



**600**

*Praeter Sescentos*

***“THE RIGHT OF THE LINE”***

*The (City of London) Squadron RAuxAF & No.1 (County of Hertford) Maritime Headquarters Unit  
Association Newsletter*

*Patron: The Viscount Trenchard of Wolfeton*

***Affiliated Members; 601 & 604 Squadron Associations.***

Dec 2018

**Editorial**

Welcome to the December 2018 newsletter!

Following a truly memorable year, this newsletter highlights a very busy & active year for the Squadron & the Association.

Thank you for those who have kindly made generous, and always very welcomed donations, and thank you to all who have contributed to the newsletter, not least Ian White, who amazingly, always finds the time to support us in between demands as a busy Author!

As always, I hope you enjoy the read, and wish you all a very happy Christmas & a prosperous 2019!

Andy

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## Message from our President



Dear Association Members,

As a momentous year comes to an end, against the colourful and often poignant backdrop of all the celebrations for RAF100 and the homage paid to the ending of the First World War, it gives me enormous pleasure to be able to write a few words to wish all Association Members a very Happy Christmas. As you will have read in this year's regularly published Newsletters, the Association has been represented at many of the events celebrating the service and contributions of the Royal Air Force, Royal Auxiliary Air Force, and the individual Association Squadrons – and it is with heartfelt thanks to all those who have organised participation, gone along to take part, or supported those who have made that contribution possible.



Your Association Committee has seen quite a bit of change throughout this year, and I would like to reiterate my thanks to those who have stood down in respective roles – Kevin O'Shaughnessy as President to become an Honorary Life Vice President of the Association, Jacqui Ashby as Secretary, and Jo Everest as Chair - and delighted that Jo has stayed on the Committee, with Shobha Earl picking up the mantle as Chair to replace her. It takes huge commitment, patience and skill to lead the Committee and I commend both Jo and Shobha on this. Indeed, on your behalf I would like to thank the entire Committee, OC 600 Squadron, and the XO and Adjutant of 600 Squadron who have worked tirelessly from various corners of the UK, often weaving their Association and Squadron duties in amongst family and work commitments, in order to maintain the Association's momentum and purpose on behalf of you, its members.

It would not be right to finish the year without paying respect to those Association members who are no longer with us. We record with sadness the passing of the following members:

Michael Hills – 600, Summer 2017

Irene Bowen – Associate, January 2018

Peter Hicks – 604, January 2018

Anthony Waller – 600, April 2018

Dennis Sprake - 1MHU, April 2018

Bill Sills – 600, June 2018

Jimmy Salandin – 604, June 2018

Warwick Harry – 601, Oct 2018

Bruce Blanche – 600, November 2018

John Wilding – 600, November 2018

We also note with great affection and regard, the passing of Sir Adrian Swire, former Honorary Air Commodore of No 1 MHU, who died in August this year. He was a forceful advocate for the Squadron who never missed the opportunity to turn out for formal parades, inspections, dinners and other events. Annually he would spend a day in the field with Unit members as they were put through their paces at various military camps including Hankley Common and Longmoor. He opened his home up to visits and helped many individual members achieve their goals – always involving himself with quiet manner and gentle humour; a true gentleman who will be missed by all those who knew him.

Our heartfelt condolences go to the family and friends of our former comrades. If we have missed anyone off this list, do please let the Association know, as we rely on family and friends to notify us of such changes and it is possible that we have not had the news.

In this year of celebration, we also pay respect to the six remaining members of the Association who served in the Second World War: Air Cdre Bob Martin, John Coppack, Jack Rose, George Sly, Eric Stokes, Anthony Waller and Laurence Coverdale.

I wish you all a very happy and peaceful Christmas and look forward to welcoming you to Association events during 2019 – do sign up; it would be great to see you.



**Jane Drew**  
Sqn Ldr (Ret'd)  
President

## Adrian Swire, chairman of John Swire & Sons, 1932-2018



*Sir Adrian Swire led the Swire group through a time of great uncertainty*

A steady hand who guided a global family business through times of uncertainty Sir Adrian Swire led the Swire group through a time of great uncertainty

Some born into wealthy dynasties recoil from the great pressures placed upon them. Others try to stamp their authority on the family business through drastic changes. Sir Adrian Swire, who has died at the age of 86, simply got on with the job of running his family's influential, China-focused conglomerate, John Swire & Sons, and handing over control to the sixth generation of Swires.

"There was nothing particularly flashy about it," said Sam Swire, his younger son and a company director.

Although the group is little-known in the UK these days, Swire is perhaps Liverpool's most successful international export after The Beatles and the city's eponymous football club.

Established by Liverpool merchant John Swire in 1816 as an importer of cotton, sugar and rum from North America and the Caribbean, the group expanded into China in the 1860s. It spurred the development of the shipping industry there, facilitating the rapid expansion of the Europe-Asia trade and growing into one of the great colonial "hongs" or trading houses of Hong Kong and China. Best known today for operating Hong Kong's main airline, Cathay Pacific, Swire diversified into many new industries between the time when Sir Adrian joined in the 1950s and retired as chairman in 2005, from property to oil services, retail to tea plantations.

With 136,000 employees and an annual turnover of \$29bn, the company imports Harley-Davidson motorbikes, bottles Coca-Cola and produces Dulux paint in China. It owns a diverse property portfolio in China, Papua New Guinea and Miami and controls extensive shipping interests, including one of the high-tech survey vessels that tried and failed to find MH370, the Malaysia Airlines aircraft that disappeared in 2014.

China is at the heart of Swire and would also present the greatest challenge of Sir Adrian's career. The group is one of three storied British businesses that helped deepen trade with China, alongside rival family conglomerate Jardines and the banking group HSBC.

Born in 1932, Sir Adrian grew up on his family's estate in rural Essex, watching the Battle of Britain fought overhead as a young boy — an experience that inspired his later love of flying, after he obtained his private pilot's licence and taught himself to fly a Spitfire.

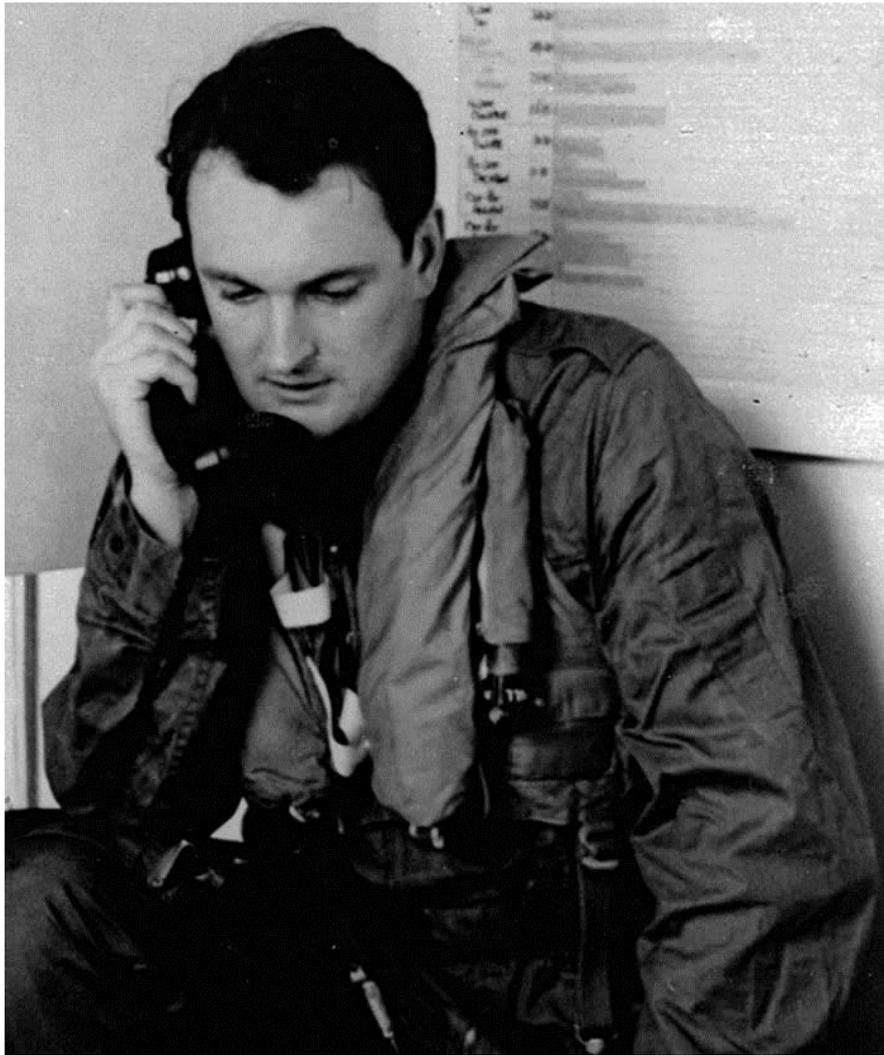


*Sir Adrian climbing into his much-loved Spitfire in 1969*

Close calls with death in his youth, when he survived a fatal fire at his preparatory school and one of Britain's most deadly train crashes, inspired a typically sober reflection. "Both of these were traumatic experiences but no 'counselling' in those days was considered," he wrote later in life. "I tend to think this is not a bad practice.

