



### Editorial May 2013

I recently wrote my normal précis of the monthly speaker presentation as I normally do, when three items crossed my desk. Firstly comments from members on the poor turnout of membership for the May meeting and was it the speakers that kept members away? The second was a copy from the Branch Secretary of the National Presidents paper on his view of the future of the Royal Air Force Association. In summery Sir Dusty says "that unless we are prepared to accept failure, changes need to be made in order to boost membership and attract younger members, enhance the support available to Branches & Clubs, and make management activities at all levels more efficient and cost effective". The third item was the report from the Officer Cadets on their visit with us:-

### 3 RAF bursars visit the Royal Air Force Association Rutland Branch



On Wednesday 1st May 3 RAF bursars were invited to the Royal Air Force Association's Rutland branch to hold a

presentation on DTUS.

As many of the RAFA members had joined the RAF at a similar age to us and on similar schemes; they were keen to find out what exactly DTUS was and how it differed to the UAS and OTC.

OCdt's Griffiths and Fletcher and I held a 20 minute presentation on the scheme and took questions at the end, leading to many lively veterans telling us their war stories and giving us a greater insight into the Royal Air Force.

Overall the presentation was a success; the bursars were able to practice their presenting skills while having a good evening with members of the RAF Association.

Many thanks to the Royal Air Force Association's Rutland Branch for inviting us to their meeting and to OCdt. Griffiths for driving the bursars there and back.

OCdt. Goddard.

The questions I ask do we do all we could to attract young members?

Should we make a bigger effort to create a relationship with the Typhoon Sqn. DTUS scheme and Loughborough University and or involve local Air Cadet Squadrons in our activities?

Why not let us know what you think and we will publish your views.

### Congratulations to Dave Craven

Having been elected to serve on the Area Council for the period 2013 – 2015. The new Area Council takes effect immediately following Annual Conference.

### Membership Secretary

I have been updating recent membership data from HQ and would like to welcome the following members to Rutland Branch please :-  
New Associate members Mrs June Beadle and Mrs Ivy Hart .  
Transfers from other branches Mr Stephen Webb, Mr Chris Dell and Wing Commander Keith Croft.

*Angie Humphreys*

### Obituary

11th May 1934 - 24th April 2013

BELLINGALL Fred died peacefully following a short illness on 24th April 2013, aged 73 years. A much loved and devoted husband, father, grandpa and brother. Following a Cremation, a Service of Thanksgiving was held at All Saints Church, Oakham, on Friday 10th May at 1.30pm. Family flowers only. Donations, if desired, to Kidney Research UK, c/o E.M. Dorman Funeral Director, 10 Main Street, Bisbrooke, Uppingham, Rutland. Fred was a Life Member of the branch although I have never seen him at a meeting. I know him through Rotary and, when asked, he always said he was otherwise committed on a Wednesday.

Branch Secretary: Phil Marston





## THE RUTLAND FLYING HORSESHOE

### My Flying Life (Part 2) Air Marshal Sir John Sutton

Although 14 Squadron was my last flying tour I did manage to continue to fly-although of course not regularly, when serving as Commandant of the Central Flying School, as Deputy CinC in Germany or as CinC of Support Command. One of Support Commands responsibilities was for flying training so there was a wide choice of aircraft to pick from –the Gazelle helicopter, the Hawk, Jet Provost, Tucano, Dominie and the Bulldog training aircraft along with the Chipmunk in which I had learned to fly all those years before along with the Dominie. Naturally while in staff jobs I spent much of my time behind a desk rather than in a cockpit but it was always great fun to be back in the air and I flew whenever I could. But there was another reason for flying too. I'm sure you can appreciate that when a senior officer goes on a visit to a station it can become a pretty formal affair where there is little chance to find out what people really think. But I found that by spending a few days on a squadron with lots of time in the crewroom in a flying suit like everyone else, I was soon treated like an ordinary bloke and I was then able to learn what the others there really thought and what concerned them. Those of you who spent a long time in the RAF will have experienced huge changes. I certainly did. The biggest change I suppose was in size. The booklet of the Coronation review at RAF Odiham in 1953 It gives details of the 300 odd aircraft that were lined up in the static display. It also gives details of every aircraft and every pilot in the flypast which took about half an



hour to complete. I was in formation No 35 which, like many formations, consisted of 24 aircraft. I was flying one of 250 meteors in the flypast and the Meteor was just one of 20 different aircraft types. Quite a contrast to the

