

TEAM BRIEF

The Official Magazine of the MAMS Association Electronic Issue No 9



CHAIRMAN'S NOTES

As this September's issue goes to print I now find myself in the privileged position as Chairman of this prestigious Association. My sincere thanks go to my predecessors Bob and Colin who have done a tremendous job steering the Association from its formation just over 20 years ago. I intend to continue with their focus and together with the support of the committee will do my utmost to keep the Association vibrant. Hopefully seeing it go from strength to strength.

Originally the MAMS Association, membership was only open to members who had served on MAMS. (FEAF/NEAF/UKMAMS). However, over the last few years the decision was made to welcome **all Movers** and the membership was opened to all past and serving members of the Movements Trade/Branch. Since this was introduced we have seen a small increase in numbers, however it is quite noticeable that we as an Association are getting older (and wiser?) and without the new and younger blood will struggle in the future. It has been the committee's intention over the last 2 years to try and resolve this situation and there has been much debate and deliberation to pin point as to why the younger Movers are reluctant to join. The main point of contention quite simply appears to have been whether the name of the Association is relevant for today's movements' community.

The purpose of the association is to support all Movers, although primarily past members of NEAF, FEAF and UKMAMS and now with the formation of 1AMW 44 and 45 MAMS...

Many of the younger serving members of the Movements Trade have never heard or served on the earlier MAMS, so what relevance you may ask would it be to them to join an Association with the name UKMAMS?

I look at it from another perspective- what is common to all these organisations? They have all been formed to do the same job within Defence as Mobile Air Movements Teams. Therefore to try and become a relevant Association in today's Movements Trade (within the Logistics Branch) we need to identify with this.

To this end and to encompass all MAMS both past and present we are changing in name but not in spirit! The new Association will be known as **The MAMS Association**, after all it's the people and memories that count, not just the name! In addition to the Chairman (Colin Allen) standing down for a well earned retirement, there have also been many changes within the committee with the stalwart Deputy Chairman (Ian Berry) and our long running and extremely committed Editor (Mick Cocker) standing down from their posts. I would like to personally thank them for all their hard work and dedication supporting the Association over many years. (Thankfully Ian has



kindly agreed to stay on to produce the 540 for the Team Brief!). Also I would give a warm welcome to our new committee members Keith Parker (Deputy Chairman) John Conduit (Team Brief Editor) Jackie Brice (Welfare Member) and to Pauline Andrews for standing in for Steve Beaumont as Membership Secretary while he has been OOA.



In May this year we celebrated the 20th anniversary of the Association, with a weekend of events at RAF Lyneham kicking off with the Meet and Greet (and the traditional Chicken Mess Curry) in the Winch Inn on the Friday Night. This was followed on the Saturday afternoon with a last tour of 1 AMW commencing in the VIP lounge with an



depth update on 1AMW and how the MAMS Teams operate within the new Force Rotation Cycle (FRC). An excellent briefing by the current OC, Rich Pratley- (Rich has subsequently now been promoted to Gp Capt! - congratulations to you from all in the association). This was followed by a nostalgic tour of the real estate, including the Terminal, J4 and J5 hangers, finishing with a final brief in Wg Plans (the Old MAMS Ops).



The finale to the weekend was the Ladies Guest Night in the Sgt's Mess attended by over 90 people, with people travelling from afar, including from overseas, Mick Mayberry and his wife from Spain and Gordon and Brenda Grey from Cyprus. I must say that as always Karen and her staff again did us proud with superb food, hospitality and service.



It has been tradition in the past hold these very successful weekends every 5 years. Having spoken to many attendees at the weekend the general consensus was that this is far too infrequent; therefore your committee has decided to hold them bi-annually. So, as advertised on the website, the next Big Bash weekend similar to this year is planned for May 2013 at RAF Brize Norton.



I will close now with an appeal for your continued support, Movements is a family, young and old and I'm hopeful that with the name change we can encourage some younger members to not only join and see the benefit of the Association but also actively contribute.

Best wishes to everyone

Yours

Tony Geerah

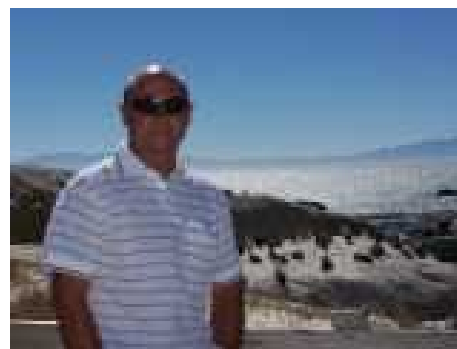


Team Brief: Membership

Hello to all, Pauline here, taking over from Steve Beaumont for a few months while he enjoys his extended holiday in warmer climes. Unfortunately I can't top his recent story which started off with walking the dog by a canal and ended up in a café eating tuna mayo sandwiches and talking to an ex-mover from days past, but I'm out riding the horse on the Ridgeway most weekends complete with binoculars – you never know where you are likely to find old movers these days!

We seem to have had a record number of new joiners over the summer (plus a bit of a gap since the last Team Brief) so I would like to extend a warm welcome to the following people, a truly international bunch:

Colin Seager was in from 1990-99 and worked on Base Movements; he currently works as a postman in Swindon. Mick Fry who started life in movements but remustered to ALM is running his two aviation companies in Hampshire. Jeremy Dove is currently working as a MoD driver at RAF Mildenhall. Dom July, now living in Spain, is running his own pet shipping company. Patrick Franks who joined the RAF in 1980, is living up in Inverness. Mark Knighton, who served from 1990–2002, is working as CEO for a company in Sweden. (Is it reading a bit like a quiz yet – I'm going to ask you who lives in the red house and has a pet gerbil....).



Bernie Hurdsfield joined the RAF in 1963; after leaving in 1987 he trained as an HGV driver and then a bus driver, which he is planning on doing until retirement next year. Steve Byatt, having had more jobs “than you could shake a strop at” is selling computer networks and living in Wiltshire. Shane Bull and Figgy Fitches (pictured above) are both still in, working at JADTEU. Terry Lovell is working for Air Canada at Heathrow. Nige Cameron is now working as a teacher at a school in Nottingham.

