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**Left:** European Transport Aircraft Meet (ETAM), held at RAF Lyneham 12 –14 Aug 02

**Italian G222 performs a special landing at RIAT Fairford!**
I seem to spend my life apologising for how late the magazine is. Well once again a detachment or two caught up with me and this edition is a month late. Sorry!! In the period between magazines we have had the AGM and open day, both of which appeared to be successful. For those of you who didn’t manage to get to the AGM, it was decided that the association will now be open to all serving, ex serving and RAuxAF movements personnel. So anybody out there who has just picked this magazine up in a crewroom, now is the time to join the association. Just because you have never served on UKMAMS is no excuse!!! It was nice to bump into a few old friends at the meet and greet on the Friday night. Some things never change. Spider Jolley still looks too young to leave home, and Dibs Loveridge should not be allowed out unsupervised!!! I have reproduced the list of this years elected council members, including the ex officio posts below.

The new OC, and President of the UKMAMS Association, Wg Cdr John Bessell has put down his thoughts for us, you can read these on page 4. Once again Ian has been pedalling away in the background and produced the “Where are they now” and “From the 540” articles, also sending a number of photographs, some of which are reproduced in this edition. Sadly, Sam has had to pass on news of the death of John Hughes in September, after a long fight with cancer. His funeral was held in Swindon.

There has been quite a lot of contact from members over recent months, which is always good for the magazine, and in fact I find myself having to save articles for future editions as the constraints on space are quite limiting. Thankyou to all of you who are sending articles, letters and photographs. The front cover photo’s are from the European Transport Aircraft meet and RIAT Fairford. ETAM was held at RAF Lyneham from the 12th – 14th August and Ian has passed on a number of photos from that. The Italian G222 had a nose wheel collapse on landing while displaying at Fairford, and I’m sure a number of you were there to see it. Finally, I hope you all enjoy this edition, and I hope to hear from many of you over the coming months.

Mick

UKMAMS ASSOCIATION COUNCIL

The following members offered their services to the association for a further year and were elected.

WO I W Berry - Dep Team Brief Editor
Sgt M Cocker - Team Brief Editor
Cpl J Belcher - Website Editor
Cpl I Catchpole - Member
SAC S Wright - Distribution Member
Mr S C Allen MBE - Treasurer/Membership Secretary
Mr S Heaphy - Welfare Officer
Mr C Cormack - Member

The Ex Officio appointments to the Council were:

Wg Cdr J Bessell - President
Sqn Ldr D Potts - Vice Chairman
Flt Lt S Gregory - Liaison Officer
Flt Lt S Knight - Secretary
FS D Andrews - Liaison SNCO
Gp Capt (Retd) R Dixon was willing to remain as Chairman for a further 12 months and was subsequently re-appointed.
Where are they now, what are they doing?

By Ian Berry

Geoff Simpson lives in Henfield, West Sussex and works for Intavia Cargo Airlines as their Senior Loadmaster. John Gardiner left the RAF some two years ago as a Sqn Ldr. He now works for a firm dealing with miners claims for compensation concerning lung diseases. Fred Kitts now lives in Sunderland, Tyne & Wear after working for many years in Saudi Arabia, he too has not renewed his membership. Liam Devlin lives in Swindon and works as a paper buyer for a local printing firm. Bob Parker is still serving and is presently a Sqn Ldr working we believe at RAF Brampton. Mike Young although no longer a member is still serving and was last known to be a Flt Lt based at HQ AFCENT in Belgium. Tug Wilson lives in West Swindon and works at Honda. Mick Steed lives in Newport on the Isle of Wight and works in the Prison service at HMP Parkhurst. Tony Freeman lives in Gloucester and works at RAF Innsworth as a Sqn Ldr full time with the RAuxAf. Rick Galvin (ex-MAMS Eng) lives and works in Grantham in Lincs but has not renewed his membership for two years. Andy Marshall is still serving and is presently a Flt Lt working at HQSTC at High Wycombe. Ray Ralph is still serving and is presently a WO who has recently left UKMAMS as TSO and moved on to Brize Norton where he has taken over the reins from Graham Fitzgerald as the new C17 Standards Officer. Tim Pyne (rumoured to be the ‘richest’ single man in the trade) is still serving and is presently a FSgt serving on the staff of the JHQ at Northwood where he commutes every day from Northolt. Reg Carey (Uncle Reg) is sadly no longer with us having passed away some three years ago. Sean Culligan is living and working in Nairobi, Kenya but all of you should have read his horrific story concerning a ‘run in’ with burglars in his neighbours house. He is presently convalescing after major bone reconstruction surgery in South Africa. Charlie Marlow was until recently a joint owner of an estate agency/insurance brokers. He has now sold his share and retired on the profits to the Isle of Wight. Jon Faulconer is still serving and presently holds the rank of Group Captain. He has just finished a detachment to Thumrait as OC the Logistics element in support of operations in Afghanistan, a task he started last August as initially part of Exercise Saif Sareeh. John Macintosh now lives and works in the Peterborough area, we believe as a cook, sadly he has not renewed his membership. Mark Attrill is still serving and is presently a Wg Cdr and OC the Joint Services Booking Centre in London, his membership has lapsed but I’m sure that’s an oversight… Peter Herring lives in Gosport and is an Inspector with the MOD Police. Bryan Greenwood originally worked with British Airways Cargo Division at Aldegorge and then Gatwick on leaving the RAF. He now lives in Lincoln and works for NTL. Tony Neale now lives in Plymouth and works locally in the Royal Naval Dockyard at Devonport. Dick Leonard is still serving and is presently a Group Captain, he lives in the Calne area and is presently based at MOD. Derek Pilkington has now retired and lives in Wootton-under-Edge, he had a long spell with the RauxAf but now concentrates on his gardening and also states that he has stopped doing ‘one armed press-ups’ since he passed 70… John Cockayne has ceased re-marrying after we believe No 4! He now lives in Chippenham and works locally as a postman.
Presidents Address 2002

