

TEAM BRIEF

The Official Magazine of the UKMAMS Association Electronic Issue No 2



Welcome to the second electronic edition of "Team Brief". It's a little late as I have been stuck with a slow and unreliable internet connection in the Middle East, unable to complete even the most basic of functions. I'm home on leave for a few weeks now, so can once again take advantage of the high quality internet service most of us take for granted. Quite a bit of news in this edition. Membership from Steve, the results of the Dave Wall memorial golf and dates for next year. Charles Collier has provided an interesting article and we have part 2 of Dave Eggleton's "Memories of UKMAMS". If you have anything you would like to share for future editions don't hold on to it, just email them to me at the address on the website www.ukmams.co.uk Any memories or photographs are always welcome. Look forward to hearing from you.

Mick

Membership

Membership is definitely on the up since we became an Internet based association. Another 27 have joined since the last Team Brief. I would like to say that we have attracted more members due to the fact that we have dropped the Membership Fee but that is clearly not the case as many of you continue to donate to the running costs of the association by leaving your Standing Orders in place. This is ensuring that we can continue to run the association and support Trade related events. Well done and thank you.

Welcome to Steve Pardoe currently serving in Dulles Washington as DRAFLO, Andy Fleming working for Air Charter and enjoying civvy street, Phil Arnold ex Bravo Team Leader but being secretive as to what he is up to now! Lee Kincart now a Student Bum/KBR Mover (his words not mine) Martin Sweeney who does not say what he is up to now but attended number 47 Mov Ops Cse and number 79 Mov Cont Cse, Garry Fitt again seems a bit shy as to what he is doing now but my guess is running a Bingo Hall in Durham. Barney Fielder who recently left the RAF and is currently unemployed. Good luck in job hunting Barney. Steven Shea an associate member ex USAF having just completed 22 years service. John Ball who lives in Derby but leaves no other details; come on John let us know a bit more. Norman Stamper, retired as a FS from ATMC in 2004 and currently living and sunning himself in Spain. He was very kind and sent me a photo of him sitting in his swimming pool opening his final pay cheque! Is it really 5 years ago! Roger Titmarsh ex Cpl who left in 1991 and is now a Transport Distribution Clerk for Tesco. Ray Hedinburgh ex WO who retired in 2006. Patrick Hirst retired from Movements in 1973 and entered civil aviation. Left that to become a company secretary and now runs a Riding Stables in West Sussex. Richard Bond ex Movs Officer inc S Mov O Akrotiri currently a Business Development Officer with SERCO. Stu Beange ex Golf Team currently working for Agility Logistics. Tony Douglas currently a FS at DSCOM Andover. Jim Bissell currently residing in the USA ex Delta Team mid 80's. James Walker ex MAMS 1989-92. Chris James ex FS recently retired currently working for the Highways Agency. Steve Boucher ex Cpl recently retired but does not say what he is up to now. Brian Kingdom ex Oscar and Hotel Teams. Stephen Robinson, come on Steve where are you and what are you up to! Ian Sloan ex FEAF MAMS currently an MT Driver at Lossiemouth. Jennifer Smith ex BMT 1 and that's all she lets us know! Gerry Davis ex NEAF MAMS and Lyneham currently recounting all those wonderful memories having rubbed out all the bad ones! Brent Keenan who tells us nothing about himself. John Morgan ex SAC who left in 1970 to work for British Caledonian Airways in Ground Operations and Sales before becoming a sales rep/manager for high quality printed carton companies before retiring due to ill health in 1998.

As you can see there is a wide variety of new members. Those of you who have not offered too much information about your current employment etc, why not share it with friends.

Steve Beaumont

THE AIR MOVEMENTS TRADE GOLF CHAMPIONSHIPS “THE DAVE WALL MEMORIAL GOLF TOURNAMENT” 3-6 JUNE 2009 (by Colin Allen)



(Left to Right) Tony Geerah, Ian Berry, Keith Richards, Ian Rowlands, Gordon Black, Terry Roberts, Colin Allen, Dave Eggleton, Pete Mahon, Mick Day, Merv Johns, John Billingsley, John Conduit and Hugh Curran

(Left to Right) Pete Mahon, Mick Day, Merv Johns, John Billingsley, John Conduit, Hugh Curran, Tony Geerah, Ian Berry, Keith Richards, Ian Rowlands, Gordon Black, Terry Roberts, Colin Allen, Dave Eggleton. (Standing) Dixie Dean