Can you tell what it is yet?

Chico Jeavons is living in Swindon and looking for a job which doesn't interfere with his golf! Jane Lewis was on 1AMW at the time of joining, living at Lyneham. Jack Cross has now retired to (sometimes sunny) Spain. Merv Corke is retired and living in Swindon. David Johnson who was at Masirah in 1971/2 now works for BAE Systems Warton. Adrian Ford-Simms is now working as an Emergency Care Assistant in Retford, Nottinghamshire. Dave Brixey joined the Army after leaving the RAF, and left in 2005 after 3 tours in Iraq. Michael Hunter served in the Canadian forces from 68-92. Mick Murphy spent over 10 years on my old mob, 4624 Sqn, and is now enjoying retirement in Carterton and spending time helping to look after his grandchildren.

Last but not least, a very warm welcome to our friends from down under, all former RAAF members: Grahame Caine did his airloader's course in 1973 and is now retired. Colin Tigwell joined in 1953 until 1972, first as a mover and then retraining

as loadmaster. George Owens was a flight engineer from 1968-88 and is now a marine mechanic/business owner. Dave Neilson is still serving.

That's it from me for now – I'll be handing the baton back to Steve shortly – but I've enjoyed my stint as membership secretary, plus I've found some old friends to boot – truly a bonus.

The Boys and girls who wear the Blue



Once we had an Air Force so mighty and so strong;
But now things are different and its might has long since gone;
The days of many bases and the places where to serve;
Are all lost to history, the reasons are such a mystery;

What's left is what the politicians say this country does deserve.
As other things are chosen and we rely on those in reserve;
The country's broke, there is no hope, no one can understand,
Were in a hole, lots on the dole, the moneys spent elsewhere.

The Boys and girls those chosen few who wear the blue with pride;
Ask nought of you and see us through to keep this country safe;
Their tasks so great, make no mistake, where would we be without;
Their unseen service given free for you, and all about.

The public are not concerned about and care even less;
For its left to those in uniform to sort out all this mess;
The time may come as past has shown, when our Country needs their strength;
But I wonder when the light will dawn, let's hope without too long a length.

Gerry Davis

A 'Hike For Heroes'

WO Martin Jones

**Wg Plans WO
1AMW**

Personnel from Number 1 Air Mobility Wing (1 AMW) based at RAF Lyneham recently took part in a march in a race to get to RAF Brize Norton before their equivalent counterparts from the Air Movements Squadron (AMS) based at RAF Brize Norton could get to RAF Lyneham. The challenge referred to as 'Hike for Heroes' was set to raise funds for their chosen charities; Help For Heroes, the RAF Benevolent Fund and Helen & Douglas House.

Initially the brainchild of 1 AMW whilst detached in Afghanistan, the men and women decided that they wanted to raise money for their chosen charities by marching to RAF Brize Norton. Senior Aircraftsman Niki Welch, one of the 1 AMW participants said: "Whilst working on Operations in Iraq and Afghanistan I have seen a lot of front line troops flown home as aero-medical evacuations. The money we raise will go towards much needed rehabilitation and help for injured troops after returning from duty. "



Departing RAF Lyneham at 7 am, followed by 2 support vehicles the team arrived in Wootton Bassett at around 8 am. Greeted by the Town's Deputy

Mayor, Counsellor Mike Leighfield, his wife and the Town Crier, the team were able to have some quick respite, as well as receive some generous donations. In fact, during this short 15 minute break the team raised approximately £350.00, of which £225.00 was generously donated by the local butcher. One of the team members, Senior Aircraftman Andy Fenton who had taken on the challenge of both organising and taking part in the event said: “This support is exactly what we had hoped for and will provide the opportunity to help some wonderful charities.”



This generosity was to continue throughout the duration of the march as cars drove by full of people, shouting out words of encouragement and sounding their horns in support. After 17 miles, the team stopped for some well needed sustenance. It was also a chance for Sergeant Stu Green, the support teams' Medic, to have the opportunity to sort out some of the blisters that had been acquired.

Close to 4pm, the team finally saw the gates of RAF Brize Norton. With some of the team hobbling and limping, all 24 personnel finally arrived to rapturous applause.

Both team's from RAF Lyneham and RAF Brize Norton estimate that once confirmed, that will have raised approximately £4000.00.



Air Movements Sqn
Royal Air Force Brize Norton
Carterton
Oxfordshire
OX18 3LX
Tel: 01993 897921
Fax: 01993 895093

ANNUAL MOVEMENTS WO & SNCO'S TOP TABLE LUNCHEON IN THE SGT'S MESS AT RAF BRIZE NORTON 18TH NOVEMBER 2011

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 – Nigel Robinson, Steve Joyce, Chris Owen, Dick Barton, Nige Malyon, Al Morton, Carl Widdup, John East, and Steve Davies, 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 **1200L on 18th November 2011** 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 £30- £35. This will be confirmed once Catering, Retail and Leisure (CRL) is established at RAF Brize Norton, cost for this year's event will be confirmed at a later date but shouldn't be too different.

Please complete the tear off portion below and return to Robbie Collins, if you are interested in attending the function. Alternatively you can send an email to robbie.collins922@mod.uk. In September another letter will be sent to interested persons with the menu, final details of those leaving and requests for payments.

Best Regards
Robbie Collins

To:
Sgt Robbie Collins
4624 RAuxAF
RAF Brize Norton
OXON
OX18 3LX

From:

I am interested in attending the Top Table on Friday 18th November 2011 my contact details are as follows:

Address .
.....

Email:

Phone:

THE UNKINDEST (DEFENCE) CUT OF ALL

by Peter Wyton

I'm the last man left in the Air Force,
I've an office in M.O.D.
And a copy of Queen's Regulations
Which only apply to me.
I can post myself to Leuchars
And detach me from there to Kinloss
Or send me on course to Innsworth
Then cancel the lot - I'm the Boss.

I'm the last man left in the Air Force
But the great parliamentary brains
Omitted, when cancelling people,
To sell off the stations and planes,
The result is, my inventory bulges
With KD and camp stools and Quarters,
Plus a signed book of speeches by Trenchard
That I keep to impress the reporters.

