Photo taken by John Belchers Dad in Gan
CHAIRMANS NOTES

As this issue goes to print the committee are in preparation for the next Meet and Greet due to take place in the 4624 Sqn RAuxAF (Movements Bar known locally as The Swamp) at RAF Brize Norton. We thought it would be an ideal location as with the completion of the move of 1 AMW to the station we now have a captive audience of Movers here at Brize including both Mobile and Main Base. I hope that we can entice some of the younger blooded Movers to come and join us there on Sat 12 May with the offer of Cheap Beer and a Free Curry! I am looking forward to meeting those who are able to attend.

The station here at Brize Norton has seen a vast increase in aircraft movements since the Hercules fleet moved here, also the constant charter aircraft operating through the station to supplement our own Air Transport for OP HERRICK. I personally notice upsurge in aircraft movements as working on the far side of the airfield at JADTEU (formally JATE) am spending more time held up at the 26 runway traffic lights.

There are a lot of events planned for the forthcoming year within the Movements fraternities including The Dave Wall Golf, 1 AMW ‘Welcome to RAF Brize Norton’ Officers Dining-In-Night, Annual Movements WO & SNCO’s Top Table Luncheon and various Meet and Greet’s etc. So please look at the website regularly to keep updated or if you have got an event to advertise please email the webmaster through the link on the site. As promised last year we have now have confirmed one event that you must put in your diary for next year is the Biennial RAF MAMS Association Big Bash Weekend 17-19 May 2013. As in previous years it will follow the similar successful programme with a Meet and Greet on the Friday night follow by a Ladies Guest Night on the Saturday evening in the Sgt’s Mess at RAF Brize Norton. Full details and cost will be published on the Website at a later date when they are known.

Now with the vast majority of movers now stationed here at Brize we can hopefully encourage more serving movers to join their association. Until the next issue enjoy the English summer! And last plea please look at the Website.

Best Wishes to everyone

Yours

Tony Geerah
Spring 2012 Article.

Membership

Things have been rather quiet on the membership front since the last edition of Team Brief. We have a current membership of 525 personnel new and old. Recent additions to the database are Brian Potts who served until 1978 and served in HQRAF Germany between 1969-72 but does not admit what he is up to now, Dave Leighton who served on UKMAMS between 1974-76 and 1987-90 and who I served with in Aldergrove. He is currently working as a Prison Officer in Suffolk and is due to retire soon. It was good to see some of the old faces at Steve Gelders Top Table in Apr, namely Gp Capt ‘mad dog’ Maddox who is still serving at High Wycombe, Colin Allen, Gordon Black and Terry Roberts. I look forward to seeing a few more old faces at the Dave Wall Golf in June. Talking of social events, I also hope to see some old faces at the Association Curry Night in the 4624 Sqn Bar on the 12 May 12 (details on the Website). If you have not already heard the Annual Trade Top Table will be taking place on the 16 Nov 12 in the WOs and Sgts Mess Brize Norton. Those of you who attended last year’s event will testify to what an excellent afternoon and evening was had by all for what was the first time we have held this at Brize. This year’s event is being organised by Bob Adam who is currently the FS in the C17 Cell at AMS Brize Norton.

Recently we have had numerous rejections when sending out E mails for the Meet and Greet details so, in order to keep the Database current and ensure that you receive details of such events it is requested that you ensure that I am informed of any E mail changes. You can forward any updates to membership@ukmams.co.uk. For those of you who receive a hard copy of the Team Brief and who do not continue to donate the original £6.00 membership fee, now is the time to remind you that there is an annual charge of £5.00 due asap. Cheques are to be made payable to the UKMAMS Association and sent to the RAFMAMS Association, 5 Ludlow Close, Chippenham, Wilts, SN15 3UG.

All the Best

Steve Beaumont
Getting Defence Personnel Home in a Hurry

Bringing servicemen, women and civil servants home from anywhere in the world when their families need them most is an exacting task, handled with great care at the Bristol-based Compassionate Cell. Deep in the heart of Abbey Wood, the Defence Support Chain Operations and Movements' Compassionate Cell is an unremarkable looking unit – a pair of office desks with a six-foot-high map of UK air fields and a television screen playing rolling world news. But the job the small team does is vital – bringing people home in their hour of need.

The team of ten, from all three services, work in pairs in shifts which means the unit is active 24 hours a day, every day. There is never a moment when serving sailors, marines, soldiers, airmen or civil servants on operations do not have the comfort of knowing that, if the worst were to happen to close family members back home, this team would spring into action to get them home to be at their loved ones' side. This reassurance allows them to concentrate fully on the task in hand.

With British military personnel and civil servants on active service across the globe, the unit can be tasked with anything from picking a soldier out of a forward operating base in the middle of Afghanistan, to getting a member of the Royal Fleet Auxiliary off a ship in the middle of the ocean.

No hard and fast regulations can be laid down for the granting of compassionate travel; each case requires individual, objective and sensitive assessment.

Wing Commander Guy Lendon, Head of the Compassionate Cell, said:
"Every family has a little card with details of the JCCC and, should the need arise, they know they can get loved ones home as soon as possible, taking away one of the stresses of being separated."

The authority for travel at public expense on compassionate grounds rests entirely with the Joint Casualty and Compassionate Centre (JCCC) in Imjin Barracks, Gloucester, or, for civilians, the Employee Wellbeing Section of Defence Business Services. Then it's the job of the Compassionate Cell to organise the transport.
After negotiations with medical staff, the urgency of travel needed is agreed as, in this business, hours and even minutes really do count. The cases are classified either as compassionate Alphas or Bravos. The Alphas need to be home by the fastest possible means; the Bravos need to be home by a specific date. Although the use of existing military air transport is the default setting, for compassionate Alphas it's any means necessary to get the person home in time. This includes buying seats on commercial aircraft, arranging special flights of military aircraft and even hiring taxis for transport from airport to hospital.

A couple of recent cases give a flavour of the job's importance.

Last summer a Royal Marine in a Forward Operating Base in Helmand province, Afghanistan was categorised as a Compassionate Alpha due to serious illness of a member of his family. Due to the base's remoteness, he had missed the last military transport aircraft by two hours with the next one 24 hours later.

