

FLASHPOINT

ROYAL AIR FORCE & DEFENCE FIRE SERVICES ASSOCIATION MAGAZINE



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

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

Area Coordinators were subsequently elected to cover the U.K.

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 stories.

Association membership is made up of ex and serving firefighters and includes those personnel who made up the Air Force, Army and Royal Navy* Fire Service Departments, which has become the Defence Fire and Rescue Service. Together we are the Royal Air Force and Defence Fire Services Association.

Associate Membership is open to ex and serving personnel having a minimum of three months service with the Civilian Aviation Authority (CAA) Licenced Aerodrome Fire Services.

* Royal Navy have since founded their own Aircraft Handlers Association.

Some members asked if the photo could be replaced, suggesting that something more modern might be apt, the difficulty being, what? However, it's your magazine and, the customer is always right, and I took the suggestion on board. The idea of repeating the Brief History of the Association, (and the RAF and DF&RS), was to allow anyone reading it to know who we are and I appreciate that, for regular readers, it might seem a bit repetitive! Flashpoint was designed as an ongoing advertisement for the Association to encourage potential members to join us! I've trawled through the archive and found the photo below, and will try to remember to replace it from time to time.?

The photo below taken at RAF Leeming 16 May 1996, shows:- L/R - F/f Russell Barnet, and members, Tom Sellars, Joe Shackleton, the late Eddie Mashiter, the late Billy Bannister, the late Jim Souter, Mike King, Dave Murray and L/FF Tony Eaton. The Crash Truck backdrop is a MK9 - Ed?



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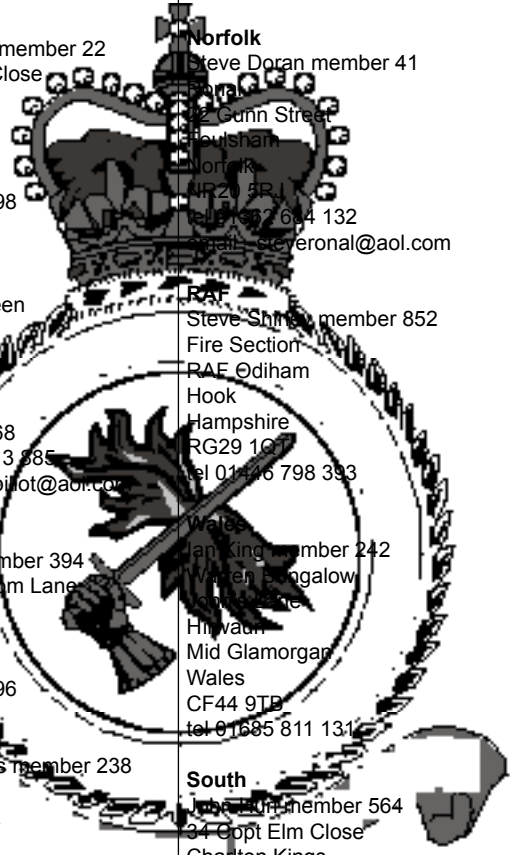
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Co-ordinator Vacancies - East Yorkshire - South Yorkshire & Derbyshire - Midlands, North, Scotland (1) - South East and other areas as necessary. It's not too arduous, just a matter of keeping in touch, and promoting the Association when able to do so. If you can help, please contact a Committee member.



Front cover photo is one from a series taken at a Fire Section practice crash at RAF Kinloss, Morayshire, Scotland using a fire simulator.

The digital imagery is courtesy of SAC Neil Bryden, Ground



Photographic Section, RAF Kinloss. The quality is exceptional and it proved difficult choosing just one from the many he provided. For the enjoyment of our members, and as a tribute to his expertise, I've done a full centre spread to show off his talent.