RAF of today. Because fighter stations and squadrons had so many aircraft, it was



quite normal to operate in big numbers a hangover, I suppose, from the Douglas Bader big wing approach. At Leuchars we would regularly line up 36 or 48 aircraft on the runway all at once and take off in pairs at five second intervals. If one was at the back it was quite exciting taking off in that entire slipstream and even more so coming in to land on a still day. The worst experience I can remember was by a fellow squadron member, Brian Carroll who came to talk to this branch about the Lightning some years ago. He was in a Meteor about 100 feet up with wheels and flaps down coming into land when he was turned upside down by the slipstream from the aircraft ahead of him. He decided it would be better to complete the roll so he did so and landed safely. The runway controller positioned in a caravan alongside the runway had to be taken to sick quarters under sedation. Another sharp contrast with today's fighter aircraft is in navigation equipment. Today aircrew know their position to a yard. In the Meteor as in the Hunter later we had no aids at all. One got around at low level with a map and a stopwatch and at high level with planning, dead reckoning and the odd radio bearing. Even 25 years ago there had been a sea change as I saw from a ride in a Tornado. In the briefing room the pilot held what looked like a cassette, clicked it over a map at various points en route to Scotland, walked out to the aircraft and inserted the cassette. Immediately on the screen in front of me in the back cockpit the whole route was displayed, giving the course to steer and the fuel remaining at each point, both of which would be updated as we flew along. Shortage of fuel has always been a

problem for fighter aircraft and this was particularly so operating the Hunter one where we had no drop tanks. One could easily get caught out by planning a fair weather return only to find an instrument approach was needed and that required a lot more fuel. There were several occasions when aircraft were lost through running out of fuel. One of the best known was at West Raynham in 1956 when 8 aircraft took off and seven of the pilots ran out of fuel and had to eject, but we nearly had a repeat performance at Jever, where I was based, a year later. It was a day in January but with a clear blue sky day and the forecast was that it would remain so. The normal return procedure was to call up base when one got down to the fuel needed for an instrument approach. If the weather forecast was to remain clear formations would then continue their exercise until they reached a lower fuel state of 800 lbs, enough for a clear weather return and to do another circuit but not enough to go anywhere else. On that occasion formations called Jever and were told that the forecast remained good so they delayed their return until the lower fuel state had been reached. There were 16 aircraft returning in all and as they descended from high level they could at first see the airfield quite clearly but low cloud suddenly formed and soon covered the airfield and its approaches. Although some tried, none could make a visual approach and all called for a radar talkdown. The radar talkdown had two positions and could normally only talk down two pairs every couple of minutes. But as it happened there was a shift change so there were four controllers and with one standing behind the other at each position and using a different frequency, they managed talkdown at twice the normal rate. They got everyone down safely, most with fuel gauges bouncing off the stops and several aircraft ran out of fuel before reaching dispersal so it was a close run thing. One of the controllers that day was Jack Payne, who some of you might have known, as he lived in Stamford and died in 2011 at the age of 93.

# THE RUTLAND FLYING HORSESHOE



## The Royal British Legion Festival of Remembrance 2013

The Royal British Legion Festival of Remembrance in the Royal Albert Hall will be held on Saturday 9th November. There will be performances at 2.00pm and 7.00pm and the current arrangements to obtain tickets are as follows:

### Evening Performance

Tickets for the evening performance are only available for members of The Royal British Legion and are issued to them through their Counties and Branches.



### Afternoon Performance

Legion Members Tickets for members of the Legion and the Women's section will be available from 9.00am on Monday 1st July either by phone, online, in person or by post.



To book, please call the Royal Albert Hall Box Office on 020 7589 8212 or to book online visit [www.royalalberthall.com](http://www.royalalberthall.com).

Please note that no member will be able to purchase more than eight tickets.

"Pictures & Copy courtesy of The Royal British Legion".

## Wings Appeal 2013

Many thanks to those members who helped with our stall at Oakham Tesco Store On Friday Saturday 12 & 13<sup>th</sup> April. You will be pleased to hear that the collection raised the princely sum of £619.02 for the 2013 Wings Appeal.



## Mostly Men on Mondays

The aim is to encourage older men with service backgrounds who may live alone to join forces on a regular basis; to swap stories, jokes and if it appeals, play cards, chess or dominoes.



