Whether you are a tenant looking for a home to live in or a landlord looking to invest in the Private Rented Sector now is a good time to consider your options.

Recent Market Research shows that Britain has paid a total of £48 Billion in rent to private individuals and institutions during 2011. The growth for the next five years is predicted at £70 Billion with rents rising. The research also indicates that more households will be renting for longer as the social and demographic profile changes. Renting is increasingly becoming a way of life offering flexible options to tenants.

Supply challenges required to meet demand for more housing will require a sum in the region of £200 Billion of investment over the next 5 years. Constrained levels of buy-to-let lending will probably hold investors back and prevent the demand being met in the short term. Increasing the supply of property is critical to offering tenants more choice and will inevitably raise the standard of private rented accommodation along with rental values.

The recent research has indicated that 63% of current tenants expect rents to be higher in 12 months’ time which further illustrates the shortage of supply and the knock on effect creating upwards rental pressure. Hopefully, landlords throughout this area will be sensible and not over stretch tenants’ finances as this could force tenants to fall into arrears or for them to move on unnecessarily. Whilst late rental payments should not be tolerated, landlords would be wise to consider the quality of tenant when implementing rental increases.

The average gross income yield across the UK is 5.8%. Gross income yields for smaller properties where occupational demand is heavily weighted to renting is much higher. In my opinion, the best type of property for the highest yield is a two bedroomed property which seems to attract the widest possible market.

The cost of purchasing property in Lincolnshire remains relatively low compared with the rest of the country and given the capital growth prospects there are good prospective returns in capital growth over the next ten years. If you are considering investing in the rental market you should balance the income yield and the capital growth prospects and take a long-term view on house prices within the area. Historically, Lincolnshire has not suffered the peaks and troughs that the rest of the country has over the years making investment prospects in this area appear good.

Whilst the prospects for landlords continues to increase it is not such a positive story for tenants with demand outstripping supply. With further investment in the area of good quality accommodation, the supply would ease but we are a long way off satisfying the demand.

Hodgson Elkington Chartered Surveyors, are licensed members of ARLA and NALS carrying all the necessary insurance and client money protection. We specialise in offering a comprehensive and quality service to our clients, and have many long standing forces clients within our portfolio.

To find out more about becoming a landlord and the importance of using a licensed agent, please call Jill Elkington, Head of Residential Lettings, at Hodgson Elkington LLP. Tele 01522 698899 or email letting@hodelk.co.uk
HQ Intelligence Reserves, Royal Air Force,
Waddington, LINCOLN LN5 9NB

TEL: 01522 727026 www.rafreserves.com
From the Editor...

Welcome to Insight’s second issue of 2012. The country and Station are busy with talk of the Olympics, as we all get ready for the excitement of the summer.

RAF Waddington are providing personnel to help with the Air and Ground security. With the talk of the Olympics, it is great to be able to include an article of one of our own Olympic hopefuls for the next Winter Olympics – Cpl Cockman is in training for the 2014 Olympics as a British Bobsleigh Pilot. Meanwhile on a personal level, my training is coming on for the Lincoln 10km, which by the time you read this I will have jogged my way (slowly) round. Yet there are others on Station who are training for the London Marathon, so you may see a few out training along the local streets including a few getting used to their fancy dress costumes, that they have agreed to wear to raise money for charity – I am sure you will cheer/sponsor them along their way. We will follow their successes in the next issue. One of the featured articles in this issue is the Augsburg raids and Andy Johnston recounts the events of that day. Continuing the theme of heritage V(AC) Squadron have provided an account of their reconnaissance history, and as a Squadron did you know that they have been going strong for 99 years! 8 Squadron celebrate the success of Senior Aircraftman Paul Hardie who was awarded the Best Advanced Apprentice for 2012, following in the distinguished footsteps of Sir Frank Whittle, the father of the jet engine. This issue is packed with great stories and remind us all that despite our busy jobs, heritage has a large part to play with what we do today and that people are getting out and about – Logistics Squadron on a Force Development Day, Station Charities Committee updating us on the local charities that have benefited from donations from the Station. Please remember to share your stories with Insight, the deadline for the next issue is 4 May, we look forward to receiving your articles.

On the cover
MAP OF THE AUGSBURG RAIDS
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Station Commander’s Foreword...

Group Captain Al Gillespie
Station Commander

Welcome to the second issue of Insight Magazine in 2012. Having arrived in January this year, I can no longer claim to be ‘new in post’. My family and I definitely feel settled again, and very much at home, in the pleasantly familiar surroundings of Royal Air Force Waddington and Lincolnshire.

Although the Station continues to recuperate after the excesses of 2011, all of the Force Elements continue to support operations in Afghanistan and elsewhere around the world, often at short notice and with an increasing frequency of deployment for many individuals. Inside this issue, V(AC) Squadron personnel take a little time out from their busy operational schedule to reflect on the Squadron’s long and distinguished history. As well as the five flying Force Elements located here, Royal Air Force Waddington also plays host to a number of ‘lodger units’, not under my direct Command, but still very much part of Station life. One of these units is No. 56 (Reserve) Sqn operating as the Intelligence, Surveillance, Target Acquisition and Reconnaissance (ISTAR) Operational Evaluation Unit. No 56(Reserve) Squadron was formed in 1916, and having operated Hurricane aircraft from North Weald, has the honour of being recognised as one of the ‘Battle of Britain’ Squadrons. Inside, No 56(Reserve) Squadron personnel discuss a recent visit from the family of Sgt Appleton, the only member of the Squadron to receive the Meritorious Service Medal (MSM) during World War I. Many of you will be aware that this year is the 70th anniversary of the Augsburg raid, launched from RAF Waddington on 17th April 1942. John Nettleton was awarded the Victoria Cross for gallantry in leading a formation of six Lancaster Bombers, from No. 44 Squadron, against the M.A.N diesel engine factory at Augsburg in southern Germany - some 1,000 miles across France and Germany, in broad daylight! Andy Johnson gives an account of the raid from a Waddington perspective. To mark the 70th anniversary, the Aviation Heritage League is hosting an Augsburg Raid talk at the Petwood Hotel, Woodhall Spa, on 17th April 2012 and also provides details of a Time Capsule competition. Still with No 44 Sqn, the Waddington Heritage Centre reports on the recent find of a watch by a local archaeological group. It belonged to a Sergeant (Pilot) A.A. Watt who was part of a Hampden crew that took off from RAF Waddington in 1941 and crashed into a field near Branston. Sergeant Watt is still remembered with honour in the Waddington (St Michael) churchyard. I mentioned in the last issue how much I value and support the Youth Group and the sponsoring of the Royal Air Force Benevolent Fund for the £300 award, recognised as best Trials newcomer for Senior Aircraftsman Dave Mason being the result of a recent ‘Remember Them’ competition. I hope you enjoy the magazine and wish you and yours an enjoyable Easter with an opportunity to take some well-deserved leave.

The survey and feedback sheets were, and continue to be, addressed by Squadron Leader Sidebotham, Officer Commanding Catering Squadron and Partnering Officer for the catering, retail and leisure (CRL) contract, and Richard Fletcher, General Manager, ISS Defence.

A selection of issues raised and answered by the CRL partners follow, as well as an overview of some common concerns:

**Comment:** All sandwich options contain mayonnaise; not just in the Sergeants’ mess but also on the Bapmobile. This offers no choice for those who don’t like, or can’t eat mayo.

**Answer:** You are absolutely correct and I’d like to thank you for bringing the issue to our attention. Hopefully you will have seen that we immediately changed the way the fillings are made. As a direct result of your feedback, the fillings that do not directly require mayonnaise are now being made without it and a sachet of mayonnaise added within the packaging.

**Comment:** I really didn’t enjoy the core meal today of Honey and Mustard Sausages. They were pink throughout, desperately cheap and thoroughly unappetizing.

**Answer:** Thanks for your comments made in regard to the poor quality sausages used in the Honey & Mustard Sausage meal that you had. We too have noted the quality of these sausages and, because of that, have changed to the beef variety. I will not pretend that any of the sausages will be prime quality items but, equally, it has to be taken into account that the full lunch meal only costs £1.35.

**Comment:** Italian chicken – very tasty, thank-you! Please can we get brown bread for “Grab and Go” or Bapmobile products!

**Answer:** Many thanks for your comments in regard to the Italian Chicken dish you had. It is always really nice to hear that someone has enjoyed a meal – it is all too easy to forget to compliment the staff and they do truly appreciate it.

I understand that Sergeant Taylor has already replied to your plea for brown bread to be available at the ‘Grab & Go’ and on the BapMobile. In addition, we have only today reviewed the ‘Grab & Go’ in the Mess and a revised, and hopefully better, service should start from Monday 28 November 2011. Please let me know what you think!