Many congratulations and well done, Neil, and grateful thanks for sending them on to me - 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



RAF Coordinator, Stevie Bowden, has decided to step down and make way for a change -

Regards,

Dave

Useful Contact Numbers

RAFBF - The Heart of the RAF Family:- 0800 169 2942

RAFA - The Royal Air Force Association:- 0800 018 2361

SSAFA Forces Help - The Soldiers, Sailors, Airmen and Families Association:- 020 7403 8783

The Royal British Legion - RBL:- 08457 725 725

RAF Records and Medals Section - Building 248A, RAF Innsworth Gloucester GL3 1EZ

Public Records Office Kew Richmond Surrey TW9 4DU

VETERAN'S BADGE - 0800 169 3458 Overseas callers - +44 1253 866 043

BLESMA - British Limbless Ex Servicemen's Association -

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

FLASHPOINT BACK COPIES are available from the Editor at a cost of £1.00 each including P&P. Issues available are: January 02 (1st full colour edition by Brodie Publishing, Liverpool), December 04, April, August & December 05, April 06, January 07 and May 07. Send orders to the Editor, via any of the details on the Who To Contact page.

PLEASE MAKE CHEQUES OR POSTAL ORDERS PAYABLE TO RAF&DFSA AND SEND WITH YOUR ORDER - THANK YOU - ED.

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 or 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 rafdfsaeitor@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.

To help save Association funds, please ensure you enclose an SAE for any items you wish returned. Thank you - Ed.

Chairman's Report from the 25th Reunion





Honorary President with ATC Cadets Guard of Honour!

Letters to the Editor

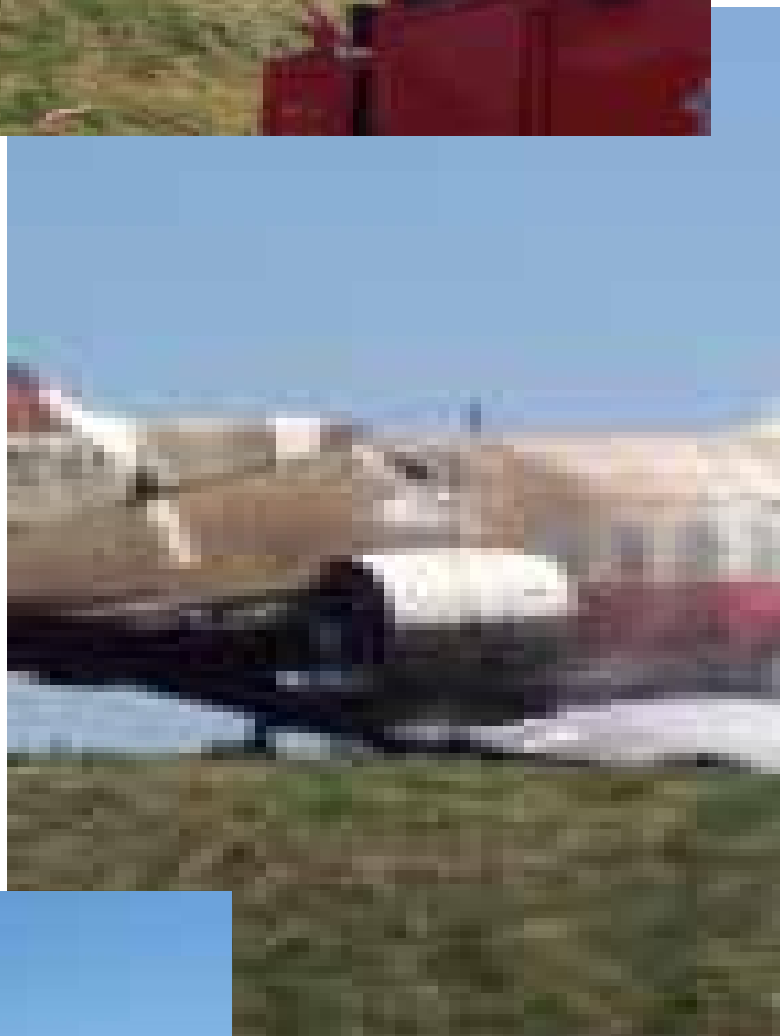
Letters to the Editor

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Letters to the Editor

Letters to the Editor

FSCTE MANSTON VISIT - PT 2



THE FIRE TRAINING SCHOOL - TUESDAY 1st MAY 2007



Member W/O Dave Starkings Retires From RAF



Ex - RAF Finningley - Robin Hood Airport & RAF

Remembrance Day Parade

REMEMBRANCE DAY PARADE WHITEHALL - LONDON - SUNDAY 11th. NOVEMBER 2007



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 should be sent to me as soon as possible and no later than mid/late September 2007

Surname: First name: Membership number:

Address:

Postcode: Tel No:

Signed: Dated: 2007

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 email: ron@brown3840.fsnet.co.uk

Tickets will be dispatched as soon as I receive them from the Royal British Legion or at the October reunion.