Wg Cdr John Bessell

Intro

I have been in post for a little over two weeks now, and I am impressed with much that I have seen. Over the next five minutes or so I will give you my state of the nation and cover as much as I can of what I think will bw of interest to to the whole squadron community. I'll cover the past – what we have done – the present – where we are now – and the future – an inkling of where I think we are going.

Where we have been

It has been incredibly busy over the last year, and once again our people have responded to every challenge in the way that only movers can. There are many new pretenders to the throne of "First In Last Out" but I can say now that they all have a long way to go to match our professionalism and presence on the ground.
372 days ago the first personnel set foot in Thumrait, Oman in support of Exercise Saif Sarreea II, the largest livex for some years. the complexity the Navy, Army and Air undertaking and sheer volume of work would justify an hour in their own right. However, all this paled into insignificance with what followed the catastrophic events of September the 11th. UKMAMS remained in the region to provide the front line Air Movements support to Operations Veritas, Oracle, Fingal and Jacana. Op Fingal began for UKMAMS with a deployment to Bagram Airfield, Afghanistan on 28th December 01, ahead of the main body of UK troops, to prepare the way for the International Security Assistance Force (ISAF). To make this happen, a great number of Squadron personnel, and their families, were once again denied Christmas; however, the deployment to Bagram was key to establishing the only operational airhead in Afghanistan capable of receiving emergency relief aid, security troops and diplomatic missions to stabilise the country. Last week, the last elements of UKMAMS recovered from Afghanistan, closing a significant chapter int the Squadrons history. In all, 122 UKMAMS personnel deployed in support of operations in the region for a total of 8214 days. The longest accumulated time spent by an individual int he region was 204 days, with many Squadron personnel achieving in excess of 130 days. And during this time, all other commitments to RAF Lyneham and the srvice were successfully honoured. Of significance the operation saw the coming of age of the C17, truly enhancing our deployment capability, and also a new spirit of co-operation between the operators and ourselves. It is easy in this to forget the efforts of all those on the Base side. They too experienced more than their fair share of the pain, and I record now my thanks for their unstinting efforts. For UKMAMS to retain its justly deserved reputation all the elements have to pull together effectively. This they have done with style. I must also mention the support given to the Squadron by 4624 Squadron. We were reinforced in depth by the Oggies and they have performed sterling work. In their 20th anniversary year it is fitting that they should once again be employed operationally and bring credit on themselves and the regulars who work very hard to ensure their preparation.

None of this would have been possible without the efforts of my predecessor, Wg Cdr Lee Doherty. Lee sold his soul for the Squadron, and both at home and deployed ensured no stone was left unturned. His drive saw the acquisition of new equipment, communications and management practise. There remains much work to be done to refine the changes he has made, and doubtless many more changes to ensure the Squadron remains able to fulfil its mission: "To Provide Highly Skilled Air and Surface Movements Support, Specialising in the Loading and Unloading of Personnel and Freight from Air Transport Aircraft Whenever Tasked in any Hostile or Benign Location". This in itself reflects a change to embrace more fully the surface dimension, and the need to ensure freight is cleared expeditiously from the airhead through transfer to other means as appropriate. To quote CinC Strike Command from his August briefing. "We must face the reality that out of area activity is here to stay and structure ourselves accordingly. Change is inevitable, both professionally and socially. The challenge for us all is to embrace and accommodate that change positively". Without continual examination and improvement of everything that we do (the conceptual component) we may be found wanting in the future. I do not intend to go down in history as the OC that allowed that to happen.
This leads me to where we are and where we are going.
Among the many issues facing the Squadron now:
Team size validation – 6 v 10
Employment of Warrant Officers – Expanding the role
ACHE serviceability – No Change!
Comms – Or the lack of.....
Closure – The spectre is potentially all-pervasive, and the planning blight that attends will delay vitally needed works services improvements, particularly in the area of technical and domestic accommodation. Our people deserve better but I regret they will have to wait. That said, the Squadron is well served by excellent cadre of all ranks who, despite the high level of tasking, have ensured that expeditions have still run and the Pengelly Trophy secured for a second consecutive year. Incidentally, I am promised the Trophy will be returning here following next weeks competition.
So what of the future?
Property prices in Baghdad are at an all-time low, and rumour has it now is a good time to have property to rent in Bahrain and other nearby locations. Closer to home the prospective Fireman's strike beckons for many, and judging by the speeds some of the lads manage across the pan there will be no problem reaching fires in record time!!
I am massively please to be back at Lyneham. The present Station Commander is alive to the work we do, and the vital import it carries if expeditionary Ops are to continue. We must however remain alive to threats, not only of external terrorist nature, but also from others within the military who would dismantle our organisation to feather their nests and ambitions.
In closing I offer a few words about how I feel about the association.
Lest there be any doubt, I am committed to an inclusive association which builds on past excellence to embrace not only new idea's, but also new people, who see the world in very different ways to those of 5, 10 or even 15 years ago. Many individuals have given tireless service to the association in a range of capacities, and it is good to see many of them here today. I can't make people join, but I can create the conditions where the horse is led to the water and gently encouraged to drink.

