



# ***Royal Air Force Photographers Association***

***Edition 59  
Summer 2015***



# ***Flashback***



# Royal Air Force Photographers Association

(Formerly RAFBEPa)

[www.rafpa.org.uk](http://www.rafpa.org.uk)

**Edition 59**

**Summer 2015**

**Contributions for edition 60  
must be received by:**

**Monday 3<sup>rd</sup> August by post  
or eMail - thank you.**

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## **Committee**

### **Chairman:**

John Barry, MBE  
[chairman@rafpa.org.uk](mailto:chairman@rafpa.org.uk)  
01480 456 763  
10 Church Road  
Brampton, PE28 4PW

### **Membership Secretary & Web Site Manager:**

Gerry Linstead  
[secretary@rafpa.org.uk](mailto:secretary@rafpa.org.uk)  
01223 565 244  
243 Milton Road  
Cambridge, CB4 1XQ

### **Treasurer:**

Paul Nile  
(Treasurer Designate)  
See page 17

### **Regalia:**

Dave Derrick  
[regalia@rafpa.org.uk](mailto:regalia@rafpa.org.uk)  
07871 762 630  
3 Sunningdale Drive  
Thornton-Cleveleys, FY5 5AD

### **Events Coordinator:**

Chris Twiner  
[christ@twiner.net](mailto:christ@twiner.net)  
01283299248

### **Editor:**

John Lewis  
[editor@rafpa.org.uk](mailto:editor@rafpa.org.uk)  
01263 711 536  
7 Town Close  
Holt, NR25 6JN

### **Honorary Members:**

*Rob Anderson  
Ian Thackery*



## Greetings

Well I hope you got what you voted for, now thanks to the 'Fixed-term Parliaments Act 2011' you can pencil in 7th May 2020 as the date for the next General Election! We escaped locally, my brother-in-law only came third, but saved his deposit.

Thanks for contributions from Mal Price at DSOP for the up-date and to Flashback's 'Roving Reporter' Chris Pettman.. At long last I have managed to get Bill Marshall's piece into print and George Webb manages to fill pages effortlessly.

RAFFA Logo - as displayed opposite. Who has the original artwork? I don't want it just a decent copy. The image I have has about 100 pixels

in it! A meg plus would be good, if you could scan and email it that would be brilliant - Thanks.

Responding to readers comments I have reduced the density of background tint behind text, hopefully making it easier to read.

In our next edition I was hoping to run a piece about Lightning's (the EE version!) - what do you know? My only contact with them was at Akrotiri, when NDT was commissioned to find the fuel leaks - and did they leak!

It is with considerable regret that we have four bereavements in this edition of Flashback. None were known to me personally, I hope you all feel that I have done individuals justice.

The photograph of the AS-TRA on page 32 is at Laarbruch, the building now part of the Museum, well worth a visit and accessible via RyanAir.

You will read later in Chairman's Chat about an initiative by Dave Humphrey to have a Memorial Stone installed at the National Memorial Arboretum. Dave, by his own efforts has already raised a significant sum towards this project, which is a brilliant effort.

I normally visit NMA, Alrewas at least once a year, on the Ride to the Wall (I told you I would get a biking theme going!), Plus if Rosemary and I are ever travelling in the general area we always make the effort to visit. In my time in the RAF I lost two very good friends who died in-service: Eric Fincham and Barry Lambert, they are not directly represented at Alrewas (Barry at Horsham St Faith Crematorium at Norwich and Eric at Spring Gardens Cemetery in Abingdon) plus of course as an ex-Brat there is the Boy Entrant Memorial (not of course applicable to many of our Members), also at National Memorial Arboretum.

What Dave is working towards will be permanent

### *Front Cover*

VC10 - If we only had Air-Miles in those days! The *Queen of the Skies*, quiet, comfortable but still rubbish in-flight meals! Image from Touchdown Aviation - with thanks

memorial to those of Trade Group 14 who are no longer with us, a memorial that will outlast all current members of the RAFFA, a memorial that will reflect our history as Photographers in the RAF.

I hope Dave's project reaches fulfilment and that it suitably reflects the Photographic Trade of the Royal Air Force, which our descendants will be proud to be associated with, it can only be done once and I am sure it will be done right.

A handwritten signature in black ink, appearing to read 'John', with a horizontal line underneath.

# Chairman's Chat .....

2015 is becoming a very eventful year for the Association. This is the centenary celebratory year for military photography training which was introduced at RAE Farnborough in 1915. We have come a long way since that time and the current training centre, DSOP at RAF Cosford, is providing an exhibition to record this milestone achievement. A Centenary Dinner will also be held at the School in August and attendees will have the opportunity to visit the display. I would add that, with grateful thanks to OC DSOP Jon Jarvis, we will be organising a visit to this exhibition during our Reunion weekend in October.

I am delighted to inform you that Paul (Pastie) Nile has been appointed as our new Treasurer, details on page 17 of this edition of Flashback and I thank Paul for offering to take on this role. I don't need to tell you that it will help his task enormously if your pass on your dues in good time.

Sadly, our Bereavement list in the past 6-months has grown ever larger. In this edition we mourn the passing of dear friends and colleagues Dave Jenkins, Ian Thackery, Graham Saxby and a belated notification of John Hopkins. More details are included in the magazine but I would like to add my personal thanks for the excellent support of those members who have been able to attend the Memorial Services for our colleagues, it means so much to the families.

Most of us are aware of, or indeed have visited, perhaps on one of our RAFPA visits, the National Memorial Arboretum at Alrewas. It is the UK's year-round centre of Remembrance which commemorates and celebrates those who have given their lives in the service of their country, all who have served and suffered as a result of conflict, and others who, for specific or appropriate reasons, are commemorated here.



