



H M Armed Forces

264 Squadron News



We Defy

May 2011

We Defy

Issue 2/11

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Reunion 2011

It is now crunch time as I must make a decision to either go ahead or cancel. At present, we have the following who have indicated their willingness to attend.

Faulkner's, Mann's, Heaney's, Tracey's, Wright's, Anderson's, Warren's, Webster's, Long's,

If we can't get a few more members (or couples), then I'm afraid it looks like we'll have to call it off as we shall lose any discounts and extras that I have managed to negotiate. **Please do your best to come along, I'm sure you'd enjoy it, the friendship and comradeship is terrific. (they even speak to me!). Please fill in the enclosed form if you have decided you can come and let me have it back ASAP please. Dependant on this, will be the final decision as to whether we hold one or not.**

The theory was to go to Elvington Air Museum during the trip but I don't want to get that organised if we haven't got enough members. This is obviously going to be the last Reunion, which is sad, but I expect there could be a few unofficial reunions with just a few of us. This may finish up as a dinner somewhere together

Special Message:

Audrey Parkinson (as we know her), asked me if I would send a message of sincere thanks to all the Squadron members who sent messages of sympathy to her on the sad and sudden loss of Keith. Her message reads:

"Dear Friends,

Thank you so much for your cards, kind words and warm wishes after the sudden loss of Keith. It is comforting to know that he has been well remembered. Should there be a 264 reunion this year, then I hope that we will meet up again".

Audrey".

Specifically she mentions, Bunny Drysdale, Brian and Sylvia Mann, Bob and Liz Olding, Dave and Gwenno Boden, Mike and Liz Webster, Peter and Lindsay Wright, Fred and Margaret Packer, Eric Wright, Miki and Tony Warren, Bob and Marjorie Tacey, Valerie and Clyde Anderson and Joan and myself.

May I add my thanks to all those who wrote to Audrey, and also those who attended "The wake", it shows what the comradeship of our Squadron is about. Geoff

A Comment:

The article about the German Bomber emerging from the deep seems to have hit a chord amongst some of you, and several have made contact over it.

Electronically Transmitted Squadron News:

I know that quite a few have computers and are capable of receiving PDF versions of various articles. At the present, I produce the Squadron News in a Word Publisher document and in a hard copy form, but believe that, even if you haven't that particular programme, you are still able to receive the News in the PDF format. Whilst this would seem to be an effective way of saving money, we would still have to produce a "hard copy" for those members who haven't a computer or the facility of receiving PDF documents. It will be appreciated that as we are using an outside publishing company to produce our Squadron News, it would not be viable for them to produce less than 50 copies. At the present this is roughly the number that we are down to producing at the moment. Therefore we are faced with the dilemma of losing our printing facility because of lack of copies required, or sending a reasonable percentage out in PDF format and getting the hard copies printed locally which would be extremely expensive, and especially in colour, and then not as good as Dupliquik's copies.

Whilst at the time of writing this article, I have not discussed this with Bob Tacey our Treasurer, . It would seem possibly the best option is to keep with a minimum order of 50 copies, but if anybody wants the Squadron News possibly earlier than if I sent it by post, then this could be done. The up-side of this is, if you receive the News both electronically and by "snail mail" it will be possible to pass your hardcopy onto somebody else who may be interested in reading it. Another aspect that we can consider, is it if our overseas members have the facility for the electronic version of the Squadron News this would save us quite a bit of money on postage as it has become extremely expensive sending it abroad. If anyone has any views or comments on the subject than I would be pleased to hear from them. Whilst on the subject of Communications, if anyone wants an updated version of the address list, would they please let me know and I will send it to them.

Finally, thank you to everyone who sent Joan and I a Christmas Card, they were very much appreciated.

