



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.

Dear Members,

We are honoured to be the only RAF Association to be included in the Federation of London Old Comrades Associations (FLOCAS) as well as those events organised by the RAuxAF Foundation and 600 Sqn. The Association is usually represented throughout the year and the committee work tirelessly to provide articles in the newsletter which we hope you enjoy reading. Contributions for the Newsletter are welcomed, so please forward items to Andy Cameron.

The committee endeavour to keep you informed of events so, please do consider attending some of the forthcoming events advertised and do advise us of any events that may not be advertised in the normal circles. Events are in the main supported by a handful of ex/current committee members, but events are open to all, so, it would be wonderful to see more members attend.

A big push is requested this year for more members and friends of the Association to attend Mill Hill Church in London on 8 Nov 19. The Dutch 'Bond van Wapenbroeders' - Band of Brothers, attend this particular Remembrance Service at the 'Netherlands Field of Honour' at Mill Hill Cemetery every year for the past 37 years. Many of them bring with them family and friends so it would be wonderful if we too can have greater Association numbers in attendance. The Dutch veterans have included in the past Frank Bouwens aged 93 who leads the procession and also veteran Wim Witvliet who *may* have reached 100 this year. The Dutch Embassy are also arranging a 'tree planting' ceremony this year and they have requested our support on 8 Nov 19.

Please pass your details and the events you may wish to attend to the Events Co-ordinator and Peter Harris will keep you updated with details of costs, timings etc prior to each event.

Committee – Volunteers

We are always looking for new committee members, if you have some spare time and wish to get involved in some capacity please do get in touch with myself or any of the committee for further information on roles. We also maintain a list of Standard Bearers so,

if you have time to occasionally carry the Association Standard at ceremonial events please get in touch.

‘The City of London Squadron Central Fund’ charity is registered with Amazon Smile. This means that anybody who buys anything from Amazon provided they do so via smile.amazon.co.uk can ask Amazon to donate 0.5% of the net purchase price (excluding VAT and shipping) to a charity of their choice, provided that the charity is registered with Amazon. So, for those on line shoppers, please consider making any purchases via smile.amazon.co.uk rather than through any other method of contacting Amazon.

Just Google **Amazon smile** and you will get a link to set up your account and search for:- **‘The City of London Squadron Central Fund’** as your selected charity in order for the Association to benefit. At the AGM on 26 March 2019, Kevin O’Shaughnessy presented the Central Fund accounts and advised that Amazon smile had made a £5 donation to the Central Fund, it’s not a lot but if more members signed up to shop via Amazon smile the Association members will benefit in the long run and it costs neither the purchaser nor the charity anything. It’s a ‘win-win’ situation, so thanking you in anticipation of your future support.

Kind Regards,

Shobha

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The Battle of Britain London Monument by Jon Byrne

Those of us who have worked in central London can sometimes forget that we are surrounded by many monuments commemorating the dedication and heroism of men and women in war and peace. One of particular interest to members of the RAuxAF is the Battle of Britain London Monument, a short distance from the Houses of Parliament, on the Victoria Embankment.



The idea of such a monument came from the Battle of Britain Historical Society and a fundraising committee was set up, chaired by 604 Squadron's Lord Tebbit. The bronze relief sculptures which form the main part of the monument were designed by Paul Day and cast by the Morris Singer foundry, which many years earlier had cast the lions in Trafalgar Square.



The Monument is very striking and is an interesting contrast to the nearby Royal Air Force Memorial, built to commemorate the casualties of the RAF and its predecessors in World War 1. This older memorial is much simpler, and the gilded eagle which tops it is a familiar symbol to anyone with RAF service.

The newer monument, unveiled in 2005, did not assume that the passer-by would have this same level of recognition and tells the story of the Battle of Britain in text and images. These bronze castings are mainly of people, pilots scrambling to their aircraft, but also the Royal Observer Corps, Royal Artillery gunners, WAAF plotters, women munitions workers and civilians taking cover in an Anderson shelter.



Text panels give a brief history of the Battle, and the names of nearly 3,000 aircrew are listed. Squadron badges are shown, including those of 600, 601 and 604. Of course, the best way to experience this moving monument is to see it. If you are visiting the West End or Covent Garden, or your work takes you to Whitehall or Westminster, do find the time for a small detour to the Embankment, it is well worth it. The nearest Tube station to the monument is Westminster.

