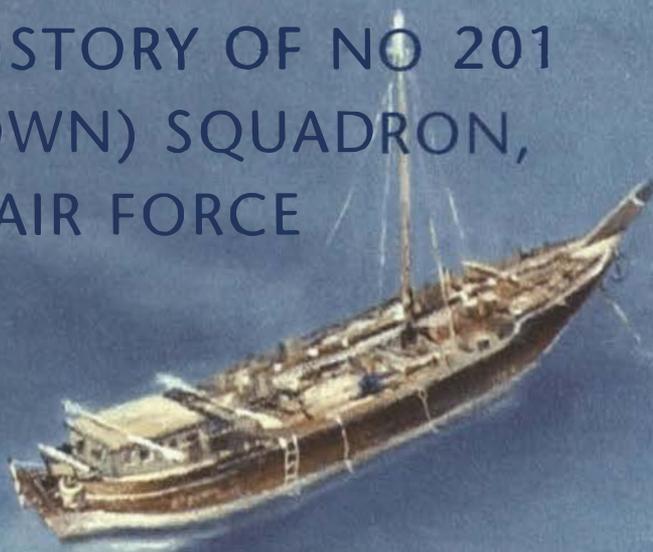


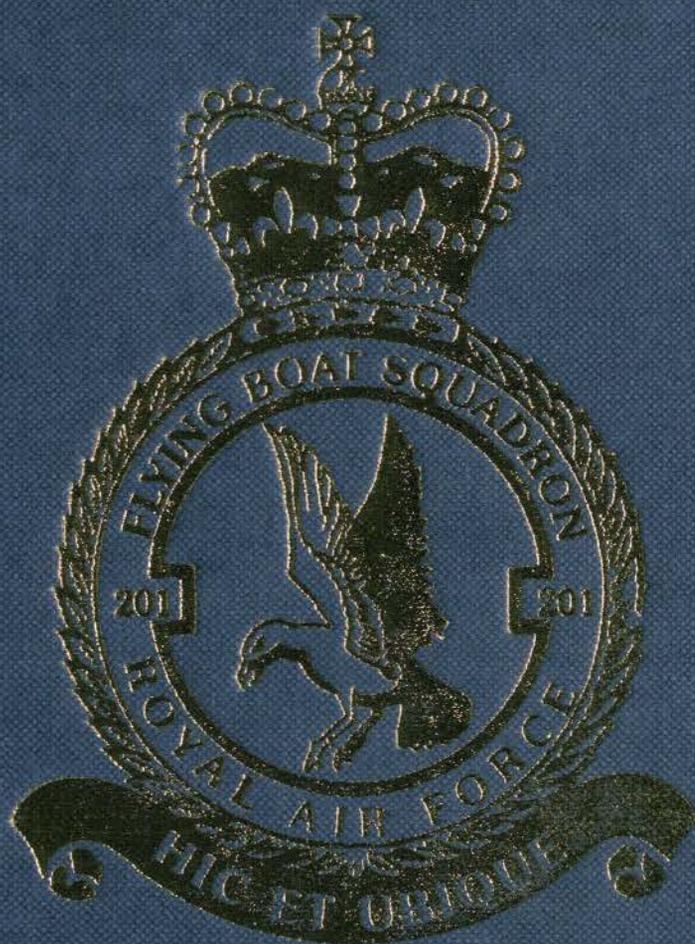
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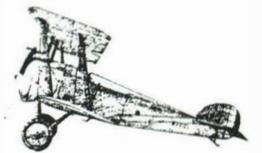
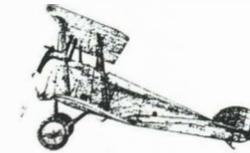
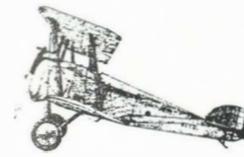
THE OFFICIAL HISTORY OF NO 201
(GUERNSEY'S OWN) SQUADRON,
ROYAL AIR FORCE



SECOND EDITION



ON THE STEP



ON THE STEP

A HISTORY OF No 201 SQUADRON

Written and Edited by
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Historical Research by
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Dave Allen
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Jack Dunning
James Nightingale
Graham Pratt

201 Squadron



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TO THE MEMORY OF
GROUP CAPTAIN PETER STEMBRIDGE DFC* AFC
COASTAL COMMAND AVIATOR
WIT AND RACONTEUR

Printed by
CIT Brace Harvatt Haverfordwest SA61 1XF

ISBN 0 9514788 0 X On the Step

PREFACE

“History, the one sure guide to the future — that and imagination”.

Churchill

One of the best ways to learn the history of a squadron is to attempt to write it down. However, despite the fact that one needs only to venture back three quarters of a century to do so, such an undertaking is beset with difficulty. At some points there is a dearth of information, at others, a surfeit, to a large extent mirroring the involvement of the RAF in events on the world stage. Thus, while the story of No.1 Squadron RNAS is relatively well recorded, the activities of No.480 Flight in the mid-twenties passed almost unnoticed. Nevertheless, on the whole, the tale of 201 Squadron, conscientiously noted by various individuals in the F540, the F541 and in the unofficial line-book, is in good shape for two main reasons.

First, the work of Paul Warrener over a long period of time by which he has amassed a degree of knowledge, probably unequalled amongst serving squadron historians, and which has added considerable detail to the basic skeleton of the Squadron's history.

Second, the active interest of many ex-members of the unit. History is primarily about people and thus the many personal recollections which have been supplied have, I believe, conferred a far more human element to the narrative than would otherwise have been possible.

In addition to the chronological narrative, there are two other elements to the book: a reference section in the appendices which gives detail about aircraft, people and various other elements of Squadron life, and a short snapshot of 201 Squadron as it is at present.

Finally, this is not, nor was it intended to be, a thoroughly definitive history; the consideration of space alone did not permit the inclusion of every incident and event. So, for example, significant anti-submarine actions, where they are chronicled, have been included; whereas, the thousands of hours of monotonous patrolling that accompanied them, have not. What is certain though is that however the tale is told, it is one of which all who have served on the Squadron can be proud.

J A N

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COMPUTING DEVICES COMPANY

PAUL WARRENER

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PRO REFERENCES

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AIR 1/40	No 1 Sqn RNAS
AIR 1/51	No 1 Wing RNAS
AIR 1/93	Daily Reports Aeroplanes
AIR 1/149	No 1 Wing RNAS Daily Recce Report 1915
AIR 1/176	201 Sqn RAF 1915-1918
AIR 1/361	Operations Reports 1915
AIR 1/189	RNAS Daily Report of Operations
AIR 1/190	RNAS Daily Report of Operations
AIR 1/479	Daily Summary of Dunkerque Base 1915
AIR 1/2099	Reports of Air Attacks on Zeebrugge — Ostend
AIR 15/294	Coastal Command Manual of Anti U-Boat Warfare
AIR 27/1176-1179	} 201 SQN ORBs
AIR 27/2456	
AIR 27/2455	
AIR 27/2855	
AIR 27/2825	
AIR 27/2828	
AIR 41/47	Tactical Instruction No 15 July 1941

FOREWARD

As I write this forward, I am very conscious that I am merely the current custodian of the mantle of Officer Commanding 201 (Guernsey's Own) Squadron and that I shall, with some sadness, hand the baton on to my successor in a matter of months. However, I am delighted that we have been able to generate this second edition of 'On The Step' - the official Squadron history, and am honored to be able to write the introduction.

The first thing I should say is that this new edition builds on its predecessor and, save for a few minor corrections, the original material is preserved without alteration. Indeed, I should pay tribute to the remarkable efforts of Jerry Nash, Paul Warrener and Dave Hattrick, for all the hard work that must have gone into producing such a fine volume. The second edition's team comprised Dave Allen, Nigel Ward, Chas Gimenez, Jack Dunning, James Nightingale, Graham Pratt and, once again, Paul Warrener. We owe a debt of gratitude to these people too. Finally, we should also not forget the generosity of Thales Ltd, who underpinned the production of this second volume financially. Without the dedication of such a team, and the assistance of Thales, a second volume would still merely be an aspiration.

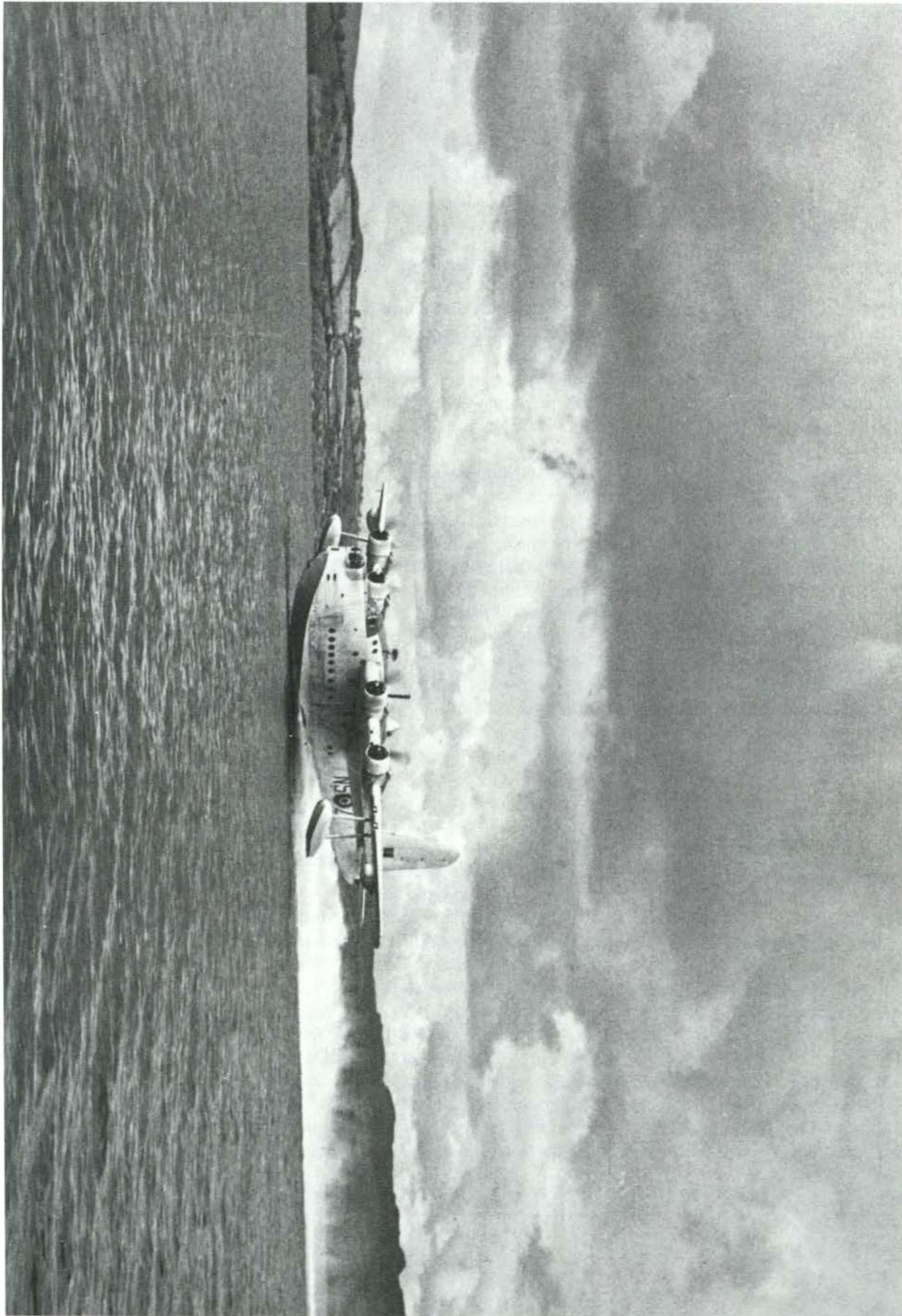
So what is new in the second edition? Well, Volume 1 took us up to the year 1990, which we now know was in the midst of the collapse of the Soviet Union and the end of the Cold War, so much a part of everyday life of 201 Squadron for previous decades. Much of what the Squadron got up to in the Cold War will have to wait for future editions of 'On the Step,' relying on the reduction of security concerns that comes with time. However, the 13 years since Volume 1 have not seen the Squadron idle! Whilst the threat of global war may have receded, the post Cold War geopolitical environment has proved to be highly unstable, with a number of both inter and intra-national conflicts that have taken the Squadron's attention. In this volume, you will find details of the Squadron's involvement in the 1991 Gulf War and the various strands of the Balkan conflict during the 1990s. You will also see reference to both the 'War against Terrorism' and the second war against Iraq - both of which are supported by 201 Squadron crews deployed to the Middle East as I write! There are of course other dimensions to the Squadron, SAR, the Squadron HQ and the characters - all of these are represented in some way here and I hope that readers will gain a flavour of what 201 Squadron is today. I hope you enjoy the book, whether you are a current Squadron member, an 'old boy' or an enthusiast. 201 Squadron is very much alive and living up to our motto - Hic et Ubique.