" After working in shipping in Hong Kong and Japan for several years in the late 1950s, Sir Adrian returned to London in 1961 to take charge of Swire's Asian shipping business at the group's headquarters. "If I can claim to have ever had any sort of 'profession' (however dubious), it is as a shipowner," he wrote. He succeeded his older brother, John, as chairman of the group from 1986 until 1997, returning to the role from 2002 until 2005 before he retired.

Although he was generally more of a chairman's chairman than a micromanager, the great uncertainty surrounding the UK's handover of Hong Kong to China in 1997 pushed him to the fore.



*Sir Adrian in the the old control tower at Kai Tak in the 1950s when he was in the Hong Kong Auxiliary Air Force*

Amid fears about what China would do to Hong Kong when it took over, Jardines moved its legal domicile from the city in 1984 and many other businesses reduced their exposure to the financial centre — much to the chagrin of Beijing.

Reassured by senior Chinese leaders, Sir Adrian declared his commitment to stand by Hong Kong and continue to invest — critics considered him “naive”. Those ties with top leaders, and a series of investment deals with Chinese state-owned companies, were vital in helping Cathay Pacific survive as Hong Kong’s flag carrier and deepening the group’s footprint in mainland China.

Keith Kerr, who worked under Sir Adrian for 20 years as chairman and chief executive of Swire Properties in Hong Kong, said he provided a “very steady hand” through this tense period. Entrusting the day-to-day operations to professionals from outside the family, and only intervening in the big questions, he “was the embodiment of the Swire culture,” said Mr Kerr.

Sir Adrian mostly eschewed public attention and, but for his love of aircraft, led a low-profile life, enjoying metal-detecting and tending the woods on his Oxfordshire estate in retirement. “People were often surprised that here was an international shipping and aviation businessman, but he sometimes wore shabby clothes and shuffled around the garden clipping a hedge,” his son Sam said.

**John Wilding, 600 Squadron - founding member of the Association, serving over 50 years as Committee Member and later as Treasurer 1930-2018**



John Wilding was born in North London in 1930, growing up in Palmers Green and going to school in Tottenham. He met Nancy; they married and moved to Virginia Water where they had their children David and Christine.

John had aspirations of working at Heathrow but his father persuaded him to consider banking. He started his career with the London and South America Bank before moving on to the overseas branch of Lloyds Bank in the City where, ultimately, he became an Inspector.

His thoughts about working with aircraft didn't dwindle and in 1953 John joined No. 600 (City of London) Squadron as an aircraft engineer, serving with them until disbandment in 1957.

The friendships that were forged over these years continued to grow as the City of London Association was formed. John was a founding member and served for over 50 years first as Committee Member and then as Treasurer. He helped in other areas too, such as publishing and distributing the newsletter, assisting the Secretary and he often had a hand in organising an event or two, so ensuring the smooth running of the Association. Of course, behind every good man, is a good woman and Nancy was there helping and encouraging John every step of the way.

When there was talk of a new 600 Squadron, he forged new friendships and, along with Bill, Sid, Micky, Tony and Jamie to name just a few, led the Association forward to a new era. I believe the highlight of John's service was when he was presented to the Queen Mother at a reception at the Guildhall in 2000. Talking of this event always brought a smile to his face and he would almost glow with pride.

John was the last of the originals to fully retire from Association duties in 2012. He always had the welfare of his friends, Association members and colleagues at heart and continued to advise, assist and protect from the comfort of his armchair.

John adored his family. He was a loving husband to Nancy, a proud father to David and Christine and grandfather to 4 grandchildren.

He and Nancy were great travellers enjoying frequent trips to Austria and Cornwall. His life was blessed.

John loved his RAF family too- bound by a special friendship and loyalty. Not many could match his energy, his drive, his compassion. I always looked to him for advice and found him to be the voice of calm and reason. He was always interested in the old, the new, and especially those in need.



John, we thank you for your unswerving dedication and service to the RAF and The City of London Association. You will be remembered with affection always.

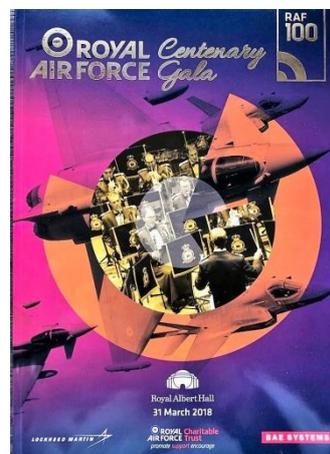
***David is married to Tara – 2 step children, Christine married to Laurie – 1 x daughter and step daughter***

## RAF Centenary – A Year to remember - by Shobha Earl - Chairman

2018 started with much excitement of various planned events to celebrate the RAF 100 during 2018, I was not disappointed, what a fabulous 2018 and some of the major events are covered below:

### Centenary Gala

The Centenary events kicked off on 31 March 2018 at the Royal Albert Hall with a Centenary Gala featuring music performed by the Massed Bands of the Royal Air Force and performances from Alexandra Burke (X Factor winner in 2008), The RAF Spitfires Choir, Blake (a classical male harmony group), Tom Fletcher (founding member of pop group McFly) and the show was closed by Mick Hucknall (Simply Red lead singer). Sadly the event was not televised but it was a memorable evening.



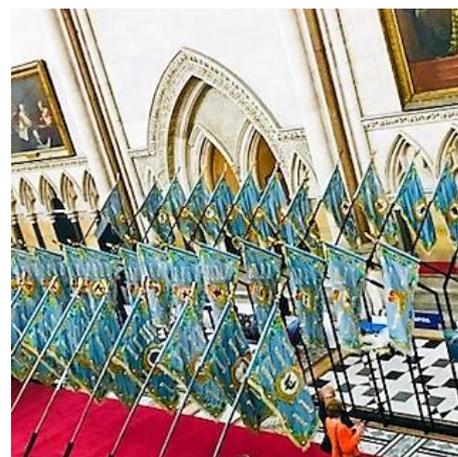
### 100<sup>th</sup> Anniversary Service

The RAF formally celebrated its 100<sup>th</sup> Birthday on Sunday 1 April 2018 and record numbers attended the Service at St Clement Danes Church to commemorate the 100<sup>th</sup> Anniversary of the Formation of the Royal Air Force.

I was privileged to represent the Association alongside OC 600 Sqn and currently serving members of the RAuxAF. VIPs in attendance included our Patron - Viscount Trenchard, the Commandant General RAuxAF – AVM Lord Beaverbrook and Inspector RAuxAF – Gp Capt Hellard. Our Association member Rev'd Giles Legood is the deputy Chaplain in chief, Giles said a prayer for those who support the RAF Family and also mentioned the Royal Auxiliary Air Force.



Air Chief Marshal Sir Stephen Hillier, Chief of the Air Staff (CAS) addressed guests at the the Royal Courts of Justice (RCoJ) where a reception was held. Royal Air Force standards were on display at the RCoJ and provided a striking backdrop for the event.



## Cosford Air Show

The Cosford Air Show on 10 June 2018 was a sell-out; the weather provided perfect conditions for a fabulous Air Display, a most enjoyable day for Aircraft enthusiasts, on and off duty service personnel and families. I met my double on display at the Cosford Museum as part of the RAF 100 stories so, I guess I must now be classed as a 'Relic'.....

## RAF Museum Official Opening



The transformed RAF Museum at Hendon was officially opened, on 29 June by the CAS, the guests were 'wowed' by a drill display from QCS accompanied by the RAF Music Services who all showed off their talents. Another double of me also makes an appearance at RAF Hendon...you have been warned!!