The National memorial Arboretum is a spiritually uplifting place which honours the fallen, recognises service and sacrifice, and fosters pride in our country. It is a living and lasting memorial and with that in mind a new development, Heroes' Square, is being built next to the Millennium Chapel and the visitor centre. Heroes' Square will house suitable paving stones and provide a central focus for the Arboretum and a gateway into the wider grounds.



***Photo taken by me during the RAFPA visit to Alrewas during 2007 Reunion Weekend***



***Artist impression of the planned Heroes Square at Alrewas***

The pavings which will be dedicated to associations and units from the Royal Navy, Army and Royal Air Force will be engraved Yorkstone Scoutmoor, chosen for its visual appeal and hard wearing qualities. Most will feature cap badges whilst others will carry the insignia of livery companies that support the Arboretum.

Association member Dave Humphrey has drawn our attention to this development and has applied for a paving memorial stone to commemorate RAF Photographers. Dave is currently promoting a fund-raising effort to secure the £3,000 necessary to pay for the stone and at the time of printing has raised almost £2,300. Dave is to be commended for this initiative and I would ask that you support him in his fund raising efforts. Well done Dave!

Finally, I know that we all have our hobbies now that most of us are in retirement – the committee motor home club by the way is growing, ask your Secretary about his recent and planned travels. For me, I try and combine my love of photography with my

hobbies. One of which is 'Morganeering' – that is joining with like minded people to go touring around the UK and beyond, putting the fun back into motoring. I suppose it all started when, as a choir boy, the choirmaster had a Morgan sports car and that was the dream. Well, life has been good and for the past 13 years I have been living that dream. Travels have included trips to most countries in Europe including a memorable visit to the Czech Republic via Colditz Castle.

This year plans are well ahead for a visit to the scenic Harz Mountains in Germany and later a trip to Montreuil-sur-mer in France for a bit of 'Les Miserables' culture. To bring us nearer home, last week some 52 Morgan's visited 'Constable Country' for a wonderful weekend in glorious Suffolk. Our weekend meanings included a special visit to the air-field site of 'what was' RAF Bentwater and is now a 'Cold War' Museum. Yes, I touched a 4 Sqdn Harrier, toured the Ops bunker and drove among the 'Haz' hangars around the peri track – wonderful memories on being back on a base!

*Yours aye  
John*



***Morgans on the pan at 'RAF Bentwater'***



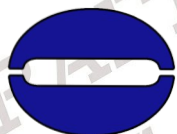
Royal Air Force Photographers

# ASSOCIATION

News



**RAFFPA**



## **REUNION & AGM**

**OK - YOU KNOW THE DATES, YOU  
HAVE RECEIVED YOUR BOOKING  
FORM, NO EXCUSES ALLOWED. 2015  
WILL BE BIGGER, BETTER AND  
SLICKER - DON'T MISS OUT - BE  
THERE, BOOK TODAY!**

**16<sup>TH</sup> - 17<sup>TH</sup> - 18<sup>TH</sup> OCTOBER**

2015 is the year that celebrates **100 years of Photographic Training**. Your Events Coordinator has arranged a coach trip on the afternoon of Saturday 17th from Stourport Manor Hotel to visit the **Centenary Room** display at **DSOP, RAF Cosford**, later we will travel across the road to the **RAF Museum**. The coach will leave the hotel at 1100hrs and return for 1700hrs. The cost will be just £7.50 per person, which covers the transport costs and you are asked to pay this with your Reunion booking deposit.



## **Welcome to:**

**Brian Haire - started his service career at Cosford as a 49th entry Boy Entrant. His postings were Wyton, Rheindahlen, Brampton, Luqa and Brampton with detachments to Cyprus, Crete, Bahrain, Singapore, Hong Kong and Muharraq.**

**Mike Windle - joined as a Photo 2 and trained at Wellesbourne in 1959 and had postings to High Wycombe, Episkopi, Wyton, Rheindahlen, Wyton, Luqa, Marham, Kinloss, Laarbruch, Wyton, Belize and finished his service at Wyton in 1981.**

1915 - 2015



**REMINDER! Please register for the 'Open Days' and/or the Formal Dinner as soon as possible at: [dsop100@hotmail.com](mailto:dsop100@hotmail.com)**

## **Social Media**

Gerry Linstead has asked me to draw your attention to our Facebook Group, who's page can be found at:

<https://www.facebook.com/groups/rafpa/>

As Gerry comments "Like it or hate it it's very popular and we have some 50+ members on it"

# 2015 RAFFA PHOTOGRAPHIC COMPETITION



**OOPS!**

Did you notice my typo in our last edition? Wrote "computer printed" but it should have read "computer generated" - sorry!

Your 'home printed' images are very welcome.

**Trophy**  
The New "Joe Oliver Award" - you could have it on your mantelpiece in 2015/16!

**STOP PRESS!**



**ENTRIES**

Has Dave Newham received your entry yet? Come on - no excuses, you have until the 30<sup>th</sup> September

As Marilyn Monroe once said "I love a natural look in pictures" so this year's competition will be judged by an all lady panel

# **The Royal Air Force Photographers Association Remembers Friends, Colleagues & Members**

**Graham Saxby** has died aged 89. He was one of the great educators whose 'Practical Holography' which was first published in 1988 will remain the standard work on the subject for years. He produced journalism on a wide range of topics and his publications include The Focal Guide to Slides and The Science of Imaging.