Andy Fryer
Wing Commander
OC 201 Squadron
11 April 2003



Wg Cdr Andy Fryer

A Squadron Sunderland "ON THE STEP" (IWM/CH1586)



ON THE STEP

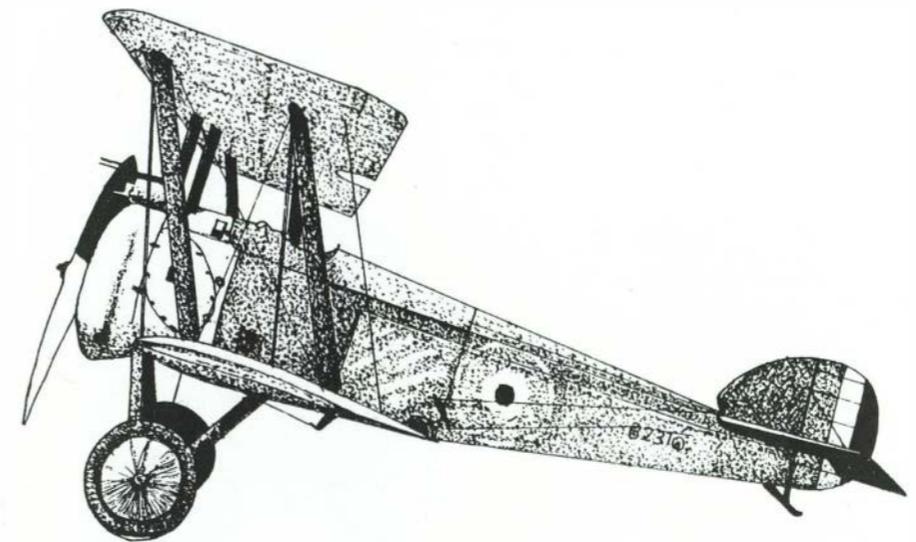
A History of 201 Squadron

I

THE GREAT WAR

*"Begin at the beginning" the King said, gravely,
"and go on till you come to the end: then stop."*

Lewis Carroll (Alice in Wonderland)



Camel Fi
Stephen G. Rooke

CONCEPTION 1911 - 1914

Exactitude has long been a military quality and hence the official date of the Squadron's formation is listed as 15th October 1914; however, the truth is rather more complicated and intertwined with the career of its first CO.

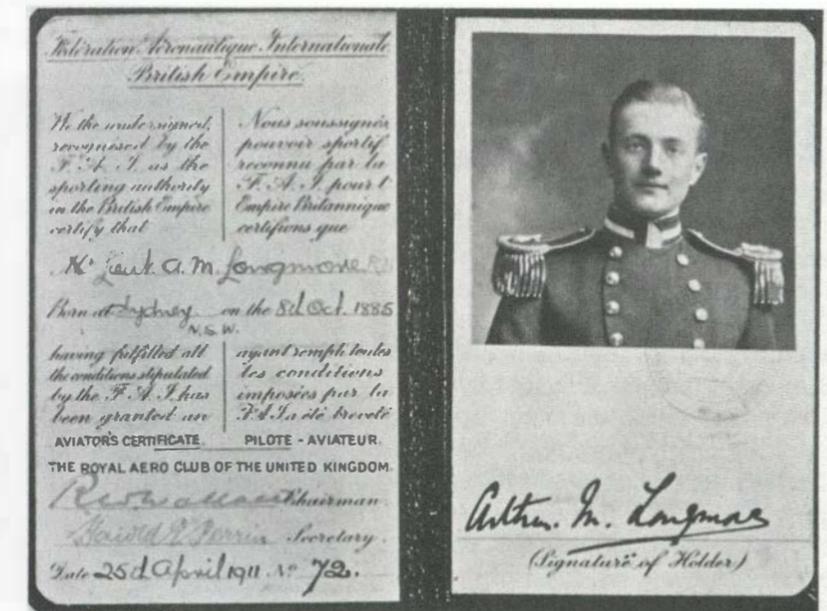
Arthur Murray Longmore was born in 1885 in Australia, and by 1910 was a Lieutenant in the Royal Navy. During this year, as he admitted in his autobiography, he spun a coin to decide whether he should attend a lecture on flying or spend a day hunting in the Blackmore Vale. The result embarked the young officer on a career as an aviator which ultimately led him to high command in the RAF of World War 2.

In 1911, to the disgust of his CO, he was selected for flying training with three other officers; Lt Charles Samson RN, Lt Reginald Gregory RN and Lt Louis Gerrard Royal Marines. The training began at Eastchurch in the Isle of Sheppey in March. The Admiralty showed little financial interest in the venture and it was left to the generosity of the Royal Aero Club and Messrs Short Bros to provide aeroplanes and instructors for the fledgling students. The names of those involved in the enterprise, including those at Short Bros, read like a Who's Who of early aviation : Sir Frank Maclean, owner of the land at Eastchurch, Frank Hedges Butler, J.T.C. Moore Brabazon, The Hon C.S. Rolls, Oswald, Horace and Eustace Short, J.W. Dunne [works manager at Shorts], Richard Fairey and R.A. Bruce who built the Westland empire.

Horace Short provided ground instruction in technical subjects, often into the small hours of the night; his brother Oswald helped Longmore to experiment with air bags under the wooden undercarriage of a Short biplane for water landings. In the air G.C. Cockburn was their instructor, although the diminutive Maurice Farman Shorthorn allowed the student

only enough room to lean over his instructor's shoulder to feel the control column and merely to observe the use of rudder! Eastchurch itself was on a slope, with a dyke at the lower end with which Longmore had an early contretemps. Taking off downhill the Longhorn lifted sluggishly, only sufficient for the fuselage to clear the dyke; the undercarriage alas was left behind, but the pilots remained uninjured. After two and a half hours' dual instruction Longmore was allowed solo. After this there were three tests to pass for his Royal Aero Club certificate.

First, two flights around a figure-of-eight circuit between two poles about 500 yds apart; then a climb to 150ft followed by two landings within 50 metres of a specific point without use of the engine. Longmore watched his friend Samson take the test first, afraid that Samson would break the machine denying them both the chance to pass, but all went well and Arthur Longmore was issued with certificate No.72, under the authority of the Federation Aeronautique Internationale. The number of his certificate shows that he was the



Log book of Sir Arthur Longmore

seventy-second British subject who qualified for the licence. With days of qualifying, Longmore was taking others aloft for the experience. Early passengers who flew with him were the children of Prince Louis Battenberg - the future Earl Mountbatten of Burma and his sister.

Longmore, with his companions, moved on to Brooklands in June from where he suffered his first forced landing. When the engine failed the nearest suitable landing place was the 15th green at Walton Heath golf course, to the undisguised consternation of the club secretary. After the fault was rectified, the secretary first found himself in the cockpit of the Farman whilst Longmore cranked the propeller, then was rapidly evicted as Longmore leaped aboard and took off for Eastchurch. Not long afterwards he won a £500 prize put up by Mortimer Singer for the Naval flier who could complete the longest flight around a closed circuit; he managed 180 miles before, one by one, the spark plugs oiled up and he had to land.

In 1912 the Committee of Imperial Defence set up the combined Royal Flying Corps, with a Naval and a Military wing. Longmore by now was instructing others to fly, notably one Major Hugh Trenchard whose sheer physical size caused considerable drag in the open Farman in which he was instructed.

Late in 1912 Longmore and Trenchard impressed the army with some rapid air reconnaissance of "hostile" forces during summer exercises. The intelligence had been collected and delivered by air to Allenby within the hour. In his autobiography Longmore records that he found Allenby and his staff by "flying at 100 feet and looking for red-tabbed officers on good horses".

In April 1913 Longmore married Marjorie Maitland. As a wedding



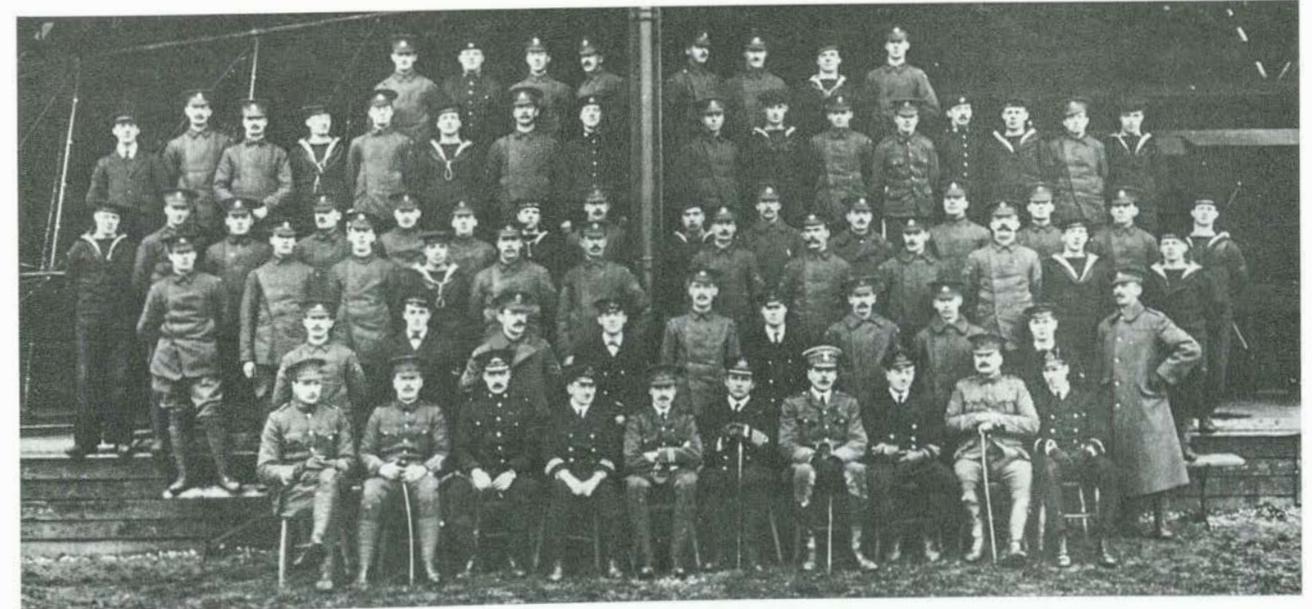
Arthur Longmore in a Maurice Farman - 1912



The first course at Central Flying School, 17th August-19th December, 1912



Instructors at CFS - 1913, Longmore seated second left; Trenchard standing behind



The CFS Staff - 1913

present his brother officers gave him a large silver rose-bowl, decorated with engravings of their signatures and which now reposes in the 201 Squadron silver-cabinet.

In May Longmore was sent to organize the new seaplane station on the Cromarty Firth as the Royal Navy was beginning to understand the worth of the aircraft for reconnaissance. During this period he flew Admiral Jellicoe and the First Lord of the Admiralty, Winston Churchill, who took a great interest in the evolution of naval aviation. Longmore distinguished himself in this period when his Admiral sent for him, to administer a severe "wiggling" after Longmore had steered his launch between ships of a cruiser squadron entering the Cromarty Firth, a breach of naval etiquette. The summons from such a lofty quarter necessitated wearing full dress frockcoat and sword; however, this did not deter the young officer who arrived in his aeroplane and taxied alongside the flagship in full regalia. The Admiral viewed the whole proceedings and was evidently much mollified because he apparently forgot to deliver the admonishment that Longmore had expected, instead engaging the junior officer in a discussion about the merits of naval aviation. Eventually, having received his reprimand, Longmore re-boarded his seaplane alongside the flagship, marring his departure only by the loss of his best hat which was whisked off his head and chopped up in the airscrew.

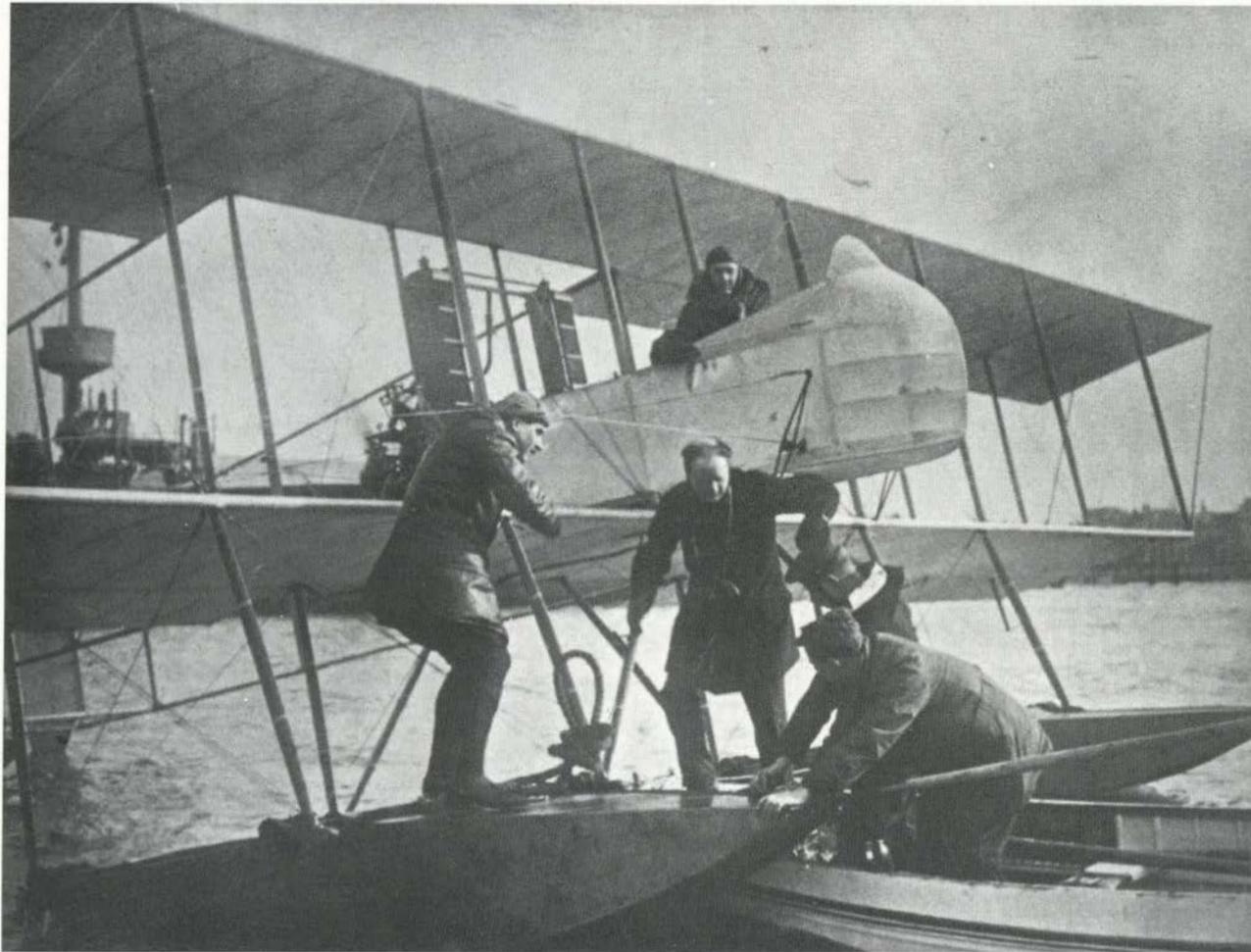
Early in 1914 he took command of the Seaplane Experimental Station at Calshot where he became involved in trials to determine the range at which airborne observers could expect to sight submarine periscopes. There were also experiments with wireless telephony, searchlight-signalling and torpedo-dropping. Of the latter Churchill expressed



July 1914, Calshot. A 160 h.p. Gnome Short after successful torpedo experiments

great interest and Longmore was called on to demonstrate how a 14 inch torpedo could be delivered from a Short seaplane. The Royal Yacht 'Enchantress' sailed to Portsmouth with the King and members of the Admiralty Board, including Churchill. Longmore was asked to take Winston aloft again, this time from Portsmouth harbour where, according to Longmore, the main hazard to the aeroplane was the bowsprit of nearby HMS Victory.