I'm the last man left in the Air Force,
I suppose you imagine it's great
To be master of all you survey but
I tell you, it's difficult, mate.
I inspected three units last Thursday
As A.O.C. (Acting) of Strike,
Then I swept half the runway at Laarbruch
And repaired Saxa Vord's station bike.

I'm the last man left in the Air Force,
My wife says I'm never at home,
When I'm not flying Hercs I'm at Manston,
Laying gallons and gallons of foam,
Or I'm in my Marine Craft at Plymouth,
Shooting flares at the crowds on the Ho,
Or I'm Orderly Corporal at Uxbridge,
It's an interesting life, but all go.

I'm the last man left in the Air Force,
I'm A.D.C. to the Queen,
I'm Duty Clerk at St. Mawgan,
I'm the R.A.F. rugby team,
Tomorrow I'm painting a guardroom
And air-testing several planes,
The day after that I'm for London

To preach at St. Clement Dane's.

I'm the last man left in the Air Force
And I'm due to retire before long,
There's been no talk of any replacement
And I won't even let me sign on.
I hope to enjoy my retirement,
I've put up a pretty good show,
But I won't cut myself off entirely.
There are always reunions, y'know.
© Peter Wyton

Peter Wyton [pen name] wrote the poem during the 70s when he was serving at RAF Wyton. He is now an established and widely published poet. If you like, you can find out more about him – sample poems, several are on the various videos, prizes won, books published, review quotes, performance lists etc. at www.myspace.com/peterwytonpoet

You may also be interested to know that he has a poem in -

Heroes: 100 Poems From The New Generation Of War Poets.

This book, published by Random House, will be launched at The Cavalry and Guards Club, London, on 7th November. Peter's own books are available from his website.

In Memory: - Bob Turner

I expect that many of us, over the last couple of months, will have reflected on how and when we met Bob, there must be a thousand lovely stories out there waiting to be told.

Please allow me to share a couple, out of many, that spring to mind whenever Bob's name is mentioned.

I first met Bob back in the late 1960's, I was stationed at Lyneham working on Tactical Air Movements (TAMS), we had finished loading the Herc and were awaiting the passengers, who were a UKMAMS team from Abingdon. When they arrived we made them welcome in our crew room and they settled themselves with teas/coffees. I started to talk to one of the guys a certain Bob Turner who told me all about MAMS (I'd never really taken much notice of the name before). I started to become interested but our conversation came to an abrupt end when the call for pax was made. I was so taken by what Bob had told me, the seed was sown, and a few years later it was Bob who welcomed me to NEAF MAMS in Cyprus. Thanks Bob for your enthusiasm, guidance and friendship which was to last many years, we even ended up working in the Oman at the same time in our latter years. I feel so grateful that I was able to thank him over a beer at the last Meet and Greet Bob attended, don't ask me why I chose that time but I'm glad I did.

On a much lighter note NEAF MAMS were tasked to support RAF Salalah during the Dhofar conflict supporting the British Army Training Team (another name for the SAS). The loads were always flat floor and always full from front to back of the aircraft, side to side and top to bottom. These moves were to become known later as "The Seeb Shuttle" but in early days we moved stuff from Bait El Falaj, that notorious airfield with the sheer cliff face at the end of the runway. So that sets the picture for these runs we did with 70 Sqn week and week about.

It was on one such run that I was teamed up with Bob and others when I was listening in on approach to Salalah on the flight deck. NEAF MAMS and 70 Sqn were very close, not like today's MAMS we were always regarded as part of the crew as we were all stationed in Cyprus and worked together very closely.

The captain called to say we were on approach and saying we had a "Flat Floor, Loose Load" of 40,000lbs. The reply from the ground was "What handing aids do you require?" The captain replied just a forty foot trailer please, to which the ground replied "Are you sure, you don't need anything else?" The captain replied No thanks a trailer will be fine I've got Bob Turner on board and that's all we need.

That's what I will always remember about Bob, when you were working with him, even in later life he was a born leader and always led from the front.

RIP

Keith Parker

Ex Mover (Now Pilot) has a mid air collision over Duxford



The P51 Mustang is owned and operated by an ex-SAC Air Movements Controller - Rob Davies. Rob is the founder and CEO of Meggitt Defence Systems, manufacturing those pilot-less spy planes that have been in the news of late, with several plants worldwide. He was awarded the MBE for his services to Great Britain
Any one remember Rob, apparently he was on MAMS in the 60's (even before my time – Ed)

MASIRAH REUNION

An RAF Masirah 72-73 reunion is taking place in Harrogate, early Oct 2011. All movers who serve there then are invited. I am specifically looking for John Illsley and Roy Harper - both shift Sgts at the time. If you have a contact number for them, I would appreciate having them. Don't worry, they don't owe me any money lol ;0)

Mike McCann

TRETHORNE 6th/7th/8th/9th June 2011

After 12 months of intense sponsorship investigating & general “badgering” of the Movements collective, Geordie Rochester & his “henchmen” managed to congregate an impressive array of golfers & socialites (63 in total) at Trethorne Golf & Country Club to contest this year’s Movements Golf Competition, in memory of the late Dave Wall.



Having checked in & been greeted by the very happy proprietors, Carol & Chris.....happy because they

had last years experience of how much alcohol we can consume over 3 days,

thereby boosting the bar profits beyond their wildest dreams ?????? Many of us went & had a practice round & then returned to purchase some more balls ready for the “real thing” !!!!!



A “meet n greet” evening BBQ was the ideal opportunity for everyone to either reacquaint old friendships or make new

ones, & because there were so many people to “catch-up “ with it meant the bar HAD to stay open until the early, no sorry, the late hours of the morning !!!!

The early starters on day1 had to contend with some heavy showers & lots of banter from the shelter of the bar.....where else????? The course was in great condition but the greens were akin to lino therefore turning birdies into bogies.....when you finally stopped on them!!!!