One of the C-130 Hercules aircraft based in Afghanistan was tasked to fly the Marine to Minhad Airbase in the United Arab Emirates. The Compassionate Cell booked a civilian flight from Dubai to Manchester leaving two hours after the arrival of the C-130. This flight arrived at Manchester airport where there was a taxi waiting to take him to the hospital where his next of kin was.

The total time from notification to arrival at the hospital was only 20 hours. In another case a soldier on exercise in Canada was told his father-in-law was seriously ill in a Nottingham hospital – he was deemed an Alpha case.

The fastest way to get him back to the UK was by a commercial flight from Calgary to London Heathrow. At Heathrow he was met by a member of the Civilian Airport Detachment – military movements personnel who serve the London area – and transferred to a waiting military Agusta 109 helicopter.

The helicopter landed him on the sports field at Nottingham University, from where he was taken by military transport straight to the hospital.
From leaving Canada to arriving at the hospital took 17-and-a-half hours.

Wg Cdr Lendon said:
"The people we move are not just numbers to the staff of the Compassionate Cell.
The men and women who work there care deeply about getting these people home,
because as serving Service personnel themselves, they know that one day it could be
them needing to get back home in a hurry.
"If, on the odd occasion, personnel don't get back in time to say goodbye to their loved
ones, the staff on the unit really take a knock; they put everything into getting that
individual home as quickly as possible."

More from Gerry Davis

Dear John.

I have, if you are interested, a carry on of my memoirs from the RAF into Civilian
Aviation. Which, incidentally I am continually updating.
Together with many more stories which may be of interest to those of us with an
aviation background.

I realize that you have given me a 'good innings' to date, for which I am grateful,
although I do realize that others have equally amazing stories, that all us ex movers
would like to read.

My eventual intention is to get all these collated, with the help of some poor sod who
knows what they are doing; into a book.. Who knows, someone might read it?

But I do not wish to out do my stay, as it were, and hog the whole site.

All this started as a result of regular meets, with ex service buddies, who frequently
bent my ears with their tales of blood and bullets.
Resulting in each of us emailing our individual tales of woe. The prize for the best
story was entertained with copious amounts of malted lubricants... Why did I always
win?. I think it was because they wanted to see me P....D. The thought of not having
to pay egged me on.
So there you have it. So eventually I got the bug!

All are factual, full of humour and entertaining

Per Ardua Ad Astra
Gerry Davis
Later this year we will have an opportunity to bid farewell to our colleagues in style with the annual Trade Top Table. The CMC and Mess Committee at RAF Brize Norton have accepted our request to hold this prestigious event and the date is set. As you will be fully aware this event continues to prove hugely popular and this year should be no exception. It is therefore important we start planning now so as to accommodate as many people as possible.

Individuals in the frame this year that I’m aware of so far are – Ray Ralph, Tony Geerah, Steve Gelder, Steve Joyce, Pete Ingham, Justin Pascoe, Matt Williams, Pidge Thompson and Jackie Brice but I am sure there are others out there who wish to be dined out. Please confirm if you would like to be dined out this year and pass names to me soonest including who will be making speeches on your behalf.

In keeping with tradition the afternoon will begin at **1200** on **16th November 2012** in the Sgt Mess bar at RAF Brize Norton. The cost of the function will be advised at a later date but will include an arrival drink, wine and port. The cost is estimated to be between £35 - 40.

Please complete the tear off portion below and return to Bob Adam, if you are interested in attending the function. Alternatively you can send an email to bobthemover69@hotmail.com

In September another letter will be sent to interested persons with the menu, final details of those leaving and requests for payments.

Best Regards

Bob Adam
To:
FS Bob Adam
Air Movements Sqn (C17 Cell)
RAF Brize Norton
OXON
OX18 3LX
From: ........................................................................................................

I am interested in attending the Top Table on Friday 16th November 2012 my contact details are as follows:

Address:........................................................................................................
......................................................................................................................

Email:...........................................................................................................

Phone:.........................................................Mob:...........................................
FROM THE 540
By Ian Berry

1967 – 45 YEARS AGO...

MAY


THE AUTHOR.... 1968

JUNE

Geilenkirchen – Special. Fg Off C Clark plus 3. Repositioning of personnel and equipment of 92 Sqn (Lightnings) from Germany to RAF Valley.

Devizes – Exercise Whiterose. Fg Off Nigel Sanders plus 6. Processing 1Bn Prince of Wales Own in a simulated move through a MCCP (Movements Control Check Point).

JULY

Villacoublay – Special. FG Off JM Dunn plus 5. Deployment of support equipment for Anglo/French Jaguar from France to Odiham.

Gutersloh – Exercise Ballotage. Flt Lt EM Coombs, Fg Off JF Beadman plus 4. Deployment of 1Bn Devon & Dorsets from Germany to Malta.
1972 – 40 YEARS AGO...

MAY

Conningsby – Exercise Dawn Patrol. FS Chas Dalgleish, Sgt Bernie Bernard, SACs Hugh Curran & Troop Smith plus 2. Deployment of 54 Sqn (Phantoms) to Villa Franca.

Athens – Exercise Dawn Patrol. Flt Lt Bill Wellman, Fg Off Braysher, FS Reg Carey, Sgt Eddy Leanard, Cpl Dave Wilkin, SAC Harry Jones. Deployment of Royal Marines to Greece and recovery of Umpires to UK.

JUNE

Addis Ababa – Exercise Minton. Flt Lt Charles Collier, FS Tony Lamb, Sgt Merv Corke, Cpl Keith Simmonds, SACs Keri Eynon & Fred Kitts. Recovery of 15 Field Sqn Royal Engineers from Ethiopia to UK.

Tehran – Special. Flt Lt Knight, Cpl Jim Gallagher Plus 4. Repositioning of 22 SAS vehicles from Tehran to Dubai and recovery of Chieftan Tank demonstration equipment from Iran to UK.

JULY


Tanagra – Exercise Loud Barn. Fg Off Alistair Gallaugher, FS Chas Dalgleish, Cpl Don Stewart, SAC Hugh Curran. Deployment of 54 Sqn (Phantoms) from UK to Greece.