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 accommodation are your responsibility, but the following might be helpful:-

The Union Jack Club, Sandell Street, London Tel. 020 7928 481

Victory Services Club, 63/79 Seymour Street, London W2 2HF Tel: 020 7616 8302 Fax: 020 7616 8344 email: mem@vsc.co.uk

It is in your interest to check prices before booking.

Dress on this special occasion - Blazer & Badge, Tie, Medals, Veteran's Badge and Beret with RAF or Crash Fire 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 right.
- 2) Badges are available from Allan Brook, via the RAF&DFSA Shop page at a cost of £8 plus P&P, unless you are going to attend the AGM at Coventry in October when you could buy direct?



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

Please make every effort to attend. Thank you.



Ron Brown member 294

Those of you unable to attend the reunions will be aware that we have a range of promotional RAFDFA goods for sale, all profits of which go to Association funds. Goods are also available by mail order via Allan and Marilyn Brooke and the Association website shown at the bottom of each page. We look forward to meeting as many of you as possible at the reunions. Regards and best wishes, Allan and Marilyn

Contact details: - Allan and Marilyn Brooke, 20 Chestnut Grove, Farndon, Newark, Nottinghamshire NG24 3TW No personal callers please.

Tel: 01636 688 680 Email: al.maz@ntlworld.com

Note:- For Mail Order - All items will be subject to postage and packaging, which will be calculated per individual order. The customer will be informed of the cost and then, when payment is received, the order will be despatched.

Cheques and Postal Orders to be made payable to RAFDFA Shop A/C

STOCK AND PRICE LIST 2007

RAF & DEFENCE FIRE SERVICES ASSOCIATION

BASEBALL CAPS (Navy) ONE SIZE.....	£6.00
POLO SHIRTS (Navy) SM,M,L,XL, XXL.....	£10.00
T SHIRTS (Navy) L, XL, XXL.....	£12.00
SWEAT SHIRTS (Navy) L, XL, XXL.....	£12.00
BLAZER BADGE (Gold Wired).....	£12.00
TIE - NEW DESIGN Dk Blue + Red/White stripes & Ass. Badge.....	£9.00
NOTE: All items carry the RAF & Defence Fire Services Association logo.	
ASSOCIATION KEYRING.....	£1.00
ASSOCIATION MUG.....	£4.00
CAP BADGE (RAF Crash Fire Service).....	£8.00
LAPEL BADGE.....	£3.00
SELF CLING CAR STICKER.....	£1.20
RAF FIRE SCHOOL of FIREFIGHTING STICKER.....	£0.50
OLD SUTTON-ON-HULL BOOKLET.....	£0.50
THE DIARY OF AN RAF FIREMAN 1946 - 1949 - Steve Doran.....	£2.00
FIRE ENGINE THIMBLES.....	£1.50
LEATHER BOOKMARKS WITH LOGO.....	£1.00
COMMEMORATIVE FSCTE PRINT*.....	£2.00
FIRE ENGINE PRINT 1940-1960**.....	£2.00
WHITE METAL MODELS 1/76TH SCALE ACRT, MK5, MK5A, DP1,ALVIS SALAMANDER MK6, BEDFORD MK8, BEDFORD TJ, TRAILER PUMP, RAF FALKLANDS ACRT ADEN from.....	£9.00 to £15.50
NOTE: All models vary in price and need constructing and painting.	

RED T SHIRTS, OVERALLS, POLO SHIRTS, BASEBALL CAPS, SHOWER PROOF SOFT BAGS, ALL WITH (VEHICLE RESTORATION TEAM), C.R.A.S.H. LOGO TO ORDER.

*The Commemorative FSCTE Print shown right is taken from an original painting by Eric Day, commissioned by Air Commodore Witherow, and presented to the FSCTE, RAF Manston. It represents the combining of the RAF and DFS Fire Services Training establishments of Catterick and Manston. Brian Harris, member 393, Curator of the Manston Fire Museum, supplied the prints - Ed.