Life on UKMAMS

March - May 02

March

BAMF - A high level of tasking continued for BAMF throughout March with over 3000 passengers moved, and in excess of 800 tonnes of cargo exported. A significantly higher than normal passenger figure. The Foreign Aircraft Movements Section were kept busy with a number of visits from Kuwait, Greece and Canada. The shifts took over the running of the food outlet in the terminal building from the NAAFI this month, renaming it 'The Globe', and hopefully improving on the 'British Rail' flavoured sandwiches produced by NAAFI!!! ACHE serviceability was not too bad during March, with one Condec managing to run for almost a whole month (not continuously) and the rest of the fleet managing to keep its head above water, despite some forklift trucks still being deployed on various Ops and Exercises.

MAMF - Op Fingal continued as the major commitment for MAMF during March, still being supported by personnel from the RNZAF. The prime effort for this month was the roulement of the UK ground troops as the Royal Anglians took over patrolling duties from 2 Para. This was effected mainly by the C17 fleet, once again proving its capabilities as a strategic lifter, with the task being completed with
very few problems. More difficult was the Op Jacana insertion. This was done using the Tristar C2, which brought all the problems of operating an ageing aircraft into a hostile environment. Needless to say the task was completed more by ingenuity of the MAMS teams at the Forward Mounting Base and the Airport of Disembarkation rather than by prior planning!! Afghanistan and the Middle East dominates this months 540 entry for MAMF as most personnel were positioned in these area's, including Kabul, Bagram, Karachi, Bahrain and Thumrait. The usual clothing and ACHE problems were raised again, with the correct footwear being unavailable and the appalling serviceability of some of the ACHE in the very hot and dusty conditions.

Routine tasking continued alongside the Squadrons operational commitments, with five teams supporting North American fast jet trails throughout March, while a team deployed to Trinidad as part of Ex Cobalt Mercury. RAF Marham received re-force from MAMS for the deployment of 39 PRU Squadron to Kenya, using AN124 aircraft as well as a C130.

Some MAMF tasking for March

Davis Monthan AFB / McDill AFB - FS Kev Holmes, Cpl 'Geordie' Hudson and SAC Al Grant. Support of 12 Sqn trail to Kinloss.


Sarajevo - Sgt Pete McHenry, Cpl Mick Wiseman, SAC Ollie Wakefield and SAC Daz Mileham. Lynx rotation for Op Paletine.


Patrick AFB / Belize / McDill AFB / Halifax. FS Joyce and SAC John. Deployment of 65 Fd Sqn to Belize for Ex Sailfish.

April

BAMF - High levels of tasking continued throughout April for BAMF, although the freight and passenger figures for this month are slightly down, despite there being a considerably higher number of aircraft movements. The Foreign Aircraft Movements section handled a variety of aircraft this month, including a chartered IL76 from the UAE and a Spanish C212. Two fully serviceable Condecs were available throughout the month!!! the other two awaiting brakes and a re-spray respectively, although I cannot understand how the need for a lick of paint can render a vehicle unserviceable!! The rest of the 540 for BAMF this month is full of performance indicators and statistics, a subject which is difficult enough to put up with during working hours, so I will not take up time and space with these.

MAMF - Once again the 540 is dominated by the operational deployments, Op Fingal in particular. the main focus being on the Op Jacana inload of 45 CDO RM. The ACHE serviceability problem persisted in Afghanistan, with the Kabul MTMS detachment being over tasked and under resourced with spares and equipment. This meant that the ACHE rarely achieved more than 50 % serviceability. On the other side of the coin the Spanish Air Force ACHE continued to be highly reliable, despite the rapidly increasing heat and dust. The Karachi Forward Mounting Base detachment, led by Flt Lt Simon Cruse continued to fly the sustainment stocks into Kabul and Bagram, utilising the Greek, Romanian, Belgian, Portuguese and UK C130's. Relations with the Pakistani handling agents and customs remained difficult, though mostly effective, although the poor state of the contractors ACHE caused a few loading problems. The Standards Support and Training Flight (SSTF) had to cancel the mobile course this month due to the severe lack of personnel able to attend, a sign of how busy the Squadron was. This gave FS Neil
Baldock and Cpl, Steph O'Donnell an opportunity to attend a dash 4A manufacturers course at the 'J' schoolhouse, to have an in-depth view of the engineering side of the pallet carriage system fitted to the C130J. Cpl Chris Hoskison deployed to Ascension Island with the new Atlas 2000 and Cpl Graham Mainey from MAMS Eng managed a final trip to the USA before leaving the RAF.

**Some MAMF taking for April**

**Elgin AFB / Santiago** - FS Paul Sykes, SAC Musgrove, SAC Holden (MSF Leuchars). Ex FIDAE. Route support for two Tornado aircraft deployed for the Chilean airshow. The aircraft was re-tasked to fly to the Falkland Islands to pick up an unserviceable engine for return to UK.

**Gaberone / Nairobi / Hannover** - FS Steve Gelder, SAC Acott, SAC Fitzpatrick and SAC Knight. C17 task in support of Ex Diamond Cutter.