Graham joined the RAF as a photographer in 1946, starting as an AC2, raising to Chief Tech and then commissioned into the Education Branch, he served for 19 years. He will be remembered by many as an instructor at RAF Cosford.

In 1998 Graham endowed the **Royal Photographic Society Saxby Award** for achievement in the field of three-dimensional imaging, in appreciation of the benefits of 50 years membership of **The Society**.



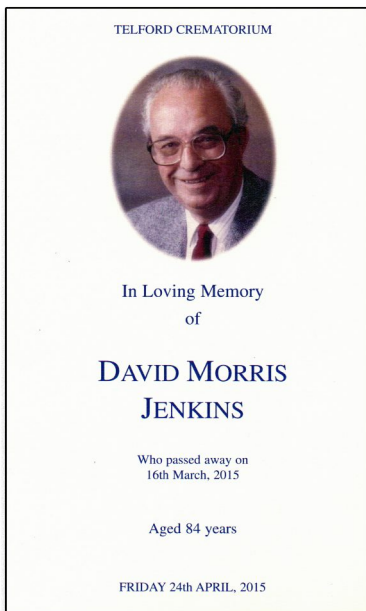
With acknowledgments to the Royal Photographic Society for assistance with information and publication of this image

**John Hopkins** died February 2014. Known to have served as a RAF Photographer in Northern Ireland and at HQRAFG.

Advised by Colin Pilling from Malta.



**FAREWELL TO DAVE JENKINS** - His many years at JSOP meant he knew everybody and everything worth knowing about RAF Photography, making him an invaluable asset. He was always more than willing to share his great knowledge and experience with everybody, treating all ranks with the same courtesy and respect.



His generosity and openness coupled with his ever-ready wit made him universally popular and respected by all. His unique ability to see both sides in every situation as well as the best in everyone, together with his profound wisdom, allowed him to calm difficult situations or disagreements between other members of staff.

Dave was a wise, kindly and considerate boss, as well as a very very good friend who will be greatly missed by all who had the privilege of knowing him.

**Michael and Beryl Lebetter**

**A super Sergeant, a super Civilian, a Gentleman and a Scholar** - Born in 1930 in South Wales, Dave was staunchly proud of his Welsh nationality but sadly he had lost both his parents by the time he was 11. He was brought up by an aunt in Kent; destruction of his new home by a V1 flying bomb did little to dampen this spirit or his sense of humour.

Dave joined the RAF at 17½ in 1948 and trained as a photographer. Following postings within the UK he set off in 1950 to Malaya, this was followed by postings to Pembroke Dock on Sunderland's then to Wahn and Geilenkirchen on Meteors and Swifts.

Dave arrived at Wellesbourne and the School of Pho-



tography as an instructor in 1957 followed by a posting to Aden, unfortunately he was casevaced back to the RAF Hospital at Ely suffering from an ulcer. When serviceable Dave was posted to Stradishall, where he met Olwyn, but before their marriage he was off to Coltishall. Now married Dave and 'Olly' set off to Rheindahlen where their sons, Andy in 1963 and a year later Glynn were born. Postings to Wyton and Marham followed and then Dave's last tour of duty at JSOP, Cosford.

1970 and the end of Dave's 22 years, when he re-invented himself as a civilian instructor and started a new career, archiving the post of Training Supervisor in 1981 at JSOP, Dave finally retired in 1995. Reluctant to simply fade away Dave joined Jack Eggleston and myself as the team charged with relocating the JSOP's Museum collection into the public domain at the RAF Cosford Museum as a Millennium Project.

### Dave Humphrey

**Wow, what a send-off** - The day remained bright although a bit overcast but it did not prevent an estimated 180 people from attending Telford Crematorium for Dave's final send off. All the seats were filled and many were left standing at the rear.

The service was brilliant with an excellent eulogy read by Dave Humphrey. The last post was played on the bugle, then Dave's favourite Rolleiflex was placed on the RAF Ensign draped coffin and reveille was played. An excellent wake was held afterwards at the Red House in Albrighton.

### Chris Pettman



Jonnah Jones, Standard Bearer, Royal British Legion  
Flt Sgt Andy Malthouse, DSOP with Dave's Rolleiflex  
on Parade for the last time  
Sqdn Ldr (retd) Paul Dyson, Bugler





**Dear Friends** - Thank you all so much for attending Dave's funeral and for the cards and letters you sent to Glyn, Andy and myself. Dave would have been so proud and truly amazed with 'HIS DAY'. People travelled from all over the country to support us and this was really appreciated. The donations through the post and at the service totalled £771.00 (made up to £800) which will be divided between The Royal Air Force Association, Wings Appeal Fund and the Albrighton Medical Practice.

**Bless you all, Ollie, Glyn and Andy Jenkins**

### ***Ian Thackery - RAFPA Honorary Member***

Ian suffered from an inherited, progressive, degenerative disorder which also placed a great stress on his wife, Gail and family. Ian's situation was brought to the attention of our Association by Pete Baldwin who read of Ian's circumstances a few years ago in the journal of the RAF Association. Ian had been assisted by RAFA and as an ex-RAF Photographer Pete and Connie Baldwin thought it right to encourage RAFPA to help as well, which we did in fund raising at our Reunion events.

**Dear Gail** - I am sorry to learn of Ian's passing on Easter Sunday. I did not know Ian personally but from his many friends in the RAF Photographers Association, in particular Peter and Connie Baldwin, we learnt over the years of his constant struggle against ill health. We were impressed with his courage and his strength to fight on against all the odds and still retain a sense of humour, he was a credit and an example to us all. We were all pleased and delighted to provide some small comfort to Ian in his later days, he will be sadly missed. Our thoughts are with you at this time. With deepest sympathy.