**Comment:** The core menu seems heavily limited in choice to varying recipes of liver, sausage or chicken drumsticks! Before Pay As You Dine liver and sausages came up on the menu maybe once every six months, now we have had them come up at least three times in two weeks! Not acceptable....
PAY AS YOU DINE
YOU ASKED
WE ANSWERED

A major part of the Pay As You Dine (PAYD) rollout last year involved extensive feedback from customers across all ranks, as well as civilians. Some were satisfied customers, others less so...

Carbonara was good. Hotpot was poor – just some pieces of cheap meat with a few potato slices and water for gravy – hardly my idea of a ‘traditional Lancashire hotpot!’

A Shepherd’s pie was very good – good portion size and no skimping on the veg – way better than the first week of Pay As You Dine (PAYD). Also, no HP sauce – bonza!

Answer: Many thanks for your comments in regard to the meals you had in the Mess on those days – I’ll deal with each issue you have raised in turn:

Use of liver, sausage and chicken drumsticks in the Classic meals.

You refer to the rare use of these items pre-PAYD. I am sure that you are aware that, pre-PAYD, chefs were allowed to claim a daily allowance for every liver-in irrespective of whether those individuals attended meals. With significantly less than 40% regularly taking any of the three meals a day, the chefs were literally awash with money in their catering account and, as a result, could use the finances to purchase high quality items for the benefit and, as a result, could use the finances to keep prices down.

PAYD has brought us to the place where we always should have been – the chefs now only get the money for those who actually attend the meal. At the same time, the MoD has directed the Catering Retail and Leisure contractor to provide a cooked breakfast for £1.15, a cooked lunch with potatoes, vegetable, bread and a hot drink for £1.35 and a three course evening meal plus a hot drink for £1.75.

I have been in catering for 35 years and I can tell you that this is almost impossible to do unless you purchase the poorer cuts of meat. This is the reason that you will see the items you are doing in the classic range but let me reiterate – it is because the MoD are insisting on unrealistic financial controls – not because ISS Defence are requiring it. Having said all that, PAYD has also brought you the opportunity to select from the Supreme or the Chef Special range if you pay a small amount more or for you to eat off-station if you wish to (although I know for a fact that you won’t be able to get a three course meal for £1.75 anywhere else!).

Carbonara & Hotpot

I’m glad you enjoyed the Carbonara. As for the hotpot, others have given feedback that the meat was cooked well and tasty but agreed with you about the lack of potato and the poor quality gravy. I’m sure that you raised your concerns with the staff immediately because there is clearly nothing that I can do now and if you did, then I’m sure that Sergeant Taylor will review the recipe to ensure that the issues you highlighted are resolved.

Shepherd’s Pie

Again, I’m glad you enjoyed the pie in both quality and quantity. Thank you for letting us know.

Comment: Please could you provide salad dressing with the salad. Not salad cream, but actual salad dressing.

Answer: Many thanks for your request for salad dressing to be available – it now is. If not obvious in the dining room, please do not hesitate to ask a member of the staff for it.

Comment: Please allow desserts to be replaced with a piece of fruit.

Answer: I am happy to confirm that you can actually take any sweet of an equivalent price, whether it is a piece of fruit or a yoghurt or a different hot or cold dessert. All the till operators are aware of this.

Other recurring issues that were responded to included the fact that the menus are subject to review on an ongoing basis to eliminate less popular options and to target replicated options.

Portion sizes for protein items have been questioned and customers were assured these met sanctioned amounts: healthy eating options are being addressed at a central level.

There has been excellent feedback for many menu choices, and it is gratifying that people have taken the trouble to comment on this. Squadron Leader Sidebotham stressed the necessity of identifying dishes that appear less than acceptable at the time of the meal, and bringing concerns to the attention of Mess staff immediately, as it is difficult to assess the complaint once the dish has been taken off for the day.

One theme that stood out strongly amongst all the feedback was praise for all the staff across the Messes; for their consistently quality service and great attitude. It is naturally easier to criticise than compliment, but the staff really do appreciate being appreciated.

Menu changes have since been made in response to ongoing feedback, resulting in the PAYD 2 food offers which aim to appeal to consumers’ demands and appetites.

If you have further comments or enquiries, please feel free to contact Sqn Ldr Mike Sidebotham on ext. 7238, or ISS General Manager, Richard Fletcher, on ext. 7624.

Some comments and answers have been edited for reasons of space, but the integrity of the communication has been maintained. All original comments sheets and replies may be viewed at Catering Head Quarters.

www.iss-rafcrl.co.uk/waddington

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www.iss-rafcrl.co.uk/waddington
56(Reserve) Squadron has a rich and varied history and one that is an enduring source of pride for all those that serve there. World War I Victoria Cross recipients Captain Albert Ball and Captain James McCudden are two members of the Squadron to have gained historical prominence. Less well known outside of the Squadron but whose contribution was equally important was Sergeant William Sanfrid Appleton (RAF Service number 16156). A visit to the Squadron by a number of his family acted as a timely reminder to all that the principles and ideals held dear in 1916 remain highly relevant today.

From its inception on 8 June 1916, 56 Squadron has been closely aligned with the introduction of newly procured equipment. March 1917 saw the Squadron bring the Royal Aircraft Factory’s new Scout Experimental (SE) 5 fighter/scout into service and, a month later, test the aircraft in combat after being deployed to the Western Front. The SE5 quickly established itself as an extremely stable and forgiving aircraft, perfectly suited to the many novice pilots serving on the Front at that time. Armed with a wing mounted Lewis gun and a synchronised .303 inch Vickers machine gun, the aircraft’s inherent stability made it an ideal firing platform. However, the new hydraulic-link Constantinesco Interrupter Gear (known as the CC gear), which timed the firing of the machine gun to miss the wooden propeller blades, was poorly fabricated and proved somewhat unreliable. Many aircraft returned from patrol with their propeller blades shot through.

Having been detailed to take charge of the CC gear for 56 Squadron, Sergeant Appleton quickly became familiar with its workings. Thanks to his undoubted engineering prowess, coupled with an unerring determination to both maximise the aircraft’s potential and enhance the pilot’s chance of returning to base, he set about implementing various adjustments to the gear’s construction. The changes he introduced immediately heralded a significant improvement in propeller life. This was borne out in October 1918 when No.3 Brigade reported that whilst 12 Wing achieved 1 propeller written off per 10,500 rounds fired, 13 Wing (including 56 and its sister squadrons) achieved 1 propeller per 22,900 rounds fired. The report noted that, “This reflects great credit on the N.C.O.’s and gearmen responsible for timing machines”.

For his tireless work, Sergeant Appleton was initially recommended for the Médaille Militaire but bureaucratic problems meant that sadly this award was never bestowed. He did, however, receive the Meritorious Service Medal, becoming the only member of the Squadron to be awarded this medal during the Great War.

On 21 November 2011 the current OC 56(Reserve) Squadron, Wing Commander Noz Lyle, hosted Sergeant Appleton’s daughter, Stella Humm, his grandsons Ray Humm and Michael Appleton and granddaughter Mary Parfitt during a visit to the Squadron. As well as inspecting various pieces of memorabilia that detail Sergeant Appleton’s contribution to 56 Squadron’s war effort, they enjoyed a presentation from Master Aircrew Panda Hyams on the Squadron’s history from its formation to the present day. Finally, as a mark of appreciation, Wing Commander Lyle presented Stella with a picture detailing her father’s history and achievements on the Squadron. It was heart warming for them to see that Sergeant Appleton’s memory remains revered within the Squadron and, despite both the passing years and the many technological advancements made in that time, that William’s approach would...
still find favour in the modern air force. Indeed, as 56(Reserve) Squadron in their
current role of Test and Evaluation look to optimize the UK’s Joint Air Command and
Control and Intelligence, Surveillance and Reconnaissance capabilities the attributes
shown by Sergeant Appleton and his colleagues remain an essential part of the
Squadron ethos.

Thanks are due to Mr Lew Paterson
for providing the historical detail contained
within the article and RAF Waddington
Photographic Section for the visit photographs.

Newark Air Museum’s earlier
appeals to establish contact with
former V-Force personnel has resulted in a steady influx of
new contacts. However with just over three months to go to the reunion gathering they
are mounting one last push to establish contact with any former V-Force personnel
across the UK and around the world.

The two day event on Saturday 28th and
Sunday 29th April 2012 is being organised
by the same team as the hugely successful
2004 / 2010 events; and it will follow the
same basic format. This years gathering
of former air and ground crew will commemorate 60 years since the formation
of the V-Force; the 50th Anniversary of the
Cuban Missile Crisis; and with a special
reference back to the 30th Anniversary of
the Falklands Campaign.