**Marham / Salt Lake City** - Sgt Taff Kelly, SAC Holloway and SAC Woods. Deployment of RAF Regiment from Honington for Ex Dugway.

**Washington / China Lake** - Flt Lt Jason Sheehan, Cpl Mark Lishman, SAC Mileham and SAC Marshall. SAOEU deployment from Boscombe Down to China Lake.

**Cape Canaveral / Andros** - Sgt Ewan Kinghorn, Cpl Phil Stacey, SAC Graham and SAC Walker. Ex Celtic Warrior. AUTEC recovery.

**May**

**BAMF** - The number of aircraft handled by BAMF fell slightly this month, with the cargo tonnage and passenger figures subsequently falling. The 540 is once again full of performance indicators and statistics, so, other than telling you the DAMO’s Vauxhall Corsa remained 100 percent serviceable throughout the month I will move on! The Foreign Aircraft Movements Section also found its tasking greatly reduced during May with visits from a Jordanian C130, one American and a couple of Canadians. Unfortunately the 540 is sadly lacking in personalities and incidents of interest, so there is little more I can add for this month.

**MAMF** - Unsurprisingly the 540 for MAMF is still dominated by the operational deployments, mainly Op Fingal and Op Jacana. In Kabul the workload remained at a steady but manageable flow, even though the ACHE managed to stay at its dangerously low 50 percent serviceability. Towards the end of the month the lead nation of the International Security Assistance Force (ISAF) and the APOD was handed over to the Turks. On Op Jacana Flt Lt Jason Sheehan remained as Air Liaison Officer for 45 Cdo with his detachment of 3 personnel at Bagram. The majority of work was carried out overnight here utilising night vision goggles (NVGs), an invaluable piece of equipment for which scaling for UKMAMS will be investigated. The Karachi Forward Mounting Base continued to operate under Flt Lt Simon Cruse, with Sgt John Best, Cpl Mark Lishman and Cpl Charlie Warden still utilising the multi national C130 fleet to carry sustainment stocks. Routine tasking continued with RAFO duties on the Azorean island of Terceira (Lajes) with other tasks covering area's from the Far East and Australasia to the USA and Canada. Standards Support and Training Flight continued running their courses this month, training more personnel on the Atlas 2000, Rough Terrain and Counter Balance forklifts. A brand new Rough Terrain Forklift, the JCB Tele-Handler was received onto the Squadron to trial as a replacement for the old JCB. Apparently first impressions are extremely favourable.
Some MAMF taking for May

**St Mawgan/ Mt. Pleasant**  -  Sgt Tabs Mackay. Sea King roulement carried out by 1 x C17


**Singapore/ Sydney/ Brunei**  -  Cpl Ian Catchpole, SAC Baz Newell, Sgt Paul Saunders (4624 Sqn). Ex Longlook/Pacific Kukri. Deploy/recover passengers to/from Sydney for Ex Longlook and deploy passengers for Ex pacific Kukri.

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**OP JACANA – THE RECOVERY FROM BAGRAM FOB**

By FS Neil Baldock

No European day jobs and offloads only, I’m sure that's what I wrote on my arrival form for Mobile duties. But having worked in UKMAMS Support, Standards and Training Flight for over 18 months I thought it would be nice to get out of the office and see what's going on in the big wide world. So I asked for a trip and got the Op JACANA recovery from Bagram Air base.

The Royal Marines had been in Afghanistan for a good few months chasing the bad guys out of their mountain hideouts. They had a lot of equipment and ammunition to recover, some of it had to go back to replenish the ships at sea, some was priority two freight that was going back to the UK by boat. All this stuff had to go via Oman and get in at the right time to meet the right vessel; both ships were docked at different times. The new C130J was cut its teeth on its first real operational tasking doing ERO’s in both Bagram and in Oman. It was to prove its worth during the out load. High Priority freight was chalked up and sent to Kabul for airlift back to the UK. A major exercise in load planning by both command and airhead staffs, in which communication was all-important. Its
good for SSTF get out and about on these Operations, we need to ensure that what we are teaching on
the Mobile course is what the boys and girls are using and what they need and to show that we can still
do it.
So there I was checking in at Brize Norton early one July morning, the flight down was uneventful, 99
Sqn did us proud on the way down, turned the lights off and lets us sleep, no trolleys up and down
aisles. During the night approach to Kabul the ALM appeared to work for Norwich Union and made a
drama of putting paper plates over the windows, so the bad guys would see our tactical red lights, a
few flares were let off but we got down without incident.
On arrival at Kabul, the passengers due for Bagram were herded together and placed on the in-theatre
Herc for the short journey up country. Low-level flight at night, with no paper plates to protect us;
these guys should take some lessons from 99 Sqn. Bagram is pitch black, no white lights on the pan at
all, don’t walk off the tarmac, there are mines all over the place, wait here for a lift, the MAMS team will
pick you up soon. Well the Herc they are dealing with was delayed, so I stood on the dark pan,
surrounded by mines and bad guys for about half an hour until the MAMS rover finally comes out of the
dark using NVG’s. Find the tent, make your bed and get up for the first O group in three hours time.
O groups every morning. 0330Z, headed by a Royal Marine full colonel, he wants to know what moved
in the last 24 hours, what’s moving in the next 24, what’s left to move and what problems you are
facing. Good forum and everyone on the detachment was on side and there to help as required. It all
went down hill after the O group. We had two sets of big forks at Bagram, that was it, the only ACHE
available for a major weapons and general freight out load. Of course they both went U/S on the same
day and we had pallet building to do by day, and inbound and outbound loads to do that night. This
must be a DS inject, where is the TSO. Luckily the chain of command was kicked into action and they
arranged a fresh Henley to be sent up from Kabul for us to break. Top tip of the day, don’t load a 13
ton forklift on a ten ton drops rack and expect to use the drops rack ever again.
All the aircraft at Bagram were handled at night, due to the high threat and the extra payload it gave,
we had to beg steal and borrow NVG kit to enable us to do our basic task. There was no white light
allowed on the airfield at all, which made 6 pallet on and off load fun, with a forklift with doggy tilt
rams it made it even more interesting. We were able to turn round palletised aircraft, using one set of
forks, in around 40 minutes with engines running. It goes a long way to enhance marshalling skills.