Over the weekend of 14-15 September, members of Information, Communication and Technology (ICT) Flight from 600 (City of London) Squadron took part in a joint Exercise with Royal Navy Reserves from HMS Collingwood at the Browdown Training Area near Portsmouth.

The Exercise was a great success, allowing the organisation to build joint working practices and share knowledge in their specialisations. The 10 members of ICT Flight who took part were joined by 3 medics from the Squadron who provided excellent scenario based training for first aid in the field.

All the skills practiced on the Exercise will help the technicians from both Reserve services operate more effectively in the field when required for Operations.

ICT technicians have been redesignated Cyberspace Communications Specialists, to reflect their growing role in the cyber battlespace.

During the Exercise, Wing Commander Steve Duddy, met with the RNR Commander and they discussed closer collaborative working. He said: "Reserve units working together and combining resources can enable healthy retention positive Training and Development opportunities whilst reinforcing a true Joint-Service mindset."



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Battle of Britain 79th Anniversary Memorial Day – Capel-le-ferne

On Sunday 7 July 2019, a ceremony was held at the National Memorial to the Few, Capel-le-Ferne, Folkestone, Kent, to commemorate the 79th Anniversary of the Battle of Britain.



I was honoured to be invited to carry the Association Standard and decided to travel up from Southampton the day before the event to explore Dover and the Kent countryside. It was a great decision as the weather on both days was perfect.

On the big day it was 'hot hot', with the brilliant sunshine beaming down from a beautiful blue sky. This was welcomed by most with just a few of us fair skinned ginger types, who struggled a bit.

My counter measure was to deploy 50 factor kids sunscreen, (practically a bandage), to fend off those sun rays. On Parade basking in the heat, the coast of France was clearly visible in the distance and an occasional cooling breeze from a flat calm sea helped take away the intensity of the sun.

The ceremony commenced with a flypast by two Spitfires from the Battle of Britain Memorial Flight, with the aircraft returning later in the afternoon to give a full display over the Memorial in what was perfect flying conditions; I know about flight conditions, clouds and stuff because I'm in Flight Ops!

Responsibility for organising the Parade of Standards was once again undertaken by Robin Green, Chairman of the Maidstone RAFA branch and a Trustee of the Battle of Britain Memorial.

Robin was successful in getting almost 50 Standards from 16 different ex-Service organisations on parade. These included the National Standards of The RAF Police Association, The RAF Regiment Association, The Royal Observer Corps Association and The Fleet Air Arm Association.

They were joined by the RAFA South East and Eastern Area Standard, the Polish Airmen's Association Standard, 14 RAFA Branch Standards, (4 of which were carried by ATC cadets), and of course our own Standard. The Parade March-on was led by the seven Principal Standards of which we were one which meant a front if Parade

position, (no pressure there then for the inspection!). Also on parade were the Sovereigns Colour of the Royal Auxiliary Air Force, The Kent Wing Banner of the Air Cadet Association and The Replica Standard of the Polish Air Force. This diverse representation made for a very colourful spectacular. Music for the Parade and Service was once again provided by the Central Band of the Royal Air Force, probably the best Band in the Military world!

The Guest of Honour was Air Marshal Andrew Turner CB CBE RAF, The Air Member for Personnel. Joining the AM was the Memorial Trust President, Air Chief Marshal Sir Stephen Dalton who Inspected the parade. "The Few" represented by Wg Cdr Paul Farnes DFM AE.

There were many senior RAF and Service officers attending, together with a number of celebrities from the social and media world who I didn't recognise no doubt due to my being a cultural desert.



The public were present in large numbers as the event had received considerable television and media coverage. After the Service, which was led by the former Chaplain in Chief to the Royal Air Force, the Venerable (AVM) Ray Pentland, wreaths were laid at the Memorial, including those by representatives from Foreign and Commonwealth Air Forces that took part in 'The Battle'. The RAFA wreath was laid by Air Marshal Sir Graham Stacey, President of the South East and Eastern Area. The Ceremony concluded with "Sunset", led by the RAF Central Band, at which Standards and Banners on parade were dipped in salute as the RAF Ensign was lowered. I hope to rejoin next year on Sunday 12 July when there will be a commemoration to mark the 80th Anniversary of the Battle of Britain.

Cpl Tony Reynolds

(based on an idea and largely stolen from the factual article by the talented Robin Green!)

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Update from Kandahar

Part two

Nice beach but where's the sea?