**John Barry - Chairman  
RAF Photographers Association**



# RAF NEWS

## RAF LOSSIEMOUTH



Station personnel attended a ceremony to commemorate a local war hero. Corporal William Anderson, who was born in the village of Dallas, Moray.

Cpl Anderson was killed in action at Neuve Chapelle in March 1915 the day after he had virtually single handedly taken an enemy position and captured more than 60 German prisoners, for which he was posthumously awarded the Victoria Cross.

Cpl Anderson's name was recently added to the Dallas War Memorial, in the village where he was born in 1885. Wing Commander Chantal Baker, from RAF Lossiemouth joined descendants of Cpl Anderson, county dignitaries and local school children at the ceremony on Sunday to unveil the name on the monument.

Following the ceremony a Sea King of 202 Squadron performed a flypast of the memorial.

RAF/MOD Crown Copyright 2015

# RAF CONINGSBY



## **29 (R) Squadron - new paint scheme to mark the 100<sup>th</sup> anniversary of its formation**

The Typhoon aircraft, featuring Ruby Red and Champagne Gold colours is derived from the squadron badge. 100 years ago 29 (R) Squadron was first raised as a unit of the Royal Flying Corps at Gosport, Hampshire and is one of the world's oldest fighter squadrons. The second British squadron to receive the Eurofighter Typhoon, it is the Operational Conversion Unit (OCU) for the RAF's world class multi role aircraft.

**Photograph: SAC Megan Woodhouse - RAF/MOD Crown Copyright 2015**

After its disbandment in 1998, 29(R) Squadron began reforming in September 2003 as the Typhoon Operational Conversion Unit responsible for the technical and tactical training of all engineers and pilots for the Typhoon aircraft. The return to service for the Squadron began at BAE Systems at Warton where the Typhoon aircraft is manufactured. For a period of eleven months Squadron personnel worked with the Operational Test and Evaluation Unit to familiarise with the aircraft and to evaluate its capabilities.

In June 2005 the Squadron officially moved to its home, RAF Coningsby and by July it was training new pilots. Bucking the trend of squadron disbandments, 29(R) Squadron officially 'stood up' for operational service in November 2005. This signified a major milestone in the introduction of the Typhoon to RAF service as it indicated that the Squadron was now ready to begin training front-line pilots to fully equip current and future Typhoon squadrons. For 29(R) Squadron it heralds a long and healthy future, one that seems certain to last for many years.

# RAFA TREASURER



I am delighted to inform you that **Paul (Pastie) Nile** has been appointed as our new Treasurer, I have always believed that a willing volunteer is better than a 'pressed man' and I thank Paul for offering to take on this task. As you may know, we have been working closely with our bank (Barclays) in getting the administration sorted out following Peter's passing. It took some time to complete the paperwork necessary for the transfer of signatories. This process is now complete and we will have full access to the accounts by the time this message appears in Flashback. Given this, we will then formally ask Paul to take on his new appointment. I have to thank our Sec Gerry for all his 'leg work' in dealing with the bank in Cambridge. Thanks to you all for your patience in this matter - **Yours aye - John - Chairman**

Many of our Members will know Pastie very well, not just from our Association but also during his Service career, which was varied. Joining as a Boy Entrant at the tender age of 15-years in October 1956 – 29th Entry – at RAF Cosford, followed by an initial tour at RAF Brampton from 1958, then on to ARIC(NE) Cyprus in September 1959. By 1962 he was serving at RAF St Mawgan (Royal Cornish Air Force!) then in December 1964 off to Germany for the first of 3-tours – Gutersloh 64-67, Wildenrath 76-79 and Laarbruch 82-85. Between those were other tours at; JARIC UK, RAF St Mawgan and RAF Gan (unaccompanied). Back to the UK at RAF Cranwell in 1985 and then, on promotion to Flt/Sgt Photo G, posted to RAF Northolt In 1987. After demob in 1990 the following 25-years have been spent with wife Barbara at Manby in Lincolnshire.



From: George Webb



Dear John - The mention of Dufaycolor film in the last edition of Flashback took me back to 1940 and Heston, then called No.1 Camouflage Unit, where my boss was Australian, Sydney Cotton he of the Sidcot flying suit and Spitfire 'Teardrop' canopy. He eventually held an honorary rank of Wing Commander and was the bane of RAF top brass.



It was only his relationship with Churchill that saved him and enabled his 'get-up-and-go' mind to obtain Spitfires and secure war-time PRU's on an effective footing. His life story is one of the most incredible tales including his pre-war flights filming over Germany in his Lockheed 12A. I have a decent book if anyone wants to borrow.

Anyway, as I was saying.....Dufay film was being researched in the late 30's and Cotton at that time was a very busy entrepreneurial bee and much occupied with a clever chemist friend Paul Lamboit, developing and marketing the new and cheaper Dufaycolor film.

When I joined Rolls-Royce photog in 1951 much use was made of Dufaycolor to record heat patterns on engine flame chambers. Because the processing solutions had to be at 70F it was necessary to lock the doors and get the whole room to that temperature - hot work!

When WWII began Cotton decided to pour his considerable energy into helping the war effort for us, but he was never properly recognised by the UK government.