During the daylight hours, loads were prepared and built for that night. Most C130J aircraft left very
close the maximum payload of 14T, the J giving us far more flexibility with loads, as the rollers are far
easier to remove and replace. When a K came in it only gave us a 9T payload and we had to
understand that was pushing it, the crews would prefer less, I was educated that night I can tell you.

The working day often turned out
to be some 22 hours long with all
the meetings and O groups to go
to. Role requirements were
passed on daily basis to JF Log C,
FMCC and TALC in Thumrait.
Often the ALM would not get the
message, and come in with full
roller down for a flat floor load,
luckily it is easier to put right on
the J than the K, and apart from a
few stools being thrown, aircraft
were able to depart on time. TALC
needed someone who understands
roles and loads rather than just jet
plans and met working in there, as
we were obviously speaking a

On the Range
foreign language to them.

More and more as the detachment went on we were let down by our ACHE, it fell over every day and no one wanted to send us a qualified MTSS fitter, using in theatre REME guys, spares were asked for and bits robbed from Kabul. We begged favours to get our kit going, and when finally our MTSS fitter did arrive, with no spares or weapon, we found the REME had misdiagnosed the fault and we had demanded the wrong spares. Did you used to send qualified people out to look after the mission critical kit?

We had loads of great injects to put on the Mobile course, some one borrows, or rather steals your JCB and leaves it parked with two wheels in a mine field. Can you load an extra 17 aircraft pallets without increasing the airlift? Can you squeeze on a few motorbikes and quad bikes, oh and a few ton of weapons, it needs to go ASAP; we have not planned for it. Advise the Army and Marines on DAC preparation, then get officers running to you saying an Army private told them to wrap a battery, and I told them not to and showed them the reference. What do they do?

As a UKMAMS detachment we received high praise from In-Theatre command staffs, who saw the pressure we were under and the output we generated. As the numbers of Marines decreased, the tents came down and accommodation was freed up. It was quality asbestos lined accommodation, which retained the heat of the day well and was miles away from all facilities, but it was home. We were so rich living there; we were washing in bottled mineral water.

C17’s started to arrive to take home the Chinook detachment, one was used bring in a tail plane for a U/S C130K. An unusual but very easy load to handle. The working nights got longer with the C17’s on top of the standard C130’s. It was far to hot and noisy to sleep during the day, so we arranged a range day to re zero our A2 rifles and have a play on the machine guns. The A2 was great in the extremely dusty conditions; it only jammed after 10 rounds not 8.

After the last C130 had been and gone, the camp was fully wound up and a convoy was put on to take the rear party and MAMS team to Kabul, we really did turn the lights out and close the gate, always wanted to do that. The drive down was nice, passed the minefields and burnt out tanks, through the endless poverty and begging into the destroyed city of Kabul. The Royal British Army had set up camp in an old factory, set up a bar where you could take your loaded gun for a beer and made you put your DP jacket on to go and hump boxes.

After the Bagram detachment departed I stayed on to have a nose a Kabul’s set up and system. They had just an intense time of it, with the routine C17s and AN124’s. On top of that they had the added pressures of coping with the Turkish Airforce and their ever-changing plans for the APOD. One day you would be able to park your ACHE and pallets in a certain position, the next it was a problem, move it again, and again, and again.
It was an eventful months detachment, made a change from the office, seeing the problems with ACHE and pallets first hand, loads built as on hand for a K will not be an on hand load for a C17. Problems needed addressing there and then, you need the right equipment to do the job and you need to look after it, with the right people. Try and implement foot and mouth control measures with no equipment or people in a desert, it’s not easy. The system is getting far better than it ever was at looking after us when we are away. Free phone calls home, you got issued a little disposable card with a pin number on, one card gave you 20 minutes a week. Internet cabins were available to enable you to E mail loved ones, if you get ever get the young marines out of the chat rooms to find a space on a machine. The food was excellent, gym facility’s good and live TV links from the UK available. Our guys and girls all had the right attitude for the task in hand; they had the right training and worked hard, in the best traditions of UKMAMS. What’s more they all enjoyed it and learned from it. As recoveries go it went well. Any ideas where were going for the next OP?

FROM THE 540

By Ian Berry

1967 – 35 YEARS AGO...

JULY

Hurn - Special. Fg Off Nigel Sanders, Plt Off Haimbe (Zambian Air Force attached UKMAMS) plus 4. Loading of refuelling equipment onto a Beverley for delivery to Odiham.

Fredricton - Exercise Waterleap 5. Fg Off Bill Halford plus 2. Deployment of 32 Sqn Royal Engineers from UK to canada.