War loomed, and for Longmore it began early. On 5th August, after a dinner with Signor Marconi at Eaglehurst House, he was ordered to the Admiralty. His first instructions were to requisition aircraft and spares from private individuals and flying clubs; he then returned to Calshot to continue his experimental work and to supervise seaplane training. Once hostilities began he was sent to Dunkirk, with all the spare aircraft he could raise in a few days. Belgium was in turmoil and initiative



April, 1914 - Mr Winston Churchill boarding Maurice Farman Seaplane, Portsmouth Harbour; the pilot Lt A.M. Longmore, RN

was essential. Longmore set off to bomb Cambrai railway junction with hand-thrown bombs. Returning in late afternoon he came across a fellow pilot stranded at Douai with engine problems. Between them they managed to get the other aircraft going, only hours before the Germans rolled into the town.

Coastal patrols were flown by the agglomeration of aviators commanded by Wg Cdr Samson, although little interference with the Allied shipping was seen. Antwerp fell to the advancing Prussians on 9th October and Longmore's small handful of aeroplanes and crews were used for land reconnaissance, confirming for General Rawlinson that the German army was closing on Lille; there was no doubt of the threat to the RNAS base at Ostend too. During the hurried evacuation Longmore acquired some cases which were addressed to a certain General Byng and had them loaded onto lorries. In the General's absence he inspected the contents to discover several sumptuous lunch hampers from Fortnum and Mason, immediately commandeered by the famished aviators.

Longmore, in a dispirited mood, was ordered back to England soon after this, convinced that more air reconnaissance could have helped the troops on the ground. His dejection was cut short when new orders gave him command of No.1 Squadron RNAS, a unit which he laboured hard to establish at Fort Grange near Gosport, pulling in stray pilots from here and there, receiving new Bristol tractor aircraft from Farnborough (turned down by the RFC as unsuitable) and by scouring the local motor and bicycle repair shops for mechanically-trained direct-entrant ground crews for the new squadron.

Thus, No.1 Naval came to life, not with an orderly array of machines and men, but in haste, improvised and imperfect for the jobs it was given in succeeding months but, nevertheless, fortunate in having an innovative and determined CO at the helm.

Within days of Longmore assuming command the first aircraft were allocated;

BIRTH 1914 - 1915

four 80hp Gnome-powered Bristol biplanes, closely followed by seven pilots, including Longmore. Operational flying quickly followed when part of the unit was ordered to Newcastle to patrol the coast in case of attack by German warships. The aircraft flew only as far as Farnborough where bad weather forced them to continue, complete with aeroplanes, by train to Newcastle. This detachment, commanded by Flt Lt C. Draper, later became a squadron in its own right. Flight Commander Bigsworth, one of the pilots, was also detached to Dover with a Wright seaplane to open up a seaplane base. By the end of 1914 the unit had expanded to eight Avros and four Sopwith Scouts.

German aircraft appeared over Dover in late 1914 and so B Flight, with four Avros, was sent there, soon followed by A Flight in January 1915. Early in the following month German announced a submarine blockade of the British Isles and the Admiralty's response to this was a plan to bomb the Belgian ports from which the submarines operated. By this time the Germans had occupied Bruges and Ostend and were therefore within reach of the RNAS unit at Dunkirk. The force which assembled at Dover under the direction of Longmore (now Wing Commander), came from Nos 1 and 2 Squadrons RNAS, together with some seaplanes from Dover. Seaplane reinforcements were also provided from the carrier "Empress" commanded by a contemporary of Longmore's; Frederick Bowhill, (later knighted and also an AOC-in-C Coastal Command).

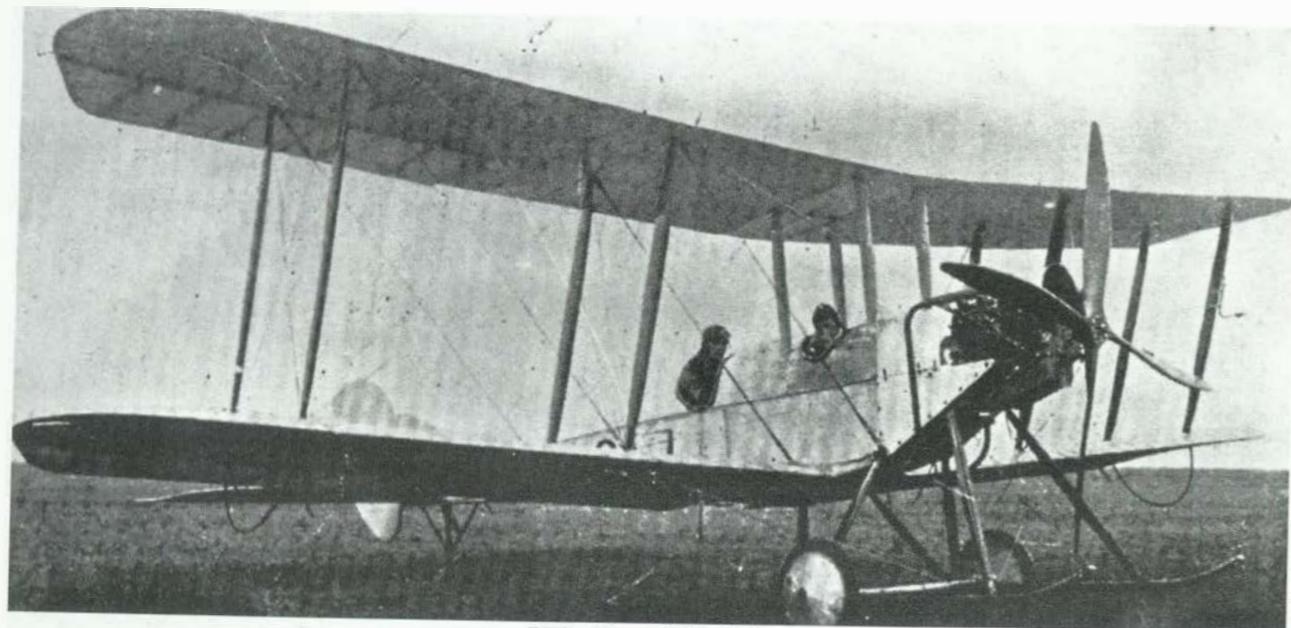
Of the sixteen aircraft that set out to bomb Zeebrugge and Ostend, only two arrived; the rest, hampered by dense cloud and snow, returned to Dunkirk. Flt Lt Haskins struggled through the snow and managed to bomb some guns at Slype under heavy fire. The following day the weather cleared and a medley of 20 aircraft from different units bombed targets at Ostend and Zeebrugge, where Flt Lts Rosher and Rigall of No.1 Squadron damaged the Mole and the power station. Further bombing raids ensued, with some success, but on 16th February the Squadron suffered its first casualty. Flt

Lt Rigall was posted missing.

Some of the earliest recollections by an officer who served on No. 1 at this point are those of Major S.V. Sippe, a pre-war demonstration pilot and a member of the original unit when it was first formed at Eastchurch:

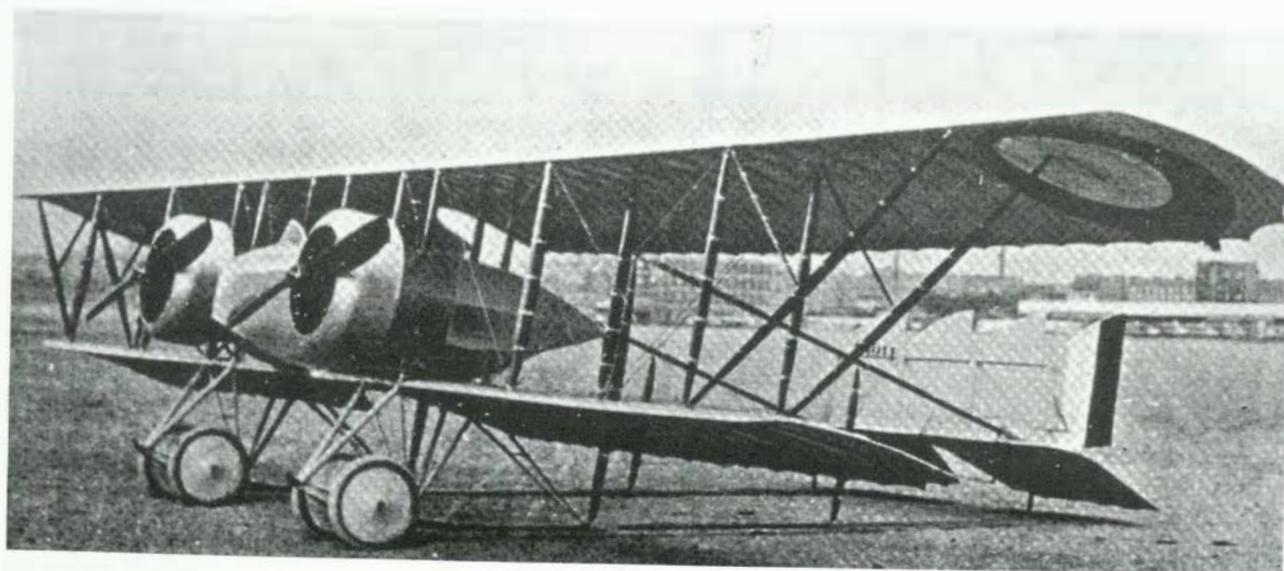
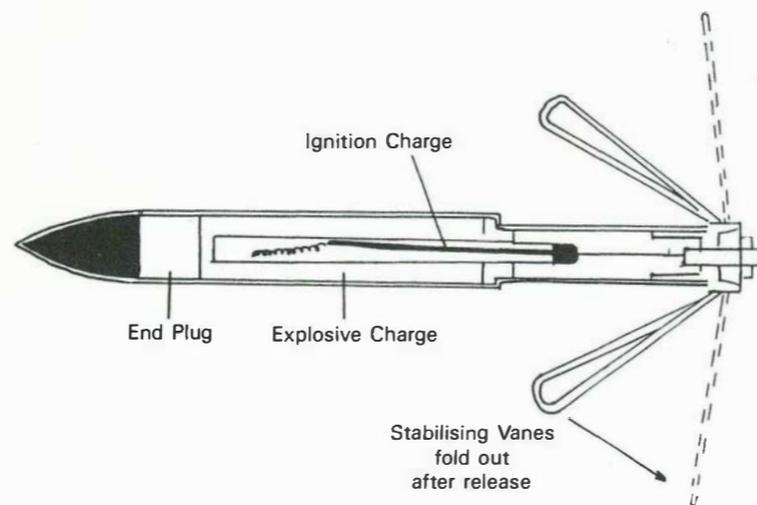
"The miscellaneous collection of aircraft taken over by the Squadron were augmented by the purchase of French Nieuports, Morane Parasols and a few Caudron biplanes. Some Henri Farman were also obtained but these did not arrive until later. Captain Elder, accompanied by Lt Spencer-Gray and others, visited America to see what could be obtained from that source. The best available from a poor bunch was the Curtiss, with inferior performance to contemporary European types and with an unreliable engine. They were soon withdrawn. Flying instruments in 1914 were elementary and simply consisted of ASI, revolution counter and compass. This latter was of little practical value as it began spinning at the slightest provocation. Armament was what one could improvise; Lee-Enfield rifles fixed to the struts with string, and pistols were the earliest ideas. Then came a few Lewis guns which were carefully hoarded by the armament officer and only loaned out with extreme reluctance. Bombs were carried in simple racks developed as a result of the Friedrichshafen raid; any extra types, such as petrol bombs or rifle grenades were carried by the pilot or rested in the fuselage, ready to be thrown out. The French "fleschette", or "Ranken" dart, a steel missile about 6 inches long and carried in boxes, was available and I think a few were dropped on transport in the very early days. The next type of bomb, of about 65lb, was carried by the Farman and Caudrons and was used successfully in anti-submarine work and Zeppelin bombing.

Ordinary clothing was used, augmented perhaps by a highly-coloured scarf and the best goggles and gloves that one could afford - there was no service issue in those days. Most pilots sported a Gieves Floating Waistcoat, the prototype of the Mae West. Oxygen supply had not even been considered and, though some pilots got up as far as 20,000ft the need was not felt; perhaps ignorance was bliss, in any case the ceiling of the Nieuports and Moranes was about 12000ft which was ample for operations other than Zeppelin patrols. Bombing was usually conducted from between 2000ft and 6000ft which was pretty safe as the "Archie" was invariably above you and only direct hits or falling fragments of shrapnel were dangerous. The Archie was quite fierce along the Belgian coast and for some way inland; it was said at the time that this was the German anti-aircraft gunners training ground, which I can quite well believe. The raids on Ostend and Zeebrugge are a good example; on the second day, which was bright and clear, the sun was just covered in black bursts - I never again saw such coverage although strangely enough it was all well above even the highest machine."



BE2c (Renault Engine)

The Ranken Dart Anti-Airship Missile



G4 Caudron

Sippe remembered the airframes themselves with mixed emotions :

"Nearly all our machines used the Gnome or Le Rhone rotary engine. The Gnome, particularly was a beautiful job and certainly enabled aviation to forge quickly ahead. It was extremely easy to fit in the fuselage and was light and vibrationless. The main snag was the cylinder-head inlet valve: when the little springs retaining this valve broke, the mixture in the crankcase caught fire, power fell to almost nothing, and a series of fiery coughs were emitted through the crankcase air intake, straight onto the pilot's or observer's chest. A heavily bearded French mechanic of mine caught fire on one occasion and there was quite a flap before he could be quenched.