**George** – After modest research I find that Sidney Cotton OBE (1894 – 1969) was an inventor, aviator and photographic pioneer, responsible for developing and promoting an early colour film process, and largely responsible for the development of photographic reconnaissance before and during the Second World War. He numbered among his close friends George Eastman, Ian Fleming and Winston Churchill. During the First World War he flew with the Royal Naval Air Service. From his experience with high level and low-temperature flying led Cotton in 1917 to develop the revolutionary new "Sidcot" suit, a flying suit which solved the problem pilots had in keeping warm in the cockpit. This flying suit was widely used by the RAF until the 1950s. Shortly before the Second World War, Cotton was recruited by MI6 to take aerial photographs of the German military buildup. Using his status as a wealthy and prominent private aviator currently promoting his film business a series of flights provided valuable information about German military activity. He equipped a civilian Lockheed 12A business aircraft with three F24 cameras concealed in the fuselage.



**John** - you also mentioned a 16mm Bell & Howell projector. The one pictured is the automatic threading one I am using at Rolls Royce Heritage Trust to convert films into DVD's - it must be at least 45 years old.



**George** - My only contact with B&H was a year or so after I left the RAF in 1976, I spent a few months with the Services Kinema Corporation, as an instructor at COD Bicester. The 'service issue' projectors we had look very similar but were covered in a mid-grey Rexene – plus there were all very well used, yours looks mint! SKC merged with BFBS in 1982 to form Services Sound and Vision Corporation. SSSVC is a private company - there are no shareholders, overseen by a Board of Trustees. The company is a self-supporting registered charity whose annual sur-



pluses, after deducting an amount needed to sustain operational needs, are donated as welfare support for the Armed Forces. These donations are allocated to specific projects and make life more enjoyable for Service personnel and their families around the world.

John - At the Rolls Royce Heritage Trust we have a couple of hangars on the old RR site; sadly the airfield has now closed, earmarked for hundreds of future houses. The Trust overhauls/rebuilds historic aircraft engines & models and exhibit many bits of interesting hardware. I do the photographic stuff, keep records, take pics, give slide, cine, VCR, DVD shows etc. We hold Open Days where I tell visitors that of the many photos on show - I took all the good ones!

Regards - George

	<p><b>RAF 1941 Pattern Sidcot Flying Suit</b></p> <p>Size 5. Stores Ref. 22c/777. Electrically wired version of the Sidcot for use with heated gloves and boots etc.</p> <p><b>AVAILABLE FROM:</b></p> <p>Suppliers and technical advisors to museums, film, theatre and TV</p> <p>THE HISTORIC <i>Flying Clothing</i> COMPANY</p> <p>David Farnsworth Director</p> <p>Phone / Fax: +44 (0) 1332 345729 Mobile: 0773 3354538</p> <p>PO Box 1940, Derby DE22 1ZG • <a href="http://www.historicflyingclothing.com">www.historicflyingclothing.com</a></p>
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1915 - 2015



## DSOP CENTENARY

### CELEBRATION UPDATE

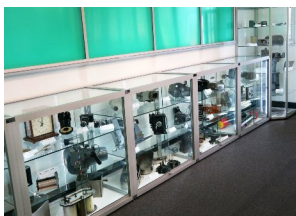
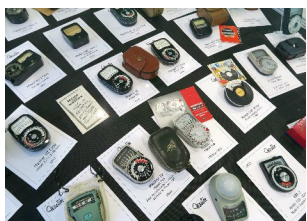
Preparations for this milestone military photographic event are progressing extremely well. The database of interested parties wanting to visit increases daily and the first round of invites for the Dinner have been dispatched. Events for the 'Open Days' have changed a

little, with some items becoming unavailable,

but these have been promptly replaced with several very interesting new surprises. Sorry I cannot tell you more but I have been asked to keep these details under my hat. Flt Sgt Andy Malt-house and Tim Robinson are working extremely hard to make this event a memorable one for all. Both have busy school roles and teaching schedules, so the Centenary Event is taking up every spare minute they have.

The Centenary Room has also made really good progress. Over 90% of the display areas are now fully furnished with a wide range of artefacts and the Centenary Team Volunteers now eagerly await the arrival of some key loan materials to complete the final exhibits. We have been lucky enough to received a few more donated pieces of good photographic equipment. A twin lens Mamyia C330, Metz CT 45 flash and a Kodak Specialist plate camera to mention just the latest. The names of all the donors will be listed in a *Roll of Honour* in thanks for their kindness. I have included a couple of pictures as an appetizer, but however, It must be stressed that the layout will almost certainly change as new items are found or donated. *I believe the Vinten Vicon pod has just entered the building!*

**Mal Price**



**The BLOODHOUND Project** is a global Engineering Adventure, using a 1000 mph **World Land Speed Record** attempt to inspire the next generation about science, technology, engineering and mathematics.



**BLOODHOUND SSC** is a jet and rocket powered car designed to go at 1,000 mph.

It has a slender body of approximately 13.4m length with two front wheels within the body and two rear wheels mounted externally within wheel fairings. It weighs 7.5 tonnes and the engines produce more than 135,000 bhp. Bloodhound is a mix of car and aircraft technology with the front half being a carbon fibre monocoque like a racing car and the back half being a metallic framework and panels as an aircraft.

## **RAF ENGINEERS HELP BUILD THE WORLD'S FASTEST CAR**



Bloodhound took a step closer to completion recently as its tail fin took shape. The tail fin assembly is now easily recognisable, standing upright and awaiting the addition of its outer skin. Also the Eurojet EJ200 engine from the Typhoon FGR4 has also been installed into the Bloodhound chassis.

Building a car that can travel over 1000 mph however requires a very special set of skills and the project would not be possible without the expertise of RAF engineers from 71 (Inspection and Repair) Squadron.