West Raynham - Exercise Sky Blue. Fg Off John Furney plus 5. Deployment of 1 Sqn Hunters from UK to Gutersloh.

AUGUST

Wattisham - Exercise Tinsmith. Fg Off John Beadman plus 5. Deployment of GL161 Radar Unit from UK to RAF Butterworth.


Coltishall - Special. Fg Off John Dunn plus 2. Unloading Britannia Flights 6069, 70, 71 and 72.
SEPTEMBER

St Mawgan - Exercise Perfect Play. Fg Off Roger Woods plus 3. Deployment of personnel and equipment from Coastal Command to Gibraltar.

Geilenkirchen - Exercise Overdale. Sqn Ldr Bill Jacobs, Fg Off David Powell plus 5. Initial activation phase of NATO exercise.

Boscombe Down - Special. Fg Off Robbie James plus 6 Recovery of Jaguar mock-up from UK to Villacoublay, France.

1972 - 30 YEARS AGO...

JULY

Gutersloh - Exercise Harvest Moon. FS Tony Barrell, Sgt Bob Turner, SACs Jim Marchant & Alan Pratt. Deployment of 92 Sqn (Lightnings) from Germany to UK.

Frankfurt - Special. Fg Off Steve Richmond, FS Al Storey, Sgt Ben Johnson, SAC Ian Bell plus 1. Transportation of a Boeing 747 engine from Heathrow to Germany utilising a Belfast of 53 Sqn.

Calgary - Exercise McDuff/Mcleod. Flt Lt Gus hatton, FS Ken Browne, Sgt Ross McKerron, Cpl Ian Berry, JT Gordon Gourdie and SAC Bob Tring. Rotation of British Army units between UK and Canada.

AUGUST


Wattisham - Sqn Ex. Flt Lt Bill Wellman, FS Reg Carey, Cpls Dave Wilkin & Ian Berry, SACs Terry Fryer & Polly Parkin. Exchange of 29 Sqn (Phantoms) and 332 Sqn (Starfighters) RNAF between UK and Leeuwarden.

Aalborg - Exercise Big Click. Flt Lt Chris Twyman, FS John Evans, Sgt Dave Barton, Cpl George Lynes, SACs Tony Gale & 'Mac' Maclean. Recovery of 2 Sqn (Phantoms) from Denmark to Laarbruch.

SEPTEMBER

Tromso - Exercise Strong Express. Flt Lt Charles Collier, Fg Off Brian Clucas, FS Taff
Thomas & Tony ‘Chomper’ Lamb, Sgts Ivan Gervais & Merv Corke, Cpls Keith Simmonds & Tom Blues, SACs Bob Ford, Bob Thacker, Keri Eynon and Fred Kitts. Deployment of 1 Sqn (Harriers) from Wittering to Norway. (n.b. It was during this deployment that Hercules XV192 was written off when it left the runway on landing and ‘broke its back’, however, everyone escaped. Ed)

Benbecula - Exercise Strong Express. Flt Lt Gerry Keyworth, FS Bob Hope, Sgt DK Henderson, Cpl Jimmy Jones, SACs Tim Newstead and Ian Place. (n.b. The SNCOs/JNCO have all now sadly died!). Deployment of 1ACC from Wattisham to the Outer Hebrides.

Binbrook - Exercise Strong Express. Fg Off Glen Morton. FS Dave Eggleton, Sgt John Bell, JT Ted Moore and SAC Jim Barr. Deployment of 11 Sqn (Lightnings) to Kinloss.

1977 – 25 YEARS AGO...

JULY

Wittering - Operation? Flt Lt Powling, Fg Offs Kay and Macleman plus 22. Deployment of 1 Sqn (Harriers) to Belize.

Villa Franca - Exercise? Fg Off Geoff Eliott plus 6. Recovery of 13 Sqn (Canberras) from Italy to Luqa, Malta.

Odiham - Special. FS John Bell plus 5. Offload of Puma helicopter after rotation in Belize.

AUGUST

Nellis - Exercise Red Flag. Flt Lt Jerry Babington plus 5. Deployment of 208 Sqn (Buccaneers) from Honington to USA.

Timehri - Fg Off Andy Spinks plus 2. Rotation of Guyana Defence Force and 1Bn Anglian Regiment between UK and Guyana.

Waddington - Exercise Giant Voice. FS Tony Harris plus 5. Deployment of 35 Sqn (Vulcans) to Barksdale AFB for US Bombing Competition.

SEPTEMBER

Coningsby - Exercise Fork Barge. Fg Off Tgim Watson plus 2. Deployment of ground support equipment to Luqa.

Midway - Special. FS Jack Jones plus 2. Recovery of Vulcan support equipment from Pacific to Scampton.

1982 - 20 YEARS AGO...

JULY

The confrontation with Argentina over the Falkland Islands is over, and the British military presence, both there and in Ascension Island is to be maintained until further notice. The situation now affecting the squadron is an increased workload in manning a Movements organisation on Ascension Island involving a total of 4 officers 7 SNCOs and 24 junior ranks and providing 2 movements personnel at Dakar. In addition, the squadron is to fully man a Movements Flight at RAF Stanley, Falkland Islands with 1 officer, 2 SNCOs and 7 junior ranks (this flight drawn entirely from Mobile trained personnel). As the global establishment of Movements officers and airmen has not increased, and lack of recruiting has not provided any surplus manpower for the task, the commitments create an additional workload on the 38 Gp units providing Movements manpower. Initially, UKMAMS will provide the greater proportion of Movements manpower for Ascension Island, and the total Movements tradesmen requirement at Port Stanley airfield. For the present, we shall continue to provide personnel from MAMF for Ascension Island, Dakar and Stanley, but envisage the need to detach some personnel from BAMF to Ascension Island to allow MAMF to meet other tasking commitments. Everyone is now feeling the strain of longer hours of duty at base because of the absence of so many personnel at these overseas posts.

