

ROYAL AIR FORCE & DEFENCE FIRE SERVICES ASSOCIATION MAGAZINE

THE FRONTLINE



Brief History Of The Association

Formation of the Association

The formation of the Royal Air Force & Defence Fire Services Association took place at Shoreham Airport in East Sussex, on the 13th. May 1995, when 23 ex-service personnel got together to settle the question of why there wasn't an organisation relating to the trade of firefighter when most other trades had formed one of their own many years ago?

Inaugural Committee Formed

On that day, when those founder members turned up from all over the country, they went on to form the inaugural committee of the Association and elected the following Officers and Committee :-

	Member	
President	John Arthur	11
Vice President	Ken Rimmel	20
Chairman	Keith Penfold	9
Vice Chairman	Mick Clark	2
Secretary	Dennis McCann	7
Treasurer	John Knight	21
Editor *	Alan Alsop	49

*The position of Editor was first introduced in 1995, when Alan Alsop took post as founding editor, but after the formation of the Association in May of that year.

Area Coordinators Elected

Area Coordinators were subsequently elected to cover the U.K. as follows:-

	Member	
Devon & Cornwall	Wilf. Longmire	83
Lincolnshire	Roger Smith	32
Midlands	Graham Kennedy	10
Norfolk	G S Bridges	18
North	Joe Shackleton	22
Northern Ireland	John Hanley	69
RAF	Gordon Smith	64
Scotland	Jim Souter	106
Scotland	Richard Callanan	52
South	Barry Poulton	14
Wales	Reg Silcock	24

N.B. See page 3 for those in post now.

The Intervening Years

Many changes have taken place since then as the Association established itself over the intervening years and, with its formation, colleagues, past and present, now have a better chance of finding each other again, renewing old friendships and making new ones.

The Association publishes Flashpoint magazine 3 times per year, with information, news, updates, articles, anecdotes, photos. and



Photo shows 21 ex-RAF Firemen attending Shoreham Airport, East Sussex on the 13th. May 1995 for the inauguration of the RAF & Defence Fire Services Association but only 15 are named- Basil Cotton, Barry Poulton, Bob Good, Roger Brooks, John Knight, Joe Shackleton, Len Nightingale, John Arthur, 'Nobby' Clarke, Bob Hodgeson, Dennis McCann, Graham Kennedy, Keith Penfold, Bill Bennett & Tony Cullen (didn't join). 6 names are missing from the photo, plus another 2 members not in the shot, to account for the 23 ex RAF Firemen who started it all off for us? - Ed.

Invitation to all members - Let's have your personal stories, anecdotes and photographs for publication. Remember, it's *your* Association, and Flashpoint is produced for your enjoyment. That's why we need to tell of all those many experiences out there. If your article requires a photograph, remember to enclose it along with your article, and send to the Editor by mail, or email, at the address detailed on page 3 – Who to Contact. Please enclose an SAE for the return of photos etc. Thank you. Dave Kenyon Editor 239

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Co-ordinator vacan- cies

EAST YORKSHIRE LINCS/CAMBS
Midlands Northern

Scotland (2) South

OTHER AREAS AS NECESSARY.
It's not too arduous, just a
matter of keeping in touch,
promoting the As-

EDITORIAL APOLOGY for the RAF Fire Service Museum Working Weekend Saturday 14th & Sunday 15th May 2005.

As Editor, I sincerely apologise to Museum staff and members for the very short notice in the April issue requesting volunteers for the above dates. I had planned for publication no later than the first week in May, but didn't allow for the Bank Holiday and subsequent printing delay. However, please don't let this stop you from offering your services. Museum staff would be pleased to hear from you. Don't wait to be asked, break the habit of a lifetime and Volunteer!

Contact David Hughes weekends on: -

01952 412 152 or Mobile - 0796 563 74



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Flashpoint Editorial

Twelve months have passed since my first edition of Flashpoint in August 2004 and it's that time of the year again. Whilst we only publish 3 times per year, it seems to come around so quickly these days, but maybe that's just a sign I'm growing old! Many members will be both surprised, and disappointed to have read that our Membership Secretary, Bob Feather, member 218, is not standing for re-election at the Hull AGM in October. He's done a magnificent job since Morecambe 1997 and now deserves to relax and enjoy himself at a reunion. He also set up the sale of goods, sorted reunions, and

acted as Editor when his good friend, Terry Matson, suffered severe computer problems producing Flashpoint.

He's also acted as my unofficial chauffeur, for which I'm eternally grateful, and helped me to do the job of Editor. Thanks mate!

I'm rapidly running out of space in this edition even though we increased pages from 20 to 24 after that first issue a year ago. It was always my intention to use lots of photographs, and that's what takes up the time and space. Time to scan in all the many photographs, and select, crop and display them.

Additionally, the printer needs the photos in a certain file format, and



black and white, other than those used on the front and back covers, of course.

Finally, it's my sad duty to notify you that 2 members have recently passed away. They are, the founding editor of Flashpoint, Alan Alsop, no. 49, and Malcolm 'Mac' Lowson, no. 659. Their passing is recorded in more detail later in this issue. Our sincere condolences go to their family and friends.

Regards and best wishes,

Dave

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RAFA - THE ROYAL AIR FORCE ASSOCIATION - 0800 018 2361

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CONGRATULATORY MESSAGES FROM THE QUEEN, FOR 60TH, 65TH, AND 70TH WEDDING ANNIVERSARIES, AND EVERY ANNIVERSARY FOLLOWING, AND BIRTHDAY CONGRATULATIONS TO CELEBRATE 100TH, 105TH AND FOLLOWING BIRTHDAYS, REQUEST AN APPLICATION FORM FROM: THE ANNIVERSARIES OFFICE, BUCKINGHAM PALACE, LONDON SW1A 1AA

RAF Fire Service Museum and RAF Fairford International Air Tattoo 2005



This was the first real promotional outing for the newly opened RAF Fire Service Museum and it was a resounding success. Although it was not possible to get the full crash combine there this year, we did manage the DP2 and TACR1 thanks to 2MT Sqn and this was supported by a WOT1 plus member 772, Jason Lester's Dennis F12 Pump Escape. Unfortunately Bill's Bedford Domestic had to stay on duty at the campsite as fire cover or we would have had 5 vehicles closer to a runway than any had probably been for some time.



My TACR1 did get the smell at Waddington's Airshow last year and that got it very excited so hopefully it feels better now after this last week. It even came home with the steering fixed. Over £500 pound was raised during the week from donations and sales of mugs, T-shirts and extinguishers. £125 came from the people who attended the quiz on the campsite on the Sunday. An excellent suggestion by Sam Gill, member 378, for two of us to go round with fire buckets! Altogether an excellent week was had by all including a free suntan. David Hughes member 683 & Museum co-founder



Photos - from top - TACR1 Waddington 25/26 June 2004 - DP2 and WOT1 RAF Stafford 4 June 2005

EDITORIAL NOTES

We welcome your comments and enquiries about Flashpoint, or the Association in general. Letters should be kept brief. The Editor reserves the right to edit, shorten, any letter or correspondence in order to fit available space.

Anonymous, or unsigned letters will not be published, nor anything of an offensive or abusive nature.

The Editor, and the Officers and Committee of the Association, do not necessarily endorse opinions expressed by contributors.

The Editor's decision is final.

Address for all letters etc: -

Flashpoint - c/o 47 Grange Avenue, Thornbury, Bradford BD3 7BE tel/fax 01274 666 043
email rafdfseditor@aol.com

Include name, address, telephone and membership number; and a photo with brief service details for publication with your letter or article. Old friends and colleagues may then more readily recognise you.

Please ensure you enclose an SAE for any items you wish returned. Thank you - Ed.

VE & VJ Day 1945 Celebrations - Sunday 10th July 2005



At Peterborough in March this year, Chairman, Roger Brooks informed members that he was to carry the Association Standard on the parade in London on Sunday 10th July 2005 celebrating the 60th Anniversary of VE and VJ Day and the end of WW11.

NATIONAL COMMEMORATION DAY - Sunday 10th July 2005, fell between VE and VJ Day and was the date chosen to mark the 60th Anniversary of the End of the Second World War. There were several major national events held in London on this day which will be echoed across the united Kingdom.

Service in Westminster Abbey - The day began with a Service of Thanksgiving in Westminster Abbey from 11:00 to 12:00. Her Majesty The Queen lead a congregation of invited WW11 Veterans, and the Archbishop of Canterbury gave an address.

Lunch in Buckingham Palace GARDENS - Lunch was held in the grounds of Buckingham Palace in the presence of Her Majesty The Queen for invited WW11 Veterans from the Armed Forces and the Home Front.

REFLECTIONS OF WORLD WAR11 COMMEMORATIVE SHOW - Held on Horse Guards Parade the Commemorative Show was designed to take the audience back in time. Celebrities from film and television entertained the invited audience, with music from a tri-Service orchestra and The Bach Choir. The focus then moved to a period of Remembrance. Her Majesty The Queen gave an address, followed by a Two-Minute Silence in Remembrance of the fallen, this was signalled by the guns of HMS Belfast. A Royal Air Force "Missing Man" formation then flew over Horse Guards Parade.

PROCESSION OF BANNERS AND STANDARDS - Led by Her Majesty The Queen and a tri-Service band, the banners and standards of Military and Home Front Veterans passed along The Mall into the forecourt of Buckingham Palace.