As before the reunion side of the event is
being organised by a team of former V-Force
Officers aided by the Newark Air Museum; the
overarching aim is to bring together as many
former aircrow and ground support staff
as possible. This team is keen to hear from
any former personnel and full details of the
activities planned and how to join the reunion
can be gathered from their excellent Reunion
website www.vforcereunion.co.uk

In the UK the museum is particularly
interested in contacts from in and around
the 10 designated V-Force Bases, where it is
known that many former crew members still
live. These locations are at:

RAF Coningsby, Lincs
RAF Cottesmore, Rutland
RAF Finningley, South Yorks
RAF Gaydon, Warks
RAF Honington, Suffolk
RAF Marham, Norfolk
RAF Scampton, Lincs
RAF Waddington, Lincs
RAF Wittering, Cambs
RAF Wyton, Cambs

Plus no V-Force event would be possible
without also mentioning RAF Akrotiri in
Cyprus and the various dispersal airfields
around the world, too many in numbers
to mention.

Additional contact work is being carried
out around the various manufacturing sites
for the Vickers Valiant at Weybridge; Avro
Vulcan at Woodford, Chadderton, Bracebridge
Heath and Bitteswell; and the Handley Page
Victor at Cricklewood and Radlett.

The Newark Air Museum is located in
eastern Nottinghamshire close to the border
with Lincolnshire, is the home to Vulcan
XM594, which saw local service at both RAF
Scampton and RAF Waddington, with 27, 101
and 44 Squadrons between 1963 and 1982.

The event is open to the public and it
all looks set to be yet another tremendous
weekend, with lots of visiting groups with
displays relating to the V-Force. Regular
updates are now appearing on museum website
www.newarkairmuseum.org and we hope that
you will be able to assist in this project.
Why not try two fine examples of Lincolnshire hospitality?

Enjoy quality home-cooked cuisine from locally sourced produce; well-kept traditional ales and a wide range of house wines all in a relaxed environment with roaring open fires, comfortable furnishings, but above all, a warm welcome and friendly service.
On Christmas Eve 1941, Waddington’s 44 Squadron received a Christmas present: the first of the new Avro Lancasters, which would replace its aging and inadequate Handley Page Hampdens.

Although the Lancaster was not perfect - early aircraft suffered from cracks in the wing skins, wingtip failures and unreliable turrets - the new aircraft was welcomed by air and ground crews alike. It was obvious that the new machine was a vast improvement and this improvement led to a bold plan, outlined in Bomber Command Operation Order no 143, now held in the National Archives at Kew. A\n
The Order concluded that the new Lancaster should be able to cross the coast of France in daylight at a weak point, penetrate deep inland without meeting serious opposition and attack with comparative precision vital targets which had not so far been attacked due to the difficulty of finding them at night or because of their distance. Such an attack “should cause considerable alarm and despondency among the population”.

The target selected for the experiment - Operation MARGIN - was the MAN Diesel Factory at Augsburg, deep in Bavaria, a major producer of diesel engines for German U-boats. Two squadrons were detailed, Waddington’s 44 Squadron and 97 Squadron at Woodhall Spa, each providing six aircraft plus one reserve.

The 44 Squadron formation would be led by 25 year old Squadron Leader John Nettleton from South Africa, a first tourist pilot who had carried out fifteen operational sorties. A former merchant seaman who had joined the RAF in 1938, Nettleton was well aware of the appalling losses being suffered in the Battle of the Atlantic. 97 Squadron would be led by 23 year old Squadron Leader John Sherwood, who was commissioned into the RAF in 1937. He had been awarded the DFC during his first tour and also held a bar after a daylight raid on the Scharnhorst and Gneisenau at Brest.

During the week of 12-16 April, both squadrons were taken off ops to practise low level formation flying and bombing on the range at Wainfleet. The final practice flight took the bombers south to Selsey Bill, north to a practice target in Inverness and then back to base. Before the raid, only the formation leaders had been let into the secret about the target, but whatever they were practising for, the crews knew it would mean a long flight at low level.

The crews learnt their target at simultaneous briefings at 1100 hrs on Friday 17 April. Waddington crews greeted the news with a quiet gasp. At Woodhall Spa, some men burst out laughing when the curtain was pulled back to reveal the route and target. It was some seconds before they realised that it wasn’t a joke, they really were expected to fly deep into Bavaria in daylight!

In 44’s formation, Nettleton led the first vic of three, whilst the second vic was led by Flight Lieutenant Nick Sandford, who always wore pyjamas under his flying gear. The wingmen for both vic leaders held a cluster of DFM’s. Unfortunately, space does not allow each man who took part in the raid to be named but each aircraft carried a crew of seven, who had vital roles to play and who all took the same risks.

Sherwood led the first vic for 97 Squadron. On his right wing was Eric Rodley. Before going out to the aircraft, he had seen other crewsmen getting hold of extra armour plate to protect the parts of their body that they considered most vital! Improvising, Rodley quickly grabbed his steel helmet and placed it on the pilot’s seat before settling down. He spent the entire flight rocking gently on his upturned tin helmet.

F/L David Penman led the second vic of three. On his right was 22 year old WO Tom Mycock, who had already won a DFC over Brest. FO Ernest Alfred Deverill, a Halton Brat (ex-apprentice) was on the left wing. He had flown over a hundred operational sorties, mostly in Coastal Command, and had won the DFM for bringing back a damaged Hudson with a dead gunner and a wounded second pilot, after an attack by three Me 109s.

Both squadrons proceeded independently to the rendezvous point at Selsey Bill on the afternoon of 17 April. From there the two formations crossed the English Channel and flew into France east of Caen at 1645 hrs. Nettleton led his crews down to twenty to thirty feet, so low that they had to ease the aircraft up to clear trees in their path.

In Sherwood’s aircraft, it was thought that Nettleton was taking them north of track. The two formations planned to separate
near the target and attack independently but Sherwood decided to follow his navigator’s advice now and the two formations began to separate, eventually losing sight of each other. 44 Squadron’s flight path took them close to the Luftwaffe airfield at Beaumont-le-Roger. Warrant Officer Hubert Crum’s Lancaster flew along the perimeter track as three German fighters were landing. The Lancaster crews hoped they had not been seen, but when the 109s stopped their descent, retracted their wheels, and climbed away from the airfield, it was obvious they had been spotted.

In the rear vic, Warrant Officer Joe Beckett’s crew was the first to die. Hit by a hail of cannon shells, the aircraft became a mass of flames, dived into a clump of trees and disintegrated. Then Crum’s fuselage was ripped apart by cannon fire. With two gunners wounded, his Lancaster crashed and exploded in a giant fireball with the loss of all the crew.

However, with the Lancaster’s whole port wing on fire, they kept going. Mycock stayed on the bomb run until he knew his bombs had gone. Then his Lancaster reared up, passed over Pennan’s aircraft, and plunged into ground. There were no survivors.

When they were clear of the target, each aircraft climbed to a higher level and returned to the UK in darkness. The remaining four aircraft of 97 Squadron landed at their home base south of Paris. Further south, 97 Squadron continued unmolested. Once south of Paris, the formations turned for the final leg to Augsburg.

ON TARGET

Nettleton and Garwell were first to attack. They approached from south then made their bomb run from the east. The factory showed up clearly but they immediately met light flak and both Lancasters were hit repeatedly. Nettleton climbed to drop his bombs then started evasive action. Garwell followed but, after dropping his bombs, the Lancaster was hit. The fuselage aft of the cockpit was like an open furnace. Garwell crash-landed the Lancaster; he and three of his crew survived, but the other three crew members died.

Nettleton, alone, turned for home. 97 Squadron arrived just after 44's attack and received heavy flak. Sherwood’s formation was the first to attack, but just after he had dropped his bombs, black smoke was seen pouring from one of the engines. One of Rodley’s gunners saw Sherwood crash in a “flaming chrysanthemum”. Pennan’s formation was next. With three miles to run to the target, Tom Mycock’s aircraft was hit in the front turret, probably killing the front gunner but definitely setting the aircraft on fire. Mycock and his crew could have done several things at this point. They could have climbed away to try to bail out or they could have jettisoned the bombs to make an immediate crash-landing. However, with the Lancaster’s whole port wing on fire, they kept going. Mycock stayed on the bomb run until he knew his bombs had gone. Then his Lancaster reared up, passed over Pennan’s aircraft, and plunged into ground. There were no survivors.

Back in England, congratulations came from the Prime Minister: “To be rec’d for DSO if later found to be alive.” Miraculously, Sherwood was alive, thrown clear from the crash still strapped into his seat. The rest of his crew were killed.

What about Tom Mycock? In any other operation, Mycock might have been awarded a Victoria Cross. But Nettleton had already received the award, Sherwood’s recommendation had been disallowed and no other posthumous award existed in 1942. Mycock’s gallantry went unrewarded.

Whilst the physical results of the raid were not great, it was a huge propaganda success and Nettleton and others appeared in the newspapers and in newsreels. But the raid was not repeated. The loss of seven out of twelve Lancasters and crews made such attacks unsustainable. Of the eighty-five men who set out from Waddington and Woodhall Spa, thirty-seven were dead and twelve prisoners.