Kathmandu/Brunei - Special. Fg Off Joe Joseph, FS Ian Berry, Cpl Hammy Thompson. Delivery of medical supplies to Nepal and Scout helicopter changeover between Hong Kong and Brunei.


Dover AFB - Special. WO Liam Devlin plus 2. Uplift of RHAG equipment in Delaware, USA for UK.

AUGUST

Wattisham - Exercise Frosty Broad/Pink Barge. Fs Gordon Gray, Sgt Tony Searle plus 4. Deployment of 56 Sqn (Phantoms F4J) and recovery of 11 Sqn (Lightnings) from APC in Cyprus.

Sculthorpe - Exercise Jude Stay. Fg Off John Buchanan plus 2. Recovery of 6 Sqn (Jaguars) to Coltishall.

Offutt - Special. Fg Off Steve Heaton plus 2. Withdrawal of RAF Detachment from Offutt AFB, Omaha, Nebraska with reduction of Vulcan forces.
SEPTEMBER

Tasking continued to be very heavy and in order to cope with the Mobile commitment 'D' Shift of BAMF was disbanded from 1st September and its 29 personnel of all ranks were employed on Mobile tasks, the other three shifts working without full stand-down to cover the 24 hours, 7 days a week station Movements commitment. This pattern will continue until 6th October.

**Wattisham** - Exercise Flush Bean/Fort Barge. Fg Off Kettell plus 5. Deployment of 23 Sqn (F4G Phantoms) and recovery of 56 Sqn (F4J Phantoms) to and from Cyprus.

**Kathmandu** - Special. FS Syd Avery plus 2. Deployment of RE Topographical squadron to Nepal from UK.

**Homestead AFB** - Exercise Trial Gabriel. Fg Off Simon Baxter, FS Ian Berry, Cpl Steve Perry, SAC Kit Kitson plus 2. Deployment of Nimrod support equipment to Florida and rotation of Stingray Torpedoes to/from Andros Island.

1987 - 15 YEARS AGO...

**JULY**

**Montijo** - Exercise Tiger Meet. Fg Off Simon Fletcher plus 5. Recovery of 74 Sqn (Phantoms) after Tiger Meet in Portugal.

**Andros** - Tacomex. Flt Lt Chris Goss plus 5. Recovery of 30 Sigs Regt and TCW from Bahamas to UK.

**Kokjside** - Red Arrows. Sgt Steve Williams providing Movements support to the Red Arrows during their displays in Belgium, Luxembourg and Liverpool.

**AUGUST**

**Gatow/Grafenwohr** - Special. Delivery of coffin containing the remains of Rudolph Hess to West German Authorities.

No other info available from F540.

**SEPTEMBER**

No useful information available from F540.
1992 – 10 YEARS AGO…

JULY

Sarajevo - Operation Cheshire, Flt Lt Mike Cumberland, Sgt Paddy Power plus 4. The first of many flights into Sarajevo delivering humanitarian aid.

No useful info available from F540.

AUGUST


Bahrain - Operation Jural. Flt Lt Mike Cumberland plus 5. Deployment of Tornado detachment to Bahrain. (The Team Leader returned from this task with his jaw wired shut - he ignored the warnings of his men concerning the lethality of a Tornado wheelchange jack and the handle did the rest!)


SEPTEMBER

No useful info available from the F540.

1997 – 5 YEARS AGO…

JULY

Diego Garcia - Exercise Ocean Wave. Fg Off Paul Connor, Sgt Mick Cocker, Cpls Blue Hughes & Eddy McDowell. Resupply of Task force and roulement of ships crews.

Doha/Qatar - Exercise Xenon Mercury. Flt Lt Fiona Morgan-Frise, FS Floyd Patterson, Cpl Sandy Sanderson, SAC Clare Marshall. Recovery of 30 Sigs Regt from Gulf to UK.


AUGUST

Louis Trichardt - Exercise Cape Griffin. Fg Off Andy Crabtree, FS Jim Buchanan, Cpls Sean Blythe & Kev Skinner, SACs Rich Collins & Bob Whitworth. Recovery of Special Forces personnel, equipment and helicopters from South Africa to UK.
Key West – Special. WO Ian Berry, Cpls Ian Robinson & Craig Fitches. Collection of Spey engine from Kinloss for u/s Nimrod in Florida and return (Photo, right)


SEPTEMBER

Tanagra AFB – Exercise Dynamic Mix. Flt Lt Graham Langfield, Cpl Adie Tew and SAC Thompson. Deployment of TSW, 17 Sqn (Tornado GR1) and 43 Sqn (Tornado F3) to USA.


Salalah – Exercise Lavender Hill. Flt Lt Roy Curry, Cpl Mark Lishman, SACs Paul Crake and Hartley. Recovery of 22 SAS from Oman to UK.