The Le Rhone was fitted with mechanically operated valves and to a certain extent could be throttled down if this happened but it was not as sweet-running as the Gnome. Generally speaking both engines were reliable, although subconsciously one always had an eye out for a suitable landing place. I did quite a lot of night flying while searching for Zepps over Holland, Belgium and Northern France; illumination of the cockpit was by electric torch carried in the pocket, and take-off was usually by chance - or left until first light. Navigation was not too difficult, for the canals of Belgium, the sea and the battle line gave a good sense of position, even at night."

The official German Naval history for this period records the misfortune which befell submarine U-14, at the hands of No 1. After arriving in Zeebrugge she promptly suffered three near misses from the bombing raids by the Squadron, swiftly followed by a hit a few hours later. After temporary repairs she went to Ostend for final shipyard work and was bombed twice on the way, again by No.1, once with some success. During her visit to Ostend further bombing so interfered with her refit that she was draped in large canvas screens to hide her. Ready for sea once more she was yet again bombed, this time by Squadron Commander Bigsworth who achieved a notable "first" in August 1915 when he surprised the U-boat near Ostend. He dropped two 65-pounders from low level which proved almost as hazardous to him as to the submarine. Weaving to avoid the blast of his own bombs he lost control, recovering in time to see the death throes of U-14 as she slid beneath the waves, stern first. This attack was No.1's first success against a U-boat and is probably the first ever sinking of a submarine by an aircraft, indeed the success was duplicated the following day when Sub-Lieutenant Mulock found another submarine which he managed to hit with two bombs from 400ft just as the craft submerged. It was discovered later that this U-boat had also gone to the bottom. This incident ended the fledgling unit's first serious action with the enemy, and indeed its first taste of anti-U-boat warfare.

Shortly though, the Squadron was given a more permanent posting to France, arriving at St Pol on 26 February with 15 officers (including four observers), five Avros, a Vickers fighter and a Bristol two-seater. After a short spell of training and some minor bombing raids, 1 Squadron began



Flt Sub-Lt Dallas suitably attired for flying (KM)



Dallas after his appointment as CO in 1917, wearing the Gieves floating waistcoat (KM)

cooperation with RN warships bombarding the Belgian coast. The work involved anti-submarine patrols, spotting for the guns and chasing off hostile aeroplanes; Major Sippe had some memories of this phase of the war :-

"During 1915 and 1916 the great minefield operation was carried out and we were flying protection patrols. The sight was magnificent, and even at a few thousand feet the stream of craft extended to the horizon in both directions. Observing for, and protecting the monitors was quite a game. These floating platforms for heavy guns had a maximum speed of about 5 knots and they were very fussy as to the weather - it was always too clear, too thick or too something and we were alerted and rendezvoused many times without a bombardment taking place. The lighthouse at Ostend was the only thing that stuck up on the Belgian coast for miles and was, therefore, an important navigational aid for the Fleet and we pilots were warned, under pain of death, to keep clear. To our utter delight one of the early shots from the 12" gun of a monitor knocked it for six. We wrote poems about it!"

All the while, the Germans were building up a flotilla of small submarines, called the UB Class, in the Flanders submarine bases; 1 Squadron was given the job of bombing them; although with limited success at first.

On 29 April 1915, the German Zeppelin LZ38 made the first raid on Great Britain from a base in Belgium. Public imagination ran riot, fuelled by lurid tales of the Zeppelin menace in the newspapers, and several squadrons, including No 1, were tasked to attack the Zeppelins, on the ground and in the air. Bombing their bases seems to have had some effect, although most damage was relatively minor and confined to hangars and buildings in the vicinity. Some pilots, however, could soon recount tales of their airborne engagements with these leviathans; notably Squadron Commander Spencer-Grey, Flight Commander Bigsworth and significantly, Flight Sub-Lieutenant Warneford who all attacked the LZ39 on 17th May although without luck.

The business of Zeppelin-hunting was, quite literally, a hit and miss affair and it is hardly surprising that many engagements ended inconclusively. There was no adequate early-warning system to enable squadrons to be alerted and positioned to catch the huge beasts, either on their outward or homeward journeys. Despite their great size they were reasonably quiet, could travel at 40 knots or more and significantly for pursuing fighters, could out-climb most aircraft of the period by the simple expedient of dumping ballast over the side. Alas the problems did not end there; having found one's Zeppelin and successfully overhauled it the idea was to zoom above it and release (or simply hurl) bombs or Ranken darts onto the top in the hope that they would ignite the hydrogen-filled envelope when they exploded. Attempts were made



Flt Sub-Lt R.A.J. Warneford next to a Voisin, possibly during his training (FB)

to provide a proper anti-airship weapon and although a number were hastily contrived, they were flawed in their conception. Some were downright dangerous, like the modified grenades with extremely sensitive detonators which ignited the instant they struck the fabric of the Zeppelin. Circumspection was vital if the gasbag hunter was not to blow himself to kingdom come; furthermore, to achieve any degree of accuracy, the pilot had to fly so close above the target that he faced the prospect of being incinerated with his victim. Later efforts produced the more functional 'Le Prieur' rockets which were used successfully against observation balloons, as we shall see further on; however, the decline of the Zeppelin as a strategic bomber was finally assured when different types of incendiary ammunition (Brock, Pomeroy and Buckingham) were introduced.

Back in June 1915 though, Warneford and his contemporaries could only resort to the method of hurling explosive devices at Zeppelins, an inefficient and especially irritating practice if you happened to be on the ground when they missed.

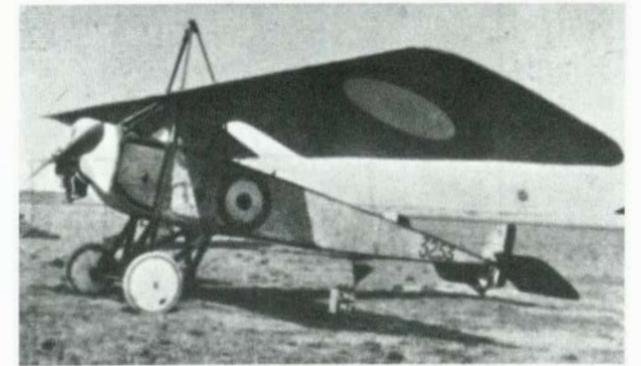
On 6th June 1915, three Zeppelins set off on an abortive raid of the British coast. At the same time four pilots from No.1 RNAS set out to bomb the Zeppelin sheds at Berchem St Agathe. Warneford (again), in a Morane, spotted LZ37 some way off and, after a chase, caught the craft over Bruges around 2 am on the 7th. The LZ37 was 521 feet long

with a capacity of 950,000 cubic feet, divided into 18 separate gas bags which together could lift the 6 ton gondola and over a ton of bombs. She was armed with 4 Maxim machine guns making her a difficult adversary, especially for a single aircraft. Warneford was now alone, his companion had force-landed earlier when his instrument lights failed, and as he closed, the Zeppelin gunners opened up with heavy fire. For some while the two craft manoeuvred for superiority until Warneford managed to make a comparatively safe approach from behind and above the airship at 11,000ft. He cut his engine and drifted silently down until he was only 150 feet above the top of the airship whereupon he flung six bombs onto her. The sixth struck home and there was immediately an explosion of such ferocity that Warneford's Morane was flung upside down and out of control. Once he regained control he spotted the Zeppelin, already on the ground in flames, where it had fallen onto the Convent of St Elizabeth in the town of Ghent, killing two nuns. All but one of the 28 crew were lost in the conflagration; the survivor, the coxswain, must have fallen from the gondola for he crashed through the roof of the convent and landed on a bed which broke his fall. He once spoke of his experiences:-

"The men in the forward control car were the first to feel the great shudder after the explosion. Above us the whole envelope began to wrinkle and collapse. The wheel went dead in my hands and the gondola trembled. All around there were shouts and confused orders; the heat became intense and I saw the silhouette of men against the glow, their arms flailing as they tried to protect themselves against the inferno. I clung to the wheel like a drowning man until it broke in my hands. I was flung to the floor, the heat increased and my clothes burst into flames. The gondola tilted, with the terrible sound of disintegrating wood and metal, and plunged to the ground. I knew no more until I awoke in hospital."

Meanwhile, Warneford's own troubles were unfinished; the blast from the Zeppelin had fractured a fuel pipe and he had to land in a field behind enemy lines. In the half-light of a misty French dawn he had to effect a temporary repair, expecting discovery at any moment. Eventually he was able to take off again. Flying in fog he was now lost, so he maintained a South-westerly course until the visibility improved and landed at Cape Gris Nez just before dawn. Warneford became the first man to destroy a Zeppelin in the air and within 48 hours the King had awarded him the VC, the first for aerial combat of any kind. Regrettably Warneford himself was killed ten days later when a Henri Farman that he was testing broke up in mid-air.

While Warneford was busy, so were Wilson and Mills, over the airship sheds at Evere. Mills, following Wilson in to attack the sheds from

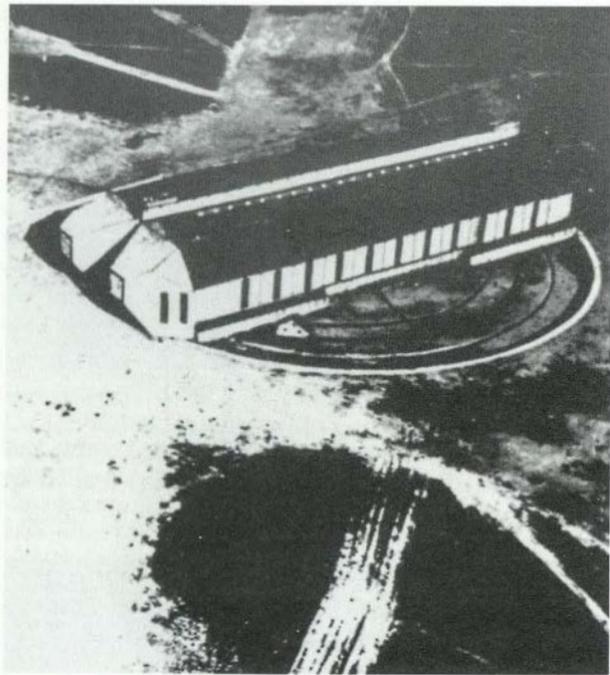


Warneford's Morane (IWM/Q64202)

5,000ft, dropped four 20-pound Cooper bombs, and was rewarded with a pyrotechnic display that lit up the countryside and signalled the demise of LZ38.



Flt Sub-Lt R.A.J. Warneford V.C.



Zeppelin sheds at Cuxhaven

Of the Zeppelin menace as it was called, Churchill wrote later:

"I rated the Zeppelin much lower as a weapon of war than almost anyone else. I believed that this enormous bladder of combustible and explosive gas would prove to be easily destructible. I was sure that the fighting aeroplane, rising lightly from its own base, armed with incendiary bullets, would harry, rout and burn these gaseous monsters."

The RNAS was reorganized in June 1915 and 1 Squadron became No.1 Wing RNAS, which, amongst many other units, was ordered back against the greater enemy, the U-boat flotilla in Flanders. However, pilots continued to spot for bombarding warships, particularly in the Zeebrugge area, and also attacked moored submarines on their own account, although both operations were very much in their infancy. One of the ways in which this early campaign against the U-boats was organized was through the establishment of a circular reporting grid, in the southern part of the North Sea, known as the "Spider's Web". The centre was the Noordhinder Light, with concentric circles, at 10 mile intervals around it. Radially it was divided into segments of 45 degrees, forming a grid that looked something like a spider's web and within which aeroplanes, airships and surface vessels could search for and report any U-boats which they found.

Second Lieutenant J.H. D'Albiac (later Air Marshal) was flying as observer with Sqn Cdr Courtney at this time:

"When we observers joined No.1 Wing, the only service training of any sort that we received was Drill, with a capital "D", on the barrack square at the Royal Marines depot at Eastney. Within three weeks we were operational against the

enemy and we learned the hard way - at least the pilots had been taught how to fly. Nonetheless, by spending every spare moment learning such things as Morse code, semaphore, map reading etc, we gradually picked up the rudiments of our business and by degrees convinced our pilots that we really were necessary."

He continues on the matter of spotting:-

"For artillery registration we used Aldis lamps and Sterling spark-transmitter W/T sets, and we passed our sightings of the fall of shot with reference to a lettered grid overlay, and later the clock code; messages from the ground were by strips of cloth or lamp."

Like those of Major Sippe, his recollections of the early attempts at airborne armament show its somewhat primitive nature:-

"None of our aircraft could ever, by the wildest stretch of the imagination be regarded as war machines, particularly as regards armament. We carried sporting 12-bore shotguns loaded with a form of chain shot which was said to be especially effective against Zeppelins. Fortunately, the few enemy aircraft that we ran into were no better armed than ourselves at this period."

Coastal patrols continued through 1915, reaching a peak in September when the Fleet supported the Army during the Battle of Loos. During this period, remarkably early in the history of maritime patrol aviation, a squadron pilot discovered the frustrations of trying to communicate with his dark blue brethren. Flight Sub-Lieutenant Beard attacked and missed a U-boat from his Maurice Farman biplane and so flew directly to the friendly warships which were bombarding the coast in order to warn them. The vessels failed to understand his signals and the resourceful aviator was reduced to signalling with his pocket handkerchief, which finally had the desired effect. There were further examples of this splendid improvisation, characteristic of the time. Mulock, Petrie and Penley were returning from a successful attack on some airship sheds when they got lost. Striking the coast they finally spotted their coastal landing ground when Penley ran out of fuel, forcing him to make a cross-wind landing in several inches of water which capsized his aircraft. Undeterred, Mulock returned the following day in a 2-seater Nieuport, complete with tools and a fitter, only to discover five more pilots now down in the sands. He effected minor repairs to all their aircraft, gave them directions and started them home.

It is appropriate at this point to examine the way that the various wings and flights were arranged in 1915. No.1 Wing was grouped as follows:-

No.1 Flt: Two-seater Nieuports for reconnaissance duties.