Having completed all the games for day 1 it was into the bar to reminisce on the missed chances, lost balls & general “piss-taking” that always accompanies a “Movers Get Together”. Believe it if you will (not me!!), the competitors had an early night ready to “burn the course up” on day2.....I think the bar closed about 4 ish in the morning ??????

Day 2 dawned, with more showers but many more hangovers!!! Changes in the 4-balls meant that we had the opportunity to mingle with new faces & chew the cud over 18 holes of what some call golf & some call "swish-f*** ???? 2nd competition day finished & guess what???? We congregated in the bar for a couple of thirst-quenchers before getting dolled up for the evening's festivities. An excellent carvery meal was washing down with copious amounts of liquids & then followed the prize giving with banter being fired from all directions.....mainly at Geordie ?????!!!!



A very appreciative vote of thanks went to our sponsors & of course to Geordie Rochester, who, over the past 3 years has worked tirelessly to promote this event & now hands over the reins of organisation to Gary Mumford & Jock Kennedy.

As was stated on the night, we have come too far to let this great event lapse & it

was proved this year by the attendance numbers that it mustn't. So like Xmas, Birthdays etc, they are an annual occasion.....so is this!!!! Please make a note in your diaries for next year & make it another great turn-out.



So movers have been right for years !!!!!



FROM THE 540

By Ian Berry

1966 – 45 YEARS AGO...

SEPTEMBER

Thorney Island – Special. Fg Off JGL Furney plus 2. Onloading of Special Argosy Flight 5557.

Fairford – Trial. Fg Offs Glen Morton & Mike Green plus 9. Trial loading of Whirlwind helicopters into Belfast aircraft.

OCTOBER

Guyana – Special. Fg Off Bill Halford plus 2. Recovery of 1310 Flight from Guyana to UK.



Whirlwind HAR10 of 1310 Flight

Tangmere – Special. Fg Off JM Dunn plus 2. Deployment of Signals Equipment to Germany utilising a Beverley Transport.

NOVEMBER

Jamaica – Exercise Calypso Hop. Flt Lt Nigel Healey plus 2. Deployment of personnel and equipment of 1Bn Staffordshire Regt from UK to Jamaica.

Barbados – Exercise Rum Jungle. Fg Off Ian Stacey plus 6. Recovery of 1Bn Royal Ulster Rifles from Bahamas to UK.

DECEMBER

Gibraltar – VIP Duties at RAF North Front. **No Names!** VIP Support to UK and Rhodesian Prime Ministers having discussions aboard HMS Tiger. **(n.b. Chas Cormack was on the sqn at this time and was involved on Operation Agila in 1979-80 in Rhodesia/Zimbabwe at end of conflict and declaration of Independence..)**

McClelland AFB – Exercise Travelling Causeway. Sqn Ldr RC Ethereidge, Fg Off Nigel Sanders plus 4. Route activation for Belfast and VC10 proving flights.

1971 – 40 YEARS AGO...

SEPTEMBER

Dabolim – Sea king deployment. Flt Lt Taylor plus 5. Delivery of Sea king helicopter (Ser No IN506) to Goa for the Indian Navy.

Topcliffe – Operation Sellar. Fg Offs Gerry Keyworth & Pete Simpson plus 6. Deployment of 37 Sqn RAF Regt to Aldergrove.

OCTOBER

Ipswich – Exercise Jigsaw. Sgt DK Henderson, Cpl Jimmy Jones plus 1. Training personnel of Royal Horse Artillery in art of loading and restraining landrovers & trailers and 105mm Pack Howitzers into Andover Aircraft.



Wittering – Exercise Jaded Tiger. Flt Lt Norrie Radcliffe plus 4. Recovery of 1 Sqn (Harriers) from Decimomannu.

NOVEMBER

Yokota – Special. Fg Off Glen Morton, FS Dave Eggleton, Sgt John bell, Cpl Syd Avery, JT Ted Moore plus 1. Recovery of harrier aircraft and ground support equipment after demo/air display in Japan.

Cape Town – Special. Flt Lt Meikle plus 5. Delivery of Deltic engine to South Africa for HMS Bossington at Simonstown Naval Base.



HMS BOSSINGTON

DECEMBER

Belize - Exercise Dreamboat. Fg Off Paul Steiner, FSgt Ken Browne, Sgt Rocky Knowles, Cpl Percival Sandiford, JT Gordon Gourdie, SAC Bob Tring. Deployment of 14 Sigs Regt from UK to Belize.



Comox – Fincastle trophy. Flt Lt Bill Wellman, FSgt Reg Carey, Sgt Dick Leonard, Cpl Dave Wilkin, SACs Polly Parkin & Harry Jones. Recovery of personnel & equipment of 201 Sqn (Nimrods) from Vancouver Island (Canada) to Kinloss.

1976 – 35 YEARS AGO...

SEPTEMBER

Oerland – Exercise Bold game. Fg Off Paterson, FSgt Terry Hoy, Sgt Trevor Edwards, Cpl Ian Bell plus 2. Deployment of 1 Sqn (Harriers) from Wittering to Norway.

Honington – Special. Sgt Al Potts plus 2. Recovery of personnel and equipment of 12 Sqn (Buccaneers) from Lossiemouth to Honington.

OCTOBER

Hyeres – Special. Sgt Terry Mulqueen plus 1. Delivery of propeller, stand and additional freight to France to assist recovery of u/s FAA Gannet.



Luqa/Mashad – Special. Fg Off Glew plus 5. Deploy elements of HQSTC from UK to Malta and recovery of personnel and equipment of 13 Sqn (Canberra's) from Iran to Malta.

NOVEMBER

Lanveoc – Special. Flt Lt Jerry Babington plus 5. Recovery of personnel and equipment of 824 RNAS (Sea King) from France to Culdrose.

Calgary – Exercise Medicine Man. Fg Off Ray Macleman plus 5. Rotation of Scout and Sioux helicopters in Canada.

DECEMBER

Edinburgh Field – MOD (PE). Flt Lt Kit Ayers plus 1. Uplift of MOD (PE) freight and explosives from Australia to UK.

Van – Earthquake Relief. Sgt Dixie dean plus 2. Delivery of Red Cross supplies to Van in Turkey after an earthquake.