I remember the first round of Golf I ever played. It was in the company of Flt Sgt Pat South and Sgt Stan Hedley at Masirah. We were on task with NEAF MAMS doing the Sultan of Omans Bait al Falaj – Salalah – Thumrait Roulement on a 70 Squadron Hercules. I remember the task quite vividly because at Thumrait during his pre flight checks the engineer discovered a nail in one of the main undercarriage tyres. After a prolonged discussion on the wisdom of pulling the nail out, the aircraft captain decided that as we didn't have a tyre change kit on board and we were going back to Masirah empty he'd take a chance and leave the nail in situ. Luckily nothing amiss happened during take off and landing and on arrival at Masirah there was a scramble to see who would have the honour of removing the nail. Armed with a pair of pliers the engineer approached the tyre with caution and gathering up all his strength grabbed hold of the nail. With an almighty heave the head came away leaving the rest of the nail still firmly imbedded in the tyre! Time for a wheel change said the engineers, time for a beer said the MAMS Team or in Pat's case, a pint of whiskey and water.

The following morning Pat and Stan introduced me to the biggest bunker I have ever seen in my life. The Masirah Golf Course which was a far cry from the venue for this year's Dave Wall Memorial Golf Competition held at the China Fleet Golf and Country Club in Saltash, Cornwall. The course as always was challenging. The greens were erratic and generally the fairways were in good condition however, the rough was deep and long. In fact it was that long I lost one of my playing partners and didn't see him again until I reached the nineteenth hole.

Despite organiser Flt Sgt Dave (Digger) Barnes's best efforts this year's competition only attracted 27 players plus 2 spectators namely Gordon Black and Terry Roberts and one dinner guest; Ian Berry. Those that did attend were rewarded with some exceptional weather and plenty of good cheer. Yet again, Dougie Betambeau proved that he plays better golf when he has had a few too many beers, is suffering from a hangover and is severely dehydrated. Counting the number of balls he lost it was obvious that Tony Geerah has shares in all the major Golf Ball producers and Geordie Rochester is still looking to replace the seven iron that he wrapped around a tree on the 8th fairway.

The original Dave Wall Competition Trophies which are still presented to the winners were made by the Gibraltar Crystal Factory and paid for through sponsorship by Whites Hotel Gibraltar. The sponsorship for the trophies was arranged by Colin Jehan and John Belcher who witnessed the trophies being hand blown in the factory. The Trophy Cases were made by Station Workshops and John Belcher made the foam inserts. This year's individual trophy and the best gross score was won

by Dixie Dean, The team competition was won by Vets 'A', comprising Dixie Dean, Dougie Betambeau and Magic Daniels



Dixie Dean



(L to R) Dixie Dean, Magic Daniels and Dougie



(L to R) Terry Davis, Tony Geerah and Gordon

After 4 years Digger Barnes is standing down as the organiser of the 'Dave Wall', and handing over the reins to Geordie Rochester. Digger has done an outstanding job since taking over from Duncan Metcalfe and his efforts have been appreciated by all those Golfers who have attended since 2006. The dates for next year's event are Tue 1st to Fri 4th June 2010.

The Players



Phil Clayton, Paul Saunders, Pete Mahon



Magic Daniels, Jai Cookson, John Billingsley



Steve Hicks, Jethro Carroll, Terry Davis



Ian Anslow, Digger Barnes, Dougie Betambeau



Geordie Rochester, Dave Eggleton, Colin Allen



Keith Richards, Tony Geerah, Iain Rowlands



John Conduit, Duncan Metcalfe, Mick Day



Hugh Curran, Dixie Dean



Tim Frogley, Gaz Laver, Merv Johns, Rob Naylor

Individual 2009 Champion: Dixie Dean, 2nd Phil Clayton, 3rd Digger Barnes
 Best Gross: Dixie Dean
 Team Winners: Vets 4 - Dixie Dean, Dougie B and Magic Daniels
 Team Runners Up: Lyneham - Digger Barnes, Terry Davis and Ian Anslow
 Nearest the Pin: Day 1 - Paul Saunders, Day 2 - Gaz Laver
 Longest Drive: Day 1 - Ian Anslow, Day 2 - Phil Clayton