1977 – 35 YEARS AGO...

MAY

Decimommanu – Exercise. FS Dave Barton plus 5. Recovery of 41 Sqn (Jaguars) to UK and positioning of 15 Sqn (Jaguars) in Sardinia from Germany.

Waddington/Goose Bay – Exercise. Sgt Mick Day plus 2. Deployment of 9 Sqn (Vulcans) to Goose bay and recovery of 208 Sqn (Bucaneers) from Goose to Honington.
JUNE

LE Bourget – Paris Air Show. Flt Lt Chris Hicks, FS Taff Davies, Sgt Terry Titterington, Cpl Ian Newlands, SACs Bruce Oram & Ivan Vienneau. Providing Movements Support to Air Show.
Wethersfield – Exercise. FS John Rowbottom plus 2. Recovery of 56 sqn (Phantoms) from Aalborg to UK and recovery of 723 Sqn RDAF (Starfighters) from UK to Denmark.
JULY

Leuchars – Exercise Pond jump West. FS Sam Heaphy, Cpl Brian Kingdom plus 2. Deployment of RM Cdo from Scotland to Namao.

Thule AFB – Special. Fg Off Macleman plus 2. Recovery of Expedition SnoCats and freight to bulkout from Greenland to UK.

1982 – 30 YEARS AGO...

MAY

Bruggen – Exercise Glade Jaunt. Sgt Ian Newlands plus 2. Deployment of Jaguars from Germany to Decimomannu for APC.

Pope AFB – Operation Corporate. FS Ian Berry plus 5 Cpls! Collection of 66mm LAWS weapons and SAS/US Ranger escorts from USA to UK.

JUNE

UKMAMS Det Port Stanley

The surrender of the Argentinian Forces on the Falkland Islands enabled Long Range C-130s to land at Port Stanley Airfield, carrying vital equipment down from Ascension Island on the last leg of the long supply chain.

The first UKMAMS personnel on the Falkland islands were Flt Lt Andy Holliday, FS Dave Wright and Cpl Steve Munday. A week after their arrival, a further eight arrived to carry out their Movements duties in this remote part of the world.

The UKMAMS Det cdr, Flt Lt Holliday, is working along with the Transport and Movements Staff at HQLF Falkland Islands, running the Joint Services Air Booking centre, five miles away at the Airport. Fg Off Kettell and his team handle the incoming and outgoing aircraft, using all their skills to turn round the aircraft as quickly as possible with minimal handling aids and in severely cold climatic conditions.

Work on the Airport Terminal Building is commencing, but it is still unusable, so the MAMS Team are living under canvas even though high winds have uprooted them several times. The set up is basic, and in addition there still remains the problem of mines and unexploded bombs in the vicinity.
However, the use of initiative has enabled them to acquire two ISO Containers to use as storage areas for V&A etc and bartering for food has eased conditions a little.

The length of the Detachment is not yet known, but it is generally assumed to be 6 months, with the present sortie rate of 2 aircraft per day from Ascension, being reviewed as conditions at the Airfield gradually improve.

Throughout Operation Corporate, whatever the location, there can be no denying that UKMAMS have lived up to their motto in being “Swift to move”.
CAIRNS AAF – Air Museum Exchange. FS Roy Armstrong plus 2. The delivery of an Auster aircraft from UK and the collection of an L19 Bird Dog from Alabama back to UK.

AUSTER AIRCRAFT

L19 BIRD DOG

Pisa/Souda Bay – Exercise Fleet Buoy. FS Jim Cunningham plus 2. Deployment of elements of 5 Sqn (Lightnings) to Italy and Crete from Binbrook.
JULY


Eastleigh – Operation Corporate. Fg Off Gavin Richardson plus 13. Onmove of 42 Cdo RM to Leuchars/Arbroath after disembarking from the SS Canberra at Southampton on return from the Falklands Campaign.

1987 – 25 YEARS AGO...

MAY

Newcastle – Exercise Quicksand. Fg Off Jones plus 17. Support to 5 Airborne Brigade during a night operation.

Cold lake – Exercise Maple Flag. Fg Off Harvey plus 2. Recovery of personnel and equipment of 6 & 41 Sqs (Jaguars) from Canada to UK.

JUNE

Tirstrup – Exercise Central Enterprise. Fg Off Mark Stephenson, FS Ken Morris, Sgts Derek Barron & Norman Gage, SACs Dixie Dixon & Andy Rice. Deployment of 54 Sqn (Jaguars) from Coltishall to Denmark.

Bergen/Andoya – Special. FS Martyn Skelton plus 5. Deployment of personnel and equipment of 360 Sqn (Canberras) from Wyton to Norway.
JULY


1992 – 20 YEARS AGO...

MAY

Sadly Nothing can be “gleaned” from the 540...

JUNE

Islamabad/Bateen – Recovery of elements of Special forces...

Mombasa – Deployment of the Royal Marine Band...

JULY

Santa Maria – Recovery of “Snoopy” Herc W1 support equipment.

APPEAL – IF ANYONE CAN DONATE INFO ON TASKS CARRIED OUT IN 1992 THEY WILL BE INCLUDED. THE 540 IS QUITE COMPREHENSIVE OVERALL ON SQUADRON MATTERS BUT NOT ON MOBILE TASKING.

1997 – 15 YEARS AGO...

MAY

Bandirma – Exercise Distant Thunder. Flt Lt Alexander, FS Dave Williams, Sgt Martyn Southall, Cpl Steve bell, SACs Heath & Tobin. Recovery of 9 Sqn (Tornado) from Turkey to Bruggen.
Brunei – Exercise Typhoon Dart. WO Ian Berry, Sgt Hughes, Cpls Blue Hughes, Steve Bell, McDowell, SACs Scoggins & Cunningham. Recovery of elements of SAS, SBS and 657 AAC from Brunei to UK.

[Image: 657 SQN PREPARING LYNX MK7 FOR RECOVERY BY HERCULES TO UK]

**JUNE**

Edmonton – Exercise Pond Jump West. Fg Off Connor, FS Martin Jones, Sgt Martyn Southall, Cpl Dave Clancy, SACs Spara Brooksby & Andy Westgate. Deployment of 1Bn Royal Irish Rangers to Canada.