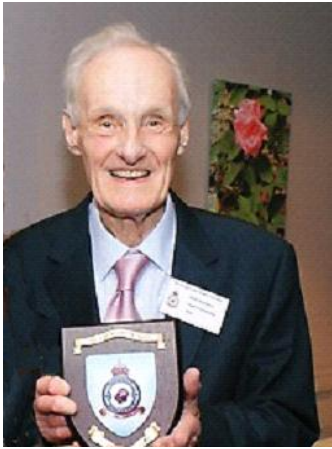
Eric Barwell Memoirs:

As many of you know, Mark Woodruff, a friend of our American Marine member Jerry Martin, has been writing a book on Eric Barwell, including his memoirs that were premiered in our Squadron News, (with Eric's permission). However, Mark has been suffering from cancer and its allied treatment. This, together with marrying a lady, has meant things have been put on the back burner for the moment. I have emailed and asked how its progressing and he assures me that it will be published, although sadly 2 years behind schedule. We wish Mark good luck in his treatment and life with his lady.



Squadron Leader Keith Parkinson

1929 - 2011



This is of necessity a précised version of the obituary that Gillian his daughter sent to me. I will publish a more detailed one in the next edition, together with other details.

Keith joined the RAF on 29 August, 1939 two days before the start of World War two. His younger brother Roy, joined the Royal Marines a few years later, and he became a Royal Marine commando and served with the Special Boat Service you He started his career in the RAF as a Halton apprentice with the rank of Airman Aircraft Mechanic. He first worked on the Westland Lysander and the Bristol Pegasus engine. During 1941 he obtained air experience flights in an Armstrong Whitley Bomber and Vickers Wellington. He was also given basic flight instruction in the Avro 504K and the Tiger Moth. He moved to Brize Norton in 1942 to construct Horsa and Hotspur gliders use for the landings in Holland. Keith also gained experience flying both gliders and tug aircraft as part of the flight checks.

In October 1943 Keith was given the opportunity that he was looking for and went to Monkton, New Brunswick, Canada and then onto 15 EFTS Regina Saskatchewan on flying training where he gained his Pilots Flying Badge (Wings) on 3 November, 1944, having passed out as an honours graduate in January 1944. In November 1944 he returned to the UK and trained on the Lancaster 1 and 3. Keith being a rare breed, volunteered for bombers and was to be second pilot in the Tiger Force, which was to join the assault on Japan, but the war ended before they went in 1946 he joined Bomber Command 139 Squadron at Coningsby to fly the Mosquito Mark XV1 (and later the B 35).

Keith was promoted to lead 231 flight OCU as part of the 139 (J) Coningsby, to help pilots adjust to the Mosquito Mk. XV1. Keith finally joined 264 Squadron at Linton on Ouse on 20 December, 1954. In October 1958. Keith went (with his wife, Patricia and two children, Lindsay and David) to join the HQ number 224 GRP Kuala Lumpur and Seleter . Keith and his family returned to the UK in December 1959, where he became Station Commander at RAF Ouston, near Newcastle on Tyne until he left in April 1963. His final posting was to Shinfield Park in Reading.

With over 2770 flying hours, Keith retired from the RAF as a Squadron Leader in 1966 he remained in Reading and became a principal lecturer at South Bank Polytechnic in brackets subsequently London South Bank University. He spent 20 years at the Poly although we all knew his heart was always with the RAF and the great experiences that he had during his career. He thoroughly enjoyed meeting up with former colleagues from 264 Squadron at the annual reunion and spoke fondly of the discussions which he had had at those reunions.

After Keith wife Patricia died in 1993, he later met Audrey and they spent many happy years together travelling to places such as Peru, Australia, America and Spain. After retiring from the Polytechnic he moved to Dorset where he lived until he died.

It was prophetic that his final flight was coming to Lanzarote for a holiday, to a place where he loved the opportunity to speak Spanish which he had learnt in the early 40's. Sadly, he had a cardiac arrest on board the aircraft while approaching Lanzarote.

His cremation took place in Lanzarote on 24 February, 2011 and a celebration of his life took place on 2 April, 2011. Audrey and Keith's family would like to thank all his friends who were over to attend the day, despite the sad occasion it was lovely to hear everyone's fond memories of Keith.