FLYPAST OF WW11 AIRCRAFT - A flypast of British and American WW11 aircraft passed over The Mall with Her Majesty The Queen watching from Buckingham Palace Balcony. To mark the end of National Commemoration Day poppies were dropped from the Lancaster Bomber of the RAF's Battle of Britain Memorial Flight.

Note - A full report and photographs is scheduled for the December souvenir issue of Flashpoint in commemoration of our 10th Anniversary -Ed.



WHO ARE THESE MEN?

Who are these men who march so proud,
Who quietly weep, eyes closed, head bowed?
These are the men who once were boys,
Who missed out on youth and all its joys.

Who are these men with aged faces,
Who silently count the empty spaces?
These are the men who gave their all,
Who fought for their country, for freedom for all.

Who are these men with sorrowful look,
Who can still remember the lives that were took?
These are the men who saw young men die,
The price of peace is always high.

Who are these men who in the midst of pain,
Whispered comfort to those they would not see again?
These are the men whose hands held tomorrow,
Who brought back our future with blood, tears and sorrow.

Who are these men who promise to keep
Alive in their hearts the ones God holds asleep?
These are the men to whom I promise again:
Veterans, my friends, I will remember them.

Anonymous 12 year old girl

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Website Sponsor - David Hughes, member 683, whose business is in the Fire Protection Trade, and his company ABC Fire Protection which is based in Southampton David F Hughes 17 Testwood Road, Southampton SO15 8RQ Tel 02380 326000 - Mobile 07976 563740 - Fax 02380 821533

Membership News

I want to take this opportunity to remind all members that, in the April issue of Flashpoint, I informed you that, after 8 years, I am standing down as Membership Secretary at the October reunion in Hull.

If you would like to volunteer for the post, please inform our Chairman, Roger Brooks, without delay. Contact details as per the 'Who to Contact' page of this issue.

Since I last reported in the April Flashpoint, we have welcomed 12 new members to our ranks and brief personal details are listed below. I hope they manage to find old friends and make new ones. See you at Hull in October.

SUBSCRIPTIONS DUE 1ST SEPTEMBER! - Just a quick reminder that it's that time of year again and it's so easy to overlook paying your dues and miss out on our excellent Flashpoint magazine and Association activities. **Please consider using the Bankers Order procedure. It saves an awful lot of hassle for our treasurer, Geoff Varley, and ensures your membership won't lapse due to one of those 'Senior Moments' from which we can suffer from at times!**

<p>STEVE METCALF 773 PRESENT</p>	<p>RONALD NEWSOME 774 SEPT 51 - DEC 75</p>	<p>CHRISTOPHER THISTLEWOOD 775 MAY 83 - PRESENT</p>	<p>ANDY KUBLER 776 PRESENT</p>	 <p>Bob Feather 218 Membership Secretary</p>
<p>PAUL FERGUSON 777 MAR 83 - AUG 97</p>	<p>RONALD ELLIS 778 NOV 61 - FEB 84</p>	<p>TERRY HORN 779 APR 57 - APR 69</p>	<p>HENRY GORDON 780 APR 67 - MAY 95</p>	
<p>PETE MANLEY 781 PRESENT</p>	<p>DAVID LAKIN 782 AUG 87 - PRESENT</p>	<p>WILLIAM PRATT 783 MAR 52 - APR 56</p>	<p>CLIVE SPOONER 784 1970 - 1979</p>	



Bob Feather 218
Membership Secretary

PAST MEMORABILIA! Ray Wood member 118 sent this shot of a 30 gallon Foam Extinguisher seen in a museum in Havana, Cuba while on holiday in 2004. Wheels and body were dark red and the chassis black. Well spotted Ray



and thanks for sending it in -Ed.

RAF CATTERICK EVENT - JUNE 2006

Permission has been granted by the Catterick Garrison Commander for the Association to hold an event at the former RAF Catterick Fire Service Training School, North Yorkshire, next year in June.

A parade of vehicles, past and present, along with RAF and Defence Fire Services personnel in period uniforms is planned.

More details to follow!

George Edwards Secretary member 238



STOP PRESS - WANTED - WORKING PARTY VOLUNTEERS FOR THE RAF FIRE SERVICE MUSEUM HALFPENNY GREEN THURSDAY 29TH SEPTEMBER to TUESDAY 4th OCTOBER 2005
For details contact Wilf Longmire
Telephone - 01726 642 74
Come along and give it your support.

Personal Profile - Honorary President

AIR MARSHAL SIR JOHN SUTTON KCB

The Association is pleased to announce that Air Marshal Sir John Sutton KCB has kindly agreed to be our Honorary President. In accepting the appointment Sir John said, *"I am delighted to be asked as, time and time again, during my RAF service I saw for myself the dedication and selfless commitment of the Fire Services"*.

Sir John joined the RAF in 1950, initially as a national serviceman, and qualified as a pilot in 1951. He served on six squadrons and commanded two of them, No. 249 in Cyprus in the 60's and No. 14 in Germany in the early 70's. His staff appointments included Assistant Chief of the Air Staff (Policy), Deputy

Commander in RAF Germany and Assistant Chief of the Defence Staff (Commitments). His last appointment from 1986 to 1989 was as Commander in Chief RAF Support Command.

In 1990 he was sworn in as Governor and Commander in Chief, Jersey and on return home in 1995 was appointed Chairman of the Council of University College, Northampton where he served for four years. He was President of the Eastern Area RAFA from 1999 to 2002 and was National President from 2002 until May of this year. Sir John is married with four children and lives in Rutland.

The photograph below shows Sir John flanked by the RAF Chaplain in Chief and the Mayor of Bournemouth and her escort just before taking the salute at the RAFA march past in Bournemouth in May this year.

Yours sincerely,

John Sutton

THE WAY WE WERE!

Hi, Dave,

When we were talking last I mentioned the memoriam to Ron Adams, (Flashpoint, page 17, Dec. 04 - Ed), and I said I had some photos you may want to place in the next Flashpoint. Well, I have sorted out these two which proves we did have a sense of humour.

I was very saddened to learn of the passing of another of our members, namely Ron Adams or 'Bunter' as he was affectionately known during my time at RAF Oakington. I always found 'Bunter' to be a happy go lucky lad, full of fun and always ready for a laugh, and the type of person to have at your side in a sticky situation. Whenever I think back to my time in the Fire Service, in my minds eye, the lads are always in their late teens, or early twenties (most of them anyway) and seeing the photo of Ron, Pete (Scouse) and Harry Dore really jogs you back to reality and that we are no longer the way we were, which lead me to digging out a couple of old photos of these old friends as 'they were'.

I am not sure who owned the motor bike but Harry Dore is in control with 'Bunter' as pillion. The other photo is of Pete (Scouse) Carter as the proud owner of the Austin Seven which, if I remember rightly, was painted bright Canary Yellow complete with curtains and the necessary break-in and rescue points clearly marked, with a cautionary note on the back, *"Do not laugh lady your daughter may be in the back."* Happy Days.

Cheers for now mate. If you think this is worthy of a mention in the Flashpoint and you wish to alter it in any way please feel free.

B i l l



Wilkinson mem. 243

Glad to be of service Bill. I can echo your sentiments about the 'good old days'

RESPONSE TO STEVE DAVEY'S GAN ARTICLE IN FLASHPOINT APRIL 2005

Dear Ed,

I read with great interest Steve Davey's article in the April edition of "Flashpoint" as I was at Gutersloh at the same time. I well remember the fire demo he mentioned, as I was a member of the team that took part. Dave Vanstone was the driver Fred Gillespie was safetyman and I must hold my hand up and admit that I was the monitor operator; we thought it was hilarious to see all the dignitaries disappearing at high speed, the Fire Officer hadn't noticed that they were downwind. At one of the rehearsals the W.O. wore his beret instead of the usual peaked hat, (I think he knew something would go wrong) Dave got too close to the fire and even with the monitor fully depressed and the jaws on spread all I could do was lay a thick carpet of foam all round it but nothing on the fire itself, Fred jumped out on the blind side and put the fire out with a B.C.F. extinguisher. Unfortunately the eagle eyed W.O. saw him and called us over, he threw his beret on the ground and told us that he could get W.R.A.F.s to do it better than us. Needless to say it all went perfectly on the day. Happy days.

Letters to the Editor

THE MAGAZINE OF THE NATIONAL SERVICE (ROYAL AIR FORCE) ASSOCIATION



Dear Editor,

Something for 'Flashpoint'?

I would like to thank you for including details of the National Service (Royal Air Force) Association in the April Issue of 'Flash point' and of course to your member Mick Urquhart for bringing the Association, along with our magazine Astral to your attention. I will pass the copy of your magazine to our Editor and ensure that you receive a regular copy of Astral and I feel sure he would be delighted for you to extract any relevant articles for you to insert in Flashpoint.

DEMAND FOR AN ASSOCIATION

Our Association is only a few years old, started by me under rather unusual circumstances!! I served my National Service in the Royal Navy and started an Association for such men as myself. Letters I wrote to local newspapers mentioning the fact, were picked up by RAF National Servicemen who wrote to me and asked who ran an Association for them. I enquired of RAF News, nothing known. I enquired of RAFA, nothing known. I telephoned a couple who had written to me, had a chat and asked them if they would support such an Association if I started one. "YES!!!"