**Photographs:**  
**Cpl Jimmy Wise RAF**

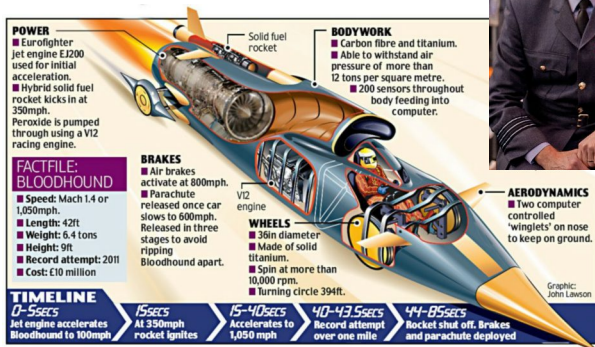


**Richard Noble, Bloodhound SSC's Project Director**, explained: "This car is an aeroplane. It's got to be built to aeroplane standards, it's got to be safe, it's got to be reliable and we've got to operate it in a very difficult environment, on a desert." He continued: "Getting hold of the engineering skills required to build something like that is incredibly hard in Civvy Street, so we've been very lucky to get all this help from 71 Squadron. It is absolutely brilliant." Specialist understanding of the stresses applied to mechanical components at supersonic speeds is essential and the tail fin has been redesigned several times by 71 Squadron since the original brief.

The RAF team is working closely with Formula One engineers, rocket scientists and the Army's REME to pull the car together in time for the first test run. The car is scheduled for completion by the end of July with an 800 MPH test run in South Africa taking place in September 2015. The 1000 MPH attempt will be made in 2016.

Bloodhound will be driven by **Wing Commander Andy Green OBE RAF**. Andy flew the F4 Phantom in Germany and later the Tornado F3, which included service in Iraq. In 1997 as the driver of Thrust SSC he took that car to the current World Record of 763 mph - to this day Thrust SSC remains the world's first and only supersonic land vehicle.

[www.bloodhoundssc.com](http://www.bloodhoundssc.com)



**Bloodhound images**  
© Flock and Siemens



# WHAT DO YOU THINK?

These are the four suggested designs for the *NEW* RAFFA tie design, to be available early in 2016 - what do you think?

The tie will be available in polyester, sorry our budgets don't run to silk, design also available as a ladies pashmina. There *could* be a bow tie option if sufficient demand.

Comments, suggestions or ideas to: Dave Derrick - [regalia@rafpa.org.uk](mailto:regalia@rafpa.org.uk) - 3 Sunningdale Drive, Thornton-Cleveleys, FY5 5AD



# **All YOUR yesterdays? Looking back at the RAF**

## **NEATISHEAD RADAR MUSEUM**

The Museum is located on the site of the world's longest continuously operating radar site and provides a unique window into the history of radar. The museum has twenty exhibition rooms with displays and presentations on the Battle of Britain, Development of Radar and the Cold War. Outside the Museum buildings there is a display of radar support vehicles and radar heads plus a newly painted Bloodhound missile, on its launcher. The Bloodhound was recently displayed as part of an exhibition in London at the Hayward Gallery on the South Bank.



**Beth Condie of the  
Neatishead Radar Museum  
with Mike and Matthew at  
Boyers Bodyshop in Cromer  
who re-painted the missile**

© Eastern Daily Press

Early in 1941 the Air Ministry acquired a plot of land near the village of Horning in Norfolk and this was to become the new RAF air defence station with a Ground Control Intercept facility from where controllers could direct RAF fighters, day or night to intercept enemy aircraft from Germany as they launched raids against the UK. Towards the end of 1941 the first radar system was installed at the new station of RAF Neatishead. During this period a hardened Control Room, the "Happidrome" was built and today this building forms part of the Museum.



**Inside the Happidrome**

On the 28<sup>th</sup> April 1942 Neatishead achieved its first kill when a Czech

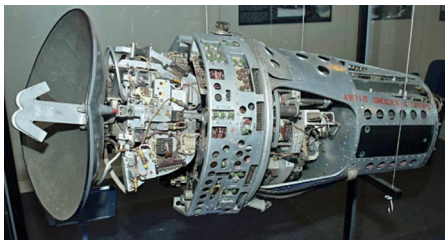
Warrant Officer Pilot of 68 Squadron shot down an enemy aircraft while being controlled by the stations Type 7 radar. During the war the Station also participated in the legendary 'Windows' trials.

'Windows' consisted of strips of aluminium dropped in bundles by aircraft. It was designed to produce false targets on enemy radar displays as well as hiding friendly aircraft on bombing raids.



**Bristol Beaufighter as flown by 68 Squadron**

During the Cold War defences for the United Kingdom were reorganised. Fewer Radar Stations were required but RAF Neatishead continued to play an



**AI Radar as used in the Lightning**

increasingly important role in the Air Defence of the UK, Neatishead was a Sector Operations Centre (SOC) and continued to be used as such until 2004, by which time the only other SOC was in Buchan, Scotland. In 1954, the main Operations Centre

was built deep underground in a two-storey hardened Bunker designed to withstand attack by nuclear bombs.

In 1966 a serious fire completely destroyed the underground

**The view from Neatishead**



operations complex, necessitating closure of Station Operations. By April 1974 Neatishead was re-opened and became operational again operating with a new data-handling system above ground in the original 'Happidrome', the old World War II operations room. At this time Neatishead was responsible for the control of fighter aircraft located at RAF: Conningsby, Wattisham, Coltishall and

Binbrook, as well as Victor tankers based at Marham and Shackleton Airborne Early Warning aircraft from Lossiemouth.