I remember Keith as a strict disciplinarian and "by the book" Officer, whilst I was on the Squadron in 1955 and as our Flight Commander on "B" Flight. However, on meeting him at our second Reunion in 2001 (45 years later), we became good friends which over the years grew to a strong bond and I had a great admiration for him and his outlook on life. Although he had many health problems, he usually rang me every week announcing himself, with "Sierra Oscar Foxtrot One here" and then enquiring about my health, or snippets about the Squadron. I can't recall him ever complaining about his own ailments, and when asked specifically, he would make light of them.



Keith's Flight Commander's aircraft V - Victor (loaned by his

Another welcome article from Bob Tacey about the QRA Hangar

QRA Hangar



On Saturday July 24th 2010 two members of Rutland branch RAFA, Bill Cunningham and Bob Tacey joined with other former Lightning personnel at Bruntingthorpe Airfield. We were attending the official opening of the QRA Hangar (Q-shed).

During the Lightning Era there was a Q-shed on three airfields, Leuchars, Binbrook and Wattisham. In the early 1990s the one at Wattisham was set to demolished to make way for a new SAR hangar. After much begging by The Lightning Preservation Group (LPG) to the MOD and at great cost to move, it came to Bruntingthorpe. During the following years after being allocated a site by the Walton Family who own Bruntingthorpe and obtaining planning



Continued from page 2

two Lightning F6's ; XR728 & XS904.

On the day the Q-shed was officially opened and the tape cut by David Walton Managing Director of Bruntingthorpe Airfield. David has many aircraft of different types and is hoping to build a hangar to house some if not all of them.

After a picnic lunch and a chat to the LPG crews and other people we knew or thought we knew. The two Lightnings were towed out of the Q-shed and XS904 to the runway threshold. Here its engines were started and after a taxi on the runway and a reheat run against the chocks (one engine at a time of course). Then came a fast taxi along the runway and the brake-chute was streamed.

During the day we were able to inspect both aircraft, visit the stalls & spend some money. I also



managed to sit in the cockpit of XS904 having everything explained to me by one of the crew, I later found he was the pilot doing the high speed run on that day.

Soon we were returning home with memories of a very enjoyable day and of times gone by. I did take a few photos but were taken on my mobile phone so quality is poor. One is of XR728 outside the Q-shed & the other of XS904 on the runway preparing to start engines.

Here are a few performance details of the Lightning F2A, of which many people say was the best of all the Lightnings.

Rate of climb 50,000ft per min.

From brakes off on the runway to 36,000ft 2.5 mins.

Speed 1,500mph mach 2.2.

Service ceiling 60,000ft

Armament 2x30mm Aden Cannons, & 2x DH Firestreak IR Missiles.

Bob Tacey.

Once more Bob, thanks for giving me more interesting items for the Squadron News, whatever would we do without you?

Come on Guys, someone must have some interesting tales to tell, photos to share, articles hidden away. Please help me keep this going!

I had an interesting email from an ATC Squadron recently, the main and pertinent comments are shown below. I thought that you might like to see their attempt at a Squadron Crest, which I think is rather good, embodying both our Squadron and Station.

Hello,

I am contacting you on behalf of 264 (Skipton) Squadron ATC.

I am compiling for the benefit of the Cadets a history of both 264 Squadron RAF and our own Cadet Squadron. Any information/pictures that you may have on this subject would be much appreciated, in particular relating to the time the squadron spent at Church Fenton and Linton-on-Ouse, as these airfields are used by our Cadets for their flying and gliding.

I personally would be interested to know how the title Madras Presidency came about, as I was unaware of this until I began my research. My contact address if required is: Jonathan Abbey , Bank House 8 Keighley Road Cross Hills BD20 7RN