ORGANISED FIRST REUNION WEEKEND

Now my aim was to start the Association and hand over at the Inaugural General Meeting. I organized a Reunion Weekend during which time we had the Meeting, secured the services of a few key Committee Members and I was talked into

staying Membership Secretary, which was fine by me. Now, the constitution calls for the Chairman to be selected, by the Committee Members, from the Committee. Being ex Royal Navy I sat down in a corner. Waste of time, but I was honoured to be asked to be Chairman, a post I was delighted to accept, but really did feel that an ex RAF person should be at the controls.

3 YEARS ON MEMBERSHIP TOPS 2000 INCLUDING OVERSEAS!

3 years later after some cracking Reunions, one in Scarborough, one to Hayling Island, this year in Llandudno in October. We now have over 2000 members and this includes a growing number in America, thanks to a member 'spreading the word'.

REUNION WEEKEND AND NATIONAL SERVICE DAY & PARADE @ COSFORD

But we must not forget the Reunion Weekend and Parade on National Service Day at Cosford, already mentioned in 'Flashpoint' where we are having a Fly Past by a Spitfire of the Memorial Historic Flight, subject to the weather. We had a parade there last year on National Service Day and it turned out to be a phenomenal success. (I had nothing to do with the organization of the day and parade and take no credit whatsoever).

'CROSS POLLINATION' OF MEMBERS

I hope that we can work together in the future and look forward to a 'cross pollination of members' which would be to the advantage of both Associations.

Yours,

Michael 'Mike' Crowe

Chairman and Membership Secretary
7 Heath Road, Lake, Sandown, Isle of Wight. PO36 8PG

Examples of Reunions organised:

H.M.S. Collingwood Ass. Llandudno 20 - 23 May & Trip to Portmeirion.

National Service (RAF) Ass. Cosford 24 - 27 June & Spitfire Fly Past.

H.M.S. Impregnable Ass. Sussex 1 - 4 July & visit to International Festival of the Sea.

Footnote: I was very pleased to get your letter and telephone call Mike and I'll ensure Mick Urquhart is made aware of your thanks for bringing your existence to my attention. I certainly echo your sentiments about 'cross pollination' and look forward to keeping members informed of any items of interest from Astral magazine - Ed.

REMEMBRANCE PARADE NOVEMBER 2005 - AN APPEAL TO THE MEMBERS!

Each year, since it was arranged for us to attend this annual parade, it's usually the same few members who do attend and, as well as the remembering of past sacrifices, they have always enjoyed the banter and general meeting of old pals.

Bob Dickinson, who I had not seen, or heard of, since 1961 in Malta contacted me after seeing my name on a member's list and, after a few calls, we arranged to meet on the Parade that year in 2001. The day arrived; (I had come down on a coach staying at a hotel in Croydon overnight, enjoying a very good evening to boot); then we coached into London in plenty of time for the Parade. It was pouring down! Horse Guards Parade was awash with great puddles which everyone was trying to avoid though usually unsuccessfully. I was soon yapping to the others who had arrived when, through the rain came the 'Geordie' type accent: "That must be Yorkie!" And there he was, after flying down from Newcastle, no raincoat, rain dripping off his glasses and a great big smile. Bob, What a reunion that was for both of us, and we still are the best of friends.

In the last issue of Flashpoint, we noticed the name of another who could have been at Dishforth with us; Fred Greenwood. I checked with Bob Feather (mem. sec.) and, right enough, he was who we thought; and we are now in contact again and hoping to meet in Hull; and later on the Parade: that should be some reunion I'm sure!

What this is all leading up to is - it would be fantastic if a few more of our Association could find their way to London for the Parade in this special year. I bet you could find someone you knew in the past and thought you may never see again!

Hope to see you at Hull in October or London on 13th November 2005.

Think about it! Yours, Mick Hayward member 458

I've taken your advice Mick and booked a ticket, so that's one down and a few more to go - Ed.

Letters to the Editor

RAF FIRE SERVICE MUSEUM AND JOHN ARTHUR MEMORIAL, INCORPORATING THE HALFPENNY GREEN VEHICLE COLLECTION, NR STOURBRIDGE, WEST MIDLANDS. FRANK SMITH MUSEUM VOLUNTEER AND MEMBER 593 REPORTING

Opening Ceremony - As you may know, the above museum was opened on April 2nd 2005 just after noon on a sunny Saturday. There was a short service of dedication given by the Reverend David Smith when he blessed the Museum entrance with Holy Water and Mr. Paul Whelan, Chief Executive of Wolverhampton Business Airport, (to give it its proper name), then officially opened the building with the cutting of a ribbon. About 40 people attended and everyone enjoyed this time of remembrance for John including his family who were amongst the guests.

Presentation to 2MT Squadron - Five personnel from RAF Stafford 2MT Squadron, led by F/O Evanson, were present, and Keith Penfold, President and founding chairman of the RAF & Defence Fire Services Association presented a framed record of the moving of an ex RAF MK6 Crash Tender from Bruntingthorpe Airfield to the Museum on 4th March 2005 (see back cover-Ed).

BBC Midlands TV Coverage - Around 1530 hours a camera crew and reporter from BBC Midlands News arrived and filmed a short report on the museum opening (shown on TV that same evening). Museum organisers, Bill Lawrence and David Hughes told reporter, Claire Graham how their dream of such a museum had come to fruition. Let's hope it goes from strength to strength.

WORK GOES ON TO READY DP2 - During the following April weekends, work continued at a pace to get the DP2 ready for an Open Day at RAF Stafford celebrating their 65th Anniversary as they had given an invitation to the Museum to attend and arrange for some of their vehicles to be on display on this 'special day' the 4th June. They requested two vehicles and offered to transport them free of charge to and from the venue. During May, a spray gun was acquired, and this proved to be a vital piece of kit.

Museum Visitors - May saw a few visitors coming to the museum and they found it "Very interesting - Nice Visit - OK!!" If only they knew how much hard work has gone onto it!

A group of 'Fire Engine Spotters' (approx 30 in all) arrived during the 3rd weekend and were really pleased with the photos they took and, what's more, made a donation to the Museum. Great - let's hope

visitor numbers increase and they spread the word to encourage others.

May Weekend 28th/29th - Saw Bill Lawrence and Jason Lestor working so hard to get the DP2 ready for the 4th June. When I arrived at the Museum on Friday 3rd June, the DP2 looked 1st Class. With a fresh coat of paint and all the markings in position, it looked a real treat (they deserve a medal big as frying pan, and everyone else who helped too). Final 'touching up' here an there, plus Bill and I put the 'bull bar' on and then 'it's ready.' Cuppa tea time!

Friday 3rd June - 2MT transport arrived with SAC Paul Beattie and LAC Darren Woolnough and everything was going to plan. The DP2 only would have a 'piggy back ride' as Bill decided to drive his Bedford Domestic to RAF Stafford. He then drove the DP2 onto the low loader under the watchful eyes of the two RAF lads and then made sure it was securely 'buttoned down.' I wished them "Cheerio" and off they went with Bill following in the Bedford.

SATURDAY 5TH JUNE RAF STAFFORD - David Hughes, and myself, arrived in minutes of each other and, having parked our vehicles, I gave Bill a call to come and collect us. We were ready for a 'cuppa' and all went to 2MT Squadron Mess and were made very welcome with a free one! Then, on to the showground where different types of vehicles were displayed in a 'horse shoe' fashion, from 44 tonners 1 ton fork lifts, a giant fork which could lift an container straight from a trailer and take it away. Some machine - it was awesome. Also on show was a WOT1, looking as if it had just come from the showroom. Lovely to see it there.

VISITORS & VETERANS ARRIVE - Families and Veteran's of 2MT Squadron started to arrive and the Fire Engines proved a great draw for the kiddies. A great time was had by all and, around 1630 hours, the day was done.

Tuesday 5th June - Lastly, for this report, I arrived at Halfpenny Green to receive the DP2 on its return from RAF Stafford. At approximately 1130 hours the 2MT low loader arrived and the DP2 offloaded and I then had the pleasure of parking it up!

Thank you 2MT Squadron for your support and special thanks to driver 728 SAC Paul Beattie and LAC Darren Woolnough.

Frank Smith member 593 in DP2 at RAF Stafford 2MT 65th Anniversary on Saturday 4 June 05



Photo - Dave Kenyon member 239. Well done Frank and thanks for

the report and all the volunteer time you put in on behalf of the museum. (I did ask him to smile but it had been along day - Ed).



Photos above from the top - 3 Vehicle lineup - Bedford Domestic - Dual Purpose Tender (DP2) - War Office Type 1 (WOT1)

Letters to the Editor

HEROES OF THE FIRE SERVICE

Hi Dave,

Thanks for including my article in the current journal. Congratulations on another excellent effort, it seems to get better each edition.

GUTERSLOH 1956/58 ZLIN CRASH

Now to the main subject. I would like to follow up on your Heroes article. In 1956/58 whilst I was at Gutersloh, a civilian German Zlin was going through an aerobatics programme, when it suddenly dived straight into the concrete area in front of the Fire Section.

SAC MACALLISTER'S ACTIONS

Just a while before this, SAC MacAllister had borrowed the ATC Landrover and gone to the mess for a meal. He had all his protective clothing on with the exception of his jacket. He was returning to the section when the Zlin crashed. He did not stop at the section for his jacket and, with only his string vest on top, went straight out to the aircraft arriving a short time before the crash crew.

BEM FOR RESCUE ATTEMPT!

During that time he entered the burning crash site and attempted a rescue. Unfortunately, the pilot was already dead. Some time after the incident we were informed that Jock had been awarded the BEM. We looked for Jock to tell him the news, only he was to be found at the NAAFI bar (Where else would you find a good Scot?).