The Admiral  
Hornblower  
Oakham



The Falcon Hotel  
Uppingham

## The every Monday in the Month, in two venues in the county and alternating between two pubs! INVITATION

A free buffet lunch will be held at The Admiral Hornblower in Oakham on Monday 20th May 2013 at 12.30 to launch Mostly Men on Mondays.

For more information and to register your interest, please contact:

Rutland Community Spirit  
Rutland Volunteer Centre  
Lands End Way  
Oakham

LE15 6RB

Tel: 01572 720082

Email: [rcsadmin@ruralcc.org.uk](mailto:rcsadmin@ruralcc.org.uk)

Mob: 0755 330 4696—Christine Ward

## Get involved in the World's Biggest Tea Party!

2013 is the 70th anniversary year for the RAF Association and there are lots of exciting activities going on. One of our biggest plans is to re-launch our Brew For The Few initiative.

Brew For The Few has been running for a number of years and this year we are aiming to make it the World's Biggest Tea Party. It has been a great success, with previous Brew For The Few's being held in shopping centres, RAF stations and church halls. As part of our 70<sup>th</sup> anniversary celebrations, we want to use the initiative to help build public awareness of the Association and the fabulous work that we do.



Brew For the Few will be launching in the last week of May. By running the initiative throughout the summer we hope that there will be more opportunities for people to hold an event.

We plan to hold a big launch event, after which we hope that you will all hold your own events nationwide. There will be resources available to download from the website to help promote your event and lots of ideas to get you started. You could have an afternoon tea party or a 1940's tea dance. If you are running your event in June or July, why not talk to your local school to see if you can join up with them many schools run a sports day around that time at which you could offer afternoon tea in support of the RAF Association. Home baking has seen a surge in popularity – why not hold your own Brew For The Few Bake-Off? You could even run cupcake competitions or cake baking trials.

Please tell CHQ about your plans so that they can help publicise them.

You can reach the team at [marketing@rafa.org.uk](mailto:marketing@rafa.org.uk) or call CHQ on 0116 266 5224. They would like to feature photographs from as many events as they can in our various publications so don't forget your cameras! A Brew for the Few fundraising pack is currently being produced, we will update you as soon as this resource becomes available.



# The Gazette



## Dates For Your Diary

5th June	Squadron Leader Mark Hind Battery Commander 49 Inkerman Battery	A Squadron Leader has made History!!!!
3rd July	"Call My Bluff" Quiz Evening	Derek Bury
2nd October	RAF High Wycombe, it's history as HQ Bomber Command,	Group Captain Mark D HEFFRON DACOS A1
4th December	Christmas Dinner	Greetham Valley Golf Club

## What's on Forthcoming Events

Friday May 24th	<b>Proposed visit to National Memorial Arboretum</b>	If you are interested in going to any of these events contact Derek Bury for further details tel 01572 755969, email rafarutland923@yahoo.co.uk by 6th March.
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### Branch Meeting

Branch Meetings are First Wednesday every month  
Venue: Cottesmore Sports & Social Club 7.00 for 7.30pm

## Branch Committee Members

**President:** Air Marshal Sir John M D Sutton KCB (Retd)

**Chairman:** Duncan Manderson, Pickwell Grange, Whissendine, LE15 7ER, 01664 474274

**Vice Chairman:** Gordon Diffey. Tel 01572 722068

**Branch Secretary:** Phil Marston, 12 Seaton Road, Uppingham, LE15 9QX, 01572 822731

**Treasurer:** Gordon Diffey. Tel 01572 722068

**Editor Flying Horseshoe:** Peter Hart, , Tel 01572756750 peterivy42@btinternet.com

**Speaker Coordinator:**

**Wings Appeal Organiser** Dave Craven: Tel 01572759134, email davecraven@hotmail.com

**Honorary Welfare Officer:** Christine Ward, Tel 01572755856  
email christine.e.ward@hotmail.co.uk

**Membership Secretary:** Angie Humphreys, email [angelaandfrancis@talktalk.net](mailto:angelaandfrancis@talktalk.net)

**Meetings Coordinator:** Bob Tacey, Tel 01572 812455, email taceybob@hotmail.com

**Social Secretary:** Derek Bury, Tel 01572 755969, email derek\_bury@hotmail.com

**Standard Bearer:** Francis Humphreys,

**Christmas Dinner Organiser,** Roger Hyde, Tel 01572 813547 email g3zdw@btinternet.com