## RAF 100 Parade and Flypast

I had volunteered to organise 150 + RAuxAF to represent our Reserves Sqns on 10 July 2018. This date was 100 days after the official 100<sup>th</sup> Birthday and was the centrepiece event combining the RAF 100 parade march up the Mall to Buckingham Palace and the 100 aircraft flypast over the Palace.



This was a challenging task given that most reservists have other full-time commitments, but volunteers had ensured their availability from 1 July – 12 July, some even taking unpaid holiday!! **'RAF Reserves – Twice the Citizen'** They definitely earned bragging rights to say 'I was there' Well done to all involved ....Admin, Drill Instructors, drivers, musicians, chefs, ushers, security, medics and others, too many to mention everyone working behind the scenes but in particular the **Parade personnel....big respect, how awesome**

**were they**, It was a wonderful, memorable occasion, full of pomp and ceremony and an amazing flypast watched by around 70,000 people around the Mall and surrounding areas **'So proud to be RAF'**



### Royal International Air Tattoo



Parade personnel headed back to normal life on 12 July, but other Reservist volunteers were on duty at Fairford for the Royal Air International Tattoo (RIAT) 13-15 July 2018. 7 Colours of the RAF were on parade at the Gala Dinner on Friday 13 July. Fg Off Hassan Baig of 600 Sqn was honoured to be selected to march on the Sovereign's Colour of the RAuxAF to the centre stage in front of many distinguished guests.



### **National Memorial Alrewas (NMA)**

On 16<sup>th</sup> August 2018, RAuxAF Battle of Britain Sqn personnel and Association members met at the NMA to commemorate the Auxiliary Air Force (AAF) Squadrons who fought in fighter Command during the Battle of Britain. A ceremony led by RAF Leeming's Padre, remembered the sacrifices made and marked the achievements of those who served during the Battle of Britain.



Jane Drew, Shobha Earl, Shimul Haider-Hemmings, Kevin O'Shaughnessy, Ian Walton and Mick Williams were present to witness the Dedication of Memorial stones, which included a Memorial Stone for 600 Sqn's 'Jacqui' Tennant. It was wonderful to

see Jacqui's Sister Monique who was accompanied by her son Sean and her granddaughter.



### **Battle of Britain Service**



I attended the 78<sup>th</sup> Anniversary Service of Thanksgiving and Rededication on Battle of Britain Service Sunday – 16 September 2018. This is a poignant service to record our continuing sense of gratitude for what was achieved in the War. We also acknowledge the sacrifices and achievements of those who are still serving. Air Cdre The Rt Hon The Viscount Trenchard of Wolfeton was present.



### **Mill Hill Remembrance Service**

The 2018 Remembrance weekend rounded up the final events of 2018. It was good to meet up for this important annual event with many familiar friendly faces from the Dutch Embassy, the 'Wapenbroeders' along with their friends and family on Friday 9 November. OC 600 Sqn and Association Chair laid wreaths at the Dutch Cemetery Mill Hill.



**Remembrance Sunday**

On Sunday 11 November 2018 Association members were joined by 600 Sqn personnel at St Pauls for the Remembrance Sunday service followed by a march to the Royal Exchange. The newly appointed Lord Mayor of London, Dignitaries and Sqn representatives commence the wreath laying ceremony.

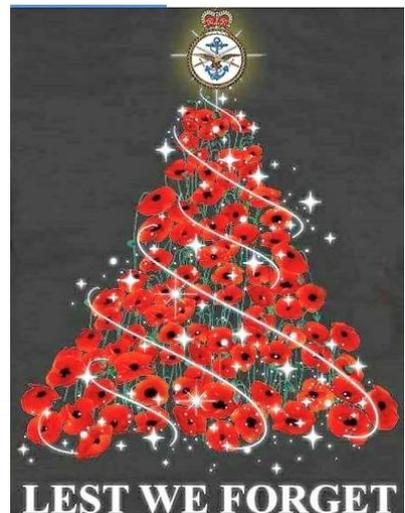


After the Parade, parading personnel, veterans and members of London Old Comrades Associations are invited to the Mansion House for a light lunch. Our very own Kevin Foley was very pleased to meet the newly appointed Lord Mayor - Peter Estlin.

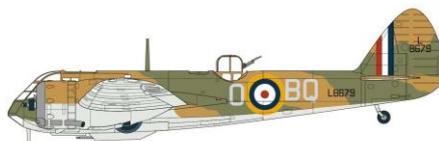


All in all this has been a very busy, but, rewarding year, I am thrilled to have been able to attend so many events and share my experiences with you.

***Remembering all our Fallen Heroes, Gone but not forgotten.***



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## The Butchers Diner 2018 – by Peter Harris – Events Co-ordinator

The Annual All Ranks Dinner was held at HMS President on 19<sup>th</sup> October 2018, we were fortunate with the weather and many of us took the opportunity for some photos from the deck of HMS President on the River Thames with the Tower Bridge as a backdrop.



OC 600 Sqn had extended an invitation to Association members to join approx. 60 Squadron personnel at this annual event. Due to the Butchers Hall ongoing refurbishment, we were treated to this alternative location with stunning views.

Association members in attendance were: Sqn Ldr (Rtd) Kevin O'Shaughnessy, Ian Walton, Mr Geoff Monahan, Mr Chris & Mrs Chandler, Mr Peter & Mrs M Harris as well as the Association President Sqn Ldr (Rtd) Jane Drew the London Liaison Officer – Wg Cdr Chris Owen.

VIP Guests on the Top table included:

Maj Gen Munro RFCA, AVM Smyth AOC 1 Gp, the Association Patron and Honorary Air Commodore, Viscount Trenchard of Wolfeton. Also in attendance was Gp Capt Gavin Hellard Inspector RAuxAF, Col Hugh Purcell RFCA and the Master Butcher Mr Graham Baker.

The event was well attended; around 80 Dinner guests were looked after by HMS President Staff to a wonderful meal in impressive surroundings. The Guest speakers singing for their supper were: Maj Gen Munro and Viscount Trenchard.

An awards ceremony recognised the achievements of the following personnel:

FS Ian McDonald 2<sup>nd</sup> Clasp to VRSM, Sgt Derek Jelley 2<sup>nd</sup> Clasp to VRSM and also

SAC (T) Lockwood for an RAF Sports Colour Off shore Sailing – A very 'well done' to them all.



It was a very good evening and a good time was had by all. See you all the Butchers Hall next year!!

## Change of Association Honorary Secretary

Most of you will be familiar with Jacqui Ashby who has served the Association as Honorary Secretary for a few years now. Jacqui decided to step down in July 2018 and take a well-deserved break to do all the things she enjoys and spend some more time with husband Kevin O'Shaughnessy.

On top of her 'to do' list was caring for wild animals and she made plans for a trip to 'Care for wild animals' in South Africa, a very brave move as Jacqui would be undertaking this trip on her own.



Jacqui had 2 weeks with 'Care for Wild' and 2 weeks in Moholoholo. Just prior to her trip she had a fall and bruised her ribs and had some soft tissue damage, but with strong meds and determination she continued with her plans to fulfil her life time wish. What an amazing journey Jacqui has been on, we look forward to hearing of her adventure but here are a couple of pictures of her 'at work'.

On behalf of the Association Committee and Members I wish to convey our thanks to Jacqui Ashby for her time in the role of Hon Sec and also for the many years she supported the Association as a member and for supporting Kevin O'Shaughnessy during his tenure on the Committee, as Chairman and then President. Kevin has been appointed into an Association

Honorary Life Vice President role.

We have been fortunate that a volunteer stepped forward to take on the role until the AGM election of committee and that is the XO 600 Sqn – Sqn Ldr Jules Tilley. Jules was co-opted into the Hon Sec role during a Committee meeting in September to cover the gap created when Jacqui Ashby resigned.