**JULY**

Diego Garcia/Singapore – Exercise Ocean Wave. FS Martin Turner, Sgt Ian Noakes, Cpls Blyth & Adie Tew, SACs Mellor & Whitworth. Deployment of RN personnel and Sonar Bouys to Diego and redeploy 801 RNAS (Sea Harriers) from Bahrain to Perth.

Pardubice – Exercise Eastern Harrier. FS Paddy Power, Sgt Burke, Cpl Skinner, SAC Saunders. Collection of ammunition from Czech Republic and deliver to UK.
2002 – 10 YEARS AGO...

MAY

Davis Montham AFB – Special. Sgt McHenry, SACs Becket & East. Deployment of AMRAAM Missiles to USA by C17 for trials.

Banja Luka – Operation Grapple. Flt Lt Shilvock, Cpl Paul Crake, SACs Williams, Hammond & Wright. Deployment of gazelle helicopters and support personnel to Bosnia.

JUNE

Cape Canaveral AS – Exercise Celtic Barrier. Sgt Scouse Armitage, Cpl Brunell, SAC Carter. Recovery of Spearfish torpedoes from Florida to Prestwick after AUTEC trials

SPEARFISH TORPEDOES IN THEIR TRANSIT CONTAINERS

Tblisi – Exercise Cooperative Best Effort. Sgt Gary Pym, Cpl Hudson. Deployment of TAVR personnel from the North East to Georgia.

JULY

Sydney – Special. FS Duncan Andrews, Cpls Patterson & Andrews (RAuxAf). Deployment of 70,000 lbs of equipment to Australia in support of the recovery
of HMS Nottingham which had run aground on a reef. Cpl Andrews was the wife of FS Andrews.....
(Not known if 3 Singles or 1 Double 1 Single were booked along the route!)

I arrived at **Lyneham** on a rainy Sunday. I got some bedding and a room in the Air Movements block, I looked around, but not many people about nobody that I knew.

So I get something to eat, looked in the Airmens Club, but didn't fancy it. It was getting near opening time, so I thought that I would try the local Pub. The rain by this time was really belting down. Somebody suggested that I ought to take the short cut, through the church graveyard. Off I go, across this, now, quite muddy, squelchy, grassed area, which had central heating pipes underground in conduits.

Well, all the concrete covers were off, as the pipes were in the process of being re-lagged. They were laid about 4 ft. deep in long lengths. I passed through the churchyard, turned left, up the road to the cross roads, there on the left was the pub. Not many people in, all locals. So I was getting into my second half gallon, when a chap mentioned, after looking out of the window, that the car park was flooded, and he had better get off home, while he could. The sky was flashing with lightening and it was really belting down. He opened the door and water flooded into the pub straight down into the cellar, which soon filled up.

The landlord got quite worried and so was I. So I thought that it's time to try the bottled beer! Not long after, whilst the remaining customers and I were now standing on the chairs, as there was about 4 inches of water in the public bar, the landlord said he was closing the pub as it was severely flooded.

I got to the road, which was knee deep in water. It was difficult trying to identify the centre of the road, but I eventually made it to the church, where the water was even deeper, got through the gate started to make a beeline for the Air Movements block.

It was pitch black. Then, crash, bang, wallop. I disappeared down the unseen, flooded conduit. My first thought, as I came up for air, was how lovely and warm the water was. Gosh! Did it stink? It was mixed like thick brown soup, with rust from the pipes. It tasted lousy too. Then I discovered that I could not get out. So minor panic.

I eventually did, after considerable effort, as the water was higher than the top of the conduit, and paddled, squelched and tumbled my way back to the block. What I must have looked like would have probably scared the pants off Dracula.

I got under the shower fully dressed, trying to wash each layer of some of the filth off. Boy, were my clothes and I in a bad way. I dumped all of my clothes in a smelly pile in the drying room, thinking that I would try and wash them at a later date. Had to, no
money for clothes £10 per week didn’t go very far, even in those days. The next day, collected my "Blue chitty" and reported to the SWO, along with other newcomers. He asked about the rain the previous night and how it might have affected anyone.

When I told him of my misfortune, he asked, "Was I in uniform or civilian clothes" as I was in civilian clothes it was alright then!, and promptly put me on Orderly Corporal for taking an unauthorised short cut out of and into camp. So started my last three years, for God, Queen and Country, as a regular and my first day at Lyneham. I had just got back from lovely sunshine, after spending all my disembarkation leave at our house in Spain. Imagine how I felt! One of the shifts on "Strategic Air Movements", was lucky enough to have me allocated to them. At that time there was two Air Movements sections, either side of the airfield. "Strategic" and "Tactical". Eventually the Britannia's and the Comets moved to Brize, and one section was created. After quite some time I was allocated a married quarter. WHOOPEE! Hang on, where the bloody hell is Compton Bassett? Only many miles away, in the middle of nowhere, no shops nothing, only a single GPO phone box, which was continually being vandalised. Wasn’t I lucky?

I did manage to save a few Shekels and buy an old banger of a car, to help speed up the transport situation. At Lyneham, as in life generally, there were many incidents worth a mention and I shall try my best to recount some of them I did two years on shift, my last year I shall come onto later.

I did take out an Airfield driving licence (F1629), I had to produce my previous one from NEAF MAMS. The MT Flt. Sgt. said that he had not seen one before with all the lines filled out with different vehicles.

As you probably know the Cargo hanger has crew rooms attached, well at one point, during a very bad winter, the powers that be decided to dig up all of the concrete floor and resurface it. We were allocated one of those grass-covered hangers across the main road, over a mile away. Boy did that create its own problems. I and others, had to drive both the 12000Lb fork lift and Condec, there and back, many times in all weathers, at all hours, making sure that the loads were secured properly, whilst still using the same crew and shift office.

There were many civilian charters, mostly in the cargo role. Lots of those airlines no longer exist.