DAVE WALL MEMORIAL 2010

TUE 1 JUNE – FRI 4 JUNE 2010

TRETHORNE GOLF CLUB, LAUNCESTON, CORNWALL

www.trethornegolfclub.com

3 days golf, 3 nights B&B + evening meals..... £189.00

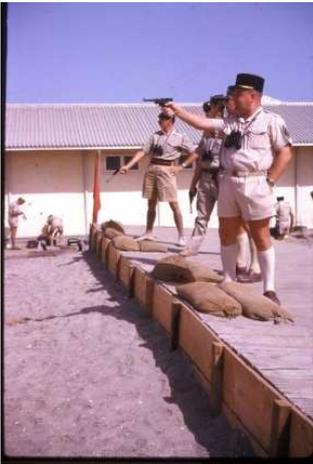
Limited places so plan early to avoid disappointment

Contact: FS "Geordie" Rochester, DMS Andover (Mil) 94391 5510.
(W) 01264 385510. (H) 01249 890886. (M) 07733 327810

Email: Geordie.Rochester454@mod.uk or geordieandval2@aol.com

AIRCREW – AND WHAT THEY GET UP TO

By Charles Collier



In 1965 I was posted to the then British Colony of Aden. My job was organising the sales of redundant equipment by tender action to 70 odd Arab contractors. Where I worked in the Cemetery Valley area of the RAF Steamer Point base, we shared the site with the Aden Forces Pistol Club Range and as I'd been a good shot in the past, I decided to join.

Having joined, I was soon contacted by the club President, Col Drake-Wilkes and he told me that he wanted me to be his club secretary. I soon found out that life was full with this appointment as we were challenging the French Forces in Djibouti to matches. The picture shows a Foreign Legion staff-sergeant at the Aden lines firing point. Capt Marchant of the Royal Marines is at the far end. In return, the French invited us to Djibouti for a return match. This was a lavish affair with no expense spared. You see me

overwhelmed at being offered a drink by the French CinC (The bottom picture). The other shows Sqn Ldr "Tiny" Fleming talking to the CinC's wife.

To cut this story short now and come to the point I'm going to make: after these matches had taken place I had some leave accumulating. So I decided to buy a civil air ticket with Air Djibouti on one of their daily flights to the African mainland. At the appointed hour I turned up in time for the 1200 departure at RAF Khormaksar civil airport



departure area. I was accompanied by a mixed group of Somali's including three goats and two chickens carried loose! The aircraft captain – a small airline owner - was a French count who was there beckoning us on to one of his three DC3 Dakotas. All the passengers hurried forward to get a seat so when I arrived there was mayhem – goats were taking up three seats to themselves. At this point I saw that the Capt. was beckoning me

to come forward to the flight deck – this I did and he told me to sit in the spare seat by the table. He then went back into the cabin to make sure that his passenger and animal payload were all seated and belted down. This done he then secured himself in the left hand seat and started engines; taxied the aircraft for takeoff; took off; climbing to operational height and finally, switching on automatic pilot. At this point the Capt. got out of his seat and invited me to sit in it as he was going to check on his passengers in the back end compartment. I was quite thrilled to be sitting in the left hand seat at 30,000ft until I glanced to my right and saw that the rather portly co-pilot with a drooping moustache was asleep! I was not too troubled because I was keeping an eye open for any other aircraft straying into our path. It was at this point that the Capt. returned; I began to make way for him to sit down in the left-hand seat. He told me to remain where I was and he sat in the spare seat and put his legs up on the radio operators table closed his eyes and went to sleep!

There I was with a dozen or so passengers not to mention animals, two aircrew - both asleep - and me in charge of the flight!

Minute after minute went by. I knew that the French operated Douglas Skyraider ground attack aircraft from Djibouti that would fly close to other aircraft just to let them know who is in-



charge here! So I kept a close eye out for them. Through the haze I could see the African mainland and the town of Djibouti in the distance and the behind that the airfield. It was at this moment that my two aircrew woke up as though an alarm had sounded. I gave the Capt. his seat and he landed us safely at our destination – the African town of Djibouti.

I ventured into the town centre saw a hotel; booked two nights' accommodation; went up to my room and then went out to see the sights. I was walking down the main street when who should be walking in the other direction than the French Foreign Legion staff-sergeant that I'd met in Aden at the pistol competition, in uniform! He asked where I was staying – I pointed to the hotel. "Sacre Blue! Follow me" he said, and stormed into the hotel demanding that the Somali receptionist return my belongings and cancel my booking. He went on to say that had I remained there for even just one night I would have had my throat cut and my belongings stolen. We left clutching my bags got into his jeep and drove off to the military base at the airfield. He took me to the fellow pistol club member French Air Force Capt George Orio's married quarter and – thankfully after the Staff Sergeants explanation as to my circumstances - they welcomed me with open arms. So I gratefully stayed with them for the three days.