*"I can honestly look back at my career and say that I have tested myself on many occasions and have done and seen things that I never expected to experience; most were good, some were not. My early experiences in the Royal Artillery serving as an Air Defence Officer would pay real dividends in my RAF career.*

*I undertook a 7-month tour in Northern Ireland as re-rolled infantry in South Armagh and Belfast. As a Fighter Controller/Aerospace Battle Manager/Air Operations Branch Officer (we keep changing the Branch name), I quickly realised that sitting in a bunker defending the nation from aircraft encroaching UK Airspace was not where my skills lay. I became an expert in Air Land Integration, Battlespace Management and Joint Fires. In addition to core roles, I have served as a Future Capability Officer on the Jt GBAD HQ and deployed to Iraq to integrate a Counter Rockets and Mortar capability into Basrah. I was also based at Tallil, Iraq and I served as the Senior Offensive Officer in the Combined CAOC at Al Udeid for multiple Areas of Operation. I was then lucky enough to be posted to the Maritime Battle staff as part of COMUKMARFOR and spent much of my time on the Flag Ship HMS Invincible conducting Maritime Force Projection in the Gulf.*



*I was then posted to 16 Air Assault Brigade as SO1 Air and Battlespace Manager and deployed to HERRICK 8. I was attached to the 1/6 Battalion Landing Team, USMC in Garmsir, Southern Helmand and experienced some interesting times with them. I came to realise that a simple life was not for me.*

*Subsequently I have served as a Sqn Commander at the School of Aerospace Battle Management; this was a pleasant respite for me but was rudely interrupted by a short notice 4-month operational*

*tour overseas in support of OP ELLAMY. My final regular role was with the Air Support Operations Centre which saw me deploying around the world, including 5 weeks in Hawaii.*

*I imagine that my career would have continued to follow this path and was pleasantly surprised when a civilian company decided in 2015 that they wanted me to work for them. I was to lead on Jt Operations and Air C2 as well as managed aircraft services working as a Ground Liaison Officer to a variety of customers, many in Africa. At the same time, I had set up my own Consultancy Company which is associated with several larger players which play to my varied skill-sets. After 2 ½ years my long-suffering wife pointed out that she was no longer happy with me travelling to exotic and often dangerous locations as a civilian; she had a point. I owe my family much time for what they have had to endure. I am now a reservist with 600 (City of London) Squadron RAuxAF”.*

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### **Association Standard Bearer Duties - Remembrance 9 – 11 November 2018**

As a Standard Bearer for the 600 Sqn Association, 2018's Remembrance weekend was another busy and rewarding one. Having been to see the RAF Presentation Team at Bentley Priory Museum on the morning of Friday 9 November, I made the short journey to Mill Hill Cemetery for the Dutch Remembrance Ceremony, where I met with the the RAFA Standard Bearer and the Association Chair – WO Shobha Earl who was laying the City of London Sqn Association wreath on behalf of the President and Members.



It was interesting to chat with the Dutch Wapenbroeders ('brothers-in-arms') afterwards, some of the veterans have made this visit for over 30 years and now return with family members too.

One of the Wapenbroeders was from Piershil village near Rotterdam and he had previously seen 600 Sqn personnel on one of our annual visits to the grave of Pilot Officer Robert Echlin who is buried in Piershil Protestant Churchyard.

Saturday 10 November was the annual Lord Mayor's Parade, this year the 600 Sqn Association Standard and others of the Federation of London Old Comrades Associations (FLOCAs) formed a static guard in front of the Royal Courts of Justice on The Strand. This was the first time that I had been static and not part of the procession and it was fantastic to see the whole show come past. It was great to see No 600 Sqn personnel marching and marshalling and a few familiar faces from my old unit Middlesex Wing Air Training Corps. The static guard of standards was there to greet the new Lord Mayor Peter Estlin on his arrival at the Royal Courts of Justice and again on his departure after lunch.

The rain held off until just after we were dismissed, though it did make for a wet journey home via the Tower of London to see the spectacular torch display 'Beyond the Deepening Shadow' Remembrance flames. 10,000 flames were lit by hand in the empty moat encircling the Tower to mark the centenary of the end of the First World War.



Travelling on the Tube on Sunday 11 November, it was good to see so many people on their way to Remembrance services and parades.

The 600 Sqn Association Standard was on parade for its 3<sup>rd</sup> and final Remembrance Event at St. Paul's Cathedral, carried by myself and escorted by Janet Jarvis and Lloyd Saxby. The Association President – Jane Drew and Chairman – Shobha Earl were in attendance along with Jo Everest, Mark Hayball, Sylvia Hyett, Angie Luddington and Chris Owen. Kevin

Foley also managed to join us briefly. OC 600 Sqn and members of the Sqn were also present for the Remembrance Service and Wreath laying at the Royal Exchange after the service.

Following the arrival of the Lord Mayor, we marched the length of St. Paul's and handed over the Standard to be placed on the High Altar for the service before dipping for the two minutes silence and the National Anthem.



Once outside, we marched to the Royal Exchange for a windy wreath laying ceremony at the London Troops War Memorial. This was followed by a final short march to Mansion House; on the 'eyes left', the 600 Sqn Association Standard flew lively in the strong November wind but, on arrival, parade personnel were rewarded with lunch courtesy of the City of London.

*Written by SAC Robin T'ung – 600 Sqn*



## **AGM – 16 March 2019**

The next AGM is 16 March 2019, please save the date in your diaries.

The AGM agenda and voting options for those who cannot attend in person will be sent out in 2019. The AGM is scheduled to start at 1130 but please arrive at 1100 for coffee. The AGM will be followed at 1230 by an Official Presentation of a new 600 Sqn badge to replace the previous missing badge. For those who can stay on, lunch is scheduled at 1330, information on times and costs will be sent out by the Events Co-ord in 2019 to those members who have expressed an interest to attend.

### **Association Committee**

The Association can only continue with a strong Committee to support the Association role and provide news of events and activities via the Newsletter and Events Updates. Members are encouraged to consider volunteering for committee roles. Association Committee roles are reviewed and elected / re-elected on an annual basis at the AGM.

### **Main Roles are listed below:**

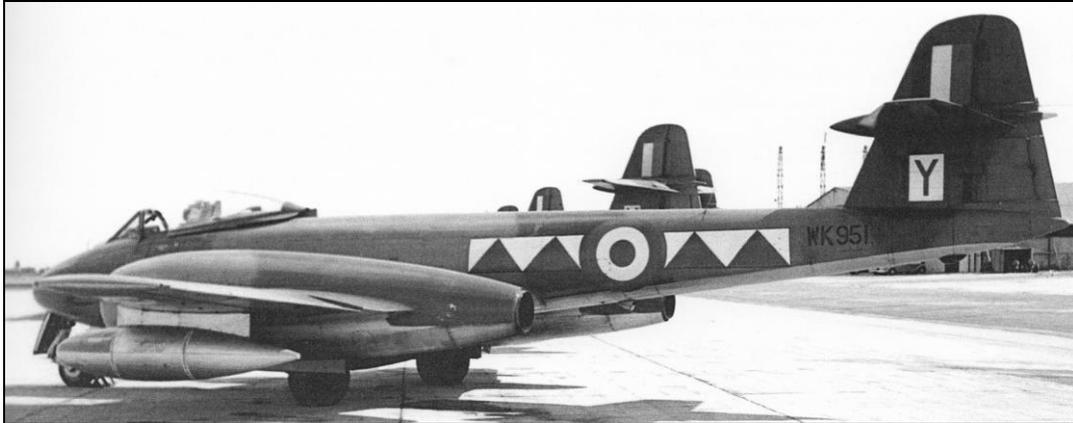
President	Jane Drew
Chairman	Shobha Earl
Dep Chairman	(Shadow Chair in 2019 and take over Chair Role in 2020)
Honorary Secretary	Jules Tilley (co-opted 14 Sep 18 to fill gap)
Membership Secretary	Vacant
Honorary Treasurer	Ian Walton
Honorary Auditor	Mrs C Kempton
Events Co-ord	Peter Harris
Newsletter Editor	Andy Cameron
Webmaster	Vacant
Welfare Liaison	Tony Reynolds
Deputy Welfare	Lloyd Saxby and Jim Bole
600 Sqn Liaison	Vicky Bannister
London Liaison	Chris Owen
Standard Bearers	Andy Cameron Tony Reynolds Gary Stevens Rob T'ung.
Ordinary Members	Jo Everest and Sean Murphy

***Some of the current incumbents may not wish to be re-elected so, please do not assume there are no vacancies. If you're interested in any of these roles, please contact the Chair for further information or chat to the current incumbents for information on the role.***



## Aircraft of the London Auxillaries - No.12 Gloster Meteor

By Ian White



*Gloster Meteor F.8 WK951/'Y' of 600 (City of London) Squadron is seen here at Istres in the south of France, during a transit to the Malta in 1956. The diamond bars on the rear fuselage are red and white.*

### Day-Fighter Meteor Mk.8

By 1947 fighter development had moved on, particularly in the United States (US), and consequently the Meteor required a major up-grade to remain competitive. Late production Mk.4s received slightly longer noses (first tried on RA382) which had the effect of unbalancing the aircraft fore and aft due to the guns and their ammunition being further forward, while the old tailplane was insufficient to cope with the pitch-up instability. These problems were solved by incorporating the triangular fin taken from Gloster's experimental E.1/44 aircraft and fitting it on RA382, which cured the instability problems and restored the handling characteristics to 'beautiful'. For reasons of strength the early Mk.8s had a metal section to the rear of the cockpit canopy, but this interfered with the pilot's rearward view and was replaced by a fully transparent hood. Other improvements comprised a Martin Baker ejection seat and a retractable gunsight.