"Monarch Airlines" with a Britannia, came in quite often. One of the lads off shift, got a job as loadmaster with them. Well, he didn’t last long. His first charter into Lyneham, his old shift was on duty. Him and the Flt. Sgt. didn’t quite hit it off. There was an almighty row over the fact that the aircraft had no lashing gear on board. So this lad demanded some on loan, as had happened before, but not all of it was returned. It finished up with the powers that be contacted the Airline and made him a "Persona non-grata". We got feedback that he "was let go".

We had an L749 Constellation, on a one-way charter come in for loading. On shutting down its four engines (one of which had locking wire wrapped round its cowling), oil poured out of all of them onto the nice new concrete pan.
The station boss was not pleased, and wanted it loaded ASAP and told the captain to leave immediately it was loaded. In the meantime I gave the Loadmaster a lift to the NAAFI shop so that he could purchase 3 clothes lines, to tie down the load down with. There was another incident worth a mention. This one night the fog was a real pea souper. The shift Sgt. eventually turned up from the Sgts. mess, towards the end of the shift. He wanted the land rover, to check all the aircraft, which we had loaded. Yeah right.

Well, about an hour later, he gets back to the section in a terrible state. He said that he couldn't see to drive through the fog, got out of the land rover, to get his bearings, then couldn't find the vehicle again. So he left, somewhere out there in the fog, with door open, engine running, lights blazing. Then told me to go find it and promptly buggered off.

During this time there was virtually no visible signs of airfield security. That was until the Hijacking's, kidnappings, shootings and bombings started to kick in. So much so that we were often asked to produce our F1250 I. D. cards, by the RAF MPs, whilst loading/unloading A/C. At the start of my last years service, on a night shift, we had loaded 3 Hercs, two loose loads and one pallet load. Which was chained down, not side guidance. When finished we are told to offload the palletised A/C, rearrange the load to accommodate an urgent Herc prop. which had been loaded onto a pallet, for an U/S A/C up route.

Two Condec's were required; one was driven by me, the other by a tired, moaning, miserable git of a civilian driver. He had whined all night, because he couldn't get any kip. Then to top it off we wanted his assistance once again, at about 07:00, when he was off duty at 08:00. He kept giving it welly at the A/C, pointing out, as loud as he could that he had a long way to go to the MT to collect his car, together with the fact that he wasn't going to get any overtime, and he wanted to get home.

By now, we had got 3 pallets off onto one of the Condecs, had the other one at the A/C, with the palletised prop at the rear, ready to place the other pallets onto it.

An exchange of words took place between us, much similar to my suggesting that "He make love and go off", thinking that he would walk off. But no, He jumped into the Condec at the A/C, the one with the prop on, slammed it into gear, reversed quickly, braked to turn, and the pallet over road the roller chocks and flew off onto the pan.

He got out of the vehicle and disappeared. Nearly 08:00, all the camp was walking to work and had a splendid view of it all.

I sat down on the edge of the A/C ramp, with my head in my hands as if waiting for the handcuffs. I kept thinking through a tired haze, what it would be like with a ball and chain round my ankles. Also would the bread and water last for a long time?

Guess who was put on a F252, as being in charge? The charge was admonished - I guess they had to show that some action had been taken. I felt terrible; I actually lost the plot after this.
Oh yes, the civilian driver avoided me and Air Movements like the plague. Nothing happened to him of course.

Before handing in my airfield driving permit, I wrote a letter to the RAF NEWS, which printed it in full. I had pointed out that I was a Supplier 11 Q. Eq. Am., employed on Air Movements Virtually as a full time specialist vehicle driver, with only the same pay as an ordinary Supplier.

There surely wasn't another trade group that had this unpaid advantage over its airmen, or was there? Well, shortly after, all the driving was carried out by either MT drivers or civilians.

Then shock, horror! They posted me to St. Athens. It looked like payback time to me. I did manage to wrangle my way out of that, as I had less than a year to serve, and the fact that I had already applied for Lyneham as my last tour of duty posting, in readiness for civilian aviation employment, together with the fact that I had not been near a stores in 11 years. I asked to be taken off shift and was placed on the reception desk in the pax section, Best Blue job. Shortly after I moved over to the route hotel reception, where a motley collection of huts were, under the supervision of a MALM. He was a nice chap, just biding his time, like me. All I did for the remaining few months, was turn up, issue a few keys and nothing much else, something I had learnt from many others in Air Movements over the years.

Before I left the shift the DAMO, a younger than me F/O, asked to see me in his office. He was one of those officers, who gave a dam, took an interest in his position and his men. He said that he was sorry to have lost me off his shift and lots of other things that made me blush. He also told me that he was being posted to Washington USA, and wished me well in my quest for employment in civilian aviation.

Whilst in the States, he wrote me a letter, asking if I would mind if he wrote me a reference. Boy what a surprise! I've still got the letter.

I set about contacting many airlines, and had quite a few interviews. Amongst them, Midland Air Cargo, operating out of Coventry with Bristol Freighters. A "LORD", don't you know, conducted the interview, but I wasn't impressed. They shortly went bust.

I did apply to the Kenyan Air Force, who were recruiting ex RAF personnel, but it was a three year contract, so no joy there. Also Bristow Helicopters, together with Airwork at Bournemouth, same thing.

One of the Airlines that came into Lyneham, was LLOYD International, I met their operations director and asked him if I could spend a fortnights leave with them, to gain civilian aviation experience, at their base at Stansted, which he agreed to. So off I went. They had two Britannia’s and two Boeing 707s, all in the PCF role. It was quite interesting, and I learnt a lot in that short time. He offered me a job, as loadmaster, but I wasn't sure about something or other, you know a feeling that you get.

Well not long after they went bust, I had this urge to settle down, grow roots, have a family, above all, have a permanent home and a profession. It's not too much to ask,
is it? After my experiences with airlines I changed tactics. I started to look nearer home to Bristol and contacted the Director at Bristol Airport, also the Operations Director of Rolls Royce Operating at Filton, who amongst their collection of 7 Aircraft, had an Argosy. This A/C operated daily between Filton and Toulouse, with shift workers and cargo, in connection with the Concorde project. After interview at both airports I was offered two jobs. What a choice! The only thing was, Rolls Royce had gone bust in 1971, and the operating division, was the last part of the company to be re-taken on.