Date - 23/04/2009

Title – Sun, Sand, Hail and Rockets

Date - 18/04/2009

Dear Colleagues,

A lot has happened in the last month. I have been joined by other reservists from my squadron who now make up the entire strength of the JOCS team. JOCS stands for "Joint Operations Command System" and is the system we are looking after out here. Work has improved a lot now that the rest of my squadron has arrived as we have made a number of changes. That has gotten us quite a bit of recognition from the chain of command as the JOCS system used to be perceived as a problem case and now it isn't. That's good news for us as it gives us a lot of satisfaction, justification and ammo to take the mickey out of the regulars, which of course we have been doing a lot of. When we handover to the next detachment we will be leaving the JOCS system better organised, documented and secure than when we started.

I would say that I am starting to get used to it over here. After a while you forget what home, free time and comfort are like and Afghanistan becomes the norm. My comrades and I decided the other day that coming here is a bit like going to prison for 4 months. The only difference is in prison you can use the phone more often and there isn't anyone trying to blow you up. I have to remind myself that my motivation to join-up was to do my bit if called upon, and that is what I'm doing here, so that is motivation enough.

Thank you to everyone that has contributed to, planned, wrapped and posted parcels to me. I'm not lacking in anything at the moment so please don't send any more just yet as there isn't much space to store things out here. Between you guys and my family I've had a steady stream of goodies arriving. Anything that I don't need I've shared with the rest of the unit. Some of the regulars only have the wife and kids back home and they don't get sent much stuff.

Thanks a lot for the copy of the East Anglian Daily Times. I was intrigued to discover that "Fire fighters from Essex and Suffolk were battling a fire at a thatched cottage in Great Horkesley late yesterday evening." After I had finished reading it I moved on study the bubble wrap. On reflection I decided that the bubble wrap was more interesting.

Afghanistan has been in the news recently with the announcement that extra troops are to be sent to the region. That didn't come as a surprise to us as the preparations are plain to see. There are obviously a lot of things I hear or see that I can't pass on to you. Let's just say that to see the build-up in action is quite awe-inspiring. A lot of money is being spent out here and the way it is being built up I think we will be out here for quite a few more years yet. That's not a good thing but I feel that now the troop numbers increasing we should be able to set Afghanistan on the right track and then go home.

As far as the war goes, I thought I was going to be able to write that I had a quiet month. There haven't been any further firefights near the base and I think I'm getting used to sleeping on the edge of a very active, 24 hour airfield. I say "I thought" because then one day one of the rocket attacks landed quite close. I won't say how close until I get back to save causing undue concern. I found coming under fire focused my mind. It reminded me of what we are doing out here and motivated me to accept some of the hardships. A few days later there was another attack in which there was one fatality from another nationality. Since the start of the tour I had been telling everyone not to worry as no one had ever been killed by a rocket in Kandahar. I can't say that anymore. This particular Taliban rocket team were quite good. They really had us zeroed in. The cavalry arrived in the shape the RAF Regiment who were on patrol one morning and stopped a car that looked suspicious. They arrested the guys in the car and luckily, it turned out they got the rocket team. They have been handed over to the afghan police and will no doubt go on trial for murder. In due course another Taliban rocket team took up where the first left off, but they were the usual bad standard and couldn't hit a barn door.

I've had a couple of interesting days out of the comms room. We had an induction briefing where they discuss things you need to know whilst you're here. In the afternoon we went to IED alley where there has been setup a number of example IED's (IED = Improvised Explosive Device). You get to look at the technology (or lack of it) that goes into making these things. Nasty stuff I can tell you. Anyone who has to deal with these out on the ground has my admiration. I felt that no amount of training can prepare you for this as the bomb makers are only limited by their imagination and items they have to hand. One big advantage of this day was the chance to get as close to the wire as I probably will for the whole tour (hopefully), and see a little bit of Afghanistan beyond. The other really good activity I have done was an afternoon on the American SAT range. This is a computerised shooting range where the weapons are real but modified to fire lasers that are detected by a huge computer screen in front of you. The computer can run a number of programs from standard target practice to situational and combat training. The weapons have a recoil system that works on compressed air to give you a kick and simulate real firing. My favourite was the general-purpose machine gun. With 200 rounds loaded I found that I was quite handy with it.