** Fire Engine Print shown bottom right depicts vehicles from 1940 to 1960. From **Top left clockwise:** 30 Cwt Crossley, Fordson, Crossley 6 x 4, Crossley PE 1, Crossley (Streamline), 1944 Fordson Monitor Conversion, 1945 Fordson Monitor, Bedford Domestic, 600 gallon, Thornycroft MK5A, Thornycroft Dual Purpose Tender MK 2 (DP2), Alvis Pyrene MK6, Alvis Stalwart, (Stollie) **Centre:** **Left to right:** Dual Purpose Tender MK1, (DP1), Thornycroft MK5 and ACRT,



Next Issue

- RAF Marham Memorial
- Airport Fire Services x 2
- October Reunion report
- Remembrance Parade report
- More photographic memories

**DEADLINE FOR
ENTRIES FOR NEXT
FLASHPOINT ISSUE
DUE SEPTEMBER 07
1 AUGUST2007**

HEROES OF THE FIRE SERVICE - BRUMMIE YATES

By the way, Alan Waddle who is a member of the Association was also awarded the BEM for Gallantry, but don't know if you knew that? Also, I had a lad on my section who had been awarded a Royal Humane Society Medal for Saving Life for pulling a pilot out of a crashed Hawk at Chivenor. His name was, SAC Carl Austin, (Ozzie). I last heard of him in the Manchester Fire Service about 7 years ago. Anyway, I hope the enclosed is of some use. All the best.

Brummie Yates

Photographic Memories!

25th Anniversary of the Falklands in 1982

RAF NEWS IN THE FALKLANDS

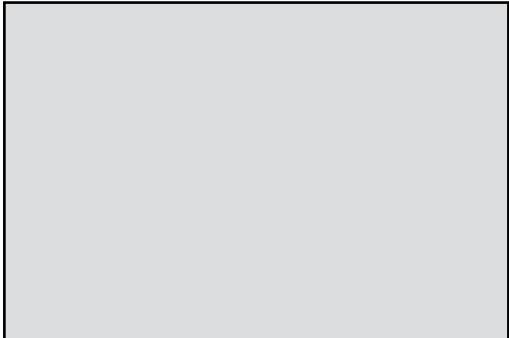


Red Watch at Mount Pleasant - Front: SAC Rhae McCartney, SAC Matt Hoults, SAC Cirian O'Sullivan, Cpl Chuck Berry, SAC Jamie Fenwick. Middle: Cpl Reggie Redgewell, Sgt Ewen Garwood, SAC Dan Glorioso, SAC Aaron McGregor, SAC Jon Roberts, SAC Ian Settingington. Back: SAC Eddie Wheeler, Cpl George Hynd, Cpl Rob Townend. Pictures and Text courtesy of Royal Air Force NEWS, 2nd March 2007, centre-spread pages 14/15. It's a shock to realise that it's, 25 years since the Falklands invasion but is, and this item will evoke memories for those having served at the time, and since - Ed.



MEMBERSHIP UPDATE LIST ERROR SENT OUT WITH JANUARY FLASHPOINT

The update list sent out with the January 2007 Flashpoint was alphabetical and, whilst the names were correct, somehow, the membership numbers were transposed and don't tally. This caused problems with the recent Referendum and, as Editor, I sincerely apologise for the error and confusion caused, as it was my responsibility to proof read the draft, but it slipped through the net. As soon as possible, we will try and rectify it and re-issue a corrected list - Ed.



In Memoriam - a sincere tribute to members recently passed

The Association has been informed that the following members have passed away. On behalf of your Committee, and membership, our heartfelt condolences go to their family, friends and colleagues.

Frank Good 30th July 2006

Fred Makin 29th December 2006

George Lamont 2006

Tony Patrick Shiell 2006

George Harley 21 March 2007



CAN YOU HELP DENNIS McCANN WITH A NEW MODELLING PROJECT FOR A DP2?

Details of MK 6 model shown on front cover and right: Length 57cm - Width 25cm - Height 27cm. Water monitor throw - 3 metres. Speed approx 30kmph. Hoses Pauline, made from a canvas shopping bag, and she also made the aluminium tread plate from tomato puree tubes. Working Head and Reversing lights. Crew of three (short handed on crew). All cab controls as per AP details. Wheels from a Tonka toy crane!