There will be a presentation on the Augsburg Raid in the Nettleton Room at 1400 on Wed 18 April – all station personnel are welcome to attend. Additionally, a joint dining-in night will be held in the Sgts’ Mess to commemorate the 70th Anniversary of the Raid on Thu 19 April.
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Well, not much has changed really, although the bikes are now much lighter and more powerful. A local club trial typically includes 40 observed sections. The object is to ride through each section without putting your foot down. If you were any good on a BMX, then you’ll probably take to trials riding quite easily. For the bigger competitions, longer off-road sections require higher levels of fitness, stamina and bike preparation. However, they are also great fun.

Currently there are 5 Waddington riders who compete regularly in the local area. Senior Aircraftsman Dave Mason from GEF purchased his 250cc Montesa motorbike for a bargain £800 last year and is totally new to both motorcycling and trials riding. The only other equipment that he needed was a helmet, a pair of boots and a bike rack for the back of his car. Dave has quickly taken to the sport and has proved that he is willing to attempt any obstacle, no matter how daunting.

Corporal Si Cummins, on the other hand has ridden an enduro motorcycle for many years but has recently invested £4,000 in a brand new 250cc Sherco, so we are expecting great things from him over the coming season. Sqn Ldr Jem Waring continues to use a 1970s twin-shock Montesa in the easier competitions, which just goes to show that it doesn’t matter what bike you have, or what level you can ride to, there is always the opportunity to get out and frighten yourself.

Motorcycle Trials riding is fully recognised and supported by the RAF Sports Board, which grants travel authority to a number of competitions each year. Consequently, the team has been competing in Jersey, Guernsey, the Isle of Man, and mainland UK for many years. Our next big outing is to the Guernsey 2-Day Trial over 3 and 4 March and we are always looking for newcomers, both to ride and to act as mechanics. Subject to budgetary approval, a van, fuel card and ferry ticket are provided, which just leaves accommodation and food to pay for. To see a video of the team completing a lap of Jersey last November, log on to http://vimeo.com/32359923.

If you fancy having a go at trials riding, why not join us at one of our practice sessions near the Humber Bridge. That will give you the chance to see what we do and try out a few bikes. You can also chat to the current riders and see whether this relatively cheap form of motorsport might be for you. For details contact Squadron Leader Tom Collett 01522 726845

MOTORCYCLE TRIALS RIDING AT RAF WADDINGTON

By Squadron Leader Tom Collett

For a number of years now RAF Waddington has had a healthy number of motorcycle trials riders who regularly compete both locally and at inter-service level. The more experienced among you might remember the ‘Kickstart’ TV programme from the 1970s where Peter Purves would try not to laugh as riders tested themselves against a variety of natural and man-made obstacles.
Kerry is currently ‘down training’ after an intermittent season this year of returning from the Falklands and being posted from Shawbury Medical Centre into the Gym at Waddington. She said ‘It’s been a struggle this year with a lot going on, it’s sometimes hard to keep your head straight and concentrate on the tasks in hand’.

Bobsleigh physical training consists of daily weights and three times weekly sprint training along with physio based core and stretch sessions as well as the well needed active rest days.

Kerry admitted ‘Training is tough but then I wouldn’t expect any less when representing Great Britain and the Royal Air Force. The start of each training phase is the hardest part, my programme tends to change every 4-5 weeks and my body definitely feels it, even after doing it for a few years. The end of the season is also tough in a different way as we are advised to cross train and stay away from the weights (basically do whatever we like such as circuits, spinning etc) and my body doesn’t know what has hit it normally and I really ache’.

The Inter-Services competition this year was 25 Feb – 12 March 2012 in Austria at the Igls track which has previously been used for the Olympics.

The Royal Air Force team has a good chance of doing very well in both the male and female bobsleigh as well as in the Skeleton Bobsleigh and Olympic Luge competitions. Kerry has been concentrating on coaching the RAF team rather than racing as current coach, Sergeant Michelle Coy, is soon due to leave the RAF.

Speaking before the event Kerry said . I really enjoyed coaching the RAF novice camp in December and look forward to encouraging the new athletes further with more challenging driving lines and faster starts in preparation to compete against the Army and the Navy in Austria. There are some really promising athletes coming through in the RAF at the moment who have attended the Great Britain trials including Flying Officer Louise Webster (from RAF Waddington) and John Baines. Stuart Benson and Keith McLaughlin are currently competing for Great Britain in the World Cup. So with all this talent the Inter-Service competition should be a close run event.

See next issue for a full report from the Combined Services Ice Championships.

A recent result in Switzerland (Jan 12) for Corporal Kerry Cockman of RAF Waddington’s PEd Flt, sees her well on her way to the Winter Olympics 2014 in Sochi, Russia as a British Bobsleigh pilot. Kerry joined the Royal Air Force in 2004 and began her Bobsleigh career in 2007 whilst at RAF Marham, she has been around the world ever since representing the Royal Air Force and Great Britain on both the Europa Cup and World Cup circuits.
So far this year we have already had a great deal happen including the restart of our Community Support Road Show programme around Station, visiting personnel in their places of work; and our outreach programme visiting families living away from Waddington at Cranwell, Digby and Scampton. In late January a couple of other members of the team and myself visited some of our 39 Squadron personnel and their families at Creech Air Force Base, Nevada, prior to their move back to UK later this year.

What a busy start to 2012 supporting our community! If 2011 was our busiest year on Station, 2012 is already shaping up to be even busier as we appear to be cramming in even more.

In late 2011 you may have read of our work joining in partnership with 4Children, to provide seamless provision on Station for all our children and young people; our 0 – 19 programme. I am really pleased to report that this has begun to take shape with our nursery and after schools provision going from strength to strength. 4Children have really put a lot into this partnership, investing a lot of capital and have worked hard to improve provision quickly. They were recently inspected by OfSTED in both areas of work and achieved ‘good’ status.

In the coming months we will continue to work hard together to develop our pre-school and families provision and I’m sure by the end of this year people will see a real difference in the support that’s available to them.

‘Airplay’ at Waddington continues to be a huge success, with the support of the Royal Air Force Benevolent Fund (RAFBF) continuing to make a huge difference to the children of service personnel engaging more in the services offered. In February, the Station was delighted to host two RAFBF...
visits to Airplay on Station, marking some of the successes we have seen in recent months.

The most exciting event was a visit by a British Forces Broadcasting Service (BFBS) film crew who came to Station during February half-term to do an article on our sports and play facilities and film one of our holiday sessions. The article will be broadcasted later this year, highlighting the large investment made in facilities by the RAFBF and the difference that their funding has made in employing dedicated Station Youth Work staff, increasing the opportunities on offer to the children of our personnel. I know that the event was enthusiastically received by the 20 or so young people participating, hopefully they will enjoy their 15 minutes of fame later in the year!

The most exciting event was a visit by a British Forces Broadcasting Service (BFBS) film crew who came to Station during February half-term to do an article on our sports and play facilities and film one of our holiday sessions..”

During 2012 the Station will continue to work hard to provide support to families affected by deployment and separation through duty, building on our success of the past year or two. With more families than ever being affected due to ongoing operations, separation due to training and other deployments will again, be a difficult period for many. The Station have a couple of major initiatives planned over the next month to provide some support and let Service personnel and families know that their efforts and ongoing support to Defence is recognised and appreciated.

Looking ahead, we are already planning a couple of memorable events to look forward to in 2012. Two events of note will be the visit of British Forces Broadcasting Service (BFBS) who will be running a live radio road show event at this year’s Families’ After Air Show Party. National Families week in August is set to be a huge event that all our families are welcome to attend.

2012 promises to be a huge year for Community Support at RAF Waddington but, if you have any comments, questions, or any suggestions on what we can do to further improve our services, please get in touch with any member of the Community Support Team. Your feedback and suggestions are always welcome.

AIRPLAY IS A REAL DRAW

To mark Remembrance (or Poppy) time this year, the RAF Benevolent Fund launched an art competition for all the young people who are participating in its Airplay programme. Offering a money prize to the stations which produced the best three images, young people from RAF Waddington threw themselves enthusiastically into the challenge!

The competition developed to raise awareness that November continues to be the season of Remembrance was used to highlight that this is the time of year when we remember the men and women of the Armed Forces, past and present.

The RAF Benevolent Fund is the charity which is funding the Airplay project on RAF stations. It is the RAF’s leading welfare charity and is there to provide support to everyone who is serving in the RAF and their families too. This competition and the level of interest it caused with the Youth Club at RAF Waddington only highlights how much difference the RAF Benevolent Fund continues to make to currently RAF families and their children.

Over a number of weeks, the Station youth work staff met with young people and looked at why we should remember those who have served within the Armed Forces past and present. In considering what role the Armed Forces play in defending our country, young people looked at what makes the RAF different to the other Services, who they look up to in the RAF and what they like about living on an RAF station.