No.2 Flt: Single-seater Nieuports for fighting and anti-Zeppelin work.

No.3 Flt: Two-seater Nieuports for W/T spotting.



Pilots of No 1 Wing RNAS at St Pol - September 1915

Front: Casey, Nutting, Furneal

Centre: D'Albiac, Jackson, Biggy, Longmore, Haskins, Evill

Back: Graham, Unknown, Mulock, Holmes, Peal, Watson, Beard

No.4 Flt: BE 2C machines for night spotting.

Bombing Flt: Caudrons for submarine patrol and bomb dropping.

These flights were grouped into two squadrons, "A" and "B".

"A" Squadron: Nos 1 and 2 Flts and [temporarily] the Bombing Flt.

"B" Squadron: Nos 3 and 4 Flts.

"A" Squadron eventually reverted to No.1 (Naval) Squadron.

The nominal roll for June 1916 appears below:-

Flight Commander F.K. Haskins

No.1 Flight

Pilots:

Flt Lt J.J. Petrie; Flt Sub-Lts E.W. Norton

H.R. Simms, J.E. Minifie, G.V. Leather, N. Keeble

Observers:

Sub-Lt H.A. Furniss, Sub-Lt J.T. Sims

No.2 Flight

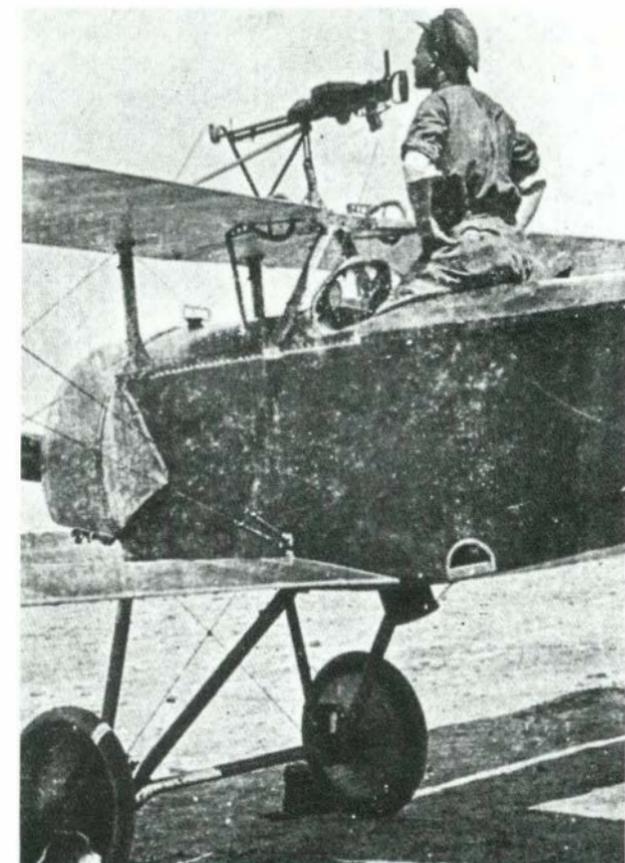
Pilots:

Flt Lt T.F.N. Gerrard; Flt Sub-Lts R.S. Dallas

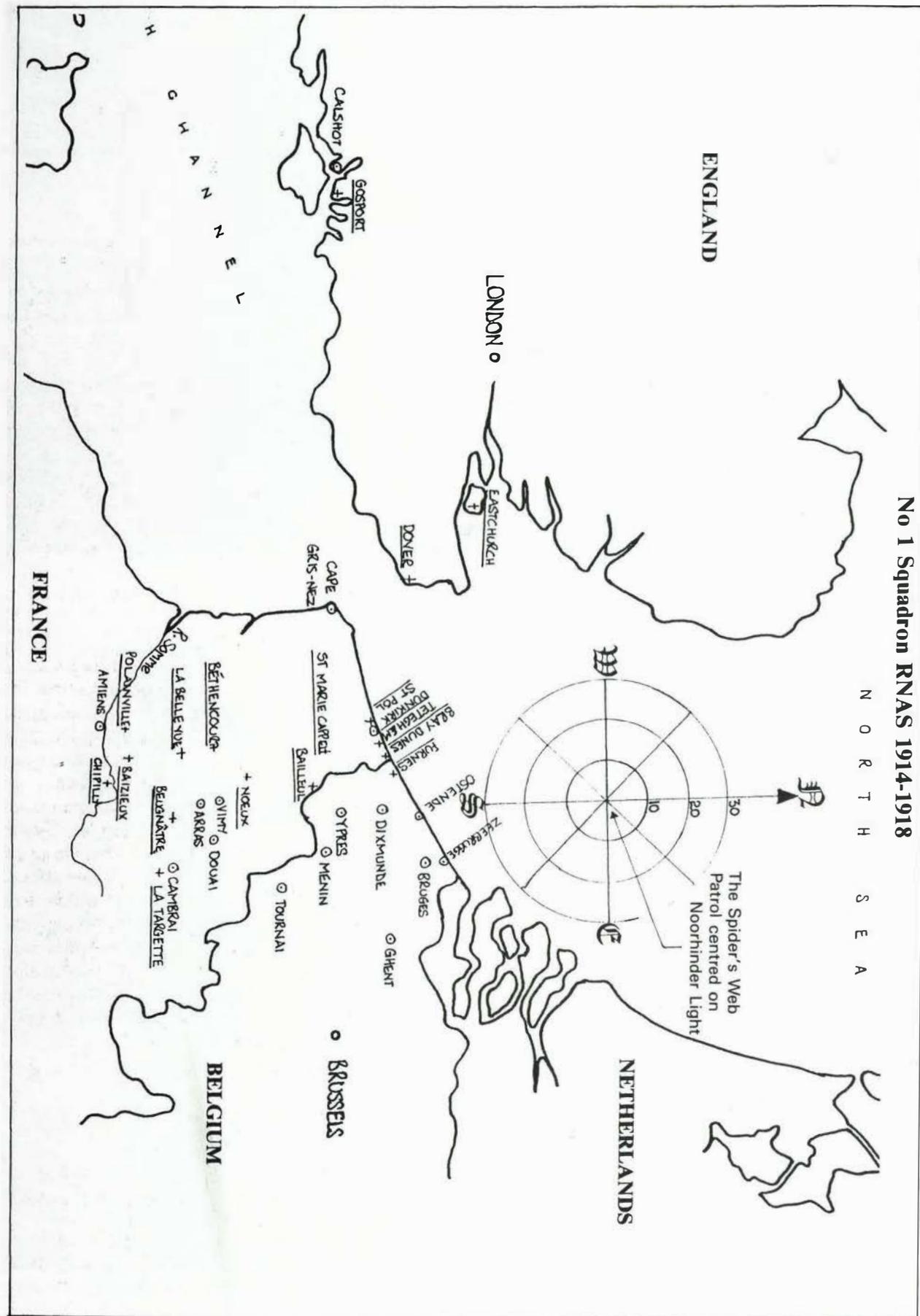
S.J. Goble, W.H. Perberdy, R. Young, B.C. Clayton

Observer:

Sub-Lt C.L. Hains



Flt Sub-Lt R.H. Mulock sighting the gun on his Nieuport (KM)



BAPTISM 1916 - 1918

The beginning of 1916 saw the RNAS and the RFC flying aeroplanes that were hopelessly out-matched by their German opponents, a disparity which came to a head in the aerial carnage suffered in "Bloody April" on the Western Front. However, in February of 1916, Flight Sub-Lieutenant Simms scored an early victory when he shot down an enemy aircraft over Dixmunde. It was perhaps the German's growing ascendancy in the air which led to the Squadron being ordered to attack enemy airfields on a number of occasions. In March, the three flights from A Squadron of 1 Wing were renamed No 1 Squadron RNAS and took part in a combined airfield bombing raid with the French and Belgians, totalling 47 aircraft and which had considerable success.



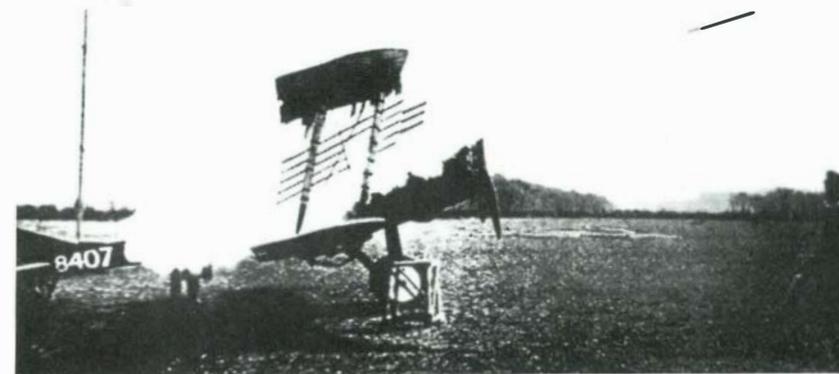
Sopwith Triplane "Peggy", No 1 Squadron RNAS - 1917
(CB)

During the summer of 1916, the appearance of more modern and powerful aircraft began to reverse the German technical advantage in the air. The Sopwith Triplane was delivered into service with No.1 in June. The first example arrived one evening towards the end of the month at 7:45 pm and by 8 o'clock it was airborne in pursuit of the enemy over Dunkirk!

The operations record for the latter half of 1916 reveals a steady increase in the number of aerial dogfights involving Squadron aircraft and the hitherto rather gentlemanly way of waging war was replaced by a grimmer, more intense campaign, mirroring the apocalyptic events enacted on the Somme.

Intense activity by the Squadron marked the beginning of July, coinciding with the first Battle of the Somme, much of it involving escort patrols for British and French spotting and reconnaissance aircraft, although little of it in the sector of the "Big Push". By this stage, the Allies had begun to negate the German advantage through the introduction of new types and by amassing a great concentration of aeroplanes over the Western Front. Dallas, Irving and Gerrard all scored victories in July but the great majority of encounters were inconclusive affairs and despite the hundreds of patrols which the squadron flew through the summer, most enemy air activity was in the area of the Somme offensive, further east along the front, although towards the end of the campaign German activity increased in 1 Squadron's sector near the Belgian Channel ports.

Balloons were still a target for the aviator with a steady nerve. Norton had success with the new anti-balloon weapon in October; Le Prieur rockets strapped to the wing of his aircraft. These rockets, which looked like large fireworks, were fired at the balloon from close range. Their combined effect on the airframe and its occupant when they were ignited can only be



Test firing of Le Prieur rockets

guessed, but it was an apparent improvement on bombing the balloons from above. Later in the war a pair of the unit's aircraft shot down a kite balloon with gunfire. It fell behind British lines where the basket was found to contain a straw-filled dummy although history does not record which flying badge it wore.

ARRAS

Major-General Trenchard asked the Air Board for more assistance from the RNAS to support the RFC in late 1916. The result of this meeting was the transfer of four squadrons, No.1 amongst them, to Chipilly in the following February with a full complement of 16 Sopwith Triplanes. The build-up to the Battle of Arras was beginning.

During the battle, 1 Squadron's duties were mainly hostile aircraft patrols, with additional escort, reconnaissance and photographic work; most of the bombing had been allocated to other units. Some measure of the nature of both the battle itself and aerial warfare generally in 1917, can be gauged from some simple statistics. In thirteen days during the offensive 1 Squadron flew 95 patrols, engaged 175 enemy aircraft and shot down 16. The aces were beginning to emerge too; Dallas, now Flight Commander, had joined the unit in December 1915 and, by the time of Arras, had seven victories; he went on to command the Squadron and when he left



R.S. Dallas who served on 1 Squadron from December 1915 to March 1918 (KM)

to lead 40 Squadron RFC his tally was 13. Gerrard, another Flight Commander, and Flight Sub-Lieutenant Minifie also appear frequently on the lists of victories. Gerrard led ten Sopwith Triplanes into action against twice that number of Fokker triplanes during the battle of Arras. He shot two down himself and Ramsey got three more. Gerrard returned with his controls shot away and his aircraft so badly damaged that it had to be rebuilt; his actions earned him the DSC. He survived the Great War only to be killed playing polo for 1 Squadron RAF in Iraq in 1923.

YPRES

The prelude to the Battle of Ypres was the assault on the Messines ridge in June 1917. Compared with the majority of such assaults, this attack was very successful; probably the major Allied success of that summer. A principal influence on the success of the operation was the close cooperation between RFC and RNAS aeroplanes and troops on the ground, particularly the artillery. Allied infantry marked their own positions on the ground using green smoke and the much more effective 'Watson Fan', a rotating disc that was highly visible from the air. Freed from doubt about the identity of ground targets, the squadrons involved were able to spot very effectively for the artillery which consequently became much more effective. The main summer offensive, The Third Battle of Ypres began on 31st July 1917 and continued until the end of Passchendaele, in November. No.1 took part in all the major actions of this period, flying primarily as a fighter squadron and amassing a large total of enemy aircraft destroyed. After the early part of the campaign, Field Marshal Sir Douglas Haig wrote of the Naval Squadrons attached to the RFC:

"I cannot speak too highly of the very fine work done by these squadrons or of the splendid fighting qualities they have displayed. Their assistance has been of the highest value and particularly so during the important battle for the possession of the Messines-Wytschaete Ridge"

It was not without cost though; Eyre, Ramsey and Miliward all "went West" during the aerial melee over the Menin-Tourcoing area in July. Throughout the Ypres offensive there was heavy demand for reconnaissance and photographic work by aeroplanes, and frequently the Squadron provided machines to escort these missions, sometimes well beyond the German lines. The enemy naturally tried to prevent these reconnaissance sorties and a scrap often resulted. During July and August the unit's tally reached 25 aircraft downed, including three before breakfast on 16th July. Flight Lieutenant Minifie took off as dawn broke to strafe German aerodromes at Chateau du Sart and Mouveaux, catching an enemy scout unawares and downing it.



The Squadron with its Sopwith Triplanes - Bailleul, October 1917

Within minutes, Rosevear had sent another out of control from 13000 feet while Dallas (now Squadron Commander) forced the third down into a field. Badly damaged, it crashed into a hedge where Dallas sprayed it with another 100 rounds of machine gun fire; evidently the early spirit of chivalry amongst aviators had evaporated.