The return journey to Aden was not as eventful as coming out: the Capt. was training another pilot in the command role so the training pilot flew us back. There were few passengers so I was with them at the back compartment. But I suppose with a training pilot at the helm all the aircrew up front stayed awake for the whole flight!

Next time you fly away on holiday think about what your pilots are doing at that time!

Warmest regards

Charles Collier

Email from Kit Ayers

Part One of Dave Egg's article "Memories of UKMAMS", brings back memories of the whistling wheelbarrow, the Argosy which was a super crew transport but not much use for carrying anything over a decent range. I well remember as a DAMO at RAF Idris (Tripoli, Libya) in 1963/4 we used to have regular Hastings, Beverley and Argosy Detachments from 242 OCU Thorney Island, for 2 week night flying training detachments. The Hastings would give a "massive" 10,000 lbs payload direct to UK, the Beverley had to stage Luqa or Orange but still gave a reasonable payload (for those times) and the Argosy only gave 5 – 6000 lbs payload. Indeed, on one night shift we loaded an over fuelled Argosy (seems aircrew had shares in oil companies; a trait which I later fought at Brize Norton) we tied down a coconut in the centre of the freight bay and despatched the aircraft taking up all of the usable payload on the trim! Compare this forward a few years to the first 747 F we handled at Brize Norton during the Falklands war when we loaded Hunter aircraft, in kit form, and had 212,000 lbs payload direct Brize to San Juan, Costa Rica!

Kit Ayers

Part 2 of Dave Eggleton's "Memories of UKMAMS"

During 1971 the UKMAMS workload again increased. Sqn Ldr Slade was constantly fighting for better equipment, clothing and status for the Squadron. In January two of our Landrovers went to be winterised. This provided much needed protection for us and the vehicles when operating in the extreme cold of Norway. Our tasks were taking us much further afield and the lack of a smart and practical overall meant we still had to scrounge old flying suits from any source; hardly the best way to advertise the Squadron let alone the Royal Air Force. Two standard RAF overalls were especially tailored with zips and extra pockets to see if they could serve a substitute for flying suits and two of us were selected to act as models. Photographs were taken and the overalls put through their paces. The overalls were then washed and as expected they shrunk very badly. The idea was dropped and a further case was submitted for the issue of

flying clothing. During this period UKMAMS had no entitlement to hot meals when travelling on task. More often than not we were given a standard sandwich box whilst still being expected upon arrival at our destination to unload/load aircraft for hours on end. After much pressure from the OC we were authorised a hot meal on the aircraft if we had to work on arrival at the destination airfield

It was a problem handling Britannia and VC10 aircraft away from main bases in the UK. We had to ensure the BLFP arrived in good time to be erected before the arrival of the aircraft. Fingers crossed hoping it would work properly. The BFLP was getting old and spares were difficult to obtain, also Condecs were not always available. If a unit had a scissors truck all to the good, you might not have to use the BFLP. The Squadron Engineers were very dedicated and fully supported all we did. Apart from their responsibilities toward ground equipment they doubled as movers, and often went away as such when manpower was short. The Massey Ferguson tractors were our only air transportable forklift. They had a ballast box at the back to allow heavier loads to be moved. The trailers for these tractors could be stacked one on each other for air transportation. To reverse the trailers onto a Hercules with the tractor was quite a feat, especially if the ramp was wet.

As we were flying longer distances over water it was decided we should have experience of sea survival. Fg Off Glen Morton and I therefore attended No 15 Sea Survival Course at RAF Mountbatten in February 1971. Luckily the sea was quite warm and calm and we had been issued with wet suits. Our experience with helicopters gave us an advantage when picked up from the dinghy by rescue helicopter. Some of the aircrew with us found the down-wash from the helicopter unnerving, the person next to me fought like mad when his turn came to be lifted by the harness. He was swiftly dealt with by the crewman! We even qualified for a tot of rum after our rescue.

August 1971 saw Sqn Ldr Slade handing over to Sqn Ldr Morgan as OC. Sqn Ldr Slade had worked very hard to get the Squadron on the map. He was a hard but fair task-master, who demanded high standards and loyalty from us all. Sqn Ldr Morgan as a Flt Lt had been my

DAMO at Changi. I therefore knew him very well. We were to serve together again much later, as he was to be OC RAF Movements School at Brize Norton during my time there as the School Warrant Officer. That's another story! On the 05th Feb 1971 Apollo 14 landed on the moon and Decimal Currency was introduced in the UK on 15th Feb. John Newcombe won the Men's singles at Wimbledon and Lee Trevino was the British Open Golf Champion.