kind regards

Jonathan Abbey

Hi Jonathon,

Great to hear that the illustrious name of our Squadron lives on. I believe our radar station was situated near Skipton. When I served on the Squadron at Linton on Ouse, we had 3 Squadrons there, 66, 92 and 264 Squadrons, the former two being Day fighters flying F86 Sabres (both with superb wartime records) and ours, initially we flew Meteor Mk 11 All Weather Day and Night Fighters, but primarily in the Night Fighter role. These were subsequently replaced by the Meteor Mk 14, with a better performance and larger in all respects. I attach a photo of our aircraft. (I was an civilian Aircraft Engineer before my call up, working on the experimental branch of Hawker Aircraft and on the ground crew of Neville Duke's Hunter prototype, Chief Test Pilot (later world air speed record holder)). I am sending you the official RAF history of the Squadron, which is in pdf format and hope you can open it. There are two other squadron histories which I can send you, should you require them. I still produce a quarterly newsletter, but sadly, as we are all getting older and "Falling off our perches", the news sources are far more difficult to come by, so I feel that in another year, there will be no more News and the Squadron News will dry up and sadly, then the Squadron association will die too. Obviously, I have a lot of information and will help you with your worthy project, but be warned, its very time consuming and a little addictive. In answer to your query about the name "Madras Presidency", as you may know Madras was in India, I say was, in that it is now called Chennai. At the outbreak of war, several countries and prosperous cities, gave money to buy aircraft for the war with Germany. The President of Madras sent money to buy the Defiants for our squadron, and to honour him, they named the Squadron "Madras Presidency" You will see several RAF Squadrons, bare the name of cities, these were paid for by those cities.

Sincerely

Geoff Faulkner

Hi Geoff,

thank you for the extremely useful information. As you say, once begun the task just seems to grow and grow! Having said that I find it very interesting, and at least there is no shortage on information available. Unfortunately the same can't be said for the history of the ATC Squadron. It appears it never occurred to anyone to write anything down!

The senior Cadets, and NCO's especially have taken a keen interest in this project and an interesting side effect of this is that they have between themselves designed a squadron crest, something which we have never had before, for use on documents/certificates etc. I have attached a copy of their idea. They felt they wanted something that reflected the fact that 264 was a regular squadron, a fact of which they are particularly proud. As it borrows largely from the RAF Squadron crest, they have requested that I send it to you for approval, and to ask your permission for us to continue to use the motto.

Merry Christmas to you and all the Association members from the Cadets and Staff of 264 (Skipton) Squadron ATC.



Reply from Secretary of the 264 Squadron Association

With regards to the permission to use this new designed crest, I wrote that we have no authority to grant this, but suggested they carried on and used it, argue later if there is a problem. (always ready to buck the system, that's me!). Personally I think the crest is superb.

Harrier Jump Jet

With the disbandment of our Harrier Force, which many of us think was a totally disastrous decision by our Government, I felt that it worthwhile to make a few interesting points about this aircraft, before it fades into the mists of our aerial history. So although it has no relationship with our Squadron, I felt that some of you would be interested.

Hawker Siddeley Harrier

From Wikipedia, the free encyclopedia

Harrier GR.1/GR.3

AV-8A/C/S

An RAF Harrier GR3 on display at Bletchley Park, England

Role VTOL strike aircraft

National origin United Kingdom

Manufacturer Hawker Siddeley

First flight 28 December 1967 (Harrier)

Introduction 1 April 1969

Status Active service with Royal Thai Navy

Primary users Royal Air Force (historical)

United States Marine Corps (historical)

Spanish Navy (historical)

Royal Thai Navy

Produced 1967 - 1970s

Number built 718 [1]

Developed from Hawker Siddeley P.1127/Kestrel FGA.1

Variants BAE Sea Harrier

Developed into AV-8B Harrier II

BAE Harrier II



The Hawker Siddeley Harrier GR.1/GR.3 and the AV-8A Harrier are the first generation of the Harrier series, the first operational close-support and reconnaissance fighter aircraft with Vertical/Short Takeoff and Landing (V/STOL) capabilities, colloquially referred to as a "jump jet". The Harrier was the only truly successful V/STOL design of the many that arose from the 1960s.

In the 1970s, the Harrier was developed into the radar-equipped BAE Sea Harrier for the Royal Navy. The Harrier was also extensively redesigned as the BAE Harrier II and AV-8B Harrier II, which were built by British Aerospace and McDonnell Douglas.