MEDAL PRESENTATION AT CELTIC

Eventually he was told he would be presented his medal in the UK, on the same day that Celtic Football Club were going to entertain him. Would you believe it, he actually asked if the date of his medal presentation could be altered! I have no idea where Jock went. Perhaps he may be another hero to track down and entice him to membership.

Regards,

Roy Hammett member 85

Thanks for your kind comments and I hope someone may know of his whereabouts - Ed.

RALPH BEER AND THE 'BLACK ARROWS' 22 SHIP ROLL!

Dear Ed;

I joined the RAF 6th September 1954 and went to Gillingham for my medical (passed A1); then given a rail warrant and sent to Cardington, Bedfordshire. Next day, sent to RAF Padgate for the taking of the 'Oath'. As soon as you had done that all hell broke loose – you know what I mean!

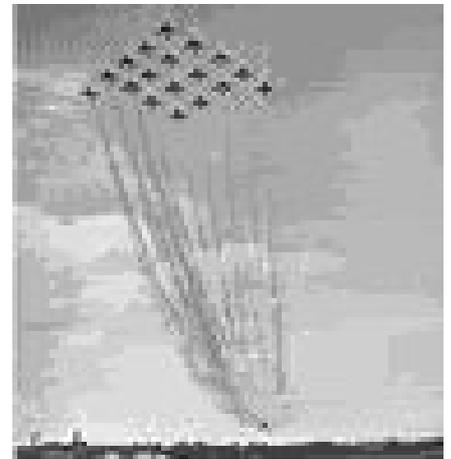
After 'passing out' at Padgate, on the train again to Sutton-on-Hull Fire School pulling the fire pump around and shouting, "Water on, 40 PSI, 2nd floor". After again 'passing out', it was off to RAF Weeton Driving School near Blackpool.

I loved that; light phase, heavy phase, then specialised vehicles (Fire engines!). I was then posted to RAF Chivenor, Devon where I was baptised with my first crash. A Hunter had aflame out 10 miles out and had to glide in. He hit the runway and bounced about 60ft in the air and ended up off the runway with the pilot still in the aircraft.

Then, once more, off home to Wattisham which was closed for runway repairs. Later, 111 Squadron arrived and 41 Squadron from Coltishall for a while as their runway was being extended. That's when I met Geoff Varley, a MK6 driver, (now member 221 and Treasurer), and remember Geoff at the Wattisham 'Bash'. I am the chap third on the right with glass of beer!

I was at Wattisham when 111 Squadron did a 22 aircraft roll, ready for Farnborough. We had to start up on standby, just in case they touched! Thank you for a great magazine. Ralph Beer 718

Thanks for your letter Ralph. I'm envious of you being present when 111 Squadron Hunters, 'The Black Arrows' did their 22-ship practice roll. I did see it on T.V and Video, and it was awesome and never been bettered by any other aerobatic team since. Best I can do is to show 18 'Black Arrows' performing. Maybe they were working up to the 22 at the time! – Ed.



'AUSSIE' EX-RAF FIREMAN ON U.K. HOLIDAY & THE RAF NEWS!

Bill Wylie rang from Melbourne, Australia after he picked up a copy of the RAF NEWS whilst on holiday in the U.K.

On his return home he read the article on page 14 of the 29th. April 2005 issue about the opening of a new RAF Fire Service Museum at Halfpenny Green.

Had he known about the Museum, he would have paid them a visit. He is planning a return visit in October this year and hopes to visit the Museum.

Details are to be sent to Bill, including an application form to join the Association and maybe attend the Hull reunion in October. Frank Smith member 593

Footnote - See Frank's report on the opening of the Museum on 2nd April this year -Ed.

Dear Editor, In 1956, I remember leaving Broad Street in Birmingham on a lorry to RAF Cardington for a couple of days! Then I went to RAF Bridgenorth for 8 weeks basic training (*'square bashing'!*).

WEETON THEN REMUSTER!

I was then posted to RAF Weeton as an engine mechanic, which I didn't want. I then went to RAF Benson and remustered to fireman, which was one of the best times of my life, but that's another story!

CHRISTMAS ISLAND

Then it was off to Christmas Island and had a great time until posted back to the U.K. to Trimingham and Coltishall till I came out in 1961.

BEST BUNCH OF LADS!

I could write a book on my journey though the RAF. The reason I enjoyed it was because the Fire Section were always the best bunch of lads! I'm 67 now, but have a great bunch of memories. Ron Settle member 747
Nice to see you enjoyed your time once you'd become a fireman Ron. I look forward to *'another story'* and the publishing of your book! It's typical too as I wanted to be mechanic, but was offered fireman when I joined in 1957 - Ed.

FIRST OF THE NEW BREED

Joining the RAF in August of 1959, I intended to learn to drive a lorry so when I left in five years time I could fulfill my lifelong ambition to be a long distance lorry driver. The officer who selects trades for recruits informed me the RAF had a surplus of drivers but, if I became a fireman, they would teach me to drive fire trucks

which would give me a heavy goods vehicle licence. And so a decision, made on the spur of the moment, was to span the next forty-two years of my life. Walking away from his office, it dawned on me that a person could get killed doing a fireman's job.

While square bashing at Bridgenorth, I met up with a fellow fireman to be, Norman Bates. We were surprised to learn we were to be gunner/firemen and carry out our training at RAF Regiment Depot, Catterick, something the recruiting officer had not mentioned. We did our time at Catterick, first learning to be gunners and then firemen. My pal, and I "Rocket" Stevenson was posted together to RAF Bovingdon, near Hemel Hempstead. When leaving Catterick, our flight was paraded and given very specific instructions on what to wear when reporting to our new stations. Before leaving, Rocket and I took care to have our hair cut on the day before leaving Catterick.

At Bovingdon, we made our way to the orderly room and were surprised at the reaction of the personnel there. One look and they broke into smiles. When told we were firemen, the smiles became broader. Officers and men alike looked out of office doors and gazed in awe. We were becoming quite self-conscious, had they never seen firemen before. After being processed, we were given directions to the fire station and told to report to the Warrant Officer. At the fire station we were met by a Corporal, he wasn't dressed

like us, no Regiment flashes or webbing, he too smirked as he led us to WO "Dan" Dare's office. We were marched in and stood to attention. WO Dare was visibly shocked. He sat before us, staring, silent. He rose from his chair and walked round us, inspecting our razor sharp creases, which led down to our freshly dubbed gaiters, our parade shined boots. He looked at our nice clean square bullet pouches and web braces, our large pack with our tin helmets strapped with cross braces and above this our small packs. He looked closely at our none existent hair, and the RAF Regiment flashes on our shoulders. WO Dare hated us; we could see it in his eyes. He asked if he had hurt us when he stepped on our hair. He ordered the Corporal to march us down to the barbers at once and get our haircut. The barber trimmed the tuft of hair on the top of our heads and charged us two shilling and sixpence, it was the last half crown I had until payday.

In a few days, the fire staff at Bovingdon saw us for what we were, two green recruits trying to earn a crust. We were accepted but the mention of the RAF Regiment was a taboo subject. We were the first recruits to arrive from Catterick after Sutton on Hull had closed down. Within a fortnight our tin helmets and all our webbing was handed in to stores. For many months we wore green overalls all the time to hide our Regiment flashes, as we were the only ones who had them, until one day the CO ordered that all fire personnel were to have them stitched on. We had no knowledge of the power

struggle prior to our joining the RAF. As I understood it, the RAF Regiment took over the fire service as an alternative to being disbanded and that because the fire service has no officers, there was no one to fight their corner. This caused massive resentment from the existing fire staff.

After five years in the RAF, I joined the Air Ministry Fire Service, later to become the Defence Fire Service. In the RAF I did a year at Bovingdon, two years in El Adem (North Africa), six months at Waterbeach and a year at Upavon. In the Defence Fire Service I served at Thorney Island, Tangmere, Carlisle, Stafford, Linton on Ouse, Edzell and finished as a Station Officer at Shawbury. As for my life long ambition, I never did get to do that long distance lorry driving. John Halstead member number: 452



THANKS to 2MT Squadron RAF Stafford

ROYAL AIR FORCE STAFFORD 2MT SQUADRON TRANSPORTS EX-RAF FIRE SERVICE ALVIS PYRENE MK VI CRASH TENDER – CIRCA LATE 1950'S, TO NEW RAF FIRE SERVICE MUSEUM AT HALFPENNY GREEN, WEST MIDLANDS.

Thursday 3rd March 2005 dawned with snow and a strong, cold wind, as 3 ex-RAF firemen, Terry Matson, Bob Feather and Dave Kenyon, started their journey to rendezvous at Bruntingthorpe Airfield in Leicestershire, with a crew from 2MT Squadron, RAF Stafford. Their mission, to arrange the pickup of an ex-RAF Fire Service Alvis Pyrene Mk VI Crash Tender, circa late 1950's, and transport it to a new home at the RAF Fire Service Museum established at ex-RAF Halfpenny Green Airfield, Stourbridge, West Midlands DY7 5 DY (now Wolverhampton Business Airport).

FOUR YEARS SINCE FINDING THE MKVI
The day was the culmination of nearly four years since Terry, Bob and Dave, first confirmed the existence of the vehicle parked on the non operational area of Bruntingthorpe Airfield. The owner of the airfield and the RAF's last flying Vulcan Bomber XH 558, 'Delta Lady,' David Walton, agreed to donate the vehicle to the RAF & Defence Fire Services Association. However, due to circumstances, and the disbanding of their volunteer Vehicle Restoration Team, they were unable to take possession of the vehicle. Until now!