August 1971 Sqn Ldr Slade handing over to Sqn Ldr Morgan as OC

In January 1972 I was on the first Malta withdrawal. On the last morning with the Royal Marines ringing the airfield, agreement was reached for the British to stay. The same month we moved the Harrier Squadron from Wittering. The "Blast pad", all 18,000 lbs of it was metal banded; our hands and legs were badly cut trying to load these bundles of sharp metal strips. For the next move improvements were made to the protective covering around the bundles. March found us

on task in Belize, British Honduras. We stayed at the hotel "Bliss". Coming down one morning for an early start, I trod on the Dachshund who belonged to the hotel owner. The dog was sleeping on the stairs and on such a rude awakening, promptly bit me on the ankle! I suddenly thought, "Rabies", so went off to the local hospital for a jab. During the task, Flt Lt Paddy Gallagher, another UKMAMS Team Officer was taken very ill during the night with stomach pains. Glen Morton, Cpl Syd Avery and I managed to get him to the Army base in our Landrover. He was then rushed to the local hospital as he had acute appendicitis. We had to leave shortly afterwards as our task was over. Paddy returned to the UK by civil air when he was fit enough to travel. During May, I was lucky to do a Cable Route Trainer on a Herc. We stayed a night at Ascension Island which was a lovely quiet spot well out of the way. History changed that years later with the Falklands conflict. UKMAMS would be heavily involved and I was to do a six months tour in Ascension in 1984.

In May's FA Cup Final, Leeds defeated Arsenal 1 – 0. Derby County won the League. RAF Abingdon's AOC's Day was 12th May and I was SNCO i/c No 2 Flight. In September I was on a joint exercise with the Americans. I helped to load my first C5A (Galaxy) on this exercise. What a wonderful aircraft to work on, so much space, I used 25,000 lb chains and tensioners for the first time. In November our Team of Fg Off Glen Morton, Sgt John Bell, Cpl Hughie Curran, J/T Ted Moore, SAC Jimmy Barr and I had a month in Tengah, Singapore. We were tasked for the recovery of Whirlwind Helicopters to the UK on Belfast aircraft. We left Tengah on 13th Dec. On the same VC10 on which we returned were FS Don Wickham and Sgt Tony Payne, Squadron members arriving for a tour in Singapore with their wives. We returned to the UK in time to attend the Sqn Christmas Party held in the 101 Club.

1973 was to be another eventful year. Pilot Officer Tim Leaning replaced Glen Morton as our team Leader. Tim arrived on the Sqn without a previous Movements tour. He quickly settled in and we maintained our happy team atmosphere. Mobility Flights were now being established at all major RAF Units involved in Squadron deployments. Beforehand, on arriving at a Station with a quick turnaround planned, we often found no equipment ready or prepared. It caused us many problems including trying to discover where the DAC was hidden. Some of the boxes presented for loading required the strength of "King Kong" to shift them. No wonder the majority of Movers had back problems. Everyone knew the problems if you were delayed whilst loading with further aircraft to follow. This meant no time for a break or a meal until loading was finished. I wonder, "Is it still the same"?

I was promoted to Warrant Officer on 29th May 1973 and took over from Roy Brocklebank as the Training Warrant Officer. I worked in 'B' Hangar with Flt Lt Norrie Radcliffe as the Training Officer. Colin Eyre was my first training Corporal followed by Jim Gallagher, Jeff Simpson and Geoff Beare. They all gave me wonderful support both at Abingdon and later at RAF Lyneham. Roy Brocklebank had done an excellent job together with Jack Gibson before him. The Squadron took over the Terminal Building previously occupied by the Movements School, as their new Squadron Headquarters. We suspected that our days at Abingdon were numbered. The Movements School, No 1 PTS and JATE had all moved to RAF Brize Norton. On the 01st September 1973 I took over as Chairman of the 101 Club as my secondary duty. It was a busy job, but I was very lucky to have the full support of an excellent committee and together we put on some great entertainment.