So the loadmaster job had to wait. Well, I couldn't, and I accepted the job offer at Bristol Airport Authority.

I arranged to leave the RAF 3 months before demob date, my 30th birthday (22nd August 1971). With one months annual leave, one months terminal leave and one month attachment to the airport.

I wrote many letters to airlines, always getting a reply, often with the prospect of an interview. I kept away from the London airports, just because I didn't fancy working at any of them.

I gained a lot of useful interview experience. Each time, I felt better for the opportunity. I did a lot of homework beforehand, to gain as much information as possible about each company, something to ask questions about.

In 1971 there was not a problem in finding work, especially in Civil Aviation. Ex RAF people were sought after, as at the time, there was no equivalent training opportunities in Civvy Street.

Some of the people I met working for airlines Loadmasters etc., hadn't a clue about floor loading strengths, angle of restraint and such, or indeed how to load A/C properly.

Funny, I met some of them in the RAF too! Most seemed only interested in wearing smart uniforms with gold rings. Which meant nothing really. Although I must admit it was something that I did at one point. Years later I progressed and eventually wore lovely tailored suits to the office. I was nearly 30, and I had spent half my life in RAF uniform. I had signed on, at 15 for 12 years. Nobody told me that the 12 years didn't start until I was 18.

If you have kids, especially a boy of 15, take a look at him and wonder if he is old enough, as many thousands did, to take this step in life. When clearing Lyneham, yep, with my blue chitty, the Cpl. in SHQ asked me for my F1250, and promptly cut it into tiny pieces. That was it for me, I felt as though he might as well have stabbed me in the heart. Boy did that affect me.

I collected nearly £270 as a gratuity, pay off, and off I set into a new life in Civvy Street. I had made lots of good friends, lots of not so good friends, but that's life.

One of the friends, an ex boy, like myself. He was 30th entry, I was 29th. We became mates on our first posting together at St Mawgan, we are still pals, and now that we
are both retired meet nearly daily for lunch, once a week for a night out, and often go back down to Newquay to meet another old buddy, to chew the fat over old times.

I wouldn't change any of the time spent in the RAF. I gained invaluable experiences and expertise, especially as serving as a Corporal, gave me an advantage in my chosen new career in Airport Management.

One twist of the knife, is the fact that because I left the RAF prior to 1975, I am not entitled to a service pension, not even a gong or two either, what a bummer! One thing worth mentioning, on arrival at Bristol Airport, I was given an employee number, which was 824. Guess what my last three our? What a coincidence? I retired from Bristol Airport after 27 years in 1998. I was nearly 57. I had asked for and was given an early retirement package. My time spent there is another tale to tell, ill see what the moneys like before putting that amazing storey to paper. Finally a special mention to two people whose friendship I respected and valued greatly during service in the RAF, and long after. Both of whom; sadly have been selected for their ultimate postings. S/Ldr. Harry Pollard and W/O Geoff Bear, Bless you both.
Tirfor Winch

Anyone recognise this?

Auction

Product ID: 40591

Current Bid: £86.00

You are bidding on Direct from the UK Ministry Of Defence a Tirfor Winch. A Tirfor Winch has a wide performance spectrum they can be used to lift, pull or tighten many applications.

The set includes the puller and handle there is no rope (*I never saw a rope with one? Ed*).

These are very strong versatile units with little or no sign of any use.

NO WARRANTY IS OFFERED OR IMPLIED THEY ARE BOUGHT AS SOLD AND SEEN VIEWING IS WELCOME AND RECOMMENDED.

VAT WILL BE ADDED TO THE FINAL PRICE.
The following pages are taken from my log book while on Mobile, this is only for the first couple of years, the other years up to 1994 will follow in future episodes. As you can see some of the tasks are a bit of a blur to me (something to do with alcohol I think) If anyone who was on these tasks remembers then email me at editor@ukmams.co.uk