1981 – 30 YEARS ON...

SEPTEMBER

Decimomannu/Bruggen – Exercise Gain Hare/Guard Mix. Flt Lt Peter King, FSgt Ian Berry, Sgt George Elliott, Cpl John Purkis, SACs Keith Jevons & Jim Rice. Recovery of passengers and freight of 14 Sqn (Jaguars) from Sardinia to Germany.

Coltishall – Exercise Amber Express. FSgts Liam Devlin, Ian Thompson, Cpl Bruce Oram plus 3. Deployment of personnel and equipment of 6 Sqn (Jaguars) to Tirstrup, Denmark.

OCTOBER

Laarbruch – Exercise Trial Mammoth. FSgt Charlie Grant, Sgt Tony Dunphy plus 1. Deployment of personnel and equipment of 16 Sqn (Buccaneers) from Lossiemouth to Germany.

Leuchars – Demonstration. Fg Off Neil Cromarty, FSgt Terry Roberts, Sgt Brian Connellan, Cpl Bruce Oram, SACs Kit kitson & Steve Perry. Rapier onload demonstration for a party of US Senators.

NOVEMBER

Amberley – Exercise Fincastle. Sqn Ldr Chas Cruse plus 2. Recovery of personnel and equipment of 201 Sqn (Nimrods) from Australia to Kinloss.

Cold Lake – Exercise Trial Tropical/Pirate Trail. FSgt Dave Wright plus 2. Recovery of Victor and Tornado ground equipment from Canada to UK.

DECEMBER

Nairobi – Exercise Larch Pole. Flt Lt Jimmy Stewart plus 5. Rotation of Infantry Battle Group in Kenya.

Jever – Special. FSgt Ian Berry, Cpl John Purkis, SAC Mick Cocker. Recovery of support personnel and equipment of 6 Sqn (Phantoms) to Coningsby after repairs in Germany.

1986 – 25 YEARS AGO...

SEPTEMBER

Binbrook – Exercise Frosty Broad. Fg Off Mark Stephenson , FSgt Charlie Marlowe, Sgt Norman Gage, Cpl Phil Ingham, SACs “JJ” Hooper & Dinger Bell. Recovery of personnel and equipment of 6 & 54 Sqn (Jaguars) from Denmark to Coltishall.

Gibraltar – Taceval. Sgt Tony Saw, SACs Wigan Johnston & John Belcher. Deployment to Gibraltar as part of Lyneham Taceval.

OCTOBER

Gardermoen/Wyton – Exercise PRIORITY. FSgt Clive Hall plus 6. Deployment of personnel and equipment of 29 Sqn (Phantoms) from Coningsby to Norway and recovery of 360 Sqn (Canberras) from Oerland to UK.



Lossiemouth – Exercise Game Spirit. FSgt Tony Last plus 5. Deployment of 12 & 20 Sqn (Buccaneers) to Roosevelt Roads and deployment of 1Bn Queens Own Highlanders to Nairobi.

NOVEMBER

King Faisal Airbase – Exercise Kestrels Leap/Fil. Fg Off Mark Stephenson, FSgt Don Milburn, Sgt Norman Gage, SAC Dinger Bell. Deployment of 22 SAS to Jordan and recovery of 7 Sqn (Chinooks) to Odiham.

Germany/Italy/Norway – RCDS Tour. FSgt Brian Goswell, Sgt Colin Hawson & SAC John Belcher. Route Support to RCDS European Tour.

DECEMBER

Masirah – Exercise Saif Sareea. 30 UKMAMS Personnel. Middle East deployment of 5 Airborne Brigade.

1991 – 20 YEARS AGO...

SEPTEMBER

Payerne – Red Arrows Support. Support to red Arrows Display in Switzerland.

Penang – Exercise Blue Flax. Deployment of personnel and equipment of 55 Sqn (Victors) to Malaysia.

OCTOBER

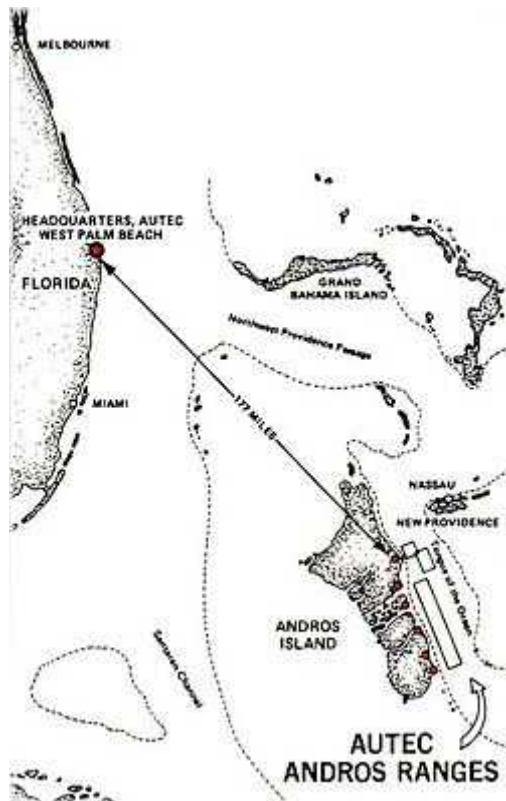
Khamis Mushayt – Special. Recovery of Tornado support equipment after “Hot and High” Trials in Saudi Arabia.

Dubai – Special. Deployment of personnel and equipment in support of 4 Sqn (Harriers) and 13 Sqn (Tornados) to Dubai International Air Show.

NOVEMBER

Carlisle – Exercise Pegasus Trail. First 5 Airborne Exercise.

Patrick AFB – AUTEK. Recovery of torpedo equipment after trials at AUTEK Andros.



DECEMBER

Dobbins AFB – Hercules 25th Anniversary. WO Ian Berry attended 25th Anniversary celebrations of C130 service with the RAF at the Lockheed Plant in Marietta, Georgia. A member of each trade at Lyneham was selected (by ballot!) to represent their trade at the event.