On the 20th Sept, Sqn Ldr Morgan announced that UKMAMS was to move to RAF Lyneham with effect from 01st Feb 1974. The Sqn OC would no longer be a Squadron Leader but a Wing Commander and that UKMAMS would amalgamate with the Air Movements Squadron. For the remainder of the year I was very busy with our Training Programme and looking after the 101 Club. I also attended an SAC to Cpl Promotion Board at PMC Innsworth as the trade specialist officer. Our last Christmas Party at RAF Abingdon was held at the 101 Club again. It was an emotional evening. Many Squadron stalwarts were at the end of their tours and would not move to RAF Lyneham. We said our farewell to Sqn Ldr Morgan and his wife Anita. Bryan Morgan had once again done so much to keep the Squadron happy and fight the battles over policy and equipment. UKMAMS at RAF Abingdon had become a family with high morale.



14 June 1968. A Royal Review of the Royal Air Force is conducted by Queen Elizabeth II at RAF Abingdon to mark the 50th anniversary of the formation of the Service.

January 1974 was spent preparing for our move to RAF Lyneham. It all went smoothly with help and understanding from everyone at RAF Abingdon and RAF Lyneham. Nor forgetting No 2 MT Squadron from Stafford who provided vehicles for the move, and our own squadron members who provided the working parties at both units. I stayed behind to handover 'B' Hangar and our Squadron HQ to the Station Authorities. The years at RAF Abingdon had seen the Unit's formation, achieve Squadron Status and become a valued RAF Movements Mobile Force. However, a new chapter in the Squadron's history was beginning at RAF Lyneham. On Friday 01st February 1974 we attended a parade in J% Hangar RAF Lyneham to join both Squadron together. I met Wg Cdr Lambert our new OC on the parade for the very first time, in my role as Parade Warrant Officer. We did manage a few beers afterwards. Squadron members were moving into married quarters, organising themselves and their families as quickly as possible. The Squadron Ops Room, Admin and Training together with the Squadron Vehicles and ground equipment occupied J5 Hangar. The disused Station Cinema became home for the Engineers and a Squadron Store. Our tasking carried on as before, and everyone worked very hard to ensure we settled in as quickly as possible.

20th July 1974 at dawn, Turkish forces invaded northern Cyprus, establishing a bridgehead around Karenina. Although the British Sovereign Base Areas were not directly threatened by the conflict between Greek and Turkish troops, between 21 and 30 July 10,132 dependants and tourists were evacuated from Akrotiri to RAF Lyneham and RAF Fairford in the United Kingdom. We sent teams out as quickly as possible to deal with the evacuation of the families. I went to RAF Odiham with a scratch team to load two Belfasts with Puma Helicopters. It was a very busy time for the whole Movements organisation at MOD, Command and Station levels. Once again it was completed as most emergencies are by ingenuity and hard work. During the period 14 – 17 August, following the failure of peace talks between Greece and Turkey with regard to the ongoing crisis in Cyprus, a further evacuation of 9,989 dependants from Akrotiri to the United Kingdom is carried out.

In October 1974 after much effort, a Squadron Stores was established to run our equipment and clothing. It was a great relief to get help after such a long time. The Supply side was growing quickly as equipment we needed became scaled and available. The clothing was improving rapidly, we looked and felt smarter, however flying clothing had still not been authorised.

My time on UKMAMS was fast running out. A joint Christmas Party held in J5 Hangar to close 1974 was enjoyed by us all. I March 1975 I was posted for a 9 month unaccompanied tour to RAF Masirah.

Looking back over these years, the friends I made and the experience I gained stayed with me to the end of my RAF Service. So much was accomplished. I will not name fellow Squadron members for fear of leaving someone out. I will however thank all the Commanding Officers, my Team Leaders and fellow Team Members and comrades for all their help and friendship to myself and my family

It's never quite the same when you move Units, it takes time to settle down and put down new roots. It was not possible to stay on at RAF Abingdon with the Station changing Command and adopting a new Unit role. I did not realise how much time I spent away from home. My wife Brenda and son Jeff kept things going for which I sincerely thank them.

UKMAMS has been involved in so much since I left all those years ago. The dedication of the Squadron Badge on 10th March 1985 at St Clement Danes was a very moving occasion for everyone who attended myself included. I hope this article gives an insight into how it was and jog the memories of the older members now retired like myself who were proud to serve on the Squadron and live by the motto;

'SWIFT TO MOVE'

ROBERT GEOFFREY WEBB
(Bob)

27th September 1925 - 21st August 2009



Graphics Officer RAFMS c1982 - 1989

Bob was born on 27th September 1925 in Chiseldon near Swindon. He was the youngest of four, his mother was a cook and his father worked in the local railway works. He went to school in the village and on leaving started his working life as an office boy in the Great Western Railway Works in Swindon, where he went on to serve his apprenticeship as carpenter and coach builder. He wasn't entirely happy with his apprenticeship and as he had always been interested in aircraft, in September 1943 he volunteered for aircrew duties in the Royal Air Force.