Finally, in true British style it's only right that I should talk about the weather. The blistering sun gave way to clouds and rain, and then we had hail storms and floods. It's been very changeable for the past few weeks but in the past couple of days the sky has cleared and it is sunny and warm again. There have been a couple of sandstorms and the other night we had pink lightning which I think might be down to particles of sand in the air. Very pretty but not really my colour as it clashes with everything in my wardrobe out here.

Regards

SAC Saxby
JOCS Site System Manager
Kandahar ICS Sqn



Outside the blocks which provide sleeping accommodation and washrooms for the occupants.



The infamous "wire" and the Afghan landscape beyond



This vehicle was packed with explosives and being driven by a suicide bomber against a patrol. Warning shots were fired which were ignored and so the driver was killed.

The Annual Service of Hommage

The annual service of commemoration at St Bartholomew the Great took place on Sunday 12th May 2019. This event commemorates the biggest loss for 600 Squadron in the Netherlands on the 10 May 1940 during the Waalhaven raid. In memory of the CO Sqn Ldr Jimmy Wells, Fg Off Roger Moore, PO Mike Anderson, PO Bob Echlin, Cpl Basil Kidd, Cpl Laurie Isaacs and LAC Bert Hawkins.



It was an intimate service for serving members of 600 Sqn and those representing the Association.

The Association standard was paraded very smartly by AC Kamaljit Somal, who is currently undergoing his pre-basic recruit course training.

Sqn Ldr Bruno Wood was representing the Officer Commanding. Parading the 600 Sqn standard and giving an update on current operations.

Flt Lt Alisa Rebbeck gave the reading from John 15:12-17 13. Greater love hath no man than this, that a man lay down his life for his friends. A very suitable reading for this occasion

Those that wished then stayed on for the main Sunday service - Matins with the church's congregation. I made my exit at this stage, the Squadron stayed on. The first time I stayed on for the service I was surprised to see incense being burnt, the service was supported by a very good choir.



St Barts is a beautiful church with a long and fascinating history. We were reminded that the Lady Chapel where the previous Sqn standard is laid up was used by Benjamin Franklin while he trained as a printer. It was also the location for the fourth wedding in the hit film 'Four Weddings and a Funeral' and also the burial site of the founder of Emmanuel College Cambridge.

It's well worth a look if you're passing.

<https://www.greatstbarts.com>

601 (County of London) Squadron Annual Reception - RAF Museum Hendon

601 Squadron was active from 14 October 1925 and nicknamed the 'Millionaires' Squadron because the Squadron recruits were wealthy young aristocrats who were also aviators seeking adventure. After formation at RAF Northolt, 601 Sqn was based at several locations at home and abroad and many of the squadron personnel served at various locations in Egypt, Malta, Libya, Tunisia, Sicily and Italy amongst other locations before disbandment in March 1957 at RAF North Weald.

On 20 April 2017, 601 Squadron reformed at RAF Northolt as a Specialist Support Sqn of the RAuxAF. 601 Squadron recently held its Annual Reception at the RAF Museum Hendon on 13th June 2019.

QCS and the Band of the RAF Regt performed high calibre drill during the evening and we were entertained with musical accompaniment by a quintet from the Band of the RAF Regiment.

The 'Old and Bold' veterans who previously served on 601 Sqn and guests of former and current members were also in attendance. Guests included Association member Geoff Monahan who served on 601 Sqn from 1954 - 1957. Geoff



was accompanied by his daughter Lucie and son-in-law Steve Bristowe. 600 Sqn were represented by OC - Wg Cdr Steve Duddy, WO Mal Campbell, FS Vicky & Sgt Mark Bannister.



attended. Her husband Sergeant Pilot Michael Hyett served in Malta and Italy where he suffered multiple injuries that resulted in lifelong health problems. Michael lived until February 2012 and she attends events in his memory. The Association



Association member Sylvia Hyett also

appreciates the ongoing support of both Sylvia Hyett and Geoff Monahan – long may it continue.

The Commandant General (CG) of the RAuxAF AVM Lord Beaverbrook was also in attendance with his wife Lady Sarah Beaverbrook. The CG's father also served on 601 Sqn and was one of the Commanding Officers.



Other 601 Sqn Veterans included Sir Torquil Norman whose father Air Cdre Sir Henry Norman was the OC 1931-34, and brothers Mark and Desmond also served on 601 Sqn.