The Harrier's lineage began with the Hawker P.1127. Design began in 1957 by Sir Sydney Camm, Ralph Hooper of Hawker Aviation and Stanley Hooker (later Sir Stanley) of the Bristol Engine Company. Rather than using rotors or a direct jet thrust the P.1127 had an innovative vectored thrust turbofan engine and the first vertical takeoff was on 21 October 1960. Six prototypes were built in total, one of which was lost at an air display.

The immediate development of the P.1127 was the Kestrel FGA.1, which appeared after Hawker Siddeley Aviation was created. The Kestrel's first flight was on 7 March 1964. It was strictly an evaluation aircraft, and only nine were built. These equipped the Tripartite Evaluation Squadron formed at RAF West Raynham in Norfolk, numbering 10 pilots from the RAF, USA and West Germany. One aircraft was lost and six of the remainder were transferred to the U.S. for evaluation by the Army, Air Force and Navy, designated XV-6A Kestrel.[2]



At the time of the development of the P.1127, Hawker had started on a design for a supersonic version, the Hawker Siddeley P.1154. After this was cancelled in 1965, the RAF began looking at a simple upgrade of the Kestrel as the P.1127 (RAF).

An order for 60 production aircraft was received from the Royal Air Force in mid-1966, and the first pre-production Harriers, then known as the P.1127 (RAF), were flying by mid-1967, becoming known as Harrier GR.1.

The Hawker Siddeley Harrier GR.1 was the first production model derived from the Kestrel, it first flew on 28 December 1967, and entered service with the RAF on 1 April 1969. Construction took place at factories in Kingston upon Thames in southwest London and at Dunsfold, Surrey. The latter adjoined an airfield used for flight testing; both factories have since closed.

The ski-jump technique for STOVL used by Harriers launched from Royal Navy aircraft carriers was tested at the Royal Navy's airfield at RNAS Yeovilton (HMS Heron), Somerset. Their flight decks were designed with an upward curve to the bow following the successful conclusion of those tests.

The Harrier GR.3 featured improved sensors (such as a laser tracker in the lengthened nose), countermeasures and a further upgraded Pegasus Mk 103 and was to be the ultimate development of the 1st generation Harrier.

The AV-8As of the United States Marine Corps were very similar to the early GR.1 version, but with the more-powerful engine of the GR.3. The aircraft was powered by a 21,500 lbf (95.6 kN) thrust Rolls-Royce Pegasus Mk 103 (F402-RR-402) turbofan engine. The AV-8A was armed with two 30 mm ADEN cannons (poded under the fuselage) and two AIM-9 Sidewinder air-to-air missiles. A total of 113 were ordered for the US Marines and the Spanish Navy.

The Harrier is a subsonic attack aircraft. It features a single Pegasus turbofan engine with two intakes and four vectorable nozzles. It has two landing gear on the fuselage and two outrigger landing gear on the wings. The Harrier is equipped with four wing and three fuselage pylons for carrying weapons and external fuel tanks.

Sea Harrier FRS port cold thrust vectoring nozzle

The level of understanding and skill needed to pilot the Harrier is considerable. The aircraft is capable of both forward flight (where it behaves in the manner of a typical fixed-wing aircraft above its stall speed), and VTOL and STOL manoeuvres (where the traditional lift and control surfaces are useless). This requires skills and understanding more usually associated with helicopters. Most services demand great aptitude and extensive training for Harrier pilots, as well as experience of piloting both types of aircraft. Many recruit trainee pilots come from the most experienced and skilled helicopter pilots in their organisations.



The Harrier has two control elements that a fixed-wing aircraft does not usually have. These are the thrust vector and reaction control system. The thrust vector refers to the slant of the four engine nozzles and can be set between zero degrees (horizontal, pointing directly back) and 98 degrees (pointing down and slightly forwards). The 90 degree place is generally used for VTOL manoeuvring. Thrust vector is adjusted by a control next to the thrust lever. The reaction control is achieved by manipulating the control stick and is similar in action to the cyclic control of a helicopter. While irrelevant during forward flight mode, these controls are essential during VTOL and STOL, and are used together during these manoeuvres. Wind direction and the point of reference of the aircraft to this is also crucial during VTOL manoeuvres (in this sense operation is limited compared with a helicopter, which can take off and land in side winds). The Harrier's landing gear configuration also complicates normal landing; it is necessary to ensure that the wing-mounted stabiliser struts contact the runway simultaneously; bounce or tilt to one side can result if this is not achieved.