2MT RAF STAFFORD TO THE RESCUE
David Hughes, an Association member, and actively involved in the development of the new Museum, said he would find space if we could arrange for it's transfer. Dave Kenyon contacted 2MT in early December 2004, and spoke to the Commanding Officer, Sqdn Ldr Stu Beeby, who declared, "He was more than happy to help" and requested we make a formal application and include details of the vehicle; it's exact whereabouts, and destination address. He also said that any decision would be subject to operational commitments, and the first opportunity was likely to be not before the end of January 2005. Based on any information received, and before any final decision, 2MT would have to carryout a feasibility study to determine what manpower and equipment would be needed, should the request be granted.

BRUNTINGHORPE 28 JANUARY 2005
On Thursday 28th January 2005, Bob and Dave returned to Bruntingthorpe to meet with Chief Tech Neil Stratton and Sgt

Geoffrey McKay and escorted them to where the vehicle languished just off the airfield perimeter track. After a thorough inspection of the vehicle, and surrounding area, Neil Stratton said he would liaise with Peter Walton of Bruntingthorpe airfield to arrange for the MK 6 to be moved on to the perimeter track and would inform us when they were ready to make the move. L/R Sgt Geoffrey McKay Bob Feather & Chief Tech Neil Stratton

READY FOR MOVE BUT PROBLEMS



Thursday 3rd March 2005 was finally decided upon, with an overnight stop at RAF Stafford and delivery due on the morning of Friday 4th March 2005. Terry, Bob and Dave set off very early to arrive at Bruntingthorpe around 1030 hrs. A short while after arrival, a crew from 2MT arrived with the transporter manned by Sac's Steve Burton and Chris Smith and we escorted them to the site. On arrival, there was a snag as, due to bad weather and other commitments, the vehicle had not been moved and, as it was surrounded by soft ground, there was no way the RAF crew could retrieve it!

AIRFIELD OWNER COMES UP TRUMPS!
David Walton, the airfield owner, was contacted by mobile phone and soon arrived, apologised for the oversight, and quickly arranged for a special unit to move the MK 6 onto the perimeter track.

As the front nearside tyre was off the rim, and remaining tyres were soft, further delays arose when trying to keep the fire truck aligned whilst winching onto the trailer. As the vehicle was originally designed to operate with power steering powered by the engine, even slight adjustments to the steering, required the combined efforts of two. Finally, and later than originally intended, she was safely onboard and shackled down, ready for the journey to her new home and left Bruntingthorpe airfield after a stay of around 20 years. 2MT delivered the MK 6 to the RAF Fire Service Museum at 1100on the morning of Friday 4th March 2005. No one is sure

she will become at least a credible static

design, technology and expertise for the enjoyment of future museum visitors. Display item as a superb example of British equipment.

INDEBTED TO RAF STAFFORD

We are indebted to all personnel from RAF Stafford who sanctioned, planned and executed the move on our behalf. Gentlemen, we are very grateful. Personal thanks go to Sqdn Ldr Stu Beeby for taking our request on board, Chief Tech Neil Stratton and Sgt Geoffrey McKay who did the original recce and, not forgetting 'the workers' on the day, Sac Steve Burton and Sac Chris Smith; for their efforts in completing the task on a very cold, windswept airfield. Sorry lads, you said you didn't really want any publicity, but we think you deserve it! On behalf of the RAF Fire Service Museum, the RAF & Defence Fire Services Association, and ourselves, thanks. Terry Matson, Bob Feather and Dave Kenyon.

Photos Terry Matson - Text Dave Kenyon

'ANCIENT AND MODERN' RAF PERSONNEL WORKING TOGETHER TO RESCUE THE CRASH TRUCK FROM BRUNTINGHORPE AIRFIELD



Sutton Gates Friday 30th April 1999 - Revisted 2005!

*A NOSTALGIC JOURNEY BY SOME OF OUR ASSOCIATION MEMBERS ON FRIDAY 30TH APRIL 1999

An idea of our President, John Arthur, came to fruition earlier this year when he and a number of our members met for the dedication of the wrought iron gates that had, for many years, been the main gates of RAF Sutton-on-Hull. The Lord Mayor of Hull, himself being ex-RAF, was most helpful and went to great lengths to ensure that these gates were refurbished and re-used in a public place rather than being scrapped. About twenty of our members were present with a good percentage coming from the south, Kent, Essex and Wiltshire in particular with most of the remainder from Yorkshire. In attendance were the following, the date after the name is the year they attended Sutton unless stated otherwise – John Arthur, Frank Menzies 1947, Derek Turnbull 1950, John Knight 1951, Peter Green 1952, Joe Shackleton 1953, Dave Sargeant 1953, Stan Conlon 1953, Alf Palmer 1954, Ken Lowthorpe 1954, Dan Grainger 1955, Terry Matson 1956, Dave Kenyon 1957, Mike Urquhart 1957, Jim Bradley 1957, Arthur Gettings 1959, Barry Hartley and Bob Feather RAF Catterick. There were also a number of ex-permanent staff there too, cooks, police and representatives from Balloon Command.

HERE IS A REPORT SENT IN BY JOE SHACKLETON – Four of us left Eston, Middlesbrough at 0915 arriving at Sutton at about noon. John Knight was already there waiting for us. We all went into 'The Ship' for a bar meal and a pint (or two). Dave Sargeant and his wife soon turned up to join us, as did Bob Feather and Dave Kenyon. The last one to arrive was John Arthur. After lunch we all made our way to East Park where we met up with the rest of the crowd, all waiting for the Lord Mayor to show up. A guard of honour was laid on by the local ATC. After the cutting of the ribbon etc photographs were taken by the local press and we were all invited to have tea and cakes with the Lord mayor. The party then broke up and our group joined Frank Menzies in his local for a pint. The weather was good and it turned out to be a very good day. Thanks to all those who were able to make it, and Frank Menzies for his help at the Hull end and a special thanks to John Arthur whose idea it was and who made it happen. Joe Shackleton founder member 22.

Photographs Terry Matson and Joe Shackleton - Above Right from the top – Sutton Gates opening ceremony with Lord & Lady Mayoress. The plaque mounted on the gates to East Park. Officially opening gates. Members and local ATC Guard of Honour. Association members with Lord Mayor.

*Footnote - As we are revisiting Hull this October for our 10th Anniversary celebrations, this article of an event from 1999 is reproduced as a reminder for those who may have forgotten; and for those who have joined the Association since and weren't aware. It's from an original item first published as the front cover of Flashpoint, August 1999, Volume 2, Issue 3 by the Editor at the time, Alan Alsop.

If members get a chance to visit East Park they should and look at what is part of our RAF Fire Service History.

At the same time, it's recognised that many members did not attend Sutton-on-Hull for their training, but went to RAF Catterick, North Yorkshire, or to the Central Training Establishment at RAF Manston in Kent. Wherever you trained, it's all part of the same family of firefighters who got their deserved recognition in December 1943 when the trade of RAF Fireman was first established.

The badge reproduced from a car sticker, in the text above, is RAF Sutton-on-Hull School of Firefighting and Rescue badge - Ed.



The 'Dan Dare' Story - A Little History of 'Dan' Dare ex - V



A LITTLE HISTORY OF 'DAN' DARE – EX W/O – 1936 – 1973 (37 YEARS)

Someone out there must know me and I hope these photos will awaken a few memories and members will remember some of the times we may have shared together in my service.

Colin Hall member 271, in the December 2004 issue, page 12 of Flashpoint, with his comments on the Regiment influence beginning to 'creep in' reminded me of my views on the subject of the Regiment 'joining' the RAF Fire Service and the many many letters I wrote to the RAF NEWS complaining of becoming an unhappy Gunner/ Fireman. I couldn't agree more with Colin when he said, "I think the trade lost a lot of good men because of that piece of idiocy." It seemed to me that it was done to keep the Regiment alive! Disgusting in my opinion.

I'm now 87 years young and some photos of interest are after leaving the RAF in 1973 at Thornhill, Rhodesia and Lusaka when working in Zambia (Ndola). There were 82 men on the Ndola shifts A, B and C. Returning from Zambia, I worked for Lloyds Bank for 11 years to the age of 66 at Stamford and sub branches at Wittering, Luffenham and Cottesmore. I worked with two girls as a team and carried everything in my estate car. The cash carried daily varied from £20.000 to £830.000 and I got 40p per mile! (No justice is there? -Ed) I had 50 Bee Hives with some on Wittering Airfield and moved them down to my new home at Wool, Dorset near Lulworth Cove. I have recently given them up after 60 years – age beat me!!!

At one time 'Jock' Arthur and John

Knight were my Ft/Sgt and Sgt.