XV202 AT MARIETTA LOCKHEED PLANT

Moscow – Special. FSgt Tony Dunphy plus 2. Recovery of band of the Royal Marines after tour of Russia.

1996 – 15 YEARS AGO...

SEPTEMBER

Calgary – Exercise Medman. Flt Lt Dave Jarvis, FSgt Paddy Power, Sgt Simmons, Cpl Malia, SACs James & Hewitt, Mr Jack “You Knob!” Fyfe. Rotation of Battle Group between Canada and Germany.

Trabzon – Exercise Ardent Ground/Dynamic Mix. Flt Lt Morgan-Frise, FSgt Floyd Patterson, Sgt Dave Salmon, Cpl Sandy Sanderson, SAC Simon Clarke, JT Williams (MAMS Eng). Air Movs support to IALCE in Turkey.

OCTOBER

Sibul Turnisur – Exercise Royal Chamois. FSgt Steve Walke, Cpl Thomson & SAC Waite. Deploy Royal Marines to Romania and recover Romanian Alpine Troops to UK.

Nellis/Wallops Field – Special. WO Ian Berry, Sgt Al Randle, Cpls Deano Dawson, Mick Cocker & Keith Richards (MAMS MT), SAC Day. Deployment

of MOD (PE) freight to Nellis and Kirtland and recovery of missile test equipment from Wallops, Virginia. **(During this trip Al Randle was trying out the new training cine camera in “Circus Circus” when he filmed an acrobat “looping the loop” before falling off his stand... We shared £250 from “You’ve been framed” for that!)**

NOVEMBER

McCarran - Exercise Red Flag. Flt Lt Rich Pratley, Sgt Ian Robinson, Cpl Thompson & SAC Scoggins. Deployment and recovery of elements of 10 (VC10), 12 (Tornados), 29 (Tornado F3), 31 (Tornados) and 47 Sqn (Hercules) respectively.



THE VIEW FROM MCCARRAN AIRPORT

Cairo – Exercise Sphinx. Flt Lt Beach, Sgt Sean Woodcock, SACs Desmond & Lawrence (4624 RAuxAf). Deployment of 41 Sqn (Jaguars) to Egypt.

DECEMBER

Entebbe – PR Recovery. Flt Lt Morgan-Frise, Sgt Tim Pyne, Cpl Malia & SAC Martin. Recovery of personnel and equipment of 39 Sqn (Canberra's) after photo-recce operation in Uganda.

Tel Aviv – RN Rotation. Fg Off Connor, Cpl Stu Beange & SAC Sparra Brooksby. Rotation of Royal Navy personnel in Israel.

2001 – 10 YEARS AGO...

SEPTEMBER



Crete – Special. Sgt Kinghorn, SAC Graham. Delivery of spare to Royal Navy Submarine HMS Triumph.

Skopje/Pristina – Operation Bessemer. Sgt Gary Beynon, Cpl Yorcky Booth, SACs Acott & Bowman. Reforce of Detachments in Macedonia and Kosovo.

OCTOBER

Banja Luka – Operation Abalate. FSgt Duncan Andrews, Cpl Booth, SAC Wright. Rotation of AAC Gazelle helicopters in Bosnia.

Norfolk NAS – Operation Cosmo. Sgt Mick Cocker, Cpls Craig Fitches & Thompson, SAC Knight. Rotation of Tomahawk Cruise missiles between Prestwick and USA.

NOVEMBER

Tenerife – Special. Sgt Al Stacey, Cpl Ginger & LAC Hickan (Both 4624 RAuxAf). Recovery of passengers and freight of 801 NAS (Sea Kings) from HMS Ocean in Malta and Canary Islands.



Decimomannu – Special. Sgt Burke, Cpl Williams, SAC Hicks. Deployment of ASRAAM Missiles to Sardinia for trials with the Euro fighter.

DECEMBER

Lungi – Operation Silkman. Sgt Taff Kelly, Cpl Baker, SAC Bowman. Rotation of Troops in Sierra Leone.

Belize – Exercise Panther Cub. FSgt Rip Kirby, Cpl Cameron, SAC Musson. Recovery of Infantry Company from Belize to UK.

2006 – 5 YEARS AGO...

The 540 for this year is still to be compiled

The following is an extract from Gerry Davis and his memoirs; this is so long that it has been broken down into 3 parts.

Part 1

George Gerald Davis
Date of birth: 22nd August 1941
29th Boy Entrant: October 1956



It all started at the tender age of 15 years 1½ months, when in 1956 I was whisked away by glorious British Rail from **Bristol**, to an internment camp called **Cosford**.

I was duly converted into a fine upstanding chappy, and blessed without my name, given a number - 1932824.



I underwent what was called training in the Supply Trade Group.

Well I think I was offered Clerk G.D. and one or two other trades. I was at the back of the queue, when I eventually got blessed with what was left. After much frustration bullying and fagging by the senior entries and the D.I.s, I eventually passed out a fully-fledged Supplier 11 (whatever that means).

I was only just over 16½ when my first assignment started in the big wide world, of all places **RAF St. Mawgan**, yep **Newquay**, and a long initiation in the tasting of Watneys Red Barrel was undertaken, as well as majoring in all the young man's passions that were thrust upon my innocence.



Yes there are lots of censored bits which I know you'd like to know about life on the beaches down there in good old Cornwall.

So still a boy entrant, I enjoyed myself to the full not giving a dam, or a care for the future. Also I was given all the crap jobs in the stores.

Then as soon as I reached 17½, extra money and the badge of SAC was thrust at me. I had my 19th birthday on 22nd August 1960 and was airborne for pastures new, on the 2nd September 1960, and a new life in Air Movements, something I had never heard of before.



My heart melted, some bright spark at Insworth had slotted my name in the ADEN postings tray. "Bastard". I billeted down at Cliff Pipard and the next morning off we went, in a Comet MK 1. We landed at **El Adem**, (a place which later I often visited), the doors opened and the heat and smell hit me.

On landing at **Ksar**, I was placed in "luxurious" transit accommodation, after which I met an excellent fellow; I think his name was S.W.O. He duly informed me that while the paperwork bods were sorting out who was who and where they had to go; he had selected me for a placement of high importance. He told me to report to the Station Commander, first thing in the morning. I didn't sleep all night, I was scared stiff. I had never been near a Group Captain, never mind speak to one.