**JOHN CONDUIT's UKMAMS TASKS DECEMBER 1986 – DECEMBER 1988**

<table>
<thead>
<tr>
<th>Dates</th>
<th>From</th>
<th>To</th>
<th>Route</th>
<th>Aircraft</th>
<th>Team</th>
<th>Task</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-Dec-86</td>
<td>18-Dec-86</td>
<td></td>
<td>Heathrow - Inverness - Lossiemouth - Brize Norton</td>
<td>Dan Air BAC 1-11 &amp; VC10</td>
<td>FO Gibson, SAC Bell</td>
<td>Recover Scots Guards from Kenya</td>
</tr>
<tr>
<td>06-Jan-87</td>
<td>07-Jan-87</td>
<td></td>
<td>Lyneham - Tromso - Bardufoss - Lossiemouth - Lyneham</td>
<td>Hercules</td>
<td>Cpl Bissell, SAC Spencer</td>
<td>Norway Resupply - U/S into Lossiemouth</td>
</tr>
<tr>
<td>18-Jan-87</td>
<td>23-Jan-87</td>
<td></td>
<td>Lyenham - Evenes - Lyneham</td>
<td>Hercules</td>
<td>FO Page, SAC Cross</td>
<td>Ex Hardfall (?)</td>
</tr>
<tr>
<td>02-Feb-87</td>
<td>06-Feb-87</td>
<td></td>
<td>Lyneham - Honnington - Lyneham</td>
<td>Up by Road back by Hercules</td>
<td>FO Page, Sgt Swainsbury, SAC Gough, SAC Press</td>
<td>Sqn move</td>
</tr>
<tr>
<td>26-Feb-87</td>
<td>26-Feb-87</td>
<td></td>
<td>Lyneham - Wyton - Lyneham</td>
<td>Up by Road back by Hercules</td>
<td>FO Hambly, Cpl Dickman</td>
<td>Sqn move</td>
</tr>
<tr>
<td>02-Mar-87</td>
<td>06-Mar-87</td>
<td></td>
<td>Lyneham - Gardermoen - Evenes - Lyneham</td>
<td>Hercules</td>
<td>FO Page, SAC Cross</td>
<td>Ex Hardfall (?)</td>
</tr>
<tr>
<td>Date</td>
<td>Location</td>
<td>Aircraft</td>
<td>CrewMembers</td>
<td>Notes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td>---------------------------------</td>
<td>----------------</td>
<td>----------------------------------------------------------------------------</td>
<td>--------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>09-Mar-87</td>
<td>Brize Norton - Gander - Cape Canaveral - Patrick - Dulles - Lyneham</td>
<td>VC 10 &amp; Hercules</td>
<td>SAC Lambourne, SAC Wilkes</td>
<td>Autec re-supply</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-Mar-87</td>
<td>Lyneham - Leuchars - Bodo - Lyneham</td>
<td>Hercules</td>
<td>FO Page, Cpl Barrett</td>
<td>?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19-Mar-87</td>
<td>Lyneham - Goose Bay - Stephenville - Andros - Patrick - Cape Canaveral - Patrick (Lots) - Jacksonville (Lots) - Gander - Lyneham</td>
<td>Hercules</td>
<td>FO Page, Cpl Wilson, SAC Cross, SAC Lambourne</td>
<td>AUTEC Det</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-Apr-87</td>
<td>Lyneham - Coltishall - Lyneham</td>
<td>Hercules, back by road</td>
<td>FO Page, FO Phillips, Cpl Wilson, SAC Lambourne, SAC Roberts</td>
<td>Sqn recovery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-May-87</td>
<td>Lyenham - Akrotiri - Larissa - Lyneham</td>
<td>Hercules</td>
<td>FO Harvey, SAC Cross</td>
<td>?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-Jun-87</td>
<td>Lyneham - Tirstrup - Coltishall - Lyneham</td>
<td>Hercules</td>
<td>Fit Lt Stepney, FO Page, FO Stephenson, FS Allen, FS Milburn, Sgt Gage, Cpl Wilson, Cpl Ross, Cpl Vicary, SAC Cross, SAC Lambourne, SAC Bock</td>
<td>Sqn Recovery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Date</td>
<td>Location</td>
<td>Aircraft</td>
<td>Crew</td>
<td>Task</td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td>------------</td>
<td>-----------------------------------------------</td>
<td>----------</td>
<td>------------------------------------------------</td>
<td>--------------------</td>
<td></td>
</tr>
<tr>
<td>19-Jun-87</td>
<td>20-Jun-87</td>
<td>Lyneham &amp; Brize Norton</td>
<td>Hercules</td>
<td>Flt Lt Gell, FO Page, FO Harvey, Sgt Ralph, Cpl Turney, Cpl Dickman, SAC Cross, SAC Allen</td>
<td>TAC Demo</td>
<td></td>
</tr>
<tr>
<td>21-Jun-87</td>
<td>25-Jun-87</td>
<td>Lyneham - Binbrook - Lyneham</td>
<td>Hercules</td>
<td>FO Page, Cpl Dickman &amp; 3x Aux</td>
<td>Sqn recovery</td>
<td></td>
</tr>
<tr>
<td>26-Jun-87</td>
<td>26-Jun-87</td>
<td>Lyneham - Evenes - Trondheim - Lyneham</td>
<td>Hercules</td>
<td>FO Page, Cpl Wilson</td>
<td></td>
<td></td>
</tr>
<tr>
<td>27-Aug-87</td>
<td>31-Aug-87</td>
<td>Lyneham - Scampton - Exeter - Wildenrath - Wienna - Wildenrath - Wattisham - Scampton - Lyneham</td>
<td>Hercules</td>
<td>Alone</td>
<td>Red Arrows</td>
<td></td>
</tr>
</tbody>
</table>