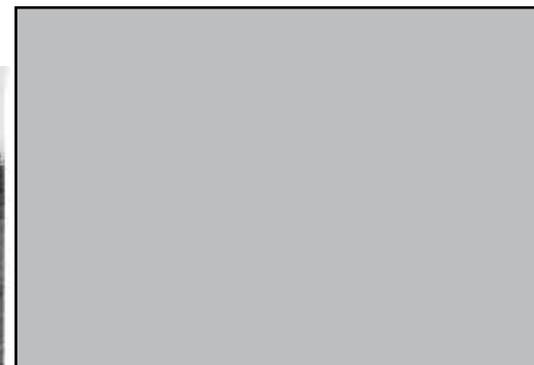
A list of my RAF Stations read as follows:

-
Uxbridge 1936
Rolleston Camp
Manston Upper
Heyford Sutton-on-Hull
Thornhill (Rhodesia Africa)
Calshot (Fire Floats)
Madley Pembroke Dock (Fire Floats)
Kinloss Christmas Island (13 months)
Gutersloh (Germany)
Bassingbourne
Waddington Bristol
Flying School
Yatesbury Gan (1st 12 months) Gan (2nd 12 months)
Sharjah Carrew – Cheriton Penarth
Cottesmore Wittering
Chivenor Croydon (Battle of Britain)
West Raynham Wyton (last Station) a grand total of 27 Stations 1936 – 1973.

Note – The Stations are not in order of serving.
Ed: - I must be known for good or bad!
All the best for 2005,

'Dan' Dare ex-RAF
No.536065 member 162

'Dan' I enjoyed every minute of sorting the photos and text for this article for Flashpoint and feel sure that members will not only love it, but a





Pembroke Dock 1957 Left to Right -
Flt/Sgt Dare LAC 'Jock' Rafferty
Cpl 'Paddy' Gregory LAC 'Taff'
Filer LAC 'Lofty' Kinglake Bill
Heath LAC Lee LAC 'Shorty' Cullen
LAC Dave Mansfield

Remembrance Day Parade

REMEMBRANCE PARADE WHITEHALL - LONDON SUNDAY 13th NOVEMBER 2005

Attendance at the Parade is by ticket only and you must be a fully paid up Association member and complete a ticket application and *send to Ron Brown without delay.

All ticket applications must be in no later than mid September 2005.

Surname.....First name.....Membership number.....

Address.....

Postcode.....

Tel No.....

Signed.....

Dated.....2005

To avoid damaging your copy of Flashpoint, photocopy it, or print the details clearly on a separate sheet of paper.

***Please enclose an SAE with your application for the return of your ticket and assembly details etc.**

***Send to: - Ron Brown, 38 Sedgebrook, Liden, Swindon, Wiltshire SN3 6EY Tel: 01793 496 307**

or e-mail: ron@brown3840.fsnet.co.uk

Tickets will be dispatched as soon as I receive them from the Royal British Legion.

Late application - Anyone *not* applying for a ticket immediately but finding later, that they may be able to attend the Parade on the day after all, can ring me direct as I may have a spare ticket available, but don't leave it too late!

Tel. 01793 496 307

Note: - Travel and overnight accommodation are your personal responsibility, but the following information may be of help:

The Union Jack Club, Sandell Street, London Tel. 020 7928 4814

Union Jack Club - Single room *without* breakfast plus shower/bathroom or T.V. £30 per night. (Please check prices with Union Jack Club prior to booking)

Dress on this special occasion - Blazer & Badge, Medals and Beret with **RAF Crash Rescue Badge please.

1)** It helps to show up the badge on Parade by placing a circle of red material behind it as per photo.

2) Badges are available from, Bob Feather, Membership Secretary, or Sue Brooks, and cost £10 plus P&P, unless you are going to attend the AGM at Hull in October when you could buy direct. See RAFDFSA Enterprises Shop page for mail order details in this issue of Flashpoint.



Mobile phones must be switched off before entering Horse Guards Parade.

Please make every effort to attend. Thank you.



R o n Brown member 294



WHITEHALL



THE ROYAL ALBERT HALL



THE CENOTAPH

RAF & Defence Fire Services Association RAFDFSA ENTERPRISES - Our "Shop"

Those of you who have been able to attend the reunions will be aware that we have a range of promotional **RAFDFSA goods for sale**, all profits of which go to **Association funds**. Goods are also available by mail order via **Bob Feather (Membership Secretary)** or **Sue Brooks (Chairman's wife - (see WHO TO CONTACT on page 2 for full address details)**. Goods are also available via the **Association website** shown at the bottom of each page. As requested by members, we have several new items this year including mugs and self cling car stickers, as well as new fire engine thimbles and keyrings. Looking forward to seeing you at the reunions, regards and best wishes, Bob Feather and Sue Brooks.

Below is an updated stock and price list for your information.

Cheques and Postal Orders payable to RAF&DFSA Enterprises

Note:- For Mail Order Postage & Packing please add 17% to prices quoted. Minimum Postage charge £1.00

STOCK AND PRICE LIST AUGUST 2005

RAF FIREFIGHTING & RESCUE

STICKERS x 2 (RAF Fire Service).....	£0.50
CAP BADGE (RAF Crash Fire Service).....	£10.00
EMBROIDERED PATCH BADGE.....	£3.50
ACRT CORGI MODEL.....	£10.00

RAF & DEFENCE FIRE SERVICES ASSOCIATION

CAR STICKER.....	£1.20
KEYRING.....	£2.00
MUG.....	£4.75
ASSOCIATION PEN.....	£0.50
THIMBLES.....	£1.50
Set of 4.....	£5.00
POCKET CALCULATOR.....	£3.99
WALL PLAQUE.....	£26.00
OLD SUTTON-ON-HULL MAGAZINE.....	£1.00
BLAZER BADGE (Gold Wired).....	£10.00
LAPEL BADGE.....	£3.00
TIES (Blue, Grey, Burgundy, Green).....	£6.00
SWEATSHIRT (Navy, Grey, Green, White) (Sm. Med. Lg. XL. XXL).....	£16.99
POLO SHIRT - Navy (Sm. Med. Lg. XL. XXL).....	£10.00
T SHIRT (Red, Black, Navy, White) (Sm. Med. Lg. XL. XXL).....	£6.50
FLEECE (Navy - to order only) (Sm. Med. Lg. XL, XXL).....	£35.00
BASEBALL CAP (Navy, Black, Green, Natural).....	£6.00

MISCELLANEOUS

FIRE ENGINE PRINT.....	£6.00
FIRE EXTINGUISHER LIGHTER.....	£2.50
CHRISTMAS CARDS - REDUCED TO CLEAR	
Pack of 10.....	£1.50
Special Offer - 4 packs	£4.00



ARE YOU ENTITLED TO A VETERAN'S BADGE?

Those who served in the armed forces in World Wars One and Two are entitled to a Veteran's Badge.

Other groups also entitled include Cyprus Regiment, Merchant Navy Seamen, Home Guard, Polish Forces under UK Command and War Widows and Widowers getting a War Widows Pension.

To apply for a badge, call the Veteran's Agency on 0800 169 2277 or write for an application form to Veteran's Badge, Veteran's Agency, Room 6108, Norcross, Thornton Cleveleys FY5 3WP

Note -This information is courtesy of the Royal Air Force News, page 3, Issue 1122, 29th. April 2005 - Ed.

CALL TO ARMS - The Combined Armed Forces Federation UK (CAFF UK) is challenging the Government over pension provision for personnel who left the services before 1975.

CAFF UK want Armed Forces members who left the services before qualifying for a full pension, to receive a pro rata payment instead.

It wants to hear from anyone interested. Please write to:

Frank Rixon BEM (Rtd), 10 Nepaul Road, Tidworth, Hampshire SP9 7EU

Note - Information details taken from the Yours magazine.

RAF MARHAM VISIT PROPOSED FOR THE AUTUMN!

Steve Doran, Norfolk coordinator, is trying to arrange a visit to Marham and is awaiting confirmation from the Station. Any such arrangements are always subject to exigencies of the Service, so we'll just have to be patient. Steve is liaising with the Fire Section following an official request from our Association Secretary, George Edwards, submitted via the Station Commander.

Numbers will be limited and, dependent on the demand for places, will decide how they are to be allocated. Anyone wishing to go, should contact Steve. Contact details are to be found on the Who to Contact page elsewhere in this issue.

This type of venture has been suggested before, but with the workload of Committee members, it has not been possible to pursue it until now. As Steve lives in the area he volunteered to try and make any necessary final arrangements -Ed.

"ERK'S" PRAYER Does anyone have a copy? *Not the Fireman's Prayer!*

Ken Hird, member 491, had a copy that has been misplaced. He says he can't remember the entire poem, only a bit of the beginning and the end as follows:- *"The SP is my protector, I shall not want. His brassards and Clubs will protect me.....?"*

Or I shall dwell in the Guardhouse forever!"

Can you please help? If so, reply to the Editor.

Remembrance Parade Update for Sunday 13th November 2005

Dear members - Due to the recent death of Alan Alsop, member 49, in early July, I have taken over organising our participation in the forthcoming parade. Any member wishing to take part, please contact me to let me know what tickets are required, together with a stamped addressed envelope (SAE). I will bring tickets to the reunion at Hull for those attending so they can collect them then. Full details can be found in this issue on the Remembrance Day Parade page.

Regards, Ron Brown member 294

Next Issue - 10th. Anniversary AGM & Reunion - Royal Hotel Hull - 21st to 23rd October 2005

2MT Sqdn 65th Anniversary and presentation RAF Stafford 4 June

VE Day Celebrations 10th July 2005

RAF Fairford (RIAT) & Eastbourne 999 Shows

First ex-RAF Fireman to be appointed Scottish Court Macer!

More photographic memories

RAF Catterick event June 2006 -more details to follow in December

THOUGHT FOR THE DAY

You don't stop doing things because you are getting old.

You only get old if you stop doing things!