The main offensives against the Menin Road Ridge and the Passchendaele Salient were delayed by heavy rain until 20th September when No 1, with other RNAS Squadrons, took part in one of the first operations in close support of attacking infantry. This proved a promising success; however, the High Command of the army was incapable of properly exploiting the new tactic. Formations of four or five Sopwith Triplanes left Bailleul every half hour throughout the day and harassed enemy positions, attacking troops and transport columns along the Menin Road. Many targets were marked for the triplanes by smoke balls dropped from RE 8s; Flight Lieutenant Ridley found himself attacking such targets from only ten feet off the ground. This sort of action continued throughout September and October until the Passchendaele ridge had been taken by Canadian and ANZAC divisions in early November.

"THE CAMELS ARE COMING"

After Ypres the unit was transferred briefly to the 4th Wing RNAS at Bray Dunes on the coast, before returning to Dover for rest and refit. By mid-December the unit was operational and in France

again, re-equipped with the ubiquitous Sopwith Camel which they flew until the Armistice, 11 months later.



Sopwith Camel D9398. Its serial letter J is just visible beneath the starboard wing (RAF M P018649)

During that final year of war, the Squadron accounted for well over 100 enemy aircraft destroyed in aerial combat.

Sometimes things were not easy though, as Forman discovered when he bounced a huge Gotha bomber which had been bombing Dunkirk. Emptying 200 rounds into the beast from 70 yards he flew into the wake turbulence of the German aircraft, which escaped before he could regain control.

After a brief and unproductive spell back at Dover in February 1918, No.1, attached once more to the RFC, flew to its new home at Teteghem with 13

Sopwith Camels. A sustained period of combat followed, culminating in the German offensive which began in March. No.1 flew paired high and low patrols over their sector - the high patrols at 20,000ft or more in an open cockpit without oxygen, the pilots muffled in many layers of clothing against the sub-zero temperatures at that height.

Major Dallas handed over command of 1 Squadron to Major Booker who led the Squadron in several successful actions on 21st March, when Lt Rosevear destroyed three and Findlay, Rowley and Kinkead one apiece, evidence that air warfare had progressed mightily since the early days of 1915. These combats were the last to be flown by the Squadron as a Royal Naval Air Service unit.

No.1 was spending a brief sojourn at Fienvillers when, on 1 April 1918, it became No 201 Squadron Royal Air Force. There was little time to celebrate anything though, since, after three years of almost static warfare, the front was changing quickly during the German push, and 201 had several homes through the early summer as it flew in support of the 3rd Army between Arras and Albert.

In early August, the Squadron transferred to Poulainville, in preparation for the Battle of Amiens.

The battle was a successful offensive which moved the front 10 miles forward by 3 o'clock on the first day, due chiefly to the great tactical surprise scored by the Allies. Instructions to the CO from 22 Wing HQ illustrate this:

"It is most important that the presence of your squadron on this front should be kept SECRET as long as possible. In view of this you will take the following preconditions:

(1) Squadron markings will be changed temporarily. They will be the same as those of No 65 Squadron, the only Camel Squadron at present working on this front. One vertical stripe behind the National markings.

(2) Machines will always be kept inside the hangar and not lined up on the aerodrome until immediately before a patrol leaves the ground.

(3) Pilots will not fly over or near the lines without orders from me."

On the eve of the battle, Major General Salmond sent a message of encouragement to OC 22 Wing, in the true "Boy's Own" style of the time:

"The best of luck to you and your fine fellows for tomorrow and the next days. I know you will give the Bosch the biggest hammering they have had in their lives. Tell the Squadrons what I think of them."

201, 84 and 41 Squadrons supported the Australian Corps and began an intense period of close-support flying. They bombed troop trains, supply dumps, ammunition wagons and strafed defensive strong-points and enemy troops who were

beginning to retire in disorder.

Lieutenant Mackay was strafing a company of Uhlans at low level when a flight of four Fokker triplanes riddled his aircraft, forcing him down, three hundred yards behind enemy lines. Clambering unscathed from the splintered wreckage he made a dash for safety and chanced upon a British tank. The commander of the tank invited him in, but when Mackay discovered that it was about to go into action, he relinquished life with the PBI and made another spirited dash for safety, still under fire from the enemy aircraft. He eventually returned, muddled but unhurt, to the Squadron that evening.

On the 13th of August, the CO, Major Booker failed to return. He was showing a new pilot the lines, when they were attacked by several aircraft and Booker was not seen again. His replacement was Major Leman, who arrived in time for the major effort for the Battle of Cambrai St Quentin. 201 operated from several advance landing grounds during this push, including Beugnatre, Baizieux and finally La Targette, all the while bombing and strafing the retreating German army.

The final act was about to be played out and it brought the unit its second VC of the war. In the summer of 1918 Major William Barker joined 201, bringing with him his personal Sopwith Snipe, an aeroplane that he particularly favoured.

One of his contemporaries, Tom Whittaker, recalled his part in the story which led to Barker winning his bronze cross. Whittaker had just arrived from training, with three hours on Camels in his log book, following an unfortunate episode in England in which he borrowed his CO's Avro 504 one Sunday morning and overflew Sandringham by mistake. He was posted to 201 within 24 hrs.

On 27th October Whittaker's Camel suffered a broken ignition wire. He had to leave the Squadron over the lines and landed back at La Targette. Although the brass ignition wire was soon fixed, Major Leman refused to let Whittaker rejoin the



Major W.G. Barker's Sopwith Snipe after the aerial combat on 27 October, 1918, that gained him a V.C. (RAF M P796)

MAJOR BARKER'S FORESIGHT DESIGN

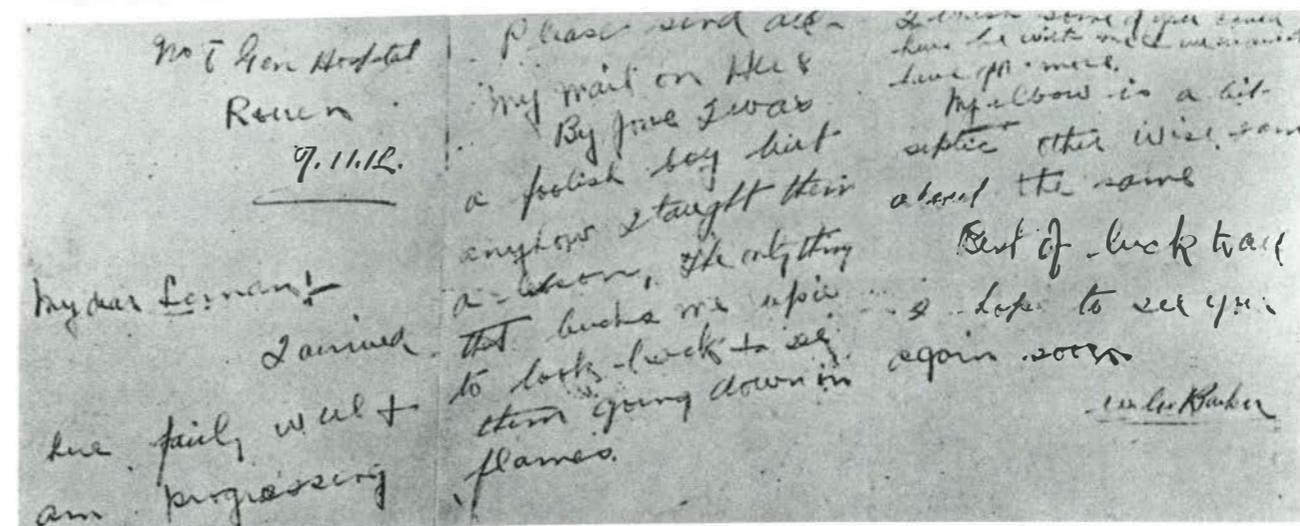
In a letter to the Squadron in 1971, Ronald Sykes, who served as a pilot on 201 in 1918, recalled the unusual design which Major Barker devised for the gunsights of the Vickers guns on his aircraft.



"I remember it clearly, possibly because it was fitted to the Snipe by a fitter from my Flight while I was there. The nose and fingers were formed from a continuous piece of wire, suitably bent and which made it robust. The two hooves had strong, screwed shanks passing through holes which our fitter drilled in the gun casing. I once saw a photograph of Barker standing beside a Camel, probably taken in Italy just before he came to us, and I could see the same mascot fitted to the Camel."

patrol on his own as he was inexperienced; however, Barker, who was about to leave in his Sopwith Snipe, said he would escort him over the lines to which Leman agreed. At 19000ft the pair briefly spotted the Squadron and made to join them when the inexperienced Whittaker suddenly found himself alone in the sky. Barker had gone and the duo were not to meet up again. On losing sight of Whittaker he had run into a large formation of enemy aircraft, four of which he shot down, sustaining severe injuries in the process; he fought off the others and finally crashed behind Allied lines. His VC was gazetted on 30 November 1918. The letter that Barker wrote to OC 201, Major Leman, reads as follows:

"My Dear Leman,



Barker's letter from his hospital bed

I arrived here fairly well and am progressing. Please send all my mail on here.

By Jove I was a foolish boy but anyhow I taught them a lesson, the only thing that bucks me up is to look back to see them going down in flames. I wish some of you could have been with me and we could have got more.

My elbow is a bit septic, other wise I am about the same. Best of luck and hope to see you again soon."

There is little more to tell, although a review of the Squadron's war record would not be comprehensive without scrutiny of at least some bare statistics. During the conflict the unit could claim a creditable toll of victories over enemy aircraft; 29 shot down in flames and over 260 crashed or sent down out of control. In addition a further 10 kite balloons were destroyed, as well as at least one submarine.

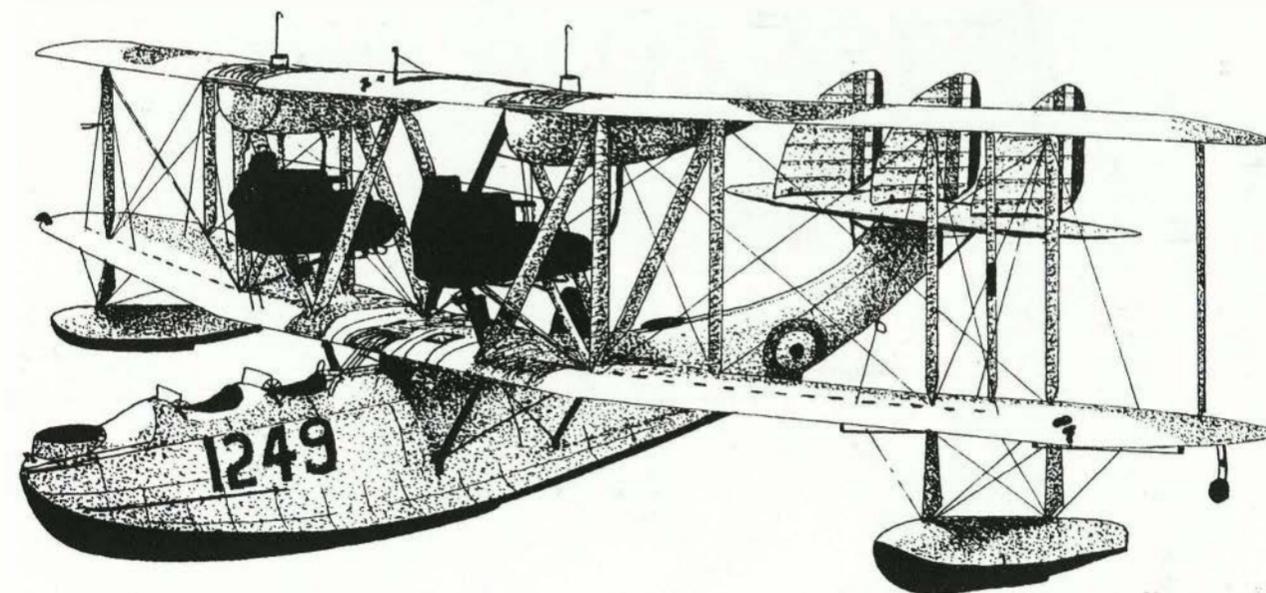
In less than two weeks from the date of Barker's last combat the guns were silent. On Armistice day 201 was still at La Targette, but soon moved to Bethencourt and then Baisdinghem where it was reduced to a cadre and its aircraft dismantled. Scarcely five years old, the Squadron already had an honourable history. Although it would be another 35 years before the Sovereign would approve a Squadron Standard, the unit had already qualified for five of the battle honours to which it is entitled today: Western Front 1915-18, Arras, Ypres 1917, Somme 1918, Amiens, and Hindenberg Line. In addition it held the Croix de Guerre for supporting the French during the Third Battle of Ypres. Notwithstanding this honourable adolescence, the "War to end all wars" had ended; peace and the future were the country's main concerns, hence the contraction of the infant RAF was particularly rapid. On the last day of 1919, 201 was disbanded.

II

THE INTER-WAR YEARS

*My argument is that war makes rattling good history;
but peace is poor reading.*

Thomas Hardy.