I eventually got to his office, as no one was willing to help me desert. I gingerly approached his P.A who told me to go straight in. What had I done wrong? Why me? Can I escape? Mum, where are you?

I was stiff as can be, saluted, once I think. He asked me my name, then said "I'm off up country for a bit Davis. I want you to sit in my office, daily, until I get back and answer the phone and take messages".

I literally shook every time the phone rang, which was very often. Talking to all those Wing Commanders, Squadron Leaders and everybody else was really frightening for this "Green Mooney" I can tell you.

I ran out of paper and didn't dare open any draws or ask anybody...

Eventually this nightmare ended and I was released into the waiting arms of the rather loud talking S.W.O., who kindly sent me on another mission, he said was of great importance. Walking round the camp, picking up paper.

I was there about 10 days, when I was again summoned and informed that after careful consideration by a select committee of General Office bods, I was going to be sent to a distant outpost called **Bahrain**. I thought to myself “I bet it’s hot in the stores there”.

Little did I know what was install for me!



My arrival at **Bahrain** was somewhat of a shock to this very young S.A.C.

Going round with my BLUE chitty, I find that I'm not going to the Stores but to Air Movements.

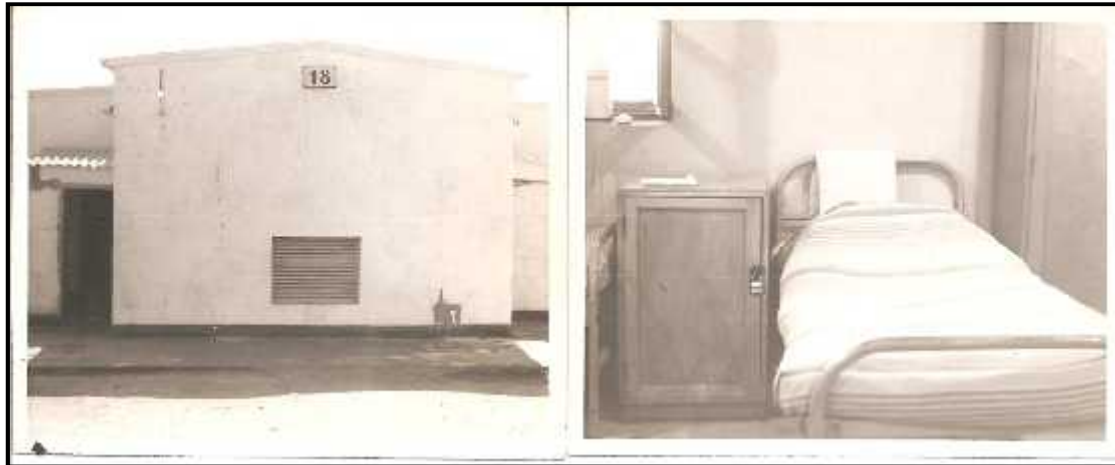
So starts my 11 years humping and dumping. I had quite a lot to learn, I found it interesting and also thought that this is the sharp end of the R.A.F.



“The main gate, taken entering the camp” (taxi rank on the left)

The billet was large; there were 90 of us in there with a great big air conditioner in the middle of one wall. There were often power cuts, especially at night when the whole billet woke as one.

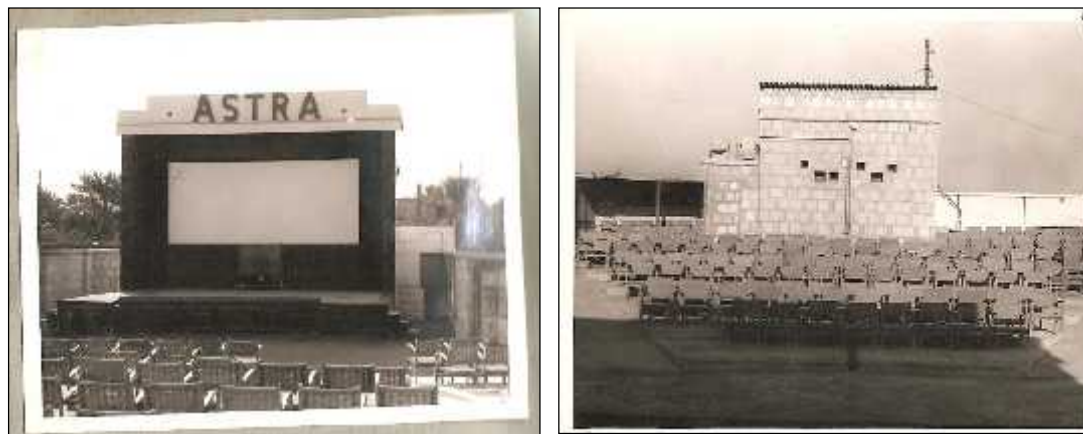
I used to think to myself, during my two years there, prisoners in jail didn't have to put up with these conditions. Some said, "If you can't take it what did you join for?" But hey I was only a kid!! And it was bloody hot!



"Home"

We often worked 24 hours on 48 off, except for war games when it was 12 on 12 off. One of our DAMO's, a Warrant Officer looked after the "ASTRA" and sometimes when it wasn't busy off he would go to do his bit.

We would get the scissors truck quietly up to the side of the picture house wall, with a couple of nice chairs in, raise it as quietly as possible, and have a free show.



I got pally with a national service chap, who like the rest of them, called out each day, how much longer he had to do. He had done an apprenticeship in clock and watch repairs. Wonder where he is now?

Later on we both had a letter from the A.O.C. so say "Commendation". Whilst pleased to receive it, we both thought that it was very poorly written and looked as though the typist was still pissed.

I was helping to offload Beverly XM 110, with the assistance of our coolies; it had a load of 105 howitzer shells on. I must say we offloaded it rather sharpish. We were quite chuffed with ourselves, and strolled back to the section, when the bloody thing blew up. One or two or even the whole lot of them, our trusted coolies must have thought sod this lets torch the thing.