## EAST ANGLIAN PHOTOGRAPHIC COLLECTION

Neatishead Radar Museum is home to the East Anglian Photographic Collection, primarily a display of air cameras and associated equipment that many RAFPA members will remember in-service. There is one



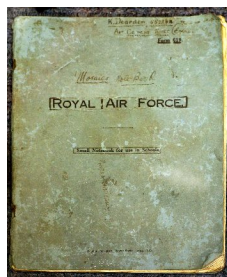
'special' friend' of mine on display – a F24 c/w mount as I know for certain that I was the last person to handle it

when I removed it from the cupola of a 224 Squadron Shack in Gibraltar as the aircraft were stripped of equipment before return to the UK when the Squadron was disbanded in October 1966, the mount carries the serial – 224/11, painted in my fair hand! Another interesting item is a note book from RAF Farnborough in the 1940's containing the Air Camera notes made by 552264 K Dearden. The Collection is owned by Malcolm Howard, an interesting gentleman with a lifelong interest in photography,

although his time in the RAF was spent in aircraft operations and communications. In civilian life and until retirement Mr Howard; started, developed and ran the AV Department at the University of East Anglia.



Mr Howard with some of the items in his collection





**Museum Opening Times:** Tuesdays, Thursdays and Bank Holiday Mondays, April to October inclusive. It is also open on the second Saturday of each month – all year round. Opening times are from 10.00-17.00. Free Guided Tours are offered and run every half hour from 10.30 with the last tour at 15.00.

**Admission:** Adult £8.00 - Concession £7.00 7yrs to 18yrs £5.00 - Family Ticket (2 Adults and up to 3 children) £20 - Under 7's Free.

**Contact:** RAF Air Defence Radar Museum, Neatishead, NR12 8YB. Tel: 01692 631485. eMail: [curator@radarmuseum.co.uk](mailto:curator@radarmuseum.co.uk)

## RAF NEATISHEAD

Today RAF Neatishead is classed as a Remote Radar Head (RRH), commanded by a Flying Officer, where the primary role is the provision of radar, ground to air communications and data link coverage as part of the United Kingdom Air Surveillance and Control System (UKASACS).



RRH Neatishead consists of a number of remote unmanned sites although operations are mainly centered at Neatishead and Trimingham which is situated on the Norfolk coast just outside the village of Mundesley, home to the TPS-77 Radar.

Trimingham provides a long range radar picture, using the latest in radar technology, covering not only UK Defence purposes but also contributes to the National Air Traffic Service (NATS) to aid civilian radar coverage for the entire UK and its international airspace responsibilities.



## NEATISHEAD FIRE

On 16<sup>th</sup> February 1966 a fire started in the underground Operations Block at RAF Neatishead, the RAF Station Fire Section were unsuccessful in extinguishing it so civilian fire crews were called to assist.

Divisional Officer Dix with Leading Fireman Durrant and Fireman Holman entered the bunker; after 30 minutes they would have exhausted their air supplies but had not returned to the surface.



**Divisional Officer Gordon Dix with the local crew at Holt Fire Station in 1963**

On three separate occasions rescue teams entered to try and save their colleagues, the conditions in the bunker were horrendous; confined corridors with intense heat and thick acrid smoke. Eventually Divisional Officer Dix was found but pronounced dead on arrival at hospital. Leading Fireman Durrant and Fireman Holman were found after the fire was extinguished when the bunker was pumped out.

The fire was started deliberately in a waste bin inside the Technical Stores Area, by disgruntled airman - LAC John Cheeseman, who was subsequently charged, tried and sentenced to seven years imprisonment.

**Divisional Officer G R Dix, Leading Fireman H J Durrant and Fireman J S Holman: Casualties of the Cold War**



Some years ago at one of the RAFFPA reunions I mentioned in conversation that my father had been a medical photographer during the Second World War and comments came back that no one was aware that there were RAF medical photographers. I thought no more of it until some time later when a photograph came to me which threw some light on this and the

family did some further research on my dad's war service.

In dad's records it shows that on the 1st November 1944 he was posted to RAF Hospital Cosford and there on 3rd April 1945 he qualified as a Clinical Photographer. The next entry shows him posted on 21st April 1945 to RAF Hospital Rauceby in Lincolnshire, where we believe he worked with Archie McIndoe, but until recently the connection was not realised.



**Corporal Marshall: Seated on the left in the white coat.**

The RAF took over Kesteven Mental Hospital in 1940, it then became known as No 4 RAF Hospital Rauceby, the hospital



**Kesteven Hospital in the 1940's**

acted as a satellite to Cranwell hospital, with 1000 beds focusing through it's Crash and Burns unit on supporting aircrew injured on operations. The Crash and Burns Unit was under the control of the excellent burns specialist, Squadron Leader Fenton Braithwaite. The pioneering plastic surgeon, Archibald McIndoe,

regularly visited Rauceby to perform operations and many of the patients became members of his famous '*Guinea Pig Club*'. The wartime Burns Unit was situated in Orchard House, which was built alongside the hospital orchard. In 1947, the hospital returned to its previous role. Some photographs of this period in the hospital's history form part of the archive at Cranwell Aviation Heritage Centre.

In the attached photograph my father, relaxes outside the Temporary Department of Clinical and Scientific Photography it is not know if this was at Cosford or Rauceby.

## **Bill Marshall**

**Sir Archibald McIndoe** was considered a brilliant surgeon. He not only developed new techniques for treating badly burned faces and hands but also recognised the importance of the rehabilitation of the casualties and particularly of social integration back into normal life. He disposed of the "convalescent uniforms" and let the patients use their service uniforms instead. With the help of friends, he convinced local families to support the patients and invite them to their homes. McIndoe died in April 1960 aged 59, he was cremated, and his ashes were given the unique honour for a civilian of being buried at the Royal Air Force Church of St Clement Danes.



