). Later in the afternoon, the flypast of over 600 aircraft of the RAF and Commonwealth air forces took place.

Listed below are the aircraft that took part. Sir John spoke of being in the fly past. Do you have memories of this event?

Given are the aircraft type (number of participating aircraft in brackets), Squadrons/units and/or bases where known and the representative serial number/code for one aircraft of type.

STATIC DISPLAY

Avro Anson(various marks)(7).from 1 ANS and CNS.VV902/B
Auster AOP6(6).from ?.TW582
Bristol Freighter Mk31E.(1).from 41 Sq RNZAF.NZ5909.
Canadair Sabre(12).from 410/439/441 Sq.19144
Canadair Sabre F1(4) fromTAF.XB582
English Electric Canberra B2((5) from RAFFC and 10 Sq.WH673
English Electric Canberra PR3(1) .from ?.WE144
DHC Chipmunk T10(58) .from ?.WG322
DH Devon C1 (2) from ?,VP966.
NA Harvard T2B(12) from CFS,No 1/3/6/22 FTS.KF280/N-Q
HP Hastings Mk1(1) from 115 Sq TG530/"Iris II"
HP Hastings C1(2).from 202Sq.TG621/AB
HP Hastings C2(2).from Manby and 242Sq.WJ337/GAF
HP Hastings C4(1).from 24 Sq.WD500
Avro Lancaster GR3(4).from 1 MRS.RE181/H-S
Avro Lincoln(8).from 57/61/100/116/527 Sqs/230 OCU/CNS/CGS.RF514/S
Gloster Meteor T.7(17).from 202/203/205/206/207 AFS.WA737/X-52
Gloster Meteor Mk3((4).from ?.EE339

Gloster Meteor Mk7(2).from 78Wing/RAAF.WH220
Gloster Meteor F.8(19).from 500/600/601/604/610/611 Sq ,266OCU,APS .WH450/A
Gloster Meteor FR9 (4).from 2 Sq.WH542/B-K
Gloster Meteor Mk9(8).from ?.WX976
Gloster Meteor NF11(20).from ?.WM152/G
Lockheed Neptune MR1(4).from 203 Sq.WX518/B-J
Airspeed Oxford(9).from 8 and 9 FTS.X6781/S-P(oldest aircraft in the review)
Percival Prentice T1(12) from CFS/1 ASS/1FTS/3FTS.VS733/N-B
Percival Provost T1(4) from ?.WV429
Avro Shackleton MR1A(3).from?.WB819/B
Avro Shackleton MR2(1)from ?.WL747
Bristol Sycamore HR12(1) from ASWDU.WV783/F-X
Vickers Valetta T3(4) from 1/2 ANS.WJ468/B
DH Vampire T11(4).from 202/208AFS.WZ566/31
DH Vampire Mk3(8) from ?.VF340
DH Vampire FB5(17).from 614SQ and 233 OCU.VV616/Q3-K
DH Vampire FB9(14) from ?.WR171
DH Vampire NF10(3).from 41 Sq.WM677
Vickers Varsity T1(5).from201 AFS/1 and 2 ANS.WF416/A
DH Venom FB1(4)from 266 Sq.WE331/A-B
Boeing Washington B1 (4).from 35/90/115/207 Sqs.WF572/N

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In the FLYPAST

Bristol Sycamore HC1 (1).XD196. First aircraft in Flypast
Airspeed Oxford 1.(12) from Wellesbourne Mountford.NM276
Avro Anson (21) from Shawbury.VS578/A
Avro Lincoln(45) from Waddington ,Upwood and Hemswell.RF555
Avro Shackleton MR1A and MR2.(18) from St Eval and Ballykelly.WL745/T-O
Avro Vulcan Prototype(1) VX770
Boeing Washington.(12) from Marham.WF550
BP Balliol T2 (12) from 7FTS.WG120
Canadair Sabre F4(24) from ?.
Canadair Sabre (36) from RCAF.
DHC Chipmunk T10(32) from Booker and South Cerney.WK643
DH Vampire T10 (12) from 23Sq
Vampire FB5 (12) from 75 and 76SQs RAAF
DH Vampire FB5(12) from?,WA194
DH Vampire T11(1)_ from 206AFS.WZ561/O-55
DH Venom FB1(24) from 5,11 and 266 Sqs.WE344/B-A
English Electric Canberra (48) from Binbrook,Hemswell and Bassingbourn .WE113
Gloster Meteor F4(12) from 206AFS.VW256/11-P
Gloster Meteor (various Marks)(192)from
1/19/41/43/54/56/63/64/65/66/74/92/222/245/247/257/263 Sqs>VZ494
Gloster Meteor NF11(36) from 29/85/141/151/264 Sqs
Gloster Javelin Prototype(1) WT827
Hawker Hunter F1 (1) WT555
HP Hastings (3) from Lyneham.WD486/Y
HP Victor Prototype(1) WB771
Lockheed Neptune MR1(5).from Kinloss.WX504/A-A,also 51-15965/H of 217SQ.
N A Harvard IIB (12) from Little Rissington.KF748/N-D
Short Sunderland MR5(3). from ?.SZ581/B-Y
Supermarine Swift F1/F4 (6) from Boscombe Down.WK195.
Vickers Varsity T1(12) from Thorney Island and Swinderby.WF421/A
Vickers Valiant 2nd Prototype.(1) WB215

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Supermarine Swift F1.(1) WK198 .Last aircraft in Flypast

[Kathryn Manderson](#)

taken from www.daveg4.tripod.com

DATES for Your DIARY

4 th April 2012	Ray Hill	DVD on RAF Cottesmore
May	TBC	

Meetings are 1st Wed every month

Venue: Cottesmore Sports & Social Club – 7.00 for 7.30pm

Branch Contact Numbers

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Peter Hart, Speaker coordinator, Tel 01572756750 peterivy42@btinternet.com

Wings Appeal Organiser Jim Tibbott

Reminder Forthcoming events

If any member is interested in attending one of the following events please contact me by email or at a branch meeting as the number of places on the proposed transport will be limited.

1. Sunday 27th May 2012

Duxford Jubilee air show celebrating the Queen's Diamond Jubilee in style, **The Jubilee Air Show** brings together historic and contemporary aircraft from the past 60 years and beyond.

2. Sunday 1st July.

RAF Waddington International Air show - Flying display including the red arrows and Battle of Britain memorial flight.

3. The Diamond Jubilee Concert Oakham 12th October – Band of the Parachute Regiment and the Minden Band of the Queens Division – Ticket Cost £15.00

4. Sunday (Afternoon Matinee) 25th November

Birmingham International Tattoo. Please note there will be an additional cost to cover transport.

Tel: 01572 755969 or email rafarutland923@yahoo.co.uk

[Derek Bury](#)