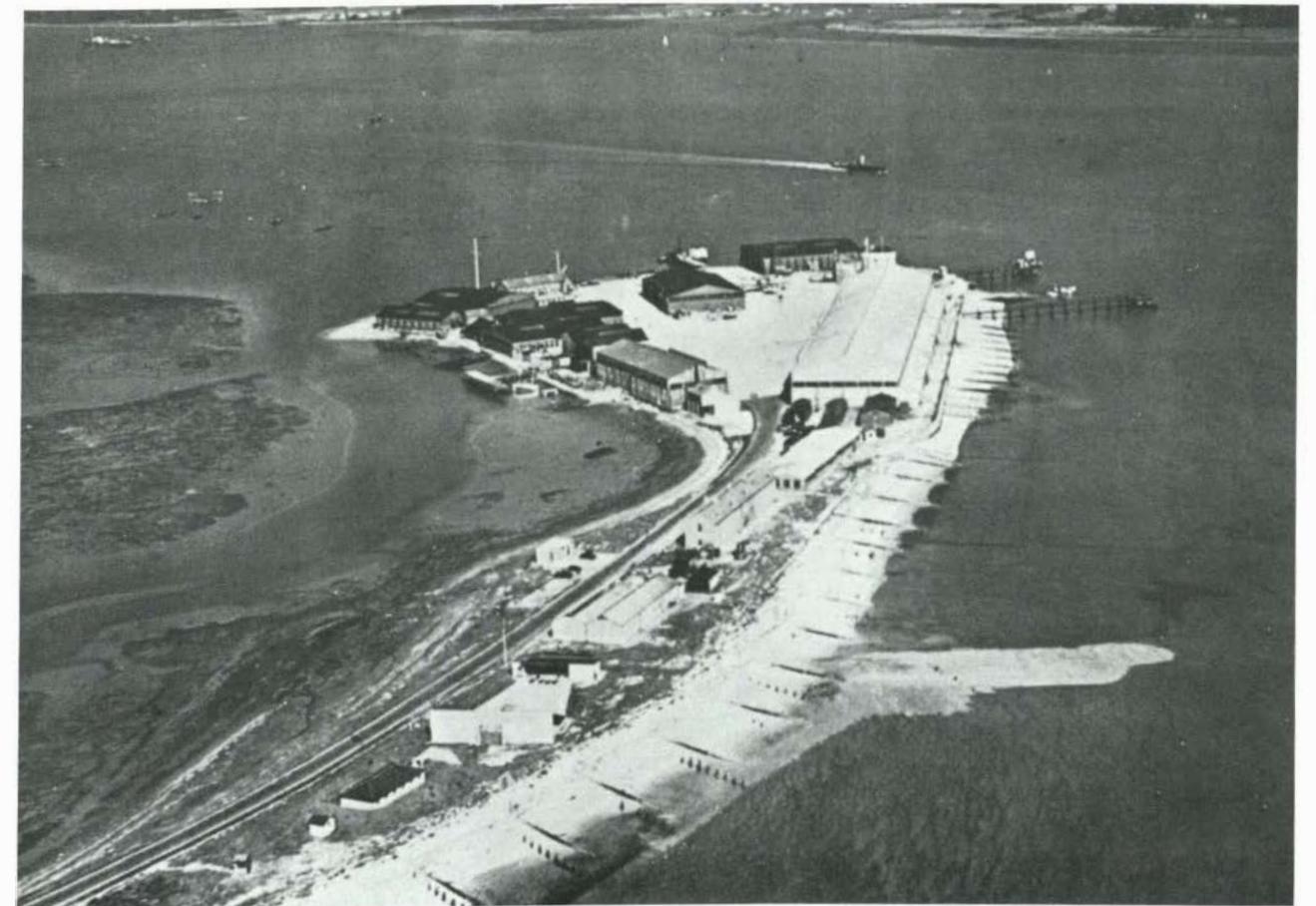


Stephen G. Roake

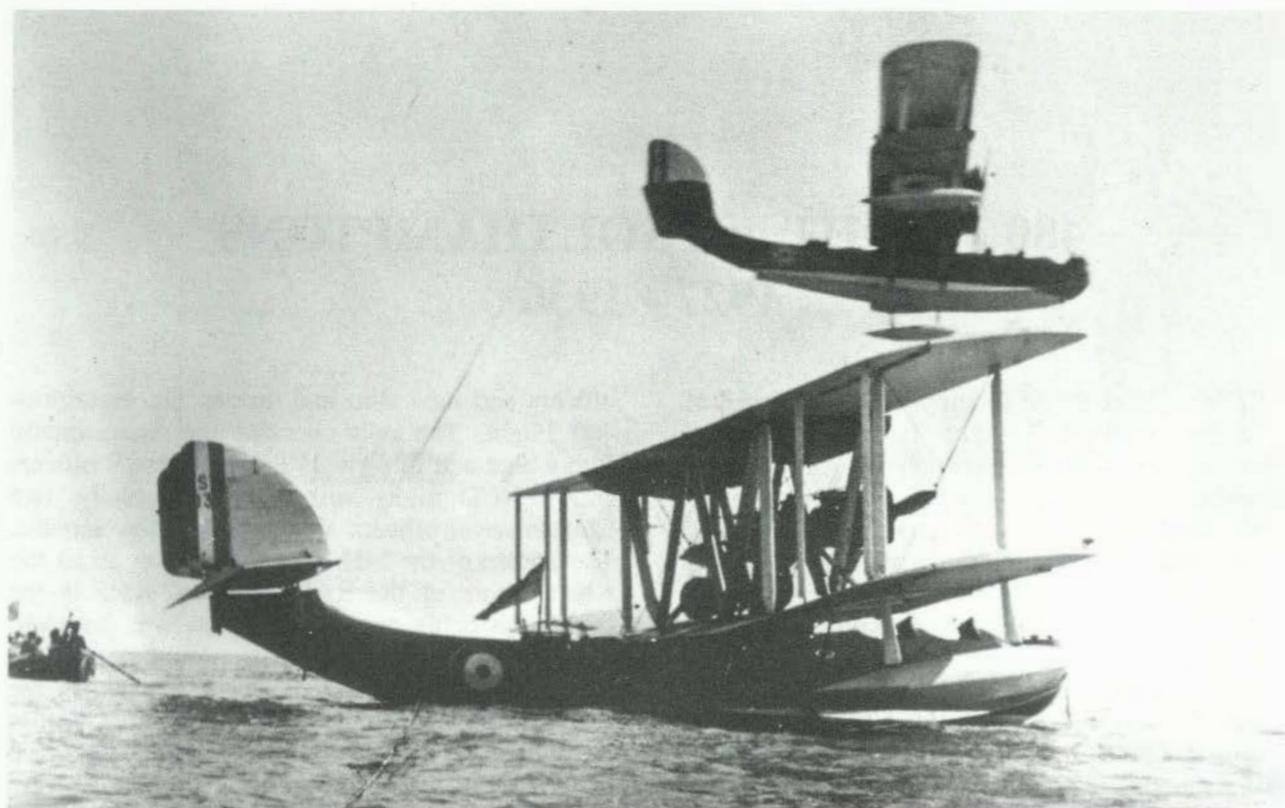
480 FLIGHT and SOUTHAMPTONS 1927 - 1936

There is evidence to support the existence of No. 480(GR) Flight from about 1927 onwards; however, examination of Air Ministry records reveal no sign of the unit in any documents of the period before this. As a result, the history of the early part of this interlude remains somewhat sparse, limited mostly to anecdotal rather than factual information; although, we know for certain that the Flight was formed from the cadre of 230 Squadron when it disbanded some time after the Great War. In late 1928 Sqn Ldr I.T. Lloyd handed command of the Flight to Sqn Ldr D.G. Donald; less than a month later, on 1st January 1928, 201 Flying Boat Squadron formed again from the coterie of

officers and men who had formed the mysterious 480 Flight. The unit operated the Southampton flying boat and in early 1929 there were 9 officers and 6 NCO pilots with, rather unusually, two Chilean naval officers attached for a few months. The nature of the high-level altercation about the whole future of the RAF that took place in the twenties is better documented elsewhere; however, in 1929 the RAF was close to its minimum inter-war size. Many squadrons had been disbanded in the sudden and swift contraction of all the services after the Great War; in addition, there was little motivation to re-arm in 1929. Such opinions were heard only rarely from those perceptive individuals



Calshot circa 1928



Southampton Mk Is of 480 Flight off Eastbourne - September 1926 (MOD H792)

who could recognize the birth of a hurricane in the gentle zephyrs which were blowing in Germany.

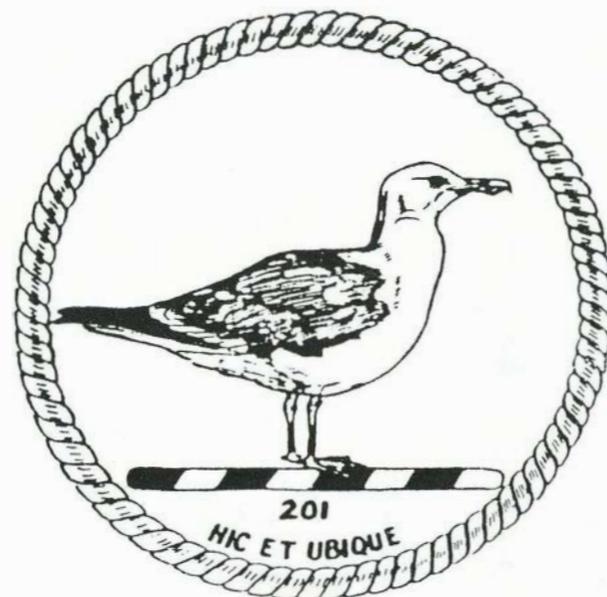
Although peace reigned, the unit was never without a job and anti-submarine exercises with the Home Fleet took place very soon after 201 reappeared on the active list.

Life was quite relaxed though, the LROFE and the OPS/CT were years away yet, and Wednesday afternoons were reserved for whichever pursuit one wished to follow. This came under threat once from one particular station commander at Calshot, a threat cunningly forestalled by some officers, as Air Marshal Sir Edward Chilton recalls:

"He decided that Wednesday afternoons would no longer be free, but used for sport, and ordered a sports parade for all those not already playing for the station at one game or another. One officer of the unit came dressed and equipped for fishing - another with a butterfly net and other accoutrements. There were no more sports parades."

In May 1929 the AOC 10 Gp approved the submission of a Squadron crest which had been designed by Flt Lt C.M. Knocker. It pre-dates by seven years the design which was ultimately chosen and appears on aircraft in a number of photographs from the period. Although the design is substantially different, the motto, "Hic et Ubique" remained the same when the new, official badge was approved in 1936.

During the summer of 1929 the squadron



continued to exercise with the Navy and won the Brooke Popham Cup inter-squadron shooting trophy at Bisley. They also deployed, apparently en masse, to Felixstowe from where they flew to Hendon to take part in the first great Aerial Pageant which the RAF put on for the public.

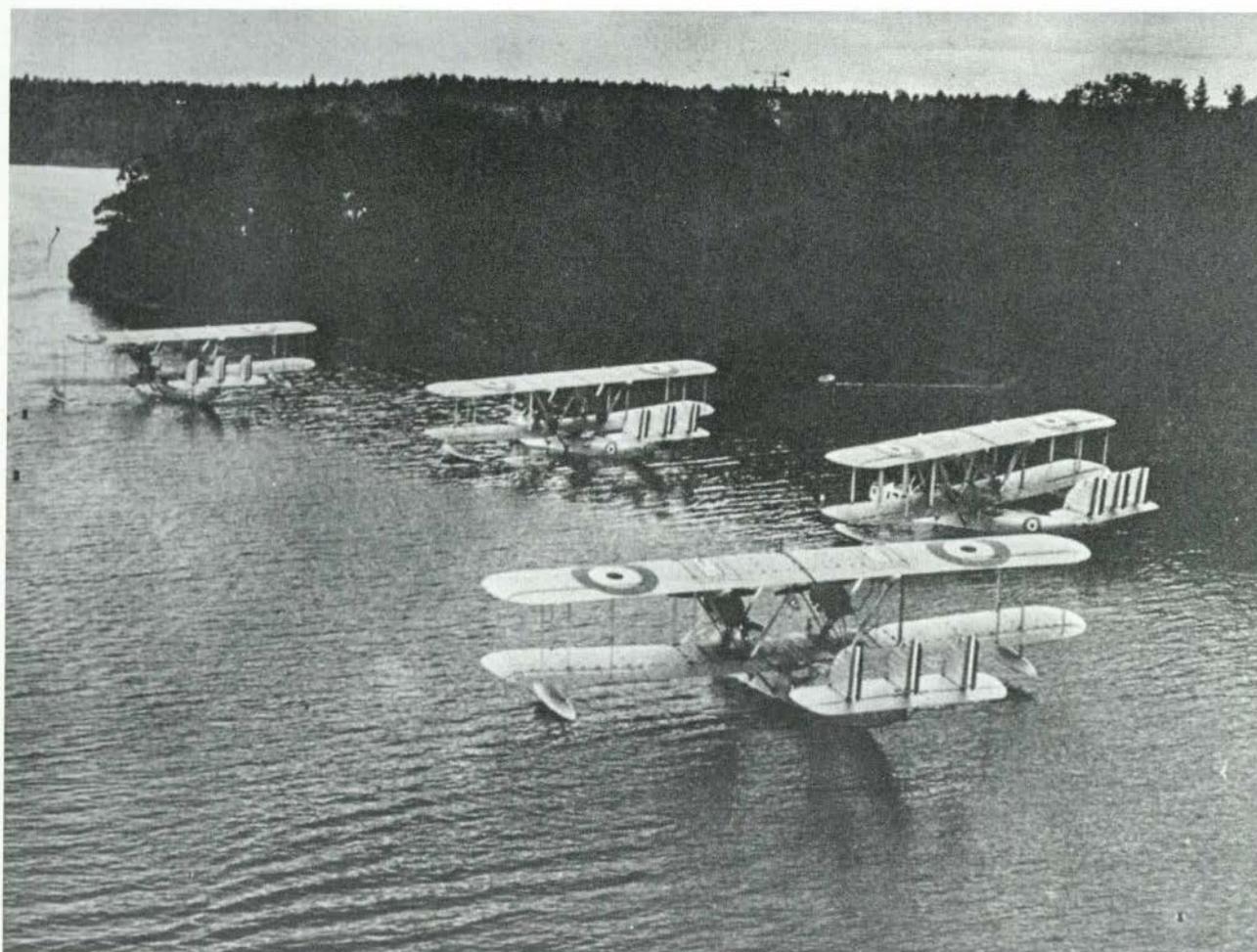
In January 1930, a signal arrived from the Air Ministry which decreed that all Southamptons with over 300 hours within two years service were to be



Southampton 1232 on beaching gear. This was the Squadron's sole airframe in February 1930 (MOD H2058)



201 Squadron - 1930 (NF)



Southampton Mk IIs in Latvia during the Squadron's Baltic Cruise of 1930. The aircraft are S1229, S1234, S1228 and S1058 (RAF M P2743)

considered unserviceable. At a stroke the unit was reduced in strength to one airframe, which itself was handed over to the seaplane training flight three days later. All was not lost, however, and a few days later Supermarine delivered some new aircraft. The original mark of Southampton was built mostly from wood and once on the water they had a tendency to absorb water, thus becoming heavier. The Mark II boats had a metal skin, and consequently did not suffer the same limitations. In March the unit, by now fully re-equipped with Southamptons, made dummy attacks on naval vessels. The stately progress of these biplane flying boats towards the waiting guns of the heavy cruisers and battleships of the Home Fleet was doubtless satisfying for the gunnery officers afloat, but it can have done little to prepare them for the swarming attacks by more advanced German aircraft in the coming years.