In March 1945, after 18 months of training, he qualified Aircrew (Signals) as a radio and radar operator. By this time the war in Europe was coming to an end and Bob was posted to RAF Dum Dum in Calcutta to serve with the Dakota Aircraft Squadron, possibly No 52 Squadron. Bob would have been at Dum Dum in Jan 1946 when twelve hundred RAF servicemen enraged by delays in demobilisation and repatriation went on strike. *The Times* reported, "They have no complaints against the authorities at the camp, with who they are on the best of terms. The CO had a friendly discussion with them when notice of strike was given. Yesterday a delegation of the strikers had a talk with Air Commodore Battle, Group

Captain Slee, who commands the station, and with Major Wyatt, of the Air Ministry Parliamentary delegation visiting India". RAF Dum Dum now jointly serves as an Indian Air Force Station in Western Air Command and the Netaji Subhash Chandra Bose International Airport, Kolkata (Calcutta)

Following his demob in 1947 he was employed as a civil servant at the Home Office in Edinburgh Street in Swindon. In 1953 he changed employment completely when he retrained as a Technical Drawer and went to work in the Drawing Office working on the Supermarine Swift Aircraft at the Vickers Factory in South Marston, Swindon. In 1961 two things happened which were to change his life. Firstly he met Audrey at a dance at the old Bradford Hall; now the Swindon Arts Centre, and they married in the March at Christ Church in Old Town Swindon and moved into the family home in Thurlston Road. Secondly, he went to work at the Royal Military College of Science at Shrivenham working again in the Drawing Office. The following year their son David was born in the November.

Bob remained at Shrivenham until the early eighties when he moved to RAF Brize Norton to work in the Drawing Office at JATE and later as the Graphics Officer at the RAF Movements School until his retirement. Whilst at the RAF Movements School Bob was rewarded for his long and faithful service with the Civil Service when he was awarded the Imperial Service Medal.

Bob was a quiet gentle man who loved nothing better than to potter around in the garage, making all sorts of things. His son David recalls that he often made wooden toys for him as a boy which would be perfect replicas of the real thing. He also loved to paint and many of his paintings hang proudly in the family home. He was a great gardener and worked tirelessly in the garden creating a wonderful display of flowers which drew many complimentary comments from passers by. Bob was also passionate about cars and motorcycles and would watch the car and motorbike racing on the TV at every opportunity. However, the one thing he was drawn to throughout his life was aircraft – visiting Air Tattoos and Air Shows whenever he could.

About 2 years ago he was diagnosed with prostate cancer for which he appeared to have been successfully treated. Sadly in October 2008 he was diagnosed with cancer of the oesophagus which despite radio-therapy, regrettably spread and caused further complications. Bob chose to spend the last few weeks of his life in the Prospect Hospice, Swindon where he received the most excellent care.

Bob's legacy to the Movements Trade is evident in his work which is still in use today at the Defence Movements School.

I was fortunate to remain in contact with Bob when he retired and attended his funeral in the company of Dave Eggleton and Terry Roberts. He was a true gentleman and highly professional in all he did. Bob is survived by his wife Audrey and son David.

Colin

Dear Colin

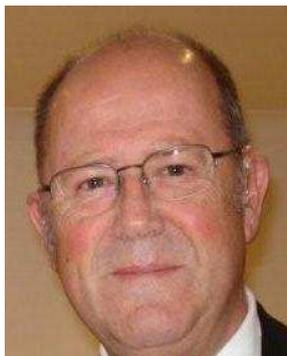
It was pleasure to meet you, Terry and Dave at Dad's funeral. He would have been very pleased that you attended and I'm sure would have been touched by the amount of people that came to pay their respects. Dad was very happy during the time he spent at Brize Norton. He enjoyed the work but mostly the camaraderie he had with you guys at the Movements School. I know this was what he missed the most when he retired.

Thanks again

Best wishes

Dave Webb

Chairman's Notes



Our membership continues to grow and it is great to see some old and familiar faces reappearing. I am sure that many of you are in daily contact with serving and retired 'Movers' and I would encourage you to promote the association in the hope of furthering our membership.