**Kesteven Hospital** was closed by South Lincolnshire Community Services NHS Trust in 1997, whilst retaining Orchard House as the Trust's headquarters. After standing unused and with the main building in a deteriorating state of repair, David Wilson Homes began redevelopment work on the site in 2004. Following public consultation the site and its surroundings, including Rauceby railway station was officially renamed as Greylees. **Ed**

**AS SUNG BY CPL 'SQUEEGE' HAYMER,  
RAF WYTON 1960**

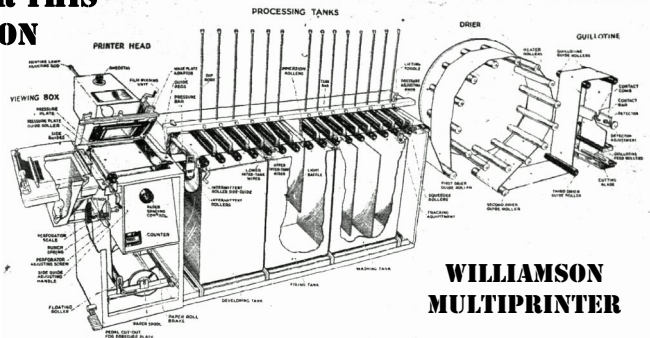
Let me sing you a song of the multi,  
Let me sing you a song of the crew,  
Let me sing you a song of the multi,  
Corporal \_\_\_\_\_ is depending on you.

Number one starts it off with the grading  
And the prints they keep on going through.  
Through the dev and the fix and the washing,  
That's the job they are trying to do.

Number two sits and watches for the creases.  
Number three stands and sees they're well done.  
Number four sits and watches for the NAAFI  
When it comes we troop out one by one.

So lift up your glasses my hearties,  
For this song to the men of the crew.  
Here's a song to the men of the Multi,  
Poor old \_\_\_\_\_ is depending on you.

**MANY THANKS TO  
PAUL BROWN FOR THIS  
CONTRIBUTION**



Every editor has to have an ethic, mine is that everything included in Flashback must have a connection to photography, the RAF or a RAFFA Member - loads of scope! While looking for a link to the new judging panel for the 2015 RAFFA Photographic Competition I discovered a likely quote by Marilyn Monroe who was born Norma Jeane Mortenson in June 1926 in Los Angeles - got the link yet?

Norma was 'discovered' while working on a factory production line in California by a film agency photographer (a budding Photo-G?). She was assembling McCulloch engines for the OQ-2 Radioplane, the first mass-produced UAV or drone, which was originally designed in the UK. A later version became the most



widely used target aircraft in US service, with over 9,400 being built during World War II. The OQ-2 was a simple aircraft, powered by a two-cylinder 2-stroke engine, providing 6 horsepower and equipped with radio control

A few miles from where I live in north Norfolk, on the coast at the old military camp at Stiffkey is a launcher used in the early 1950's. It would have been used to launch the Radioplane drone for the benefit of ground training of RAF air gunners flying the B-29 Washington based at Marham. The drones were parachuted back to ground (or sea) after each flight when it ran out of fuel, assuming they were not hit by ground fire.

The launch site is a circular area with a steel post in its centre and a tarmac 'runway'. The drone was attached to the





post by a cable to one wing, the engine was started, it ran at a constant speed with no control, the drone was released and it circulated around the post accelerating to take-off speed, the tether was released remotely and the drone climbed into the air. I was once asked how the launch was achieved, after some thought I replied "very bloody carefully"!



The Stiffkey Launcher, affectionately known locally as the Whirligig, where the mast is 8 ft high and there are still signs of the electrics on the rotating head.



From mast to the edge of the 'runway' is 150 ft which appears to be about 18 ft wide, although there has been some erosion. Someone cleverer than me (not difficult!) could calculate the length of the 'runway'.

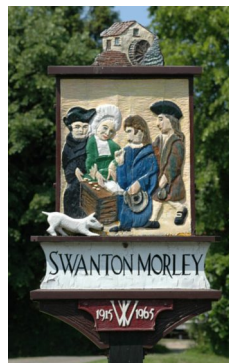


# OUT & ABOUT

## RAF SWANTON MORLEY



Well of course it has not be a RAF Station since 1995, but 'Swanton' is alive and well as Robertson Barracks. For the last 15-years the home of the Light Dragoons a light cavalry regiment who have fought during that time in all 'Britain's Small Wars' and not without considerable sacrifice. During tours in Afghanistan seven of their Regiment were killed in action and a number wounded, some with a life changing outcome. In



April this year, pending their move to Catterick Garrison a Farewell Parade was held in Dereham, or to be correct – East Dereham. The Light Dragoons, having been awarded the Freedom of the Town in 2009, marched – with bayonets fixed and band playing to the centre of Dereham. A town centre not radically changed since I roamed about it in



1968, the cinema is still open and the Cherry Tree still dispensing beer. The 'Dragoons' will soon be replaced by the 1st The Queen's Dragoon Guards - Geordie accents replaced by Taff's!

The logo features a white cross symbol at the top, followed by the text "KEEP CALM AND SUPPORT CANCER RESEARCH" in a bold, white, sans-serif font. The text is centered within a dark blue rectangular box. The background of the entire image is white, with a repeating pattern of the Cancer Research UK logo (a stylized 'C' made of colorful dots) and the text "CANCER RESEARCH UK" in a smaller, dark blue font, tilted at an angle.

**KEEP  
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AND SUPPORT  
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