The procedure for vertical takeoff involves parking the aircraft facing into the wind. The aircraft is brought to a halt, throttle to idle, wheels locked. The thrust vector is set to 90 degrees and the throttle brought up to maximum. The aircraft leaves the ground rapidly. The throttle is trimmed until a hover state is achieved at the desired altitude. During the ascent and hover, the reaction control system is continuously adjusted to maintain position over the patch of ground, much as it is with a helicopter. The aircraft has to face into the wind when taking off in this way. A side wind causes the aircraft to pitch away from the lee side. This would alter the thrust vector away from vertical and cause the aircraft to slew sideways. This is hard to control and dangerous.

In severe cases the aircraft can settle with power while moving to the side. While taking off in windy conditions is always more difficult when within ground effect, it is easier to maintain heading away from the ground effect as the tailplane tends to stabilise the heading into the wind. At hover, the thrust vector is slowly returned to horizontal while the altitude and angle of attack is maintained in a specified range. At or shortly after normal take off speed, the thrust vector is set to horizontal and thrust is usually trimmed back to control acceleration.

The short takeoff procedure involves proceeding with normal takeoff and then applying a thrust vector (less than 90 degrees) at a runway speed below normal take off speed. For lower take off speeds, the thrust vector applied is greater. The vector and thrust is then trimmed until take off speed. Several procedures have been described for different runway lengths.

In forward flight, the Harrier is at an advantage compared with fixed wing aircraft in that in the event of stalling, recovery is possible by quickly adjusting the thrust vector and throttle. For STOL and VTOL landing, it is necessary to drop below the normal stall speed and apply this method (against all the instincts of the trained fixed wing pilot). The thrust vector control allows for the engine nozzles to be adjusted to a maximum stop of 98 degrees. This facilitates backward motion as needed but is not normally applied during VTOL as the heading into the wind tends to require some forward thrust via attitude control to maintain a fixed hovering position.

The technique of vectoring in forward flight, or "VIFFing", involves rotating the vectored thrust nozzles into a forward-facing position during normal flight. It was a dog-fighting tactic for both (a) higher turns rates than would normally be possible for an aircraft with such a short wing-span and (b) sudden braking. The latter causes a chasing aircraft to overshoot and present itself as a target for e.g. air-to-air missiles. This air combat technique was formally developed by the USMC in the Harrier in the early 1970s. Because VIFFing reduces forward thrust, acceleration and manoeuvres in the vertical plane are hampered by thrust vectoring, where thrust-to-weight is more necessary than low wing loading.

In addition to normal flight controls, the Harrier has a lever for controlling the direction of the four vectorable nozzles. The nozzles point rearward with the lever in the forward position for horizontal flight. With the lever back, the nozzles point downward for vertical takeoff or landing.

At heavier weights, the Harrier's hover time can become limited due to its reliance on the use of water injection for additional thrust, approximately 90 seconds of which is available. At lighter loads the aircraft can hover for as long as 5 minutes before requiring conventional flight modes to allow the engine to cool.



A truly magnificent aircraft. (And I designed a li'le ol' bracket for it!!)

Another email request, can anyone help?

Dear Mr Faulkener,

perhaps this is a bit of an unusual request but I am enquiring on behalf of my father Neil Cavinder to find the whereabouts of AJ Lauder formerly of 264 squadron or his family should he be deceased.

My father was a young boy when the squadron was based in Lincolnshire and ran errands for Flight Sergeant Lauder during his time there. He was kind enough to make my father a model of the Mosquito plane he was flying then which my father has treasured and kept to this day. Since my father is no 'spring chicken' these days himself he has expressed the wish to try and return this model to Flight Sergeant Lauder or his descendants as this will have greater meaning for him or his family than to ours in the future.