Thornycroft DP2

My next project is to build a Thornycroft Dual Purpose Tender MK2 (DP2); to about the same scale but, before I can start, I need the measurements, or the loan of an AP on the DP2. **Can you please help ?** Any help that you can give me I will be very grateful to receive and will gladly cover the cost of postage etc. From what I can remember the DP2 was slightly longer but the height and width were about the same (or am I wrong?). I think that the MK 6 wheels were slightly larger than the DP - or were they? Cheers

- Dennis McCann Tel: 01255 830 546

Footnote: Those of you attending the recent Reunion at Peterborough may have been privileged to see a scale model MK6 going through its paces in the hotel and, if so, will have marveled at the detail and seen the high standard of Dennis's, (and

Brief History of the Royal Air Force Fire Service



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.

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. 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.

No insult intended, but it was down to the "Odds & Sods" to do the best they could in

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

Pictured left is a practice crash using the simulator and RIV, (Rapid Intervention Vehicle), at the Fire Services Central Training Establishment, (FSCTE), Manston fireground on Tuesday 1 May 2007.



Brief History of the Defence Fire and Rescue Service



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 it's 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!

The DFS now has a new badge, which is reproduced along with the old one for comparison. The badge centre remains the same, but the name has changed to **Defence Fire and Rescue Service**. Basically, it appears to be a name change only recognising the rescue role. If, and when, I have any official detail explaining the

changes, I'll keep you informed. 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.

The cap badges, and uniform buttons, reproduced right and below, are of originals worn in the 1960's by the Air Ministry Fire Service, (AMFS), followed by the Air Force Department Fire Service, (AFDFS). It then became the Defence Fire Services, followed by the Defence Fire and Rescue Services of today. The AFDFS badge, (below right), is reproduced in colour on the front cover of this issue showing its blue circle and red centre). The AMFS badge, (below left), being plain metal.



Bristol International Airport Fire Service



major foam tender; this is currently in the procurement process.

All personnel are required to obtain the identified qualifications for their role. These are achieved through various mediums i.e. - the International Fire Training College Teesside, The Fire Service College Moreton-In-Marsh, through correspondence courses in via the airports in house training programme.

Once a fire fighter has gained competence in acquisition they must demonstrate and maintain said competence through the RFFS maintenance training programme (CAP 699 Standards for the competence of rescue and fire fighting service personnel employed at United Kingdom licensed aerodromes).

Bristol International is one of the first airport fire services to gain approval by the Civil Aviation Authority to run its own maintenance of competence scheme at fire fighter level.

The Airport Fire Service also has its own stand alone commercial training department, which has two full time instructors. This department offers training to industry in a wide range of areas such as First aid at work, BA wearers, Fire safety, Fire wardens, Cabin crew, Industrial fire fighting, etc.

Station Officer

Rich Lynn

Reproduced by kind permission of the BFS Editor, Steve Dudney G.I. Fire.E, from an item in the Winter Journal 2006.

Bristol International Airport Rescue and Fire Fighting Service became a full time professional department in 1985 and have since seen rapid growth in line with the aerodrome. The Airport operates on a 24/7 basis and is a category 7 aerodrome for the purpose of fire and rescue; however with the continued growth experienced at Bristol and throughout aviation in general has seen the real probability of category 8 operations in the very near future.

The Airport fire service has forty eight personnel which are currently structured in a four watch format, headed by Chief Fire Officer Symon Clifford and Deputy Chief Fire Officer Haydn Beynon. There are four watch commanders, four deputy watch commanders, eight crew commanders, twenty eight fire fighters and two commercial training instructors. The bulk of these personnel operate a four on four off shift pattern to coincide with our local fire authority, Avon Fire Brigade.

To date the service attends a wide variety of calls including aircraft full emergency, local standby's, weather standby's, road traffic accidents, domestic and first aid calls/medical emergencies. The number of calls attended by the service during 2004 was 405.

The section maintains a fleet of three major foam tenders, two of which are Carmichael Cobras and the third is a Simon Gloster Saro Protector. An order will shortly be placed for a fourth in the near future. Additionally, there is also a domestic vehicle which is a Saxon Midliner, a Landrover 4x4, Hose Layer, Medical Equipment Trailer and Emergency Shelter Trailer.

The Fire station is a four bay engine house and was opened in 1985. With the continued growth of the airport and the expected fire service category increase to cat 8 there are plans for a new state of the art fire station by 2007.

With the arrival of cat 8 there will be a requirement to provide an additional