Following hours of discussion, practice and much creativity, a large number of entries from young people, made it through to the judging panel for consideration. With much celebration and excitement, RAF Waddington was delighted to hear that Jessica Hulton from the RAF Waddington Junior Youth Club had been awarded second place overall in the competition.

On Wednesday 1 February 2012, Mr Geoff Ware, the regional representative from the RAF Benevolent Fund, together with Wing Commander Jayne Casebury, Officer Commanding Base Support Wing, were on hand to present a cheque for £300 to Jessica and the RAF Waddington Youth Club. The prize, although won by Jessica, will go into ‘airplay’ funds on Stn and can be used for the benefit of any young people attending the project. No doubt the effort that will go into discussing how the money will be spent will be just as hotly debated as deciding what to draw for the competition or how the judges decided upon the prize winners.

In recognition that Jessica’s prize would be used for the benefit of many, the RAF Benevolent Fund also generously donated a personal prize of an RAF teddy to Jessica to commemorate her individual success.

Overall this was an excellent initiative by the RAF Benevolent Fund, it certainly captured the imagination of the young people at RAF Waddington Youth Club, provided Airplay youth workers with an opportunity to work with young people on an emotive but enjoyable subject and will we all hope, go some way to remind people and raise awareness in others that the season of Remembrance is an important time to remember the men and women of the Armed Forces and in particular those of the Royal Air Force, both past and present.
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TIME CAPSULE 2012
COMPETITION LAUNCHED

By AHL Howard Heeley

A central theme of Aviation Heritage Lincolnshire’s (AHL) business plan is innovative interaction with the schools, education establishments and voluntary-led young people groups across Lincolnshire.

In previous years this has involved the Poetry Competition in 2010 and the Aviation Nose Art Competition in 2011. The winning entries from the 2011 competition are still being requested for display at specialist exhibitions across the region. For 2012 the AHL Competition is based around Time Capsules and the competition will run from 1st March to 20th September, with all entries submitted and received for judging by 1st October 2012. AHL is funded by a Heritage Lottery Fund (HLF) award of £436,000 and AHL’s remit is to work with various venues to raise the profile of aviation heritage in the county, and promote aviation within schools and colleges.

Time Capsule 2012 aims to encourage young people to explore and compile information on their particular local area’s aviation and associated airfields past or present - or if they wish they can research the county as a whole. This could be either in the form of one specific historic event e.g. the Dam Busters Raid, the Waddington International Airshow or it might cover a particular period, for example the Cold War. Any information or documents from the research undertaken can be recorded using text, photographs and artwork.

In addition, all entrants will also have the opportunity to record their class, school and current local environment information, for inclusion in a capsule. The competition meets with the National Curriculum criteria in English, History, Citizenship and Art subject areas.

Up to ten time capsules will be ordered for use in the competition and these will be registered with the relevant authorities and with Oglethorpe University in Georgia, USA – the international monitoring organisation for such capsules. AHL aims to secure entries from each District Council area of Lincolnshire. In some circumstances AHL may encourage ‘Lead Schools’ to include other material from their district; with the capsule being buried in agreed local areas, such as school grounds or have them housed in registered repositories. The capsules will have an embossed lid with the name of the district, school / association, the year laid down and the year to be opened.

The age range for the competition is from 5 to 18 years old. Entry is open to all schools, colleges and youth groups. Entry forms, including time capsule storage information, can be obtained from Dave@aviationheritagelincolnshire.com or by telephoning 01529 308137.

Additional Teachers’ Education information on the county’s aviation museums and historical sites can be found on the AHL website www.aviationheritagelincolnshire.com under the homepage education banner.

“Time Capsule 2012 is another exciting opportunity for AHL to interact with Lincolnshire’s young people and also leave a lasting legacy for the AHL partnership.” Commented Dave Harrigan AHL’s Outreach and Learning Officer, he continued.

“Entrants will also be able to use the extensive education resources from the TAKE FLIGHT link on our website, which is already proving very popular with schools across the county.”

He concluded, “We are very pleased to have been able to source the time capsules locally. They are being ordered from the Ridgequest foundry, a small family business based in the village of Croft, near Skegness, Lincs.”
Seventy years ago on 17th April 1942 a daring low level daylight bombing raid was mounted by Bomber Command from squadrons based at the two Lincolnshire airfields of RAF Waddington and RAF Woodhall Spa. The target for the raid was the MAN diesel factory in Augsburg, Southern Germany.

Aviation Heritage Lincolnshire (AHL) is organising an evening talk by the aviation historian Robert Owen to commemorate the 70th Anniversary of this iconic raid at the Petwood Hotel at Woodhall Spa, which will start at 7.30pm.

The Augsburg Raid was mounted by a combined force of 12 Lancaster aircraft from 44 (Rhodesia) Squadron at RAF Waddington and 97 Squadron at RAF Woodhall Spa. Not only did the raid target a vital factory to the German U-Boat production programme but it also helped prove the viability of the Avro Lancaster as a main force Royal Air Force (RAF) bomber. These aspects of the raid will be explored by Rob Owen, who will also highlight the award of the Victoria Cross to the raid’s leader Squadron Leader John Nettleton; plus several other awards including DFCs, DFMs and a DSO.

Admission to the event will cost £5.00 per person, with proceeds being donated to the ‘Flights for Life’ charity. Tickets need to be booked in advance by contacting AHL via e-mail phil@aviationheritagelincolnshire.com or by telephoning 01529 308135/01529 308172.

Venue: The Petwood Hotel, Woodhall Spa, Lincs LN10 6QG

Updates about the events being organised by AHL can be found on their website at www.aviationheritagelincolnshire.com

Flight Lieutenant Alice Harrison of 7006 Volunteer Reserve (VR) Squadron, RAF Waddington has recently been deployed as a Liaison Officer working alongside American Forces in Afghanistan.

Alice, who joined the Reserves in 2002 has been working side by side with the Americans, delivering operational intelligence briefs and providing streamlined intelligence reports to those units engaged in particularly high threat operations.

During her time on operations Alice was struck by the professionalism of the American troops from the private marines to the officers. Equally, the Americans were bowled over by Alice. In recognition of her outstanding performance, she has been awarded the United States Navy and Marine Corps Achievement Medal for ‘meritorious achievement, initiative, perseverance and total dedication to duty’. This is only the sixth such medal to be issued to a member of the British Armed Forces since the start of the Afghan War.

On receiving the award, Flight Lieutenant Harrison said: “It was a complete shock and a real honour to receive the award. I worked alongside the commanding general of 2nd Marine Aircraft Wing at Camp Leatherneck, Major General Glenn M Walters every day and had to brief him three times a week. In return for my medal I presented Maj Gen Walters with a 7006 Sqn shield, which he was delighted to receive.

We have a very important relationship with the Americans in Helmand Province. British helicopters regularly support American troops particularly for medical evacuations and the volunteers from the medical profession on board these helicopters are considered some of the best in the world. The Americans really appreciate the support that British troops provide.”

7006 Volunteer Reserve (VR) Sqn are part of Operations Support Division who provide timely, fused, all-source operational air intelligence support and intelligence planning. Reserve forces frequently support the regular RAF and have previously deployed to Kuwait and the Gulf, Cyprus and the USA. More recently, a significant number of Reservists have been mobilised to support operations in Afghanistan.

If you are interested in joining Alice, your first step is to contact us. If you are ready to apply now to join the RAF Reserves, you can do this by following the ‘apply online’ link on the Reserves Homepage at www.raf.mod.uk/rareserves. If you would prefer to talk to someone to find out a little bit more, ring the RAF Reserves information line on 0845 606 9069.
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On 7th September 1941 Handley Page Hampdens from 44 Squadron, RAF were tasked with attacking the Deutsche Werke submarine yard in Kiel and minelaying (‘Gardening’) in the Frisian Islands.

At 2115 Hampden X2921/KM-Z piloted by 26 year old Sergeant Archibald Allen Watt, took off from RAF Waddington, also aboard were Sergeants J.R. Newcombe, A.D. Wimbush and E.S. Cox. The aircraft failed to climb and crashed in a field near Branston at 2117. The mine it was carrying exploded on impact and the fully fuelled aircraft was destroyed, sadly killing the four crew.

Following the accident the crash site would have been attended by recovery units and cleared as best as possible, returning the site to a condition suitable for its continued use as farm land. Two of the crew, Sergeant Watt and Sergeant Cox were buried in Waddington (St Michael) Churchyard.

On 11th September 1941 No. 5 Group authority was given for 44 Squadron to assume the title ‘No. 44 (Rhodesia) Squadron’ in recognition of that country’s contribution to the war effort; at the time approximately a quarter of the Squadron’s personnel were from Rhodesia. Sergeant Watt was of Rhodesian origin; his parents were Harold and Maud Watt of Bulawayo, Southern Rhodesia. It is probable that shortly before his death, Archibald Watt met the High Commissioner for Southern Rhodesia who visited 44 Squadron at RAF Waddington on 28th August 1941.