It got even harder after that, because we had to do all the donkeywork, as the powers that be got rid of the lot of them.

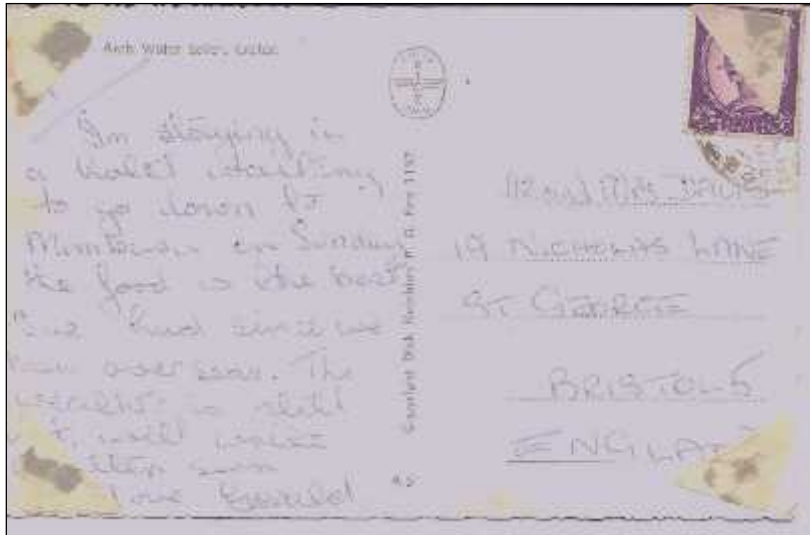
We were always having to book either early or late meals, because of the workload. It played havoc with our insides, because all we seemed to eat was fry-ups and belching and farting, became a sport.

I had the occasional trip into Manama, with some of the boys, I used to look after their coats while they visited some house or other, can't think what for, but they didn't take long and always came out with a smile!!!

I got my Corporal stripes; Mum and Dad were pleased. The SAMO, bless, also made me responsible for an inventory, of a toilet that was always getting vandalised.

I had my 21st birthday there (22nd August 1962). Not much happened, even managed to get to work the next day.

I did manage to wangle a fortnight leave down to **Kenya**. Yep it was great. I remember we had to night stop in **Ksar**. Booked into the (loosely named) Route Hotel. Got issued with a 303 and 5 rounds of ammo in a sealed box. 2 hours on 2 hours off duty at the main door all night.

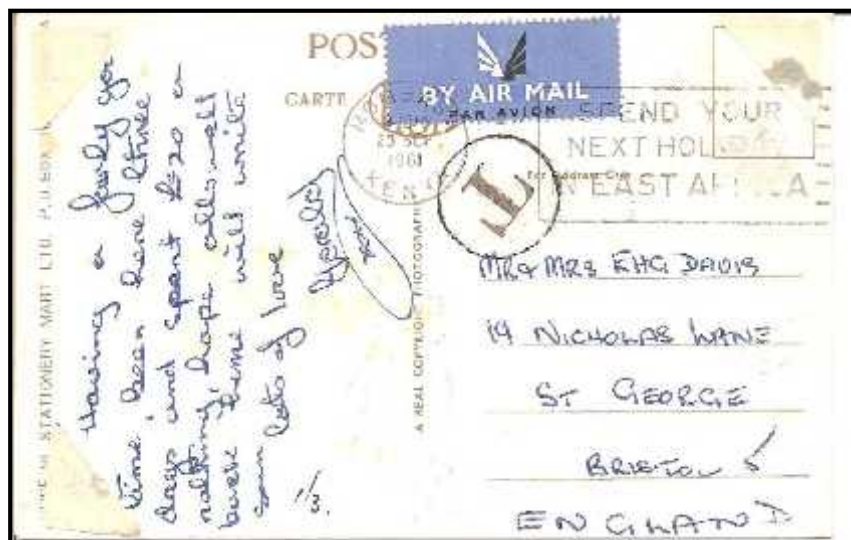


Then off to **Kenya**. On landing at the airport there was this green stuff either side of the runway. Someone pointed out to me that it was probably something called “grass”.

Me and this MT chap booked into the Hotel Bristol.

“WHAT” a place.

My education into the finer aspect of life in a seaport, and witnessing all the goings on, started here.



“23rd
September
1961”

I was also amazed to see that fried eggs looked and tasted like eggs. Then reluctantly back to **Bahrain**.



I did meet Charlie Chester, on a CSE visit, had my picture taken standing next to him.

One of the Regiments on the Island was the INNESKILLINGS, some fine chaps who always seemed to be fighting each other. I often used to write letters home for some of them.

When I was about to become tour ex, they changed the name from **Bahrain** to **Muharraq**.

My two years was just about up, so off I go to S.H.Q. to find out what plane they had booked me on, to my surprise the tosser told me that I was going to have to wait a further two weeks for a seat to Blighty.

Sod that I thought to myself, there is a Beverly leaving for the U.K. soon I'm putting myself on the manifest. So I did - only thing was it took a week to get back to **Abingdon**, via just about every sodding where.

To be continued

Meet & Greet

For those of in or around the Swindon area, we will be holding a "Meet & Greet" in the Swindon RAFA club from 20:00 Hrs on Wed 7th December 2011.

Please come along, you never know you may meet up with an old comrade that you have not been in touch with for a while (they may even owe you money!)

Membership details

Since taking over as the new team brief Editor I have noticed that the contact database is a bit out of date, It would be appreciated if you could email into the Membership Secretary the following details

Name

Address

Ctc Tel No

Email Address

We will then update the database, therefore any of you out there not getting any "MAMS info" from the association this is possibly the reason.

Even if you have not moved or changed any details please email in with you details, then we will know we have the correct ones.

Address to send the email to is membership@ukmams.co.uk

The British Military Tournament Earls Court December 2/3 & 4th 2011

If any of you out there would like to attend this occasion then please contact Keith Parker as he is trying to arrange attendance. Depending on responses and regions will decide on transport or just meet up in London.

Web site address is britishmilitarytournament.com

Keiths Email address is SPBR09055@blueyonder.co.uk