Current 601 Sqn members were also in attendance, they are appointed as Honorary Group Captains and provide expertise from outside the RAF and offer fresh perspectives to hone and improve the RAF's thinking whilst formalising links between the wider professional community and the RAF. Following concluding remarks by OC 601 Sqn, the guests were privileged

to witness the Queens Colour Sqn drill team accompanied by music from the Band of the RAF Regiment. It was a fitting end to the inaugural 601 Sqn Annual Reception.



Sincere apologies folks for appearing in so many pictures!! Note to self – stay out of photos – but input from others would be most welcome.

Written By Shobha Earl

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**SIR PHILIP SASOON, Bt, CMG, GBE, MP, HON AIR COMMODORE OF No.601
(COUNTY OF LONDON) SQUADRON.**

Philip, Albert, Gustave, David Sassoon was born at his mother's home on the Avenue de Marigny in Paris, on 4th December 1888. His father was Sir Edward Sassoon, Baronet and member of Parliament and his mother was Aline de Rothschild, of the dynastic banking family. Philip was also the cousin of the First World War poet, Siegfried Sassoon. The Sassoon's were also well connected to the banking world having begun their financial careers in Frankfurt and to the Prince of Wales (later Edward VIII). Philip was educated at the Farnborough Preparatory School and Eton, before 'going up' to Oxford University to read Modern History at Christ Church College. While at Oxford he joined the Bullingdon Club - one of only twenty-five Jewish undergraduates to be invited - and the Royal East Kent Yeomanry, where he was commissioned as a 2nd Lieutenant.



Prior to the outbreak of war in 1914, Philip was elected as the Liberal MP for Hythe. Like his father before him Sassoon was the 'Baby of the House', before later rising to become an Under Secretary at the Air Ministry, from where he promoted civil air transport. During the First World War the young Sassoon served as Field Marshal Douglas Haig's Private Secretary, a post he held from 1915 to 1918. He was present at the Chateau Demont, near Merville, France, where King George V and the Prince of Wales (later Edward VIII) met with the President of France, Raymond Poincare, and the Generals Joffe, Foch and Rawlinson to pledge their countries to fight Germany and the European Central Powers. He was appointed a Companion of St Michael & St George in 1917 (CMG) and awarded the French Croix de Guerre for 'distinguished service during the course of the campaign'. After the war, in 1920, Philip rose to become Prime Minister David Lloyd George's Private Secretary, when he was made a Knight of the Grand Cross of the Order of the British Empire (GBE), and then between 1924 and 1929, Under Secretary of State for Air, which gained him some prominence in political circles. In the 1929 Dissolution Honours List he was appointed to the Privy Council.

During the 1920s the ownership of Trent Park, near Cockfosters, Middlesex, came into Sir Philip's hands, whence he hired the society architect Philip Tilden to rebuild and restyle the mansion. The house was an undistinguished Victorian building, sections of which Sassoon had demolished or altered, with the exception of the west service wing, between 1926 and 1931. The remainder was then remodelled in the early Georgian style to produce a 'dream of a building' surrounded by lawns and gardens that expressed his gracious living. His golf course was well attended by such society celebrities as the Duke of York (later King George VI), Winston Churchill, George Bernard Shaw, Lord Balfour and Eric Whistler.

In addition to his mansion rebuilding, Sir Philip was very keen amateur pilot and owned several aircraft, amongst which was an Avro 504 in 1919 and a Percival Gull, G-ACGR, that was registered to him in May 1933, but crashed in October 1934 and exists to the present day in the Brussels Army Museum. He also owned a twin-engined, Q6 Percival

Petrel, G-AFFD, that was registered in 1938 and later impressed by the Air Ministry in 1940. This aircraft is also in existence today and is probably airworthy, but unregistered. In between these aircraft Sassoon owned a de Havilland Dragonfly, G-AEDT, from 1936 to 1938.

Sassoon's flying experience probably qualified him to command No.601 Squadron, Auxiliary Air Force in 1929 - a post he held until 1931, when he returned to the Air Ministry for the second time as Under Secretary of State for Air from 1931. Having stood down as CO he was duly appointed as No.601 Squadron's Hon Air Commodore that same year. During his first tour as Under Secretary of State for Air, Sir Philip took the opportunity to fly in the RAF's Blackburn Iris flying-boats by joining the crew for a general inspection of British overseas flying stations. Setting out from Felixstowe on the 27th September 1928, Sir Philip was accompanied on the flight by Air Commodore Arthur Longmore (later Air Chief Marshal), with Squadron Leader C.L.Scott, DSC, as captain and pilot. Together they toured stations in the Middle and Far East and reached Karachi (now in Pakistan) on 15th October. Leaving Karachi on the 24th, the party arrived at Felixstowe on the 14th November, having flown a distance of 11,360 miles, in a flight time of 125 hours and 5 minutes - quite a feat in those days.