Fast forward 66 years to 2007 and Mr Sid Deaton, a member of Washinborough Archaeological Group, set out on a ‘field walk’, a non invasive archaeological practice primarily focused on surface scatter, in fields around Branston. Amongst Neolithic flint and lots of oyster shell fragments, Sid’s metal detector began to unearth shell cases which when cleaned up revealed dates ranging from 1939-1941. He went away and researched crashes in the Branston area, but initially only turned up details of a mid-air collision between two Lancasters in 1944. Luckily, a chance conversation at work resulted in an email that revealed details of a loss which matched both the location and the dates from the shells perfectly.

Sid returned to the site and late one November Sunday; amongst indications of further shells, some twisted airframe and electrical components, his detector signalled something different. After taking several further steps Sid’s curiosity led him to return to the spot to investigate. The find came out in the first spade full; a shiny item instantly recognisable as a watch bezel.

A beautiful inscription on the rear of the watch bezel immediately identified the owner; Sergeant AA Watt. A A Watt from Salisbury Staff 1940 123563 2280

Sid recorded the find with the Lincolnshire Finds Liaison Officer, but attempts to trace the family proved unsuccessful. Another 4 years passed until a Washinborough Archaeological Group article posted on the internet was stumbled upon and Sid was contacted by a member of the RAF Waddington Station Heritage Committee, who realised the significance of Sid’s find to both the Station and to Waddington village.

Subsequent research has yet to fully uncover Sergeant Watt’s service background or record of service on 44 Squadron; the only mention of him in the 44 Squadron Operational Record book is in relation to the accident.

Sid Deaton was invited to the Heritage Centre for a visit and brought Archibald Watt’s watch with him. It is hoped that with the agreement of the landowner, the watch will be loaned to the RAF Waddington Station Heritage Centre for display; along with a coin which it is thought was in one of the crew members pockets.

Seventy one years after departing the station, Sergeant Archibald Allen Watt’s watch finally made its return journey to RAF Waddington.
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The history of V(Army Co-operation) Squadron is one of varied aircraft, roles and bases. Over its 99 year life it has operated some of the most obscure aircraft and some of the most iconic. It has been disbanded and reformed 6 times and seen countless operational theatres with a list of battle honours extending from Somme to Burma and more recently Afghanistan and Libya.

On 11 February 1949, it was reformed at Pembrey in South Wales on mundane target-towing duties. Its next incarnation was in Germany where it reformed in the fighter-bomber role equipped with Vampires on 1 March 1952. Re-equipping with Venoms in December 1952 it disbanded again on 12 October 1957. Just over a year later, 20 January 1959, No 68 Squadron was re-numbered V at Laarbruch. It was now a night fighter unit flying Meteors and, from 1960, Javelins FAW Mk 4s and 5s. With the disbandment of No 33 Squadron at Middleton St George on 18 November 1962, its Javelin FAW Mk 9s were allocated to No V, now at Geilenkirchen, along with many of the 33’s crews. The squadron disbanded again on 7 October 1965, only to be reformed the very next day at RAF Binbrook in Lincolnshire with the all-new Lightning F6. These iconic aircraft remained the Squadron’s mount until 1987, being replaced by the supersonic Tornado F3 relocating to RAF Coningsby. A combined V/29 Squadron was the first RAF component to arrive in Saudi Arabia in August 1990 after the Iraqi invasion of Kuwait. The Squadron was deployed to the Gulf for 3 months in August 1990, flying air defence missions out of Dhahran. In 2003 5 Squadron was disbanded at RAF Coningsby.

V (Army Cooperation) Squadron was reformed on 1st April 2004 here at RAF Waddington, marking the dawn of a new era in the world of military Intelligence, Surveillance and Reconnaissance (ISR) for the Royal Air Force. The V Squadron of today has returned to its original roles of reconnaissance and Army Co-operation, moving away from the bomber and fighter roles of the later years of World War II and the Cold War era. It now operates the Sentinel R Mk 1 along with eight ground stations. The Sentinel is a modified Bombardier Global Express long range business jet, a Canadian made aircraft that mirrors the close association of working with the Canadians during World War I.
Monday morning
8 Sqn Engineering, 8 Sqn
Mission EDT 0700

02:30 That cannot be the alarm clock going off, feels like I have been in bed 2 minutes. My wife grumbles in her sleep showing her annoyance of me disturbing the peaceful house, even the dog looks up and written all over his face is the fact that he is not going for a walk at this horrible hour......

03:30 Three and half hours before the time of departure for the planned mission and I need to be at work and cracking on with getting the aircraft prepped for the mission. I arrived at work at 0315 and prayed that none of my team is going to let me down and turn in on time. Relief as I count them all in and brief them on what needs to be done. The team are now out on the flight line carrying out an After Flight and Before Flight servicing on the aircraft and I painstakingly begin to trawl through the aircraft F700 Documentation Folder. Every section needs to be scoped to ensure nothing has been overlooked last Friday and at this time in a morning I’m chuffed to bits I remembered to put my readers in my rucksack the night before. As I finish looking through the F700 I raise the servicing certificate for the team to sign once they have completed their tasks. Now it’s time to wake up the Engineering Operation’s controller and check in. I verify the aircraft on the mission and its serviceability and double check that the Fuel and Water is booked for the time stated on the Captains Proforma 1, thankfully all is going as planned and I have a cheeky brew. I am expecting to see the Flight Engineer 1 ½ hours prior to departure and by this time, 0530, I need to get the fuel finished and the aircraft dispatched, best I get a move on and put this brew down.... The aircraft is now serviced and after a very short time chasing signatures from certain members of the team, it is still very early remember, can’t shout too much! (Bless em) I venture out to the aircraft leaving the warm office for what I hope will be a straight forward see off (LOL!! is there any such thing anymore?) I complete the dispatch, a check of the aircraft carried out by the GE ensuring everything is ready for the crew who by now will be turning up in ½ hrs time. Fuel still going in is not something I would like to see at this stage but after a deep breath it gives me time to go through the servicing certificate and sign the dispatch. Fuel is done now and signed for; I now finish of the co-ordination of the book and sit down for 5 minutes whilst waiting for the crew to turn up. The Flight Engineer is happy with the book and cracks on with his checks; I go outside and help him with ensuring the APU and hydraulics are running up with no issues. Quick checks of Thrust Reversers are carried out and the Flaps are lowered. Last one is to see the Rotodome spinning, Done, Phew! All seems to be going OK.

06:00 By this time, 1hr prior to departure the remainder of the crew turn up, the captain takes control of the aircraft by signing the Servicing Certificate and I keep my fingers crossed none of the mission crew start playing with seats and breaking them, any easy fix but paperwork heavy. I meet the Flight Engineer by the nose door and accompany him around the outside of the aircraft ensuring all undercarriage pins are removed. Once the locks are removed I stow them in the locks box and inform the Eng that I have stowed 6 ground locks. Back on the aircraft I keep my fingers crossed nothing gets broken and make my way fwd to ask the co-pilot if he is ready for flying control checks. He gives me the thumbs up and once outside I report back on the correct movement of Stabilisers, Elevators, Rudder, Spoilers and Ailerons.

06:30 W¾ hour to departure and I am informed doors for the aircraft will be in 5 minutes. The rear door is shut and the air stairs are removed from the aircraft, I take the opportunity to have one last walk around the aircraft ensuring everything is OK on way to the front to prepare for engine start. A normal engine start sequence is declared and No 3, 4, 2 and 1 engine are started. With the fire bottle safely away I am given the go ahead to remove chocks. Last checks by the Flt Deck are carried out and the Captain asks for a Taxi declaration, I check the aircraft over and give my declaration wishing all on board a good day. As the aircraft taxies I give a final thumbs up to the Captain bringing a very busy morning to a successful end.

Now it’s time to sign in my personal tools, brief the team and have a brew. Rest of the shift will be taken up either, prepping a detachment, catching up on admin or even prepping the next flyer.

If only it went that well everyday.....!
**8 Squadron Aircrew perspective from the Weapons Controller (WC)**

**05:00 PLANNING**

After the initial crew-in brief, the Fighter Allocator (FA) will brief his team of Weapons Controller’s (WCs) on what sorties we will be controlling on that mission and allocate jobs appropriately.

Firstly we need to familiarise ourselves with all NOTAMS, these list the danger areas and warnings that are valid for our period of flying in the UK or Europe. WCs will also check Royal Flight routing for the day to ensure that sorties de-conflict with restricted airspace associated with that flight(s).