LETTERS, E-MAILS AND NOTICES

The Editor, Team Brief, UKMAMS Association, PO Box 1126, Swindon, Wilts, SN5 7WB. E-mail: ukmamseditor@hotmail.com

Hong Kong Huey

By Geoff Elliott

Way back in 1976 a 4-man MAMS team was detached to Kai Tak Airport in Hong Kong to handle the Ghurka troop rotation airlift. The team had been allocated a civilian MT driver, a local man we all got to know as Hong Kong Huey.
Huey was a short, stocky, middle-aged Chinaman who had large, hanging jowls that would only lift at the mention of overtime, dollars or chow-chow. This was probably because he lived with his wife, five children and both his in-laws in a four–roomed flat on the twenty–sixth floor of tower block five on the Ping Shek Estate. He was detailed to convey the team to, from and around the civil airport in a seven–seater van. As far as Huey was concerned this meant the following ritual had to be observed every second morning at 0515, just as I had finished shaving:

Rattle. Rattle.

Then with a final thump, Huey would at last get the door to my room in the mess open.

“Good morning Serr. We go aipott now, hokkay?”
“No Huey. We go in five minutes when I am dressed. Alright?”
“Hokkay. I wait you in motor, hokkay?”
“Hok – I mean, alright Huey.”

After this ritual we would proceed down to Kai Tak camp to pick up FSgt Harry Stead and Cpls Mick Acaster and Dave Giles. As soon as Mick had slammed the rear door shut, Huey would immediately charge out on to the main road like Don Quixote at the mill. Despite protestations he would insist on asserting what he believed was his unalienable right to dominate every living and mechanical thing that dared trespass on to the three–lane carriageway. A triumphant gleam came into his eyes whenever he successfully cut across a speeding, ramshackle bus or overloaded lorry. Upon delivering the team unscathed but twitching at the airport he would ask:

“Hokkay I go chow–chow now? You sign ov–ertime sheet when I come back kwatter passed sev–ven.”
“Of course Huey, but don’t be late.”
“Huey nev–ver late Serr.”

And it was very much to his credit and the team’s effectiveness that during the fourteen weeks of the detachment, he nev–ver was.
Kai Tak Rat
By Geoff Elliott

Way back in 1976 a 4-man MAMS team was detached to Kai Tak Airport in Hong Kong to supervise the Ghurka troop rotation airlift. It was the first time the rotation was to be completed using a civilian airport handling team - contracted from Cathay Pacific. A dedicated RAF VC10 was allocated to the task, flying first to Calcutta for refuelling before flying on to Kathmandu.

Processing 126 Ghurka soldiers, their wives and their children through the civil airport at Kai Tak proved to be somewhat trying, especially when 5,000 polyglot passengers per hour were flowing through a building only designed to handle 2,500 per hour. There could be as many as 24 flights being processed at the same time.

Very occasionally, there would be only two other flights checking in at the same time as the airlift flight but, for some oriental reason beyond the team's understanding, the airlift was allocated check-in desk No 46, the Japanese charter flight desk 45 and the Malaysian scheduled flight desk 47. The rest of the 59 check-in desks would be left vacant.

The biggest problem was rounding up the non English-speaking Nepalese families to the correct departure lounge in the crowded airport after they had checked in. It soon became clear that it was vital to have the flight call tannoy request that all passengers report for the flight to "Kathmandu" instead of "Calcutta". When this happened by mistake, all the Ghurka passengers would magically appear at the correct departure lounge. I decided to have a go at getting the flight call script permanently changed.

I looked for the Flight-Call office telephone number in the airport directory. It wasn't there.

I asked several Chinese airport workers for the location of the Flight-Call office and was told:
- It was upstairs
- It was downstairs
- No understand, hokkay?

I tried downstairs only to be faced with an inscrutable blank wall built up against the last stair. I concluded there was no downstairs.

Tried upstairs and spent an hour in a rabbit warren of corridors vainly questioning and searching. I ended up in the VIP Lounge. Regrettably, the drinks cabinet was locked.

I searched out the shift supervisor and told him of the problem. "I fix hokkay?" he said and picked up his phone. I noted he dialled extension 349. I did not hear either Calcutta or Kathmandu during his Cantonese conversation with whoever was on the other end. Afterwards he told me with a broad grin that everything was hokkay now.

The next flight call remained unchanged - i.e. only mentioned Calcutta.

I dialled extension 349 and got the left luggage office - absolutely true.
I later rang the shift manager and received assurance in impeccable English that all would be well for the next flight.

The next flight call remained unchanged.

I found the shift supervisor again. He said it was the Year of the Rat and it was difficult. We stared at each other and he eventually tried again, this time over the radio network.

The flight call remained unchanged.

I subsequently decided all Gurkha passengers would have to be individually briefed by the Cathay staff at check-in time. They were to explain that the magic word Kathmandu had been mysteriously transformed into Calcutta!

Rats...

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No. 3 Movement Operator Course – 3 July – 4 August 1972

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**Back Row Standing** – SAC’c Toser, Stout, Leighton, Balls, Jones, LAC Page, SAC Jones

**Centre Row Standing** – SAC’s Davies, Triggs, Cook, Tresise, Sgt Loxham, SAC’s Muir, Nicholls, Griffiths, Lea

**Front Row Seated** – Sgt Hartill (DS), Sgt McQuigg, (DS) FS Janman (DS), Flt Lt Brown (DS), Sgt Sugg (DS) Sgt Husband (DS) Sgt Worthington (DS)