Blackburn Iris Mk.II N185 in which Sir Philip flew from Felixstowe to Karachi and back in 1928. The aircraft is seen here shortly after its conversion to the Mk.II standard.

In 1937, Sassoon was appointed as the Commissioner of Works & Public Buildings responsible for the building and maintenance of government and public buildings, a post he held until his death in 1939. During his term of office Sir Philip was responsible for the 'embellishing' of many of London's monuments and parks. In addition to his public duties, Sir Philip was the Chairman of the Trustees of National Gallery from 1933 to 1935 and a collector of 18th century English and French art and the contemporary artists John Sargent and William Orpen.

Sir Philip Sassoon died on the 3rd June 1939, aged fifty, of complications from influenzas and left an estate valued at £1,980,892 - a vast sum in 1939. Interestingly, Trent Park was taken over the War Office in 1940 for 'special purposes' by M.I.19 for the interrogation of German prisoners of war (PoW), when it was known as 'Cockfosters Camp' or Camp 11' and like Bletchley Park its existence remained largely unknown for decades after the war. It was later used to accommodate senior officers of the German Army, Navy and Air Force. In 1947 the Trent Park estate became a Ministry of Education Emergency Training College for male teachers and in 1950 the Trent Park College of Education - a college of the University of London. The entire estate was compulsory purchased by Middlesex County Council in 1992 and today is the site of Middlesex University.

Ian White

Acknowledgement: Jeff Jefford, of the RAF Historical Society who provided much of the information on Sir Philip's aircraft.

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BANSHEE by Richard Swale (2011)

As the months passed in 1944, the quality of our aircraft began to deteriorate. No new replacements were coming out from England, and as the existing aircraft became due for major overhaul they were sent to the big Maintenance Unit at Setif in North Africa where they were stripped down and rebuilt by Arab labour.

One such aircraft was returned to the squadron with a rather peculiar quirk. A strange banshee howl came from the port engine at cruising boost. Our ground crew had given it a thorough check over, but could find no reason for the noise. It was, in fact, so unnerving that two pilots had refused to fly it.

There came the night I was due on readiness, and it was the only aircraft available for me to fly. I talked about it to one of the refusers, who was quite adamant that there must be something wrong with it, even though there was no obvious cause. As there appeared to be no alternative I felt obliged to take it. I tested it during the day, and apart from the noise it seemed OK. Such things never seem so bad in daylight!

We had a new crew on the squadron and, that night, I was to act as target, so they could practice interceptions, and I would be airborne and ready to go should a chase develop. The exercise had lasted about an hour, and I found that the noise, in the dark, was really beginning to get on my nerve endings, so I decided to pack it in and return to base. We were at 5000', and, looking back, I could see the new crew closing nicely. Thinking I would see how they would react if I suddenly lost height, I peeled off, and was down to 3000' when there was an enormous bang. The cockpit filled with dust, and the engine noise stopped abruptly due, I realised later, due to the sudden change in air pressure affecting my hearing.

I instinctively hit the throttles and pulled the stick back, and for the first and last time, thought seriously about baling out. As the aircraft climbed, the dust settled, and the engine noise slowly returned as my hearing was restored. Then I could hear my navigator's voice asking: "What the hell was that?" I looked around and could see nothing amiss. I told him all seemed well at my end, and suddenly he said: "Christ! My bottom hatch has come open!"

It was then I noticed the elevators and rudder had become sloppy, evidently due to the hatch, which hung down below the fuselage, interfering with the airflow round the tail plane. I found the more I throttled back the worse it became, and I had serious doubts about whether I would be able to retain control coming in to land.

I told my navigator he would have to shut it somehow, and he replied he would try. At least he was wearing a pilot type 'chute which was behind him, rather than the chest type which would have made the job much more difficult. It was not going to be easy in any case, as the hatch was held in place by the slipstream. Slowing the aircraft as much as I dared, I waited for him to report. When he did it was to say he couldn't move it. I didn't like doing it, but I had to insist he try again. Reluctantly, he returned to his

unenviable task. He was, after all, working over a hole big enough for a man in bulky flying clothing, and wearing a parachute, to pass through. I could only help by keeping the aircraft steady.