The control team will be split to cover both Blue air and Red Air and will be required to liaise direct with the mission commander (MC). The blue air WC will discuss the overall Task/objectives, the Targets we wish to destroy which will depend on whether we are flying a DCA/OCA mission, the Threat from enemy aircraft and their Surface to Air Missile (SAM) capability, finally they will discuss the Tactics to be employed in order to achieve the task, defeat the enemy and maintain flight safety throughout. This is known as the 4 T’s.

The Red Air WC will liaise direct with the lead Pilot of the Red air and they will discuss a plan in order to counter the Blue air, utilising real world foreign tactics and simulating their aircraft capabilities.

Once blue/red WCs have finished their in-briefs they will then brief the whole crew on the "GAME PLAN" ensuring they have liaised closely with the ESM operator on the Threat being simulated and the FA, Tactical Director and Surveillance Controller on the Rule of Engagement being employed.

**07:00 AIRBORNE**

Once airborne the WCs will manipulate the control system to input the airspace, NOTAMS and other sortie specifics such as Combat Air Patrol positions in preparation for the simulated air-to-air war that they have planned for with the fighter squadrons.

Before the “war” starts the weapons and surveillance teams will carry out a pre-sortie brief to discuss contracts on looking out for strangers, actions in the event of an emergency and who will have control of tracking the enemy aircraft and updating their identification from bogey all the way up to HOSTILE in accordance with the ROE!

Once the war starts the WCs will paint a picture using voice in order to give as much situational awareness to their fighters aircraft, they will assist in monitoring groups that cannot be targeting initially and also update the fighters when the enemy manoeuvre. The WC will also give pertinent information when aircraft have been locked-on by the enemy and offer an escape route or snap other fighter’s to help them out.

“magic - 3 groups champagne, 15 wide 10 deep, weighted south. north lead group bullseye 270/5, fifteen thousand hostile, south lead group twenty thousand hostile, trail group forty thousand hostile two contacts”

While all this is going on WCs are also having to give stranger calls on non-participating aircraft and depending what air traffic service they are employing take appropriate action in order to maintain the minimum separation required.

**16:00 POST MISSION**

The WCs will debrief with the MC of both Blue/Red air and talk about the mission and how it went and ultimately if we defeated the enemy without any friendly air losses. It is important that we all debrief honestly and we take forward the lessons identified as next time it could be for real!

**17:00 Engineers receive the aircraft for recovery and post flight checks...**

As you will appreciate two very differing job profiles but two that are intrinsically linked to achieve the effect that 8 Squadron and the wider ISTAR aspect of RAF Waddington deliver on behalf of Air Command. This fusion helps maintain and execute missions to the highest standards to ensure that all are delivered in a timely and effective manner, whether in peace time or time of conflict. I would like to thank both the engineers and the aircrew who took the time to put pen to paper to give a wider audience a small insight and an appreciation of their working day.

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**HIGH ROPES FORCE DEVELOPMENT AT RAF LEEMING**

On a cold and frosty February morning, 6 members from Logistics Squadron Supply headed north, to RAF Leeming to make good use of the High Ropes facility.

I t made a change for a few of the team, as it was the first time they had left Lincolnshire for many years! However the objective for the day was to build confidence, trust, team building, motivation & encouragement.

RAF Leeming gymnasium staff (Greg & Adam) were excellent, shortly after our arrival we were kitted out with helmets and harnesses; we were shown how to put them on but more importantly how to make them secure! Following this we were comprehensively briefed on the day’s events.

Next we walked out to the training area, this time we were standing all in a row with Greg standing to the rear, he asked us to put our hands behind our backs and to display a number of fingers to let them know how scared (on a scale of 1-10) some of us might be and so they had an idea of how far to push us.

The first stand was the ‘Descender Fan’, we all took turns stepping off the ledge with the fan controlling our decent to the ground. Quite nerve-racking for those who were doing it for the first time, however, it did give us confidence in the kit that we were using.

The second obstacle was a team event where we were split into teams of 4 (Greg & Adam took part,) we had to climb up onto a 24’x15’ platform, join arms, then lean back as far as we could while relying on your team members to keep you on the platform, but more so on your opposite number who was on the ground baying you! He was your safety man and had your life in his hands.

From this was a well deserved lunch break and we spent it as a team in the Junior Ranks Mess where the quality of Pay As You Dine was complimentary amongst the junior ranks.

Back to the course, another stint on the ‘Descender Fan’, this time with a twist; Greg took the lead and one by one we were asked to face backwards, close our eyes and step off, all of which did, apart from me! No chance!

‘Jacobs Ladder’ followed and with a lot of hard effort, motivating, ideas on how to get to the top, more encouragement, team mates standing on shoulders and heads and so on; both teams managed to get 2 members sat on the top rung – excellent achievement.

Finally, the last event (right) we all took turns in jumping the gap ‘Jacobs Ladder’ followed and with a lot of hard effort, motivating, ideas on how to get to the top, more encouragement, team mates standing on shoulders and heads and so on; both teams managed to get 2 members sat on the top rung – excellent achievement.

Finally, the last event (right) we all took turns in jumping the gap but on the return journey you had to do it with your eyes closed!

What did we get from the day? A great deal; communication, encouragement, teamwork, trust – everything that we had set out to achieve. However it could not have been done without Greg & Adam.

Would we do it again? YOU BET!!!
The RAF Best Advanced Apprentice of the Year Award recognises the best of the best and Paul was selected for the top award from a field of some 2,500 personnel engaged on the apprentice programme. His selection therefore, is a fantastic achievement and represents a resounding endorsement of his commitment and aptitude that has enabled him to triumph in the face of incredibly stiff competition. Paul is the latest winner of the top honour from a scheme that has produced such distinguished luminaries as Sir Frank Whittle, the father of the jet engine and Olympian Donald Finley. Moreover, the honour of winning Apprentice of the Year has taken on even greater significance this year, as the RAF Apprenticeship Scheme celebrates its 90th Anniversary.

For Paul, the award is the culmination of a 5 year journey of personal and professional development and should therefore be termed an endurance race rather than a sprint. Despite the considerable personal challenges of balancing his continued professional development against the demands of his primary duties. He has single-mindedly focused on learning and developing the skills necessary to be part of enabling today’s Royal Air Force to create tomorrow’s Future Force, through world class training and development opportunities. Paul is a worthy recipient, upholding the finest traditions of service and excellence among the apprentice cadre; the history of which can be traced back to Lord Trenchard and the birth of the RAF.

Indeed, it was the vision of Lord Trenchard to have an apprenticeship scheme for young people whose main focus was to provide skilled engineers in order to keep pace with the rapid technological advances of the time. Today, almost all personnel have the opportunity to undertake an RAF apprenticeship, the benefits of which still exactly match the words issued by the Air Ministry at the start of WW11 to encourage young people to enlist in the Royal Air Force as an apprentice:

“Medical attention, good and plentiful food, clothing, general welfare, liberal leave, and adequate pocket money are all given to the boy whose parents have decided that they shall also be given highly skilled and continuous instruction until they become equally skilled in one of the many trades which are necessary to the maintenance of the Royal Air force”

Clearly these words would have encouraged many young men and women of that time to enlist and perhaps some of, or all of these benefits, encouraged Paul to enlist on the 05 July 2006 as an Aircraft Maintenance Mechanic. Following basic training at RAF Halton, which for many years was the home of the No1 School of Technical Training and synonymous with RAF Apprentice training, Paul moved onto RAF Cosford, the new home of the No1 School of Technical Training to commence his AMM training. After graduating from Cosford on the 21 May 2007, Paul was posted to RAF Coningsby to work on the Typhoon aircraft on No 11 Sqn. A little under 2 years later on the 03 March 2009, Paul returned to RAF Cosford to commence Phase 2 technician training and successfully graduated as a technician on the 01 March 2010.

Following further training, Paul was posted to No 8 Sqn here at RAF Waddington, where he is employed on the Sentry aircraft Mission System Trade Desk. From the start of his tour he has proven to be an excellent technician and superb all-rounder, quick to learn, with a real thirst for knowledge and genuine willingness to tackle the toughest challenges. It was these qualities that ensured Paul was a member of the first engineering team to deploy in support of Op UNIFIED PROTECTOR last year. It is during that time that Paul reinforced his determination to succeed. It would have been all too easy and understandable that his progress toward gaining a Modern Apprenticeship would be interrupted during his time away from MOB. For Paul though, this was simply another opportunity to be exploited and a chance to ensure he completed his Modern Apprenticeship ahead of schedule.

Paul admits that completing the apprenticeship has been challenging, but very rewarding and he is enormously proud to have his achievements formally recognised with the Best Advanced Apprentice award. However, not content to rest on his laurels, he has already embarked on studies toward gaining a City and Guilds Level 3 qualification in Management. In addition, Paul is looking forward to commencing the 2nd of his aircraft type specialist Q courses and having the opportunity to apply the theoretical knowledge gained in a practical environment.