An F.4 taken from the seventh production batch was reworked to the F.8 standard and allocated the serial VT150, which made its maiden flight on 12th October 1948. This aircraft and small number of F.8s in the VZ serial number range, had under fuselage ejector slots for the spent cannon ammunition cases, however, in service it was found that the cases badly scored the ventral tanks and the rear fuselage. These were replaced by larger, external chutes, that threw the spent cases clear of the fuselage and the tank and became standard on the mark. On the Mk.4 the bottom fairing of the fin acted as a tail bumper, but this was removed on the Mk.8 and replaced by a solid rubber bumper. Power was provided by two Derwent Mk.8 engines rated at 3,500-lb st, giving the aircraft a maximum speed of 592 mph at sea level and 550 mph at 40,000 feet, a rate of climb of (clean) of 7,000 ft/min at sea level and 2,700 ft/min at 30,000 feet and an operational ceiling of 43,000 feet. The Mk.8s were also fitted with nacelles that were enlarged by 4½ inches, which increased engine thrust by 200-lb st due to the engine's greater air mass flow. The first production F.8, VZ438, was handed over to the RAF on 10th December 1949, for delivery to No.1 Squadron at Tangmere. Thereafter, twenty-one squadrons were equipped with the F.8.

### Service with 600 Squadron

600 Squadron had the distinction of flying both the Meteor F.4, the T.7 and the later F.8, beginning in 1950, when a pair of Meteor T.7s (WA665 & WA672) were delivered during March 1950 and WA671 during April, to the Squadron's base at Biggin Hill, Kent. None of the T.7s remained with the Squadron for long but were eventually replaced on a permanent basis by WA696 and WA723 before the year's end. The first Mk.4s, RA379 and VW256, also joined the Squadron's establishment during March 1950 and were coded 'LJ-Y' and 'LJ-U' respectively. By the end of April 1950, the Squadron had received a further nine examples of the F.4. With the Squadron barely consolidated on the F.4 it was chosen to participate in the RAF Display at the Farnborough Air Show in early July 1950, for which a number of its aircraft were marked with a display number on a coloured band on the rear fuselage. Following its summer camp at Thorney Island, Hants, the Squadron participated in the annual UK Air Defence exercise, *Emperor*, that was held in two phases over consecutive weekends in early October.

In response to the Korean War, the Auxiliary squadrons were called up to train with Fighter Command's regular units, with 600 and 615 (County of Surrey) Squadrons being posted to Acklington for an Armament Practise Camp (APC) held between 28th June and 11th July 1952. Under the command of its Commanding Officer (CO), Squadron Leader Jack Meadows, DFC, who took eleven Meteor Mk.4s, fifteen pilots and eighty-two ground crew, the Squadron flew 159 sorties totalling 90½ hours over 5½ days, with marks of 7.3 percent on the drogue, 9.4 percent on the glider and 4.7 percent on the flag target. However, much to the Squadron's chagrin, they were beaten by 615!

Shortly after leaving Acklington the Squadron received its first three Mk.8s on 22nd October, in the form of WF686/'Q', WH465/'Y' and WH470/'W'. These were followed by further deliveries which brought the Squadron's initial establishment to ten by the end of November 1951, plus a pair of T.7s. By February 1952, the majority of its old F.4s had gone, but two lingered on until July. The Mk.8s were quickly assimilated to participate in local exercises and training duties, sometimes in competition with its local rivals at Biggin Hill, 615 Squadron and Biggin's regular unit, No.41 Squadron. The 1952 Air Defence Exercise, *Ardent*, saw the participation of all three of Biggin's squadrons, to which the press were invited and flew in the T.7s.

600 suffered its first fatality on 25th April 1953, when WF747/'W' flown by Pilot Officer Colin Muntz (aged 24) lost its canopy - an occurrence not unknown on Mk.8s in the early 1950s. The pilot ejected safely when the aircraft was flying fast and low - 600 feet at 450 knots - but failed to separate from his seat and was killed. It was thought that Pilot Officer Muntz may have been stunned by the canopy when it shattered. During the latter half of 1953, Martin Baker Mk.2 seats were installed on the Mk.8s, which had automatic separation of pilot and seat. Less than a year later another Meteor, WF754/'I', was lost in similar circumstances, with Flying Officer M.J.Bridge (24) losing his life and his aircraft coming down at Hurstpierpoint, Sussex. The more Meteors were to be written-off, fortunately without loss of life.

Following the announcement disbanding the Royal Auxiliary Air Force (RAuxAF) in January 1957, 600's Meteors were quietly ferried away to No.12 Maintenance Unit (MU) at Kirkbride, with the last leaving Biggin Hill on 18th February.

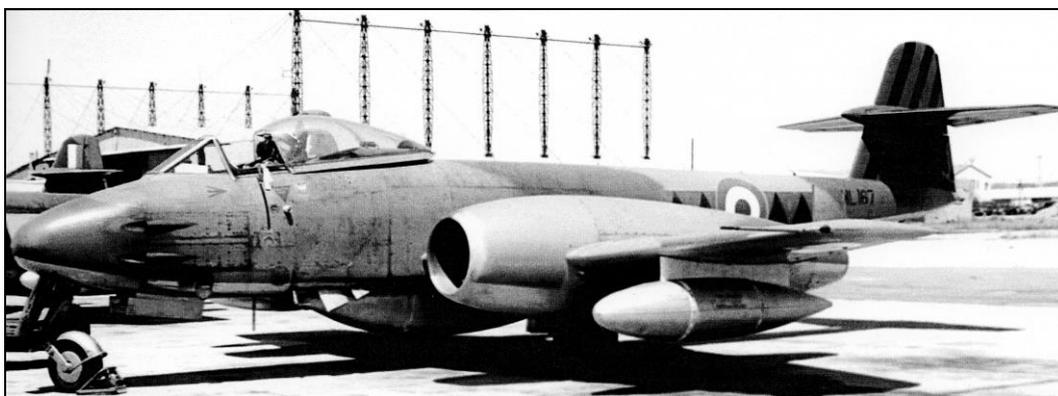
It is known the following Meteor F.4s and F.8s served with 600 Squadron:

Mk.4s	RA379'Y'	RA381'N'	RA423'L'	RA436'R'	VT106'F'	VT281'V'	VW256'U'
	VW300'X'	VW304'Z'	VZ411'W'	VZ412'P'	VZ414'K'	VZ415'J'	VZ429'Q'

Mk.8s WA763'D' WA815'H' WH349'C' WH364'B' WH454'B' WH471'L' WK721'K'  
WK722'A' WK740'E' WL122'K' WL130'C' 'WL131'J' WL160'M' WL182'L'

### Service with 601 Squadron

601 Squadron's changeover from the de Havilland Vampire to Meteors began on 11th August 1952, with the delivery to North Weald of Meteor Mk.8s WH349/'C' and WH364/'B' - a base it shared with another Auxiliary unit, 604 Squadron. 601's remaining eight Meteors arrived on 18th August, plus a pair of T.7s, completed its establishment of ten fighters and two trainers. Like the other Auxiliary squadrons, 601 deployed to summer camp at overseas bases, but principally to Malta, and sent two aircraft to join the static display at the Royal Review at Odiham on 15th July 1953. One of these, WK722/'A', was the CO's aircraft, whose tail was adorned in the Squadron's colours of black and red diagonal strips.