Eventually I called to ask how he was getting on, and received no reply. I tried again, still no reply. Christ! I thought, he must have fallen out. Twisting round in my seat, I was relieved to see light from his torch moving in the blackness. At least he was still there, and I could only wait and hope.

After a few more minutes he was back in touch - his intercom. plug had become disconnected as he struggled with the hatch - but at least he had managed to close it. Thankfully we headed for base, and came in and landed.

The noise, of course, had nothing to do with the hatch opening, but together, such incidents do nothing for ones confidence in the reliability of the aircraft we were flying. I reported the problem, needless to say, but what happened to the aircraft I don't know. I do know I didn't fly it again!

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W/C Green of No 600 Squadron RAF at Cassibile Italy Beaufighter Mk VIF V8762 'A'

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



THE ASSOCIATION OF THE CITY OF LONDON SQUADRON

FORTHCOMING EVENTS 2019

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| WEDNESDAY 9 OCTOBER 2019 | The RAuxAF Foundation's Annual service will be held at the National Memorial Alrewas (NMA) and this year marks, to the day, the 95 th anniversary of the Founding of the RAuxAF on 9 th October 1924. Arrive 0930-1000 – assemble in the Visitor Centre restaurant area, 1015 – move to the RAuxAF Memorial 1030 - Memorial service, last post, laying of wreaths and tributes followed by the dedication of new memorial stones. 1100 – End of formal ceremony, but photographs and time to look around the NMA site or depart as required from 1115 onwards. Association members, Veterans and guests are welcome to attend but the event is self-funded . Dress is No 1 HD with medals for serving personnel and suit, jacket and tie or equivalent for ladies. Please inform Peter if you plan to attend and he will maintain a list of attendees for the NMA. |
| FRIDAY 18 OCTOBER 2019 | 600 Squadron's Annual All Ranks 'Butchers' Dinner – Butchers Hall The event will be back at the Butchers Hall following refurbishment. Association members are welcome to attend and places are allocated to Association members only, however, if the event is undersubscribed and spare places become available then guests may be allowed. Timings and Costs to follow with further instructions. Inform Peter if you wish to attend and he will provide further details once confirmed by 600 Sqn. |
| FRIDAY 8 NOVEMBER 15.00 HRS | A Dutch Service of Remembrance Mill Hill Cemetery - 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 the laying of wreaths. The Embassy are also arranging for the planting of a maple tree and it is requested Association members attend in greater numbers (sadly our numbers have dwindled in recent years), so, your support would be appreciated. Mulled wine, refreshments and mince pies will be provided for those who are able to stay and chat with the visitors. Association Standard will be on Parade and Association wreath to be laid. |
| SATURDAY 9 NOVEMBER 1100 HRS | The Lord Mayors Parade takes place in the City and 600 Sqn will march in the parade. The Association Standard will be on parade. Members are welcome to attend. Association Standard on Parade (volunteer required from 1000) |
| SUNDAY 10 NOVEMBER ARRIVE BY 1000 | Remembrance Service at St Paul's Cathedral - 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. Association Standard Bearer + 2 volunteer escorts are required for a rehearsal at 9am. |
| SATURDAY 21 MARCH 2020 ARRIVE 1100-1125 | Annual General Meeting & Lunch - Will be at the RAF Club , 128 Piccadilly, London W1J 7PY on Saturday 21st March 2020, the AGM commences at 1130. The nearest Underground station with lift access is Green Park. Refreshments will be available from 1100 and members are welcome to arrive before the AGM for a catch up with friends. The menu and costs will be published in due course (Approx £50.00 per person). If you wish to register your interest in attendance, please inform Peter and he will keep you updated with further detailed information. |

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

The Events Co-Ordinator – Peter Harris,

2 Viscount Way, Bletchley, Milton Keynes MK2 2QF

Mobile: 07591 924812

Or email to the Association of the City of London Squadron

600sqnassociation@gmail.com

From:

Full Name_____

I am interested in attending and request further information on:

1.

2.

3.

4.

Date_____

Signed_____

Contact Tel No_____

Email_____

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 City of London Squadron Association.**

Andy Cameron, [REDACTED]

"I would like to make a voluntary donation to The City of London Squadron Association,

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