Steve Doran member 41

DEADLINE FOR ENTRIES FOR NEXT FLASHPOINT ISSUE DUE DECEMBER 05 1 NOVEMBER 2005

RAF & Defence Fire Services News, Views & Updates

ODIHAM TESTS IT'S 'INCIDENT'

Fire engines and Police raced to Odiham as the station tested its crash and major incident plan.

The scenario was based around an aircraft 'crash' on the airfield and began with a 999 call.

Local emergency services were invited to make the exercise realistic with fire crews from Everleigh, Hampshire. Police also attended to investigate a possible 'Scene of Crime'.

Volunteer 'casualties' spent most of the morning in make-up to ensure that the medical centre had some realistic looking injuries to contend with.

The Incident Officer soon had control of the situation and, with a cordon set up, and crash guards in position, the emphasis switched to Personnel Services Flight and the administration procedures for 'casualties'.

By this stage, the Media Centre was up

and running, complete with 'journalists' who were given the job of making life as difficult as possible for the Media Centre staff.

A press conference was duly held during which the Station Commander, and a number of executives, faced some tough questions.

Left photo - Fire Crews prevent the 'Incident' developing.



Below - A 'casualty' is stretchered away from the scene of the airfield 'crash' at



Odiham.

'In Case of Emergency' or 'ICE'

East Anglian Ambulance Service have launched a national 'ICE' campaign with the support of Falklands hero, Simon Weston and, Vodaphone's Annual Life Saver awards.

The idea is that you store the word 'ICE' in your mobile phone address book, and against it enter the number of the person that should be contacted 'In Case Of Emergency'. In such a situation, ambulance and hospital staff, will then be able to quickly contact them. It's so simple, everyone can do it.

Please forward this information to everyone in your address book so as many as possible will know about the scheme.

It would greatly assist the emergency services and could be a life saver. It will also ensure your relatives and friends receive early contact on your whereabouts and condition.

Thanks to John Savage, member 180, for this information. I've taken your suggestion John. It's sound advice and others could maybe adapt the scheme to suit their needs - Ed.

RALPH BEER MEMBER 718 - CONTINUED FROM LETTERS ON PAGE 10 - (SORRY RALPH, NEARLY FORGOT THE PHOTOGRAPHS!). PLEASE ACCEPT MY APOLOGIES AND PUT IT DOWN TO ONE OF THOSE 'SENIOR MOMENTS' - ED.



Photographic Memories!

FIREMEN KILLED AND INJURED IN TRAGIC HUNTER CRASH AT RAF OLDENBURG GERMANY 1953/1954

Flashpoint page 8 December 2003 carried photos and brief report from Jim Paterson on the tragedy, and he asked if anyone could recall the incident, to contact him. Dan Gurney (potential new member) wrote to Jim in February this year with the following information:-

In reply to your request for info about the Hunter which crashed into the Crash Line killing some of the fire crew.

The Hunter MK4, WV 257, was first flown on 5.5.55. It was delivered to 26 (F) Squadron on 24.5.55. On the 22.7.55, on approach to RAF Oldenburg, the aircraft stalled and crashed into two Fire Tenders and a Control Van. Two firemen were killed and three seriously injured. The pilot was unhurt!

The Hunter was rebuilt and converted to a Ground Attack (G/A) MK11 and issued to 738 Squadron. It was bought back by Hawker Siddeley Aviation as G-9-341 in April 1970 and converted to Swiss Hunter MK58A, Swiss marking J4125 and delivered on 29.1.73. The Swiss Hunters served well into the late 90's and were sold. Some appear on the British Register and a few are based at ex RAF Kemble. There is a possibility that WV 257 is still flying 50 years on!

It is clearly evident from the photographs in Flashpoint, that three Fire Tenders were damaged. Yours faithfully, Dan Gurney

RAF Fireman 59 - 64 Lyneham 59 - 61 Benson 61 - 64

Air Ministry Fire Service (AMFS)

Air Force Department Fire Service (AFDFS) Defence Fire Service 1964 - 2000 and retirement.

Information on Hunter from 'The Hunter' Francis K Mason, Publisher Patrick Stevens.

First Publication 1981 Second Publication 1985

Footnote:- Many thanks for the detailed info into the tragedy Dan. I found it fascinating and wonder if it will rekindle memories for any members who may have been at Oldenburg and maybe on-duty, or knew the lads who were tragically killed or injured - Ed.

Hawker Hunter aircraft of the type involved in the above incident pictured flying near RAF Tengah. Dan intends to join the Association - Ed.



Another one from Stoke-on-Trent 2004 passed on to me from George Edwards via Bob Feather (who supplied four missing names).

The 14 are: - L/R - Roy Bennett

(later to become a Sqdn Ldr) George 'Scouse' Edwards, Sam Fleming, Malcolm Cole, Vic Croft, Bob Feather, Brian Marsh, Tom 'Catweazle' Peters, Civvy, Fg/O McNamara (Regt Off), Dennis Redmore, Dave Traynor, Pete Jones and Dennis Hüsselby.

*The photo of Sharjah was taken from the internet - Ed.

Akrotiri 1966 update Flashpoint August 2004 - page 8

My colleague, Dave (Stevie) Stevenson, informs me that



the airman on the end of the photo was 'Taff' Porter. I also seem to recall a Fire Officer by the name of Flt/Lt Lee. Gordon Wallace member 619

Thanks for the info. Gordon. It's all good stuff and helps fill the gaps for those of us suffering from 'Senior moments!' Keep it coming. I'm sure the members appreciate it - Ed

PHOTOGRAPHIC UPDATE - Dave (Stevie) Stevenson emailed to say that, in a previous issue of Flashpoint, a photo included 'Tiny' Pretty. Unfortunately, 'Tiny' died from bone cancer in 1993 and Dave attended the funeral in Norfolk. He thought that the information ought to be brought to the attention of members. Dave (Stevie) Stevenson member 768 Thanks for the thought Dave - Ed.

More Photographic Memories



Kuala Lumpur Fire Section in 1956 - Hi Dave, it's me, 'Ronny from Donny.' Here is a photograph from Kuala Lumpur Fire Section in 1956. I know some of them, but have forgotten most. If you would be a mate and put it in the Flashpoint, it might bring some old mates forward. **CAN YOU NAME THAT FACE?**

Regards, Ron Gaunt member 698 The only names Ron can remember are - Johnny King, Jim Jordon, Ernie Fisher, Pat Grimes, 'Little' McNally, Flt/Sgt Haggerty, Peter Hibbett and Jock Duffy. The 3 on the small photo toward the bottom right are - Left to Right - Wally Brown, Ron Gaunt and Fred Mohun.

RAF LINTON-ON-OUSE, NORTH YORKSHIRE FIRE SECTION SEPTEMBER 1953 - DECEMBER 1954 - This second plea from Ron concerns his service at Linton in the early fifties.

I'm writing to ask if a short message can be put into Flashpoint. It is well over 50 years since I was last there and it would be great to know if there are some of the lads in the Association. So here goes. My name is Ron Gaunt and I'm looking

for lads from Linton-on-Ouse Fire Section from September 1953 to December 1954. If there are some of you in the Association, give me a bell on 01302 342 496 and we'll meet at the next reunion at Hull in October. Note - Good luck with your plea Ron. I hope you are successful and find some old pals. This item was sent in December 2004, so I'm pleased to include it along with the photo received recently - Ed.

P.S. - Any members having sent photographs etc going back to January 2005, please don't think you've been forgotten. You haven't! You will get your moment of fame in Flashpoint. I said in an earlier editorial that, it wasn't always possible to deal with items strictly in date order, as I try to achieve a balance of content and deal with topical items such as the opening of the new Museum at Halfpenny Green and



WATTISHAM NAAFI 'BASH' 1959 - As we now have a number of new members to our association who may have not seen this photograph previously (Flashpoint, March 2000), I make no apologies in asking our Editor to reprint my appeal for names.

It was taken at a NAAFI "Bash" at Royal Air Force Wattisham, in 1959, and shows a good 50% (less NCOs), of the Fire Section's personnel at that time.

The section had mainly been made up of ex Royal Air Force North Luffenham lads (as I was myself), but the photograph shows a number of ex Royal Air Force Waterbeach lads, who had been posted in at that time.

From memory, the guy second from the left (standing) is George Taylor, and up to 1994, he was still a serving Station Officer (MOD), at Wattisham.

Third from the right (seated below me, drinking as usual), is Ralph Beer (member 718) and fifth from the left (standing), is a local lad (Suffolk), by the name of Scrivener. The lad sitting on the far right was I think named Egerton.

In 1994, I was invited back to visit the section at Wattisham, where I met George Taylor, but I also learned of another old friend who was still operational on the section, and that was DP 11, (25AG91). This tender was taken on charge at the section in 1969 and was still on operational Crash Duties at the time of my visit. I do hope there are some members out there who recognise themselves or can put names to some of the faces. Geoff Varley member 221.

Good luck with your plea Geoff. It's always worth the effort if at first you don't succeed! Your friend Ralph Beer member 718 is featured in the letters pages of this issue and refers to the same Wattisham Naafi 'Bash' - Ed.