*Meteor F.8 WL167/'A' was allocated to the Commanding Officer of 601 (County of London) Squadron and is seen here at Istres in the south of France, in transit to Malta, in the summer of 1956. The aircraft also carries a Wing Commander's pennant below the cockpit which suggests WL167 may have been used by North Weald's Wing Leader (B.A.Forward via Roger Lindsay)*

In June 1954, 601 was deployed to Ta Kali on Malta, where it suffered the loss of the boss's aircraft WK722. On the 14th it was being flown by Flight Lieutenant Bryant who literally lost the Meteor's nosewheel on take-off. Flying around the island to use up fuel, Flight Lieutenant Bryant jettisoned the ventral tank and the canopy and made a near perfect wheels-up landing on the nacelles, with little damage to the aircraft. However, it was not thought worthwhile to repair the aircraft and it was scrapped at No.137 MU in September 1954. On its return from Malta 601 participated in Exercise *Dividend* in July and supplied aircraft to a number of RAF stations to celebrate Battle of Britain day in September.

The winter of 1955 reduced the Squadron's monthly flying hours to 122½ in January, and 178 in February, but spirits were revived on the 17th when HRH Prince Philip, the Squadron's Honorary Air Commodore, visited North Weald to be dined-in by its officers and visit each section of the unit. Better weather in the spring brought an improvement in the flying hours, that included a night reinforcement exercise to support the Caledonian Sector in April and 'landings away' at Biggin Hill, Wattisham and Marham. These were followed by a series of air-to-ground gunnery over the Easter holiday. Summer camp that year was to RAF Wunstorf in West Germany, where the Squadron exercised with the station's resident Venom squadrons and its pilots made use of the opportunity to fly the Venom FB.1.

September 1955, saw the Squadron participate in Exercise Beware, which raised their air-to-air gunnery score to 20 percent and by way of a compliment they were asked to take

part in the *Fabulous* alert duty, an invitation normally reserved for regular squadrons! During two of the weekends in January 1956, Bomber Command operated a pair of Canberras from North Weald to undertake affiliation exercises with its Meteors, where the bombers acted as targets in a series of practise interceptions (PI) and provided some air time for 601's pilots.

The Squadron was again visited by HRH Prince Philip on 8th April, for which the Squadron, led by the CO Squadron Leader P.R.Edelston, flew a 'P' formation in his honour. By this time the Squadron had twenty-three pilots, of whom just three were regulars. In May the Squadron Engineering Officer, Flight Lieutenant K.T.Askins, soloed in the T.7 and later an F.8 - something that would happen today, but illustrate the Auxiliary's engineers aptitude for flying fast jets.

For their 1956 summer camp the Squadron deployed once again to Ta Kali on the 22nd June, with the Meteors staging through Tunis and Istres. On their return to North Weald 601's aerobatic team (Flight Lieutenant P.B.R.Vanneck and Flying Officers N.D.Norman and D.E.Shrosbree) gave demonstrations of their prowess to visiting Royal Observer Corps (ROC) groups and on the station's Battle of Britain Open Day on 17th September.

In November, Flight Lieutenant, the Honourable, Peter Vanneck, was appointed Deputy Squadron Commander to Squadron Leader Edelston, in a month that saw the Squadron log 172 hours in 192 sorties. During a period of bad weather in the autumn of 1956, the Squadron was given the opportunity to look over a Hunter F.Mk.4 belonging to No.111 Squadron that was based at North Weald, in anticipation of the Auxiliaries being given these aircraft. However, this was not to be as January 1957, brought news of the Auxiliary's disbandment and a cessation of flying with immediate effect. This did not stop 601's last expression of its disagreement with the policy, by flying twelve of its Meteors for one last time on Sunday 6th January. The last Meteor to be flown away was WL129/B' which left North Weald on 21st February 1957, for No.12 MU.

It is known the following Meteor F.8s served with 601 Squadron:

WA763'D' WA815'H' WH349'C' WA364'B' WH471'L' WK721'K' WK722'A' WK740'E'  
WK742'F' WK744'G' WK783'J' WK997'F' WL130'C' WL160'M' WL167'A' WL184'D'



*Meteor F.8 WK853/H' of 604 (County of Middlesex) Squadron under replenishment during a turnaround at Ta Kali, Malta, in the summer of 1953. The pilot standing in the cockpit is Mike Allen, 604 Squadron Association's last President (Mike Allen).*

### Service with 604 Squadron

604 Squadron received its first Meteor F.8s at North Weald on 25th August 1952, with a further seven arriving by 15th September to complete its establishment of ten fighters and two two-seat T.7 trainers. By the end of August half of the Squadron's pilots had completed their conversion to the Meteor, thanks in part to their previous experience on Vampires and the T.7s and were declared 'operational' to participate in Exercise *Ardent* in early October.

In May 1953, the Squadron began its preparations for its deployment to Ta Kali, Malta, for its summer camp to be held in July. The Squadron also deployed a single aircraft to London Airport and to Odiham for display in their static parks, on the occasion of the Coronation and Royal Review to celebrate the Coronation of Queen Elizabeth II. In June, Squadron Leader Tommy Turnbull took over the command of 604 and led all ten of the Squadron's Meteors and their T.7s, which were fitted with under-wing tanks in preparation for their 1,300 mile transit to Ta Kali. An intermediate stop was made at the French Air Force base at Istres to refuel pilots and aircraft, before flying on to Malta, with both legs taking 1¼ flying hours.

On their arrival at Ta Kali the Squadron, whose ground crews flew out in chartered civil aircraft, were welcomed by No.78 Wing, Royal Australian Air Force (RAAF) who were at that time based on Malta. After the under-wing tanks were removed, the Squadron began a busy programme of air firing which began at 0615 hours to 1230 hours each day - the afternoons being reserved for bathing, excepting for the ground crews who were required to undertake maintenance to ensure 100 percent availability the following day. Each air-to-air firing involved three of the F.8s taking turns to fire on the flag towed by one of the T.7s and as was the norm in the UK, only two of the Meteor's four cannon were loaded, each with 60 rounds, of which half had to be fired for a pilot's score to count. By the end of the camp, 604's average score per pilot was 10.87 percent, with the Squadron's Training Officer, Flight Lieutenant John Barrett, a Regular, achieving a personable best of 20.22 percent. The camp was completed on 7th August, when the squadron returned to North Weald, via an overnight stop at Tunis, but minus one of the T.7s which developed a fuel flow problem on its ventral tank and stopped over night at Paris/Orly to await repairs.

The Squadron's first losses occurred on 20th February 1954, when three aircraft took-off from North Weald on a training flight led by Flight Lieutenant Andrew Lang (26), the Squadron's Regular Training Officer. This flight was undertaken for the benefit of two recently arrived pilots, Pilot Officer Byron Lewis (22) a National Service pilot and Pilot Officer Peter Austin (22) a Regular. While over-flying Chigwell, Essex, Flight Lieutenant Lang advised his section that he had a nosewheel warning light and asked Pilot Officer Lewis to fly beneath him for a visual inspection. While doing this the wings of both aircraft touched and the aircraft spun out of control, with both aircraft - WK692/'F' and WK696/'J' - crashing some five miles to the south of North Weald. Both pilots were killed.

Another pilot was lost on 3rd April, when Flying Officer Austin's Meteor T.7 (WL462) was on a controlled descent to North Weald, when it was struck by the No.2 of a pair of F.8s from 111 Squadron, also at North Weald. The other occupant of the T.7, Flight Lieutenant E.J.R.Downs, baled out and survived, but Flying Officer Austin left things too late and was killed. The aircraft crashed near Blackmore, Essex. The 111 Squadron pilot, Flying Officer W.J.Elles-Hill, ejected safely before his aircraft crashed near Chipping Ongar, Essex.

Prior to their summer camp at Ta Kali in June and July 1954, the Squadron's aircraft had their under-wing tanks installed and Martin Baker Mk.2E ejection seats installed. These were provided with a barometric time release that conferred automatic separation of the seat from the pilot for greater safety in the event that the pilot was disabled during the ejection sequence. The camp followed much the same routine as the previous ones, with the Squadron's shooting score being 9.1 percent and Pilot Officer Al Handley Brown putting in an 'incredible' 41.7 percent! On 9th July, the Squadron's Meteors (ten F.8s and

two T.7s) departed Malta and flew home after an unscheduled night stop at El Aouina, Tunisia, due to an unserviceable fuel bowser (presumably at Tunis).