### DETACHED TO ASCENSION ISLANDS SEP 87 - MAR 88

<table>
<thead>
<tr>
<th>Date</th>
<th>Date</th>
<th>Location</th>
<th>Aircraft</th>
<th>Crew</th>
<th>Task</th>
</tr>
</thead>
<tbody>
<tr>
<td>26-Apr-88</td>
<td>26-Apr-88</td>
<td>Lyneham - Wittering - Montijo - Lyneham</td>
<td>Hercules</td>
<td>SAC Belcher</td>
<td></td>
</tr>
<tr>
<td>29-Apr-88</td>
<td>29-Apr-88</td>
<td>Lyneham - Kinloss - Culdrose - Lyneham</td>
<td>Hercules</td>
<td>Cpl Perry</td>
<td></td>
</tr>
<tr>
<td>02-May-88</td>
<td>03-Apr-88</td>
<td>Brize Norton - Gutersloh - Edinburgh - Brize Norton</td>
<td>VC10</td>
<td>Cpl Bird, Cpl Pyne</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Comments</td>
<td>Aircraft</td>
<td>Crew</td>
<td>Notes</td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>-----------------------------------------------</td>
<td>----------</td>
<td>-------------------------------------------</td>
<td>------------------------</td>
<td></td>
</tr>
<tr>
<td>04-Jun-88</td>
<td>06-Jun-88</td>
<td>Lyneham - Coltishall - Lyneham</td>
<td>Hercules, Back by road</td>
<td>FO Gould, FS Betambeau, Sgt Geerah, Cpl Wilson, Cpl Salmon, SAC Lambourne, SAC Harvey, SAC Roberts</td>
<td>Sqn Deployment</td>
</tr>
<tr>
<td>08-Jun-88</td>
<td>09-Jun-88</td>
<td>Brize Norton - Bahrain - Dubai - Palermo - Brize Norton</td>
<td>VC 10</td>
<td>Cpl Wilson, SAC Lambourne</td>
<td>Movement of ships crew</td>
</tr>
<tr>
<td>12-Jun-88</td>
<td>14-Jun-88</td>
<td>Lyneham - Leuchars - Leeming - Lyneham</td>
<td>Hercules</td>
<td>Sgt Feast, SAC Lambourne</td>
<td>?</td>
</tr>
<tr>
<td>05-Jul-88</td>
<td>05-Jul-88</td>
<td>Lyneham - Conningsby - Keflavik - Lyneham</td>
<td>Hercules</td>
<td>SAC Lambourne, SAC Morgan</td>
<td>Sqn Exercise</td>
</tr>
<tr>
<td>Date</td>
<td>Date</td>
<td>Location</td>
<td>Mode</td>
<td>Crew Members</td>
<td>Details</td>
</tr>
<tr>
<td>------------</td>
<td>------------</td>
<td>-----------------------------------</td>
<td>--------</td>
<td>------------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>08-Jul-88</td>
<td>09-Jul-88</td>
<td>Manchester</td>
<td>Road</td>
<td>SAC Morgan, SAC Lambourne</td>
<td></td>
</tr>
<tr>
<td>08-Aug-88</td>
<td>10-Aug-88</td>
<td>Heathrow - Edinburgh - Brize Norton</td>
<td>BM DC9 &amp; VC 10</td>
<td>Flt Lt Lester-Powell, SAC Ralph</td>
<td>?</td>
</tr>
<tr>
<td>02-Sep-88</td>
<td>03-Sep-88</td>
<td>Lyneham - Wittering - Vandel - Lyneham</td>
<td>Hercules</td>
<td>FO Harvey, Cpl Brimble, SAC McCann, SAC Cahill, SAC O'Neill</td>
<td>Sqn Deployment</td>
</tr>
<tr>
<td>08-Sep-88</td>
<td>10-Sep-88</td>
<td>Lyneham - Conningsby - Lyneham</td>
<td>Hercules</td>
<td>FS Williams, Sgt Pyne, Cpl Stacey, SAC Fleming, SAC Barker</td>
<td>TAC Demo</td>
</tr>
<tr>
<td>11-Sep-88</td>
<td>11-Sep-88</td>
<td>Lyneham - Honnington - Lyneham</td>
<td>Up by road, back Hercules</td>
<td>SAC Belcher</td>
<td>?</td>
</tr>
<tr>
<td>17-Sep-88</td>
<td>18-Sep-88</td>
<td>Lyneham - Vandel - Wittering - Lyneham</td>
<td>Hercules</td>
<td>FO Harvey, FS I'Anson, Sgt Young, Cpl Howard, Cpl Brimble, SAC McCann, SAC Neary-Phillips</td>
<td>Sqn Recovery</td>
</tr>
<tr>
<td>Date</td>
<td>Date</td>
<td>Location</td>
<td>Aircraft</td>
<td>Crew</td>
<td>Notes</td>
</tr>
<tr>
<td>------------</td>
<td>------------</td>
<td>---------------------------------------</td>
<td>------------------</td>
<td>------------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>20-Sep-88</td>
<td>21-Sep-88</td>
<td>Heathrow - Edinburgh - Lyneham</td>
<td>BM DC9 &amp; Hercules</td>
<td>FS I'Anson, Cpl Howard</td>
<td>?</td>
</tr>
<tr>
<td>23-Sep-88</td>
<td>24-Sep-88</td>
<td>Brize Norton - Edmonton - Brize Norton</td>
<td>Tristar</td>
<td>FS I'Anson, Cpl Howard</td>
<td>?</td>
</tr>
<tr>
<td>23-Oct-88</td>
<td>24-Oct-88</td>
<td>Brize Norton - Scott AFB - Brize Norton</td>
<td>VC 10</td>
<td>CPL Howard, SAC Wark</td>
<td>Collect &quot;Special&quot; missiles</td>
</tr>
<tr>
<td>02-Nov-88</td>
<td>05-Nov-88</td>
<td>Brize Norton - Barbados - Lajes - Lyneham</td>
<td>Tristar &amp; Hercules</td>
<td>Cpl Hartley, Sac Seabridge</td>
<td>Special Ops Ex</td>
</tr>
<tr>
<td>10-Nov-88</td>
<td>10-Nov-88</td>
<td>Lyneham - Macrihanish - Wyton - Lyneham</td>
<td>Hercules</td>
<td>FS I'Anson, Sac Wark</td>
<td>?</td>
</tr>
<tr>
<td>Date</td>
<td>Date</td>
<td>Origin - Destination(s)</td>
<td>Aircraft</td>
<td>Crew Members</td>
<td>Details</td>
</tr>
<tr>
<td>------------</td>
<td>------------</td>
<td>-----------------------------------------------</td>
<td>----------</td>
<td>-------------------------------------------------</td>
<td>-----------------------------------</td>
</tr>
<tr>
<td>17-Nov-88</td>
<td>18-Nov-88</td>
<td>Brize Norton - Akrotiri - Dubai - Brize Norton</td>
<td>VC10</td>
<td>Cpl Mitchell, Sac Wark</td>
<td>Move of ships crew</td>
</tr>
<tr>
<td>01-Dec-88</td>
<td>03-Dec-88</td>
<td>Lyneham - Bruggen - Benbecula - Wildenrath - Lyneham</td>
<td>Hercules</td>
<td>FS I'Anson, FS McMahon, Cpl Chesney, Sac Evans, Sac Belcher</td>
<td>?</td>
</tr>
<tr>
<td>05-Dec-88</td>
<td>05-Dec-88</td>
<td>Lyneham - Conningsby - keflavik - Lyneham</td>
<td>Hercules</td>
<td>FS I'Anson, Sac Wilkes</td>
<td>?</td>
</tr>
<tr>
<td>09-Dec-88</td>
<td>11 Dec 88</td>
<td>Lyneham - Gardermoen - Bardufoss - Lyneham</td>
<td>Hercules</td>
<td>Sac Jolley</td>
<td>?</td>
</tr>
<tr>
<td>16-Dec-88</td>
<td>16-Dec-88</td>
<td>Lyneham - Evenes - Gardermoen - Lyneham</td>
<td>Hercules</td>
<td>Sac Wark, Sac Coombes (AUX)</td>
<td>Norway Re-Supply</td>
</tr>
</tbody>
</table>
Curry Night Meet & Greet

Don’t forget the next meet & greet will be held in the Auxiliaries bar (the swamp) at RAF Brize Norton on 12 May.

The association is providing a free curry so please come along.

All those wishing to attend please advise Flt Lt Tony Geerah of your details for access to the base.

Well that is all for this edition.

If any of you readers out there have any stories to tell (that can be printed)

Please email me

editor@ukmams.co.uk