WANTED FOR FLASHPOINT - ARTICLES, PHOTOS, STORIES AND ANECDOTES -ARE YOU A MEMBER OF AN RAF OR DEFENCE FIRE SERVICES ESTABLISHMENT, CIVILIAN AIRPORT, DEFENCE RELATES COMPANY OR VEHICLE/EQUIPMENT MANUFACTURER/SUPPLIER? ARE YOU WILLING TO PROVIDE ARTICLES AND/OR INFORMATION THAT MAY BE OF INTEREST TO OUR MEMBERS AND READERS FOR PUBLICATION IN FUTURE EDITIONS OF FLASHPOINT MAGAZINE? IF SO, PLEASE CONTACT THE EDITOR AS PER THE WHO TO CONTACT PAGE. ALL ITEMS PUBLISHED WILL BE IDENTIFIED, AND ACKNOWLEDGED, WITH REGARD TO THE ORIGINATOR'S DETAILS. THANK YOU - ED.

MALCOLM 'MAC' McCABE - 1925 - 2005

Dear David,

Thank you for your letter dated 29 June 2005 regarding my late father. Mr. A S McCabe. I apologize for the delay in writing back but I have been trying



to find all the information you requested. This has been quite difficult as all of the people who could give us this information are now dead. After talking to my sister and by tracing my father's Certificate of Service, we can now advise the following.

He was born on 28th August 1925, Arthur Squire McCabe but on joining the RAF on 20 October 1943, he was given the nickname 'Mac', a name he was known as by all of our family and friends for the rest of his life. His trade on enlistment is stated as Aircraft Handler/General Duties. Initially he was sent abroad to Amman, Trans Jordan, (not sure if the spelling of this is correct), and was stationed in, or near, Jerusalem and also Cairo. We have no idea how long he was there, but he was sent home as he contracted Typhoid and Malaria and went into a coma, which seemingly he was not expected to come out of. In all he was in the coma for over a month but regained consciousness and was eventually nursed back to health.

We believe that it was after his recuperation; he was transferred into the Fire Fighting crew. His record noted a course on Fire Fighting from 18 April 1945 to 17 May 1945. Courses in Instructors Techniques and his driving test to drive



RAF Fire Fighting Vehicles followed in November 1950 and March 1951. Unfortunately, we were unable to track down any dates in

in respect of his service on any particular base, but we do know that he did serve at Sutton-on-Hull and Leuchars, which was his last posting.

He spoke very fondly of his time in the RAF often recounting many stories of his escapades. In particular, he mentioned the names of Bill Williams, Paddy and Chalky White as well as his close friend Alec Mustard, who remained in the RAF for several years after my father. Another colleague, Jimmy Moonlight, who was also in the fire crew, became a civilian firefighter until his retirement. Unfortunately, he too has passed away.

At the time of leaving the RAF, my father was a Corporal, although he did mention that he passed his sergeant's exam but never got round to getting the stripes due to his imminent demob.

I have enclosed some pictures from my father's RAF days, which you are welcome to copy and send back to me. As regards, a poem, my father was not one



for poetry but as anyone who knew him would testify, he was good at telling stories and making everyone laugh. He also had a serious side, especially when it came to "Fires". I can remember as a child, going

through several fire drills in the home, as he was adamant that we all knew what to do in case a fire broke out. This is something that has remained with both my sister and myself and something, which we mentally practice in all the homes we have lived in.

I trust this information will help you with your article and look forward to receiving a copy. We are going to Canada to visit my father's only remaining brother, in September, and this will bring great comfort to him.

Thank you for your kind words and sentiments, which are appreciated by all the family.

Yours sincerely,
Mrs. Maureen E Ness, Daughter

Footnote - 'Mac' wasn't a member as he wasn't aware the Association existed until it was too late. On being made aware that 'Mac' had died, I contacted the family and they agreed to provide this information. I thought it was only right, and proper, that his passing should be marked as an ex-RAF fireman, particularly as colleagues may remember him from his service days and as an Instructor at the RAF Fire School, Sutton-on-Hull - Ed.

Brief History of the Royal Air Force Fire Service

No insult intended, but it was down to the "Odds & Sods" to do the best they could in the circumstances. This they certainly did, if listening to some of our "Elder Statesmen" is anything to go by! A School of Firefighting and Rescue was then established on an RAF Balloon Unit, north of the City of Hull, as RAF Sutton-on-Hull, until its closure in 1959, when the School moved to RAF Catterick, North Yorkshire and, later, to RAF Manston in Kent as the Fire Services Central Training Establishment (FSCTE) which still continues to this day.

When you see the way uniform, equipment, technology and appliances have developed since then, it seems a very different job today. But it's not! Today's personnel are doing exactly what those early pioneers did then, whilst still maintaining necessary high standards of training, expertise and efficiency.

Prior to this, personnel on general and aircraft handling duties were used to carry out fire fighting responsibilities; with vehicles being driven by M.T. drivers. It was mainly a case of turning up for duty and being detailed on the day.



The Trade of Fireman was first introduced in 1943 within Trade Group 9, to train personnel in Aircraft Crash Rescue and Firefighting techniques and included an Advanced Trade in Air Traffic Control.

They are carrying on the same traditions, skills, expertise, enthusiasm and dedication, to which we can all relate from our own personal experiences, via whatever branch of the Fire Services we did our time.

Today, the service is very much depleted from those days following the War years plus, when the Cold War eventually came to an end, many Overseas and Home Stations closed, with the choice of postings being reduced and numbers of personnel and equipment being gradually cut back to the service levels of today.

Like the Defence Fire Services, (DFS), reviews are ongoing and the future role of the RAF Fire Service is unsure. Hopefully it will remain a viable force in the long term. - Ed



Liquefied Petroleum Gas (LPG) on a simulated aircraft crash rescue exercise using light water foam via the monitor on the Alvis Rapid Intervention Vehicle (RIV) - Sunday 25 June 2000.

Photo & text Dave Kenyon member 239

Brief History of the Defence Fire Services (DFS)



In the late 1950's, the RAF Fire Service was amalgamated with the RAF Regiment for several years until being reinstated as an independent Trade in its own right.

The early 1960's also saw the gradual civilianisation of certain Stations starting with Flying Training Command. Many personnel recruited were ex RAF, Navy and Army, and formed an experienced nucleus for the change over. Some recruits hadn't experienced service camaraderie before; although it developed by nature of the job itself. This is no reflection on those individuals whatsoever, or on their abilities as fire fighters, it was just a complete change in the way things were done when previously manned by Regular Volunteers and National Service personnel.

Some of those early recruits went on to become Senior Officers, Training School Commandants at Manston, and Command Fire Officers throughout the RAF and DFS, both home and abroad. Another change was that many recruits were now older, married and lived off camp, so the days of the young, single, living on camp serviceman sadly, in my opinion, came to an untimely end!

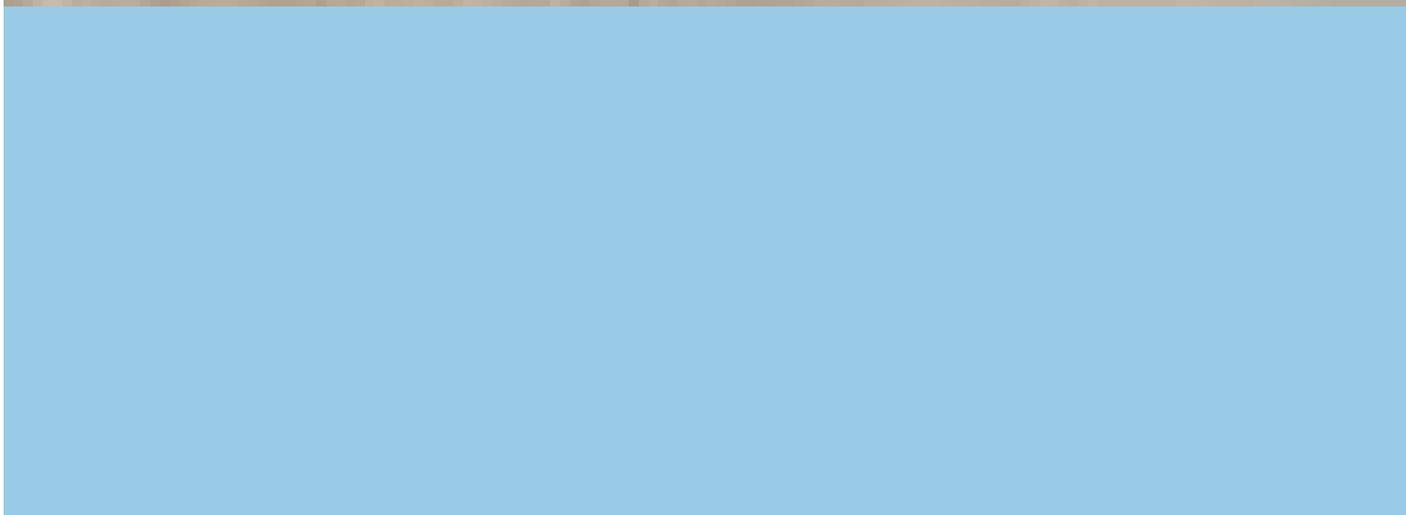
Today, the service is in a state of uncertainty as to its future with

rumours of privatisation of both the RAF and DFS. Whatever the outcome, the job will still tend to attract those personnel with similar characteristics, personalities, and vocation, as all those who have gone before Long may it remain so! - Ed



RAF Linton-on-Ouse Defence Fire Services (DFS) Alvis Rapid Intervention Vehicle (RIV) and Victor Wheel Brake incident at Elvington Airshow 26 August 2001.

Photo & text Dave Kenyon member 239



MUSEUM WEBSITE - www.raf-fireservicemuseum.org