We are hoping there is some way to establish contact through an association such as yours or perhaps you could recommend an alternative source of information to achieve this outcome.

Kind Regards

Adrian Cavinder

Keith's Wake.

Important Notice:

Only 21 members have paid their subs this year, which is rather disappointing, so if you still want to receive the Squadron News, could you please send your subs to Bob Tacey, 22 Westland Road, Cottesmore, Oakham, Rutland, LE15 7DT. Just to remind you, £6.00 for UK members and £10 for overseas. However, if overseas members are happy to receive the News by email, then maybe, Bob will let you off the extra £4 difference. It means that the Committee members will have to forgo their 8 weeks, 7 star hotel holiday in some exotic place, but we're ready to make that sacrifice (Ohh how I wish!!). My salary has been increased this year by double £0 x 2 (I should have known the Treasurer was kidding me!)

A historical couple of Photos



I am greatly indebted to Bob for kindly sending me these wonderful pictures of the last flight of the Harriers, which our Government, in my humble opinion, have made a monumental mistake. Especially as the Joint Strike Aircraft that it is planned for the Harrier's replacement, will not be ready for another 5 to 10 years. The formation flying of these aircraft is even on a par with the RAF's Red Arrow aerobatic display Squadron. So we have to say goodbye to this wonderful aircraft and I can honestly say that at later stages of my apprenticeship in the Design Office with Hawker Aircraft Ltd, I actually designed a small bracket for this machine (not that I knew what it was, when I drew it!)



I reckon the Red Arrows had better watch it, these guys are good!

I had an interesting letter from Mervyn Troake regarding the article by Nicky Tuplin in the January edition. Mervyn remarked he was particularly interested in the reference regarding the late Air Vice Marshall Vincent, and states;

“ I met that gentlemen once and had coffee with him in “The Bull” at Thetford! His daughter Elisabeth (Liz to us all), Was the senior WRAF officer (a Flight Officer-before they became Flight Lieutenants) At RAF Coltishall in 1953/54 when I was with 23 Squadron. Her home was in Bury St Edmunds Area and on one leave I drove her to Thetford (On my way home to get them), where she was collected by her father.

During our coffee, the waiter, (an old retainer), remarked to AVM Vincent, “ There are not many of us left now “- they were both wearing RFC ties!

I must say that I did not really recognise Liz from the photograph (maybe some confusion between Mervyn and I there!) but I do not know if there was another Daughter. She married a 235 Squadron pilot, Dicky Bannon who went on to be a helicopter instructor and spent time with the Ghana Air Force. I believe he retired as the Squadron leader at age 38.

I do remember another occasion, when Jock Weir and I in the Station Flight Oxford picked up Liz Vincent from the USAF Base at Bentwaters, Suffolk, when she was returning from leave. Those are the days-almost 60 years ago, frightening isn't it!!

I will try and write another article on the night we went to Leeds to see peaches page at the City Variety Theatre - if my procrastination does not get in the way”.

Mervyn sent me an article on Jack Hedger, who I know some of you knew. I will be adding to a future Newsletter, together with a couple of Mosquito photos that I'm sure some of you will like.

Farewell parade at Cottesmore as they close the RAF Station, and the town acknowledges them.



Once more Bob has come up trumps and sent these photos of the farewell to RAF Cottesmore and the Harriers.

It is gratifying to know that some of the articles elicit a response and with further details, thanks to all who send some in.

Email from Chris Bolton:

Hi Geoff

Happy New Year to You and thanks for all the effort with the squadron news. I know dad would be made up with it if he were still around! I was reading squadron news about 'the Wartime bomber to emerge from the deep' when I thought one of 'dad's books' may be able to fill in some extra details about the Defiant which shot down the Dornier and as usual it 'came up trumps'.

Apparently the Defiant in question was L6985 which was shot down by BF109's following the destruction of the DO17 over Thanet and crashed two miles off Herne Bay at 12:26pm. Flight Lieutenant A. J Banham baled out and was rescued from the sea landing at Herne Bay. Sergeant B Baker (Gunner) posted missing. Aircraft lost.