The Squadron returned to North Weald in time to participate in Exercise *Dividend*, during which it lost another aircraft. A section of two F.8s were just getting airborne from Waterbeach, Cambs, when the leader (WL132/'F') flown by Flying Officer Norman Tebbit, abandoned his take-off when he believed his aircraft had failed to reach flying speed. Electing to abandon take-off, Flying Officer Tebbit (23) selected wheels-up, whereupon the aircraft left the runway and skidded some 200 yards on its belly, crossing two ditches and catching fire. Flying Officer Tebbit jettisoned the canopy and rapidly exited the burning wreck without serious injury.

The year 1954, was closed by yet another accident and another aircraft lost. On 5th December, Pilot Officer Cross lost control of WH408/'D' during 'over-enthusiastic' manoeuvring during a PI over the Thames Estuary. Thankfully on this occasion the pilot was able to eject successfully to be recovered by a United States Air Force (USAF) HU-16 Albatross amphibian based at Manston, Kent.

1955's summer camp took 604 to Germany, with a deployment by its ten F.8s and two T.7s to the 2nd Tactical Air Force (2TAF) base at Wunstorf on 27th August. Unfortunately, the weather Gods did not shine on the Squadron, but served instead to hamper training. Despite this the Squadron was allocated time on the Strohen range for some air-to-ground firing, when the score was a creditable 15.6 percent. The return flight on 10th September, took the Squadron via the USAF base at Soesterburg, Holland.

Exercise *Beware* between 23rd and 29th September, saw the Auxiliary's Meteors pitted against USAF B-47 Stratojets and Bomber Command Canberras. These interceptions, or in some cases the lack of, highlighted the limitations of the Meteor F.8 in the day-fighter role and the need for improved equipment.

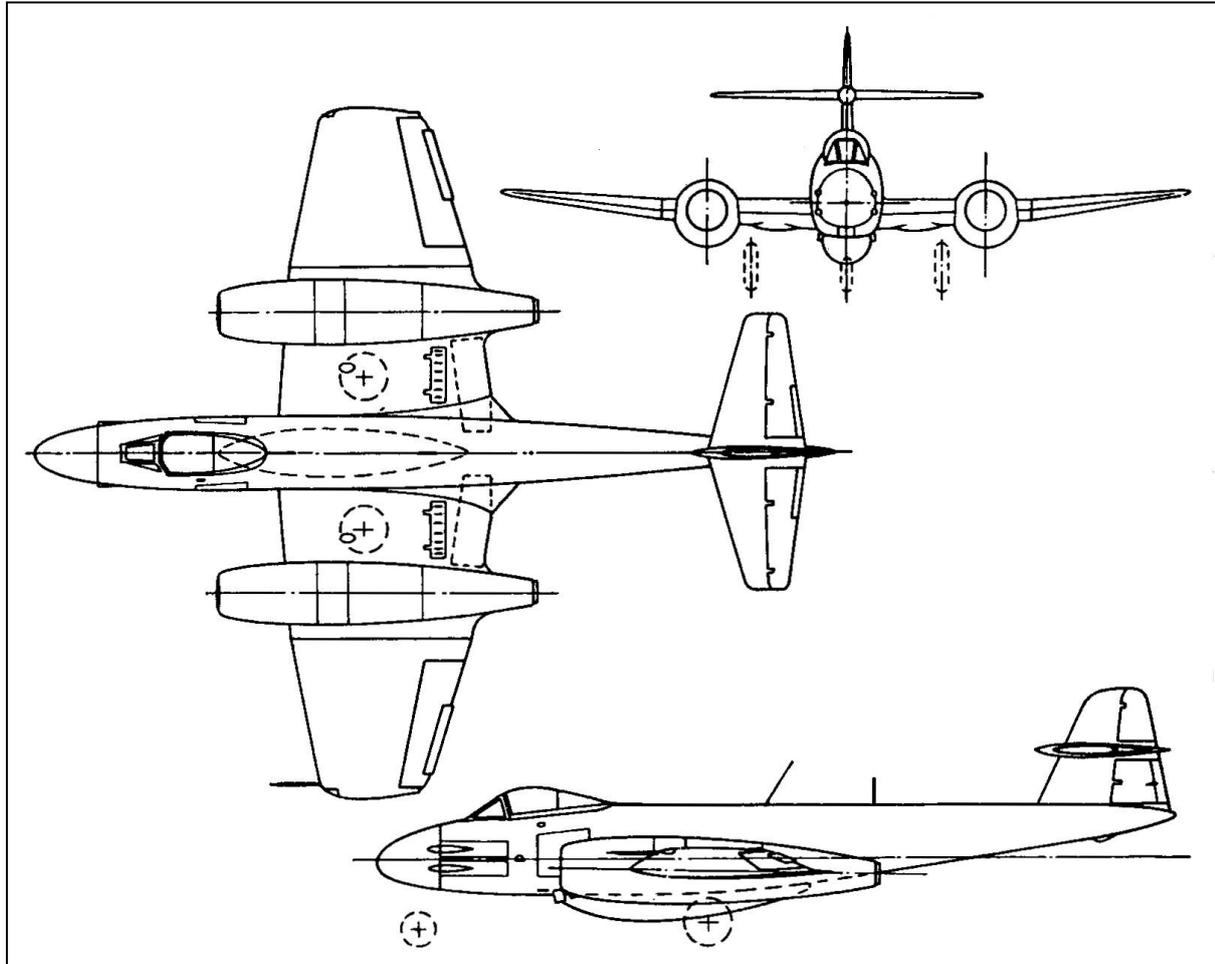
The Squadron's final loss occurred on 30th June 1956, when Pilot Officer J.E.Hutchinson's F.8 (WB105/'B') hit his leader's slipstream during the final approach to North Weald. Striking the ground and with its ailerons jammed, Pilot Officer Hutchinson opened the throttles and climbed to 1,500 feet, from where he abandoned the aircraft using the Martin Baker facility before it crashed near Matching Green, Essex.

604's last summer camp was held at Tangmere during the last two weeks of September 1956, utilising the accommodation left behind by its two resident Hunter F.5 Squadrons, Nos. 1 and 34, which were despatched to Cyprus to support the infamous Suez Campaign - Operation *Musketeer*. From here the Squadron participated in Exercise *Stronghold*, alongside No.29 Squadron's Meteor NF.11s.

The cost of the Suez debacle placed further pressure on the Air Council and the Treasury to disband the Auxiliaries, that resulted in the Government announcement on 10th January 1957 that they were to go. For 604 this was implemented on 21st February, when the last of its Meteors, the T.7 VZ630/'Y', was ferried away.

It is known the following Meteor F.8s served with 604 Squadron:

WA844'E' WA921'F' WB105'A' WE867'C' WF709'F' WH309'B' WK696'J' WK737'K'  
WK743'L' WK784'A' WK606'M' WK853'H' WL118'P' WL124'D' WL132'F' WL168'M'



Meteor F.8

The Meteor F.8 had the following dimensions, weights and performance:

<i>Description:</i>	Single-seat day-fighter of all metal construction.
<i>Manufacturer:</i>	Gloster Aircraft Co Ltd, Hucclecote, Gloucester.
<i>Power Plant:</i>	Two 3,600-lb st R-R Derwent Mk.8 turbo-jet engines.
<i>Dimensions:</i>	Span 37ft 2ins. Length 44ft 7ins. Height, 13ft 10ins. Wing area 350 sq ft.
<i>Weights:</i>	Empty, 10,626-lb. Loaded (with ventral tank and wing tanks), 19,100-lb.
<i>Performance:</i>	592 mph at sea level and 550 mph at 30,000 ft. Initial rate-of-climb, 6,950 ft/min. Time to 40,000 ft, 16.1 mins. Maximum Range, 980 miles with auxiliary wing tanks. Service ceiling 44,000 ft.
<i>Armament:</i>	4 x 20mm Hispano cannon.
<i>Radar</i>	None.

The author would wish to acknowledge work of Tony Buttler and Roger Lindsay in the preparation of this article.