In September along with Terry Roberts I attended the No 1 AMW Families Day at RAF Lyneham. My thanks go to the OC, Wg Cdr Andy Killey for the invitation which he extended

to the association and to WO Nige Robinson for all his help and for arranging Station passes for those members who attended. It was good to see Kit Ayres who has supplied me with a couple of photographs which will shortly appear on our website. Kit was accompanied by Pat Mackenzie and the two of them were fortunate enough to secure a couple of seats on one of the Local Flyers which they assured me brought back the most pleasant of memories.

In this edition of Team Brief I have penned a few words on Mr Bob Webb who served as the Graphics Officer at the RAF Movements School during the 1980's He transformed the School's attitude to training aids and presentations and was instrumental in developing displays which helped to promote the Movements Trade. His pleasant infectious personality endeared him to everyone he worked with. Bob was a dear friend who I have the greatest of respect for. He will be sadly missed.

Our most recent Meet and Greet at the RAFA Club Swindon was not particularly well attended, however, it was good to see Bob Turner who has recently had By-pass Surgery. He looks well and perhaps for the first time in his life is obeying his Doctor's orders and taking things easy. I wish him a speedy and successful recovery. Another ex Mover who I met recently was Chris Hayes. Chris, as some of you will remember, served at the Air Movements Squadron Akrotiri in the early seventies along with Ray Webster before becoming a Flight Engineer. He has recently retired and is now concentrating on his golf swing. His daughter is currently doing her BST1 Movements Training at the Defence Movements School Brize Norton. I also met Elaine and Gus Cobb at Geordie and Val Rochester's 25th Wedding Anniversary BBQ. Gus is looking well and it was great reminiscing over the happy days spent in the NAAFI Lyneham in the company of Martin Gledhill, Jimmy Finlay, Taff Aplin, Jamie Jameson and John Cockayne but to mention a few.

We currently have a number of ex-members who when we revamped the Association indicated that they wished to continue as members but did not supply an email address. If anyone knows of an email contact for anyone listed below would you please ask the individual to contact Steve Beaumont at membership@ukmams.co.uk or alternatively let Steve have their email address and he will add them to our distribution lists.

Mr Paul Austin
Mr Mick Bedford
Gp Capt John Bessell RAF
FS Chris Blythe
Mr Jim Broadfoot
Mr Stephen Brunell
FS Steve Burke
Mr Richard Colman
Mr Merv Corke
Mr Andy Crisp

Mr Eric Batty
Mr David Bell
Sqn Ldr Pete Biggs RAF (Retd)
Mr Sean Blythe
Mr Roy Brocklebank
Mr Dick Bullimore
Mr Martin Carruthers
Mr Al Connell
Mr Peter Cowan
Flt Lt Simon Cruise RAF

WO Neil Cutler
Gp Capt Jon Faulconer RAF (Retd)
Flt Lt Thomas Fletcher RAF
Mr Ivan Gervais BA, CQSW, MA
Mr George Graves
Mr Gordon Hepworth
Mr Terry Hoy
Sqn Ldr Tom James RAF (Retd)
Sqn Ldr Dave Jarvis RAF
Mr Toby Keane
Sgt Nick Latham
Gp Capt Dave Lester-Powell RAF
Sqn Ldr John Maling RAF (Retd)
Flt Lt Iain Mumme RAF (Retd)
Mr John Osborne
Sqn Ldr Dave Potts RAF (Retd)
Mr Tony Prout
Mr Gary Roberts
Mr Paul Sanderson
Mr Nigel Selwyn
Mr Alan Soane
Mr Arthur Taylor
Mr Peter Thompson
Mr Al Verth
Mr Bill Young

Mr Bob Dickman
Wg Cdr Simon Fletcher RAF
Mr Liam Gerety
Mr Jack Gordon
Mr Harvey Heath
Wg Cdr Eric Howlett RAF (Retd)
Mr Neil Huggard
Gp Capt Robbie James FBIM, RAF (Retd)
Mr Colin Jehan
Wg Cdr John Lambert RAF (Retd)
Mr Dave Leighton
FS John Magill
Mr John McClymont
Mr Tony Moore
Mr Polly Parkin
Mr Tony Price
Mr Mick Rawle
Mr Dave Sadler
Mr Ray Scott
Wg Cdr Barry Simon RAF (Retd)
Wg Cdr Chris Swaithe RAF (Retd)
Mr Norman Thomas
Mr Barry Trudgen
Mr Taff Wood

Until the next edition, keep well.

Colin