To add to the articles comments about Defiant losses during late August 1940. On the 26th August 264 squadron lost Defiant L7005 crash landing at Marshside.(crew safe); Defiant L7024 returned to base damaged by BF109's over Thanet (crew unhurt), aircraft repairable; Defiant L7025 shot down by BF109's and crashed in the sea 2 miles off Herne Bay (Pilot Flying Officer I R Stephenson baled out injured and rescued from sea to be hospitalised, Sergeant W Maxwell missing).

During the next two days 264 squadron suffered 3 aircraft damaged and 3 Defiants written off.

'In the early morning of Wednesday August 28th 1940. Twelve Defiants of No 264 Squadron took off from Hornchurch on what was destined to be the last daytime sortie carried out by Defiants. The crews in them must have rated their chances of survival pretty low as, during the previous four days the squadron had lost 7 aircraft and nine crew members' (taken from The Battle of Britain Then and Now).

As a foot note both dad and Ray Loveland were 264 ground crew at Hornchurch during this fateful period in 264s history.

Hope this helps to fill in a little more of 264s history. To add to future magazines I could if you wish provide you with the battle history of 264 which I researched with dad.

Regards

Chris

A note from Harry Reed

"Thanks for the Issue1/11. I enjoyed reading this issue and so pleased for ex Mosquito crews who may not yet have seen the re-built HJ 711 Mosquito which is at Evington. This exhibit was restored as a 169 squadron aircraft which I flew on an odd occasion as it was nominally my Flight Commander's pride. Now there are connections between 264 and 169. 169 squadron was reformed in 1943 with a changed role. It was to be equipped with Mosquito NF 11s fitted with MK4 radar and received its first aircraft at Little Snoring in 1944. To crew these aircraft two crews were selected from existing night fighter squadrons .P/O Bailey and I with our Navigator / Radar operators, Murphy and Staziker left 264 to join other experienced N.F. crews. Now in 100 Group we were among the first to use A I over Germany and Occupied Europe. To further strengthen the 264 connection the Flight Commander of 169 A flight was Squadron Leader Ted Thorne a 264 Ace in his Defiant days. I could go on but will spare you". Harry Reed

I wish Harry would "Go On", as we need some of the stories of you "old timers", not only for this Newsletter, but to record some of the exploits of our era for future generations.



QUESTIONS THAT HAUNT ME

How important does a person have to be before they are considered assassinated instead of just murdered?

Why do you have to "put your two cents in"... but it's only a "penny for your thoughts"? Where's that extra penny going to?

Once you're in heaven, do you get stuck wearing the clothes you were buried in for eternity?

Why does a round pizza come in a square box, What disease did 'cured ham' actually have?

How is it that we put man on the moon before we figured out it would be a good idea to put wheels on luggage?

Why is it that people say they "slept like a baby " when babies wake up like every two hours?

If a deaf person has to go to court, is it still called a hearing?

If you have sex with a prostitute against her will, is it considered rape or shoplifting?

Why are you IN a movie, but you're ON TV?

Why do people pay to go up tall buildings and then put money in binoculars to look at things on the ground?

Why do doctors leave the room while you change? They're going to see you naked anyway..

Why is "bra" singular and "panties" plural?

Why do toasters always have a setting that burns the toast to a horrible crisp, which no decent human being would eat ?

If Jimmy cracks corn and no one cares, why is there a stupid song about him?

If the professor on Gilligan's Island can make a radio out of a coconut, why can't he fix a hole in a boat?

Why does Goofy stand erect while Pluto remains on all fours? They're both dogs!

If corn oil is made from corn, and vegetable oil is made from vegetables, what is baby oil made from?

If electricity comes from electrons, does morality come from morons?

Do the Alphabet song and Twinkle, Twinkle Little Star have the same tune?

Why did you just try singing the two songs above?

Why do they call it an asteroid when it's outside the hemisphere, but call it a hemorrhoid when it's in your Bottom (Ass)?

Did you ever notice that when you blow in a dog's face, he gets mad at you, but when you take him for a car ride, he sticks his head out the window?

You can see I'm getting desperate for funny items to put into the News can't you?