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**THE ASSOCIATION OF THE CITY OF LONDON SQUADRON  
FORTHCOMING EVENTS 2019**

<p align="center"><b>16 MARCH 2019 ARRIVE 1030</b></p>	<p><b>Annual General Meeting, Presentation of New Badge to RAF Club and Lunch -</b> The Association 'Official' Presentation of a new 'Moon and Sword' 600 Squadron badge to replace the previous badge that went missing. Approx. Cost for lunch up to £50.00. Further details of venue, timings and menu to be sent to those who are interested, please inform the Events Co-ordinator - Peter Harris if you wish to attend.</p>
<p align="center"><b>SUNDAY 7 APRIL 2019</b></p>	<p><b>Service to Commemorate the Formation of the Royal Air Force -</b> Applications for Tickets usually via the RAF Ceremonial Office. However, if sufficient numbers of members are interested, the Events Co-ord can submit a consolidated bid. Peter Harris to co-ordinate a consolidated, please reply by 1 February 2019.</p>
<p align="center"><b>TO BE CONFIRMED 2-6 MAY 2019</b></p>	<p><b>600 Sqn Visit to Dutch Cemeteries –</b> Coincides with the Dutch Liberation Day 4 May. Association wreath to be laid. Association Members welcome to attend with 600 Sqn but visit must be <b>self-funded</b>.</p>
<p align="center"><b>TO BE CONFIRMED SUNDAY (12) MAY 19</b></p>	<p><b>The Annual Service of Homage -</b> This event commemorates the biggest loss for the Squadron during WWII. Arrive 1030, Service held at 1045, Matins at 1100-1215. Inform Peter if you wish to attend, he will send out further details. <b>Association Standard on Parade-Volunteer required.</b></p>
<p align="center"><b>TO BE CONFIRMED (2) JUNE 2019</b></p>	<p><b>The Federation of London Old Comrades Associations (FLOCAS) Parade –</b> The Parade commences at 1030. Association wreath to be laid. Lunch is available after the Parade and costs approx. £20-25. Inform Peter if you wish to attend, he will send out further details. <b>Association Standard on Parade - Volunteer required.</b></p>
<p align="center"><b>TO BE CONFIRMED JUNE 2019</b></p>	<p><b>Armed Forces Flag Raising events -</b> Various events in the week leading up to Armed Forces Day. Inform Peter if you wish to be sent further information for dates and times once received. <b>Association Standard on Parade - Volunteer required.</b></p>
<p align="center"><b>TO BE CONFIRMED MID AUGUST 2019</b></p>	<p><b>An Informal ceremony to mark the Battle of Britain.</b> Planned each year at the National Memorial Alrewas (NMA). Anyone who wishes to attend arrives 0930-1000, the commemoration and service takes place at the RAuxAF Memorial, after which the dedication of memorial stones and laying of wreaths and flowers takes place. Associations, Veterans and guests are welcome to attend but the event is self-funded.</p>
<p align="center"><b>SUNDAY 15 SEPTEMBER 2019</b></p>	<p><b>Battle of Britain Service at Westminster Abbey -</b> Applications for Tickets usually via the RAF Ceremonial Office. If sufficient members are interested, the Events Co-ord can submit a consolidated bid. Apply via Peter.</p>
<p align="center"><b>TO BE CONFIRMED 18 OR 25 OCTOBER 2019</b></p>	<p><b>600 Squadron's Annual All Ranks 'Butchers' Dinner –</b> Timings and Costs to follow with further instructions. Association members are welcome to attend and places allocated to Association members only. Guests may be allowed if the event is undersubscribed and spare places available. Inform Peter if you wish to attend and he will provide further details.</p>

<p style="text-align: center;"><b>FRIDAY</b> <b>8</b> <b>NOVEMBER</b> <b>15.00 HRS</b></p>	<p><b>A Dutch Service of Remembrance Mill Hill Cemetery -</b> Our friends from the Netherlands, Wapenbroeders, veterans, friends and family attend along with the Military attaché from the Dutch Embassy in London. The Service commences at 1500 followed by wreath laying. Mulled wine, refreshments and mince pies provided for those who wish to stay and chat with the visitors. <b>Association Standard on Parade and Association wreath to be laid.</b></p>
<p style="text-align: center;"><b>SATURDAY</b> <b>9</b> <b>NOVEMBER</b> <b>1100 HRS</b></p>	<p>The Lord Mayors Parade takes place in the City and 600 Sqn will march in the parade. The Association and 600 Sqn (Collett) Standards on parade. <b>Association Standard on Parade – Volunteer required from 1100</b></p>
<p style="text-align: center;"><b>SUNDAY</b> <b>10</b> <b>NOVEMBER</b> <b>ARRIVE BY</b> <b>1000</b></p>	<p><b>Remembrance Service at St Paul’s Cathedral -</b> Service starts at 1015 hours, followed by wreath laying and a parade at the Royal Exchange, followed by lunch at the Mansion House. This is a ticketed event for members who are expected to participate in the march to the Royal Exchange and onto Mansion House. <b>Association Standard on parade volunteer required from 0900 for rehearsal and 2 Association members to escort the standard also required for 0900 rehearsal.</b></p>

**Association members who wish to attend any of the events are requested to complete contact information below and return either via post to:**

**The Events Co-Ordinator – Peter Harris,  
2 Viscount Way, Bletchley, Milton Keynes MK2 2QF  
Or call Mobile: 07591 924812  
Or email to the Association of the City of London Squadron**

[600sqnassociation@gmail.com](mailto:600sqnassociation@gmail.com)

From:

Full Name \_\_\_\_\_

**Please send me further information on:**

- 1.
- 2.
- 3.
- 4.

Date \_\_\_\_\_

Signed \_\_\_\_\_

Contact Tel No \_\_\_\_\_

Email \_\_\_\_\_

## **Editors Footnote**

A reminder. This is YOUR newsletter, and I hope you will both enjoy reading it, and find the content interesting. I would of course welcome your feedback.

The newsletter depends largely on YOUR contributions. Please forward any & all contributions to me (no matter how small). Photographs, articles, memories, funny stories etc. – all welcome and appreciated, especially from our older members who may like to share memories, thoughts records, pictures etc. that they may wish to share with our younger members of perhaps your War time experiences?

I will endeavour to use all material provided albeit I reserve the right to edit as required. Please also note that I may not use your material in the current newsletter period but may hold it back for a later issue.

If anyone ever spots an innocent faux-pas or technical inaccuracy, please do let me know so I can correct it.

Please send your material via the contact information below. If you require any originals returned, copies and will be taken and sent back, although please ensure you provide your name & address. If you wish to kindly donate any material to the archive, please do specify this and it will of course be very gratefully received!

If at all possible, electronic copies are preferred either by email or disc. Please where possible save your file to word format as it makes it quicker and easier for me to simply format and insert.

Hand written or typed are fine too!

And one final reminder – can I please ask that those of you who have e-mail drop me a quick contact message with your name so that I can keep our records up to date.

Remember all members on email will be sent an electronic copy of the Newsletters now instead of a paper copy – unless specifically request otherwise! ☺ The objective is for you to receive the newsletter faster and at the same time save the Association money in printing, paper, envelopes and postage.

And finally, if anyone has any photos or records specific to the Bristol's Blenheim & Beaufighter, I would be very grateful for a copy. The records would be primarily for the archive, but also for my own personal interest.

Andy

*Newsletter contact;*

*Andy Cameron  
53 Telford Crescent  
Woodley  
Reading  
Berkshire  
RG5 4QT  
Email; andyandjulie.cameron@btopenworld.com  
Tel; 07732 228048*

## **DONATION SLIP – ONE OFF PAYMENT**

To help us please print off a copy of this form then complete and return it, along with your donation (in pounds sterling only) to the address below. Please note we do not recommend sending cash through the post and would advise the safer option of a cheque, postal order or Bankers Order. Unfortunately, we cannot accept credit card donations. **Cheques payable please to; the 600 (City of London) Squadron Association.**

Andy Cameron, 53 Telford Crescent, Woodley, Reading, Berkshire, RG5 4QT

*"I would like to make a voluntary donation to 600 (City of London) Squadron Association,*

*Registered Charity No. 248203 ("The City of London Squadron Central Fund") to assist with the funding of the Association.*

<b>Title</b>	<b>Mr Mrs Miss Ms Other</b> _____ <i>(Please circle, as appropriate)</i>		
<b>First Name(s)</b>		<b>Surname</b>	
<b>Full Address</b>			
<b>City &amp; Country</b>			
<b>Telephone No. (including area codes)</b>			
<b>Email Address</b>			
<b>Date of Birth</b>			
<b>Amount Donated</b>			
<b>Payment Method</b>	Cheque    Postal Order    Cash <i>(Please circle as appropriate)</i>		