Next for Paul, is an appointment at the House of Lords on the 14 March 12 to take part in an event to celebrate the excellence of Aeronautical Training in the Military, of which the RAF Apprenticeship Scheme is a fundamental component. Following that, he is keen to continue exploiting every opportunity to develop his personal and professional qualifications for the future.
It's been a busy start to 2012 on Waddington’s premier Operational Squadron. Whilst other Squadrons are tending to their gardens and busy making TV appearances the Crusaders have continued to keep up the high tempo of multi theatre Operations, preferring to preen the roses on the Pergola and varnish the decking on their Post Operational Deployment Leave.

The pace of Squadron tempo back here in the UK has not dropped either. As you read this another ‘Operational Conversion Course’ is up and running training the latest recruits to the 14 Squadron family. With more of the ‘cream’ of the RAF’s multi engine aircrew heading our way we’re developing an embarrassment of riches in the talent department. It seems the word that 14 Squadron is the place to be is spreading at pace.

Early February saw the visit of Air Marshall ‘Timo’ Anderson to the Squadron. As a former Officer in Command of 14 Squadron and now Chairman of the 14 Squadron Association it was a pleasure for Wing Commander Moir and his Squadron to welcome him to the recently reformed version of his former steed. Air Marshal Anderson took the opportunity to fly with Flight Lieutenant’s Cottle and Ball, meet members of the Squadron and of course lead the charge at the obligatory beer call. Rumours are abounding that the beer was still flowing in the city into the early hours led valiantly by Officer Commanding 14 Squadron.

As part of his visit Air Marshal Anderson was on hand to oversee the presentation of the annual Grieve and Smith Memorial Trophy. This prestigious award is granted to the member of 14 Squadron who is judged to have made the most significant contribution to life on 14 Squadron during the year and honours the memory of Flight Lieutenant’s Mike Smith and Alan Grieve who were tragically killed in a mid-air collision over northern Germany in January 1989. With her family in attendance the very deserving and truly humbled recipient this year was Corporal Rachael Mills. To rousing applause Rachael received her award from Officer Commanding 14 Squadron with her equally proud mum Collette smiling on.

The engineering team at Number 2 hangar has seen some changes in the early part of 2012. With her promotion to Squadron Leader we are delighted to announce that Claire Felipes remains on 14 Squadron as our Senior Engineering Officer. Moving into her recently vacated Junior Engineering Officer position is Flight Lieutenant Mandy Singleton; a huge welcome to Mandy and congratulations to Claire. Away from the office our engineers have been busy too with new arrivals galore, with many couples celebrating their new additions to their families. Wedding bells have been ringing as one couple tied the knot on Valentine’s Day, whilst other couples celebrated their special day last month.

Early slipping through the net from our last article was the AOC’s commendation bestowed upon Senior Aircraftman (Technical) Lewis Preece, another proud moment for the Squadron. Huge congratulations to all from the rest of 14 Squadron.

It’s not been all flying for us though and making the most of their time in the UK, Sergeant Nick Everingham led a group of nine 14 Squadron personnel on a tour around London’s Zeppelin damaged buildings on a one day staff ride in late February. Given the distances involved between each of the sites luckily for the nine members of the group many of the sites were conveniently located near welcoming venues dispensing cool refreshing beverages.

All that remains for this issue is to for us to wish 8 Squadron a comfortable break in the States as we’d heard 3 weeks in Oman was just a little too warm for them, don’t forget to water the roses whilst you’re away though! And a little piece of advice for anyone with car mounted Squadron crests...stronger magnets required next time!
Armed Forces Day will again be an opportunity for the public to say thank you and recognise the outstanding contribution the Armed Forces community makes to this country.
It is often good to do something different, and I have recently achieved that by deploying with the Army to Kabul. My job was to support personnel from all three Services based in and around Kabul. So often the media is filled with bad news from Afghanistan, but I was privileged to see some of the good things being achieved there.

The Army unit I worked with conducted regular foot patrols to meet the locals and identify areas where we could help them and so I found myself pounding the streets of Kabul. Although we train for this, it’s not something many of us do in the RAF and I have to confess to being a bit nervous the first few times I went out. However, bolstered by the excellent pre-deployment training given by the RAF Regiment and the sheer professionalism of the Army I quickly grew in confidence in this role.

We were often swamped with children asking for pens or chocolate and an abiding memory of these patrols is the poverty I saw. I struggle to reconcile this with some of the excesses of our own society and I found a visit to Meadowhall in Sheffield after my return particularly difficult. Meeting the maleks (local leaders) was the most interesting part of these patrols and they told us much about the history of Kabul and were always grateful for the work we did. One spoke to me about the new stability and freedom they saw in Afghanistan which meant their children could now be educated. We conducted humanitarian aid drops and the maleks would take us to the houses of the poorer members of the community.

We also went into several schools where we had refurbished classrooms. The teachers often worked double shifts as children attended in either the morning or afternoon so twice as many could be taught. There was an enthusiasm for learning not always found in this country. In Afghanistan a good education is often the only route out of abject poverty. The head of one of these schools said they had been blessed by Allah through our work, and may Allah bless us. Allah is Arabic for God and this comment reminded me that one way we serve God in this life is by helping others. Recognising one another’s needs and offering help is something we can all do, wherever we find ourselves.

PHOTOS

TOP
Humanitarian Aid Drop at Christmas

INSET
Foot patrol

RIGHT
Children on foot patrol in September

BOTTOM
Humanitarian Aid Drop at Christmas,
RAF WADDINGTON
STATION CHARITY UPDATE

By Flt Lt Whitfield

Charitable Work has always been important to the personnel of RAF Waddington and, despite the pressures of ongoing operations, there is no sign of this good work abating. The Station Charities Committee meets monthly and comprises personnel of all ranks from all sections of the station.

The Committee has two main functions; firstly, we are responsible for distributing a portion of the Air Show profits to local worthy causes – in 2011 we distributed approximately £20,000. Second, we collate and co-ordinate all the charitable activity which RAF Waddington personnel participate in.

Meetings to decide on the allocation of Air Show income are held quarterly and always provoke lively debate and discussion. We use a scoring matrix to ensure an appropriate degree of objectivity but there is still opportunity for committee members to influence which organisations receive RAF Waddington’s support. During the last quarter RAF Waddington allocated funds to support several diverse projects including the purchase of an electrical hospital bed for St Barnabas (Lincolnshire) Hospice, the purchase of outdoor play equipment for Bracebridge Heath Pre-School, a new strip for Cranwell Junior Football Club, Xmas presents for children at Lincoln County Hospital and a sensory sound board for Lincoln Toy Library.

It is always rewarding to see the projects RAF Waddington have supported come to fruition and members of the committee attend opening ceremonies wherever possible – during the past weeks we have attended opening events at Walcott Primary School and Lincoln and District Sailing Association which you can see in the accompanying pictures.

Charitable events on station continue to come thick and fast. A series of fund raising events for Orchid Cancer Care was kicked off with pancake racing outside the Officers Mess – this “Alternate Olympics” series will continue in the lead up to the summer games. March sees a Charity Concert being held by the Station Voluntary Band in aid of the British Heart Foundation, a Charity Football Match organised by the Air Warfare Centre and an Airfield Run organised by Air Traffic Control both in aid of Sports Relief. However, perhaps the most gruelling March event involves Logistics Squadron completing a 24 Hr cycle challenge in aid of B.A.B.I.E.S.

Further details and an application form for charitable donations can be found on the RAF Waddington internet site.
Studio 11 opened in August 2010 and right from day one has been a busy and thriving salon. Consisting of two senior stylists, one junior stylist and one beauty therapist, the salon has something to cater for everyone’s needs. Prices for all services are highly competitive, with the junior stylist offering 25% off all hair services.

All aspects of hairdressing are covered and the salon also benefits from having a fully qualified beauty therapist whose treatments include manicures, pedicures, Kooky nail wraps, waxing, massage (including Swedish, Aromatherapy and Indian Head Massage), facials, Tantruth tanning, eye treatments (including Christian Eyebrows, a treatment to create perfect brows in seconds) and new to the salon Airbase High Definition Airbrush Make Up. Airbase is silicone based, long lasting (up to 12 hours) and requires no touch ups. Formed to combine the durability of film make up with the practicability of everyday make up, it is packed full of nourishing vitamins (A and E) and its unique formula delivers a flawless finish every time. Prices start from just £20.

Due to the amazing success over the past year and a half, the salon is currently undertaking a refurbishment including an extension which will house a fully equipped beauty therapy room with an en suite wet room. This wet room will provide an ideal space to enable the salon to offer spray tanning treatments in addition to the hand applied tan currently available.

Free consultations are offered for all our hair and beauty services available and all ages are welcome. The salon has a warm and friendly atmosphere, with client comfort and satisfaction the top priority!
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www.open.ac.uk/forces