As summer approached, the now regular 'cruising season' was upon the squadron; the 1930 cruise was a particularly fine excursion. Four Southamptons set off from Calshot together with Gp Capt Nanson,

and Gp Capt Gosage, the Air Attache at Berlin. The cruise took in almost every Baltic state; Denmark, Sweden, Finland, Latvia, Poland and Norway. There was nothing rushed about the trip, which was apparently as leisurely as it was exotic. The Capital of each country was invariably included in the itinerary, which took a month to complete. A smattering of the general instructions to those taking part remains :-

" A Royal Air Force Ensign will be flown from each boat when at anchor There will be no land parties, so all work on machines will be performed by flying crews.....All spares (including propellers) will be carried between the four aircraft.....Each member of the crew is limited to one suitcase of personal luggage only; officers will take mess kit but no parachutes are to be carried."

The following year the Air Ministry was conducting experiments in the air defence of Great Britain and 201 aircraft were detailed to act as raiding enemy bombers from their temporary home at Dover. Little is recorded about this episode except that the lumbering Southampton was able to make it to 9800ft!

The 1931 cruise was nothing on the scale of the



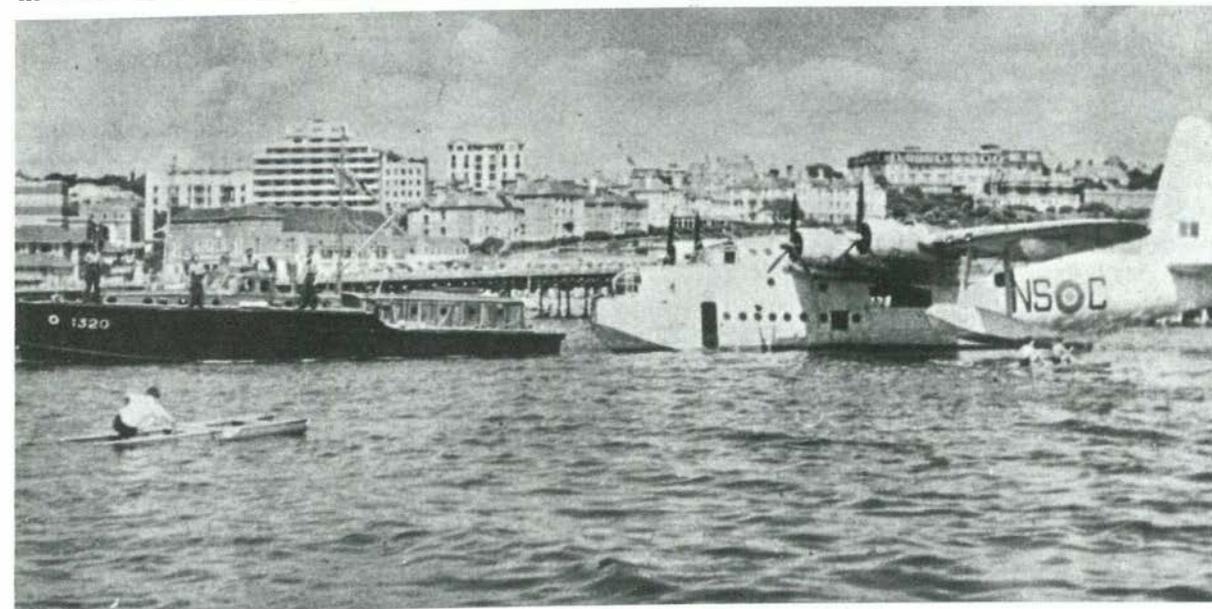
201 Squadron Baltic Cruise 1930. Gp Capt Nansen, Sqn Ldr Turner, Flt Lts Stevens, Harcourt-Smith, Wragg and Pascoe, Fg Offs Councill, Jones and Laine with various foreign Air Attaches to the Baltic States (NF)

SEAPLANE TENDERS

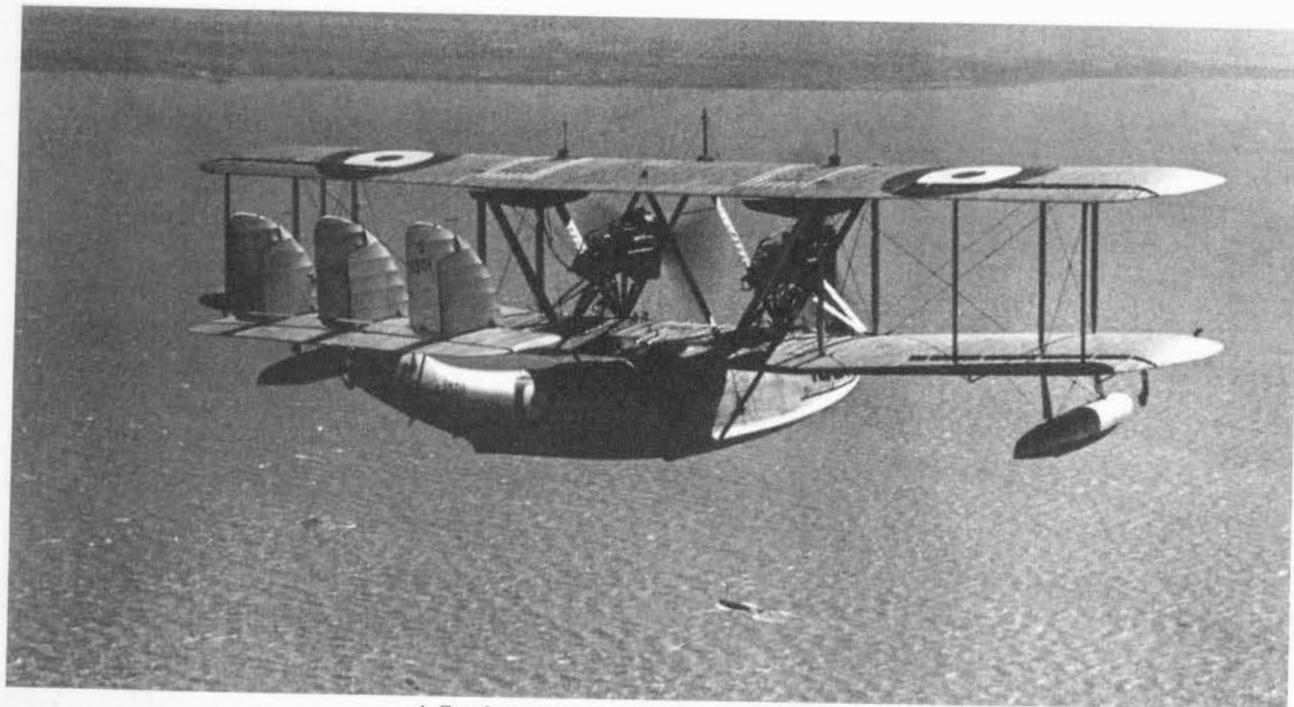
In February 1931 an Iris III flying boat, returning to RAF Mount Batten, crashed into Plymouth Sound. Many who witnessed the accident were consumed with rage and frustration as they watched many of the crew perish simply for the lack of a fast boat to rescue them. Amongst those who saw the tragedy was T.E. Lawrence, serving in the RAF as Aircraftman Shaw, who immediately set to work to persuade the Air Ministry to authorize necessary development work. Once this had been achieved, Lawrence himself became closely involved in the testing and production of the

boats, using his little-known but innovative skills as a mechanic.

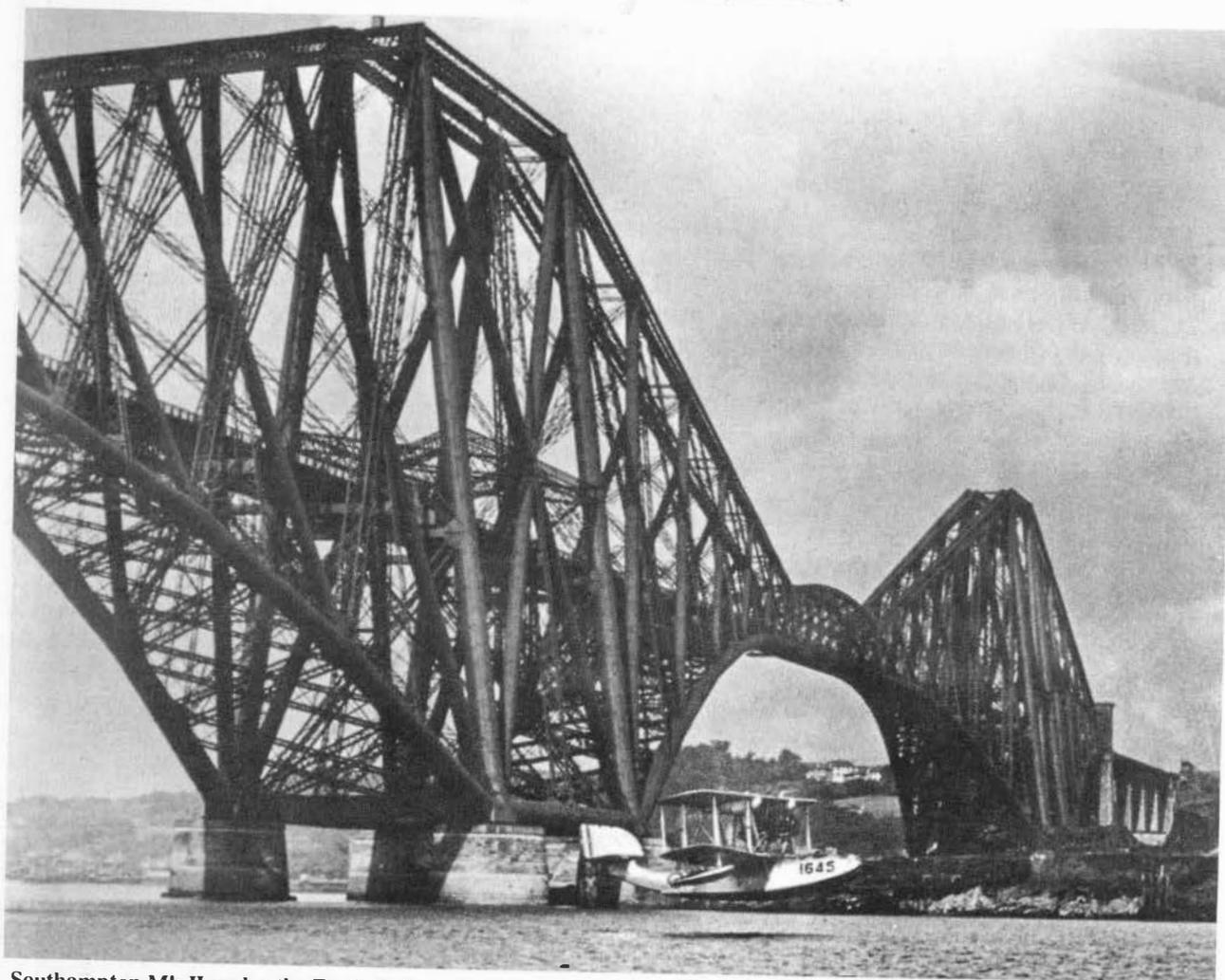
The development work was carried out at Mount Batten and at Hythe, near Southampton. The resultant seaplane tenders, which were delivered to nearly all the seaplane units, were powered by a pair of Invicta car engines and capable of nearly 30kts; They were a great success, to the extent that the design was subsequently used by the Admiralty for fast launches. The "Handbook to the Class of 37ft 6ins RAF Motor Boat" was written and compiled by Lawrence himself.



A fast seaplane tender alongside a Sunderland (IW)



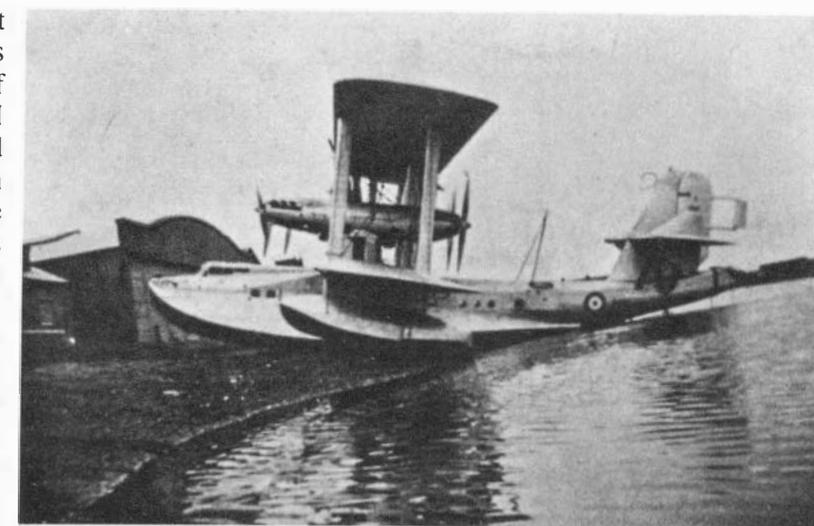
A Southampton over the Solent (MOD H327)



Southampton Mk II under the Forth Railway Bridge - 1933. The Squadron operated from Port Edgar on Coastal Defence exercises

previous year; the Squadron spent August in a variety of coastal locations from Stranraer to Oban and the Firth of Forth. At the turn of the year HM submarine M2 sank off Portland and 201's aircraft were sent out to search for survivors. Sadly all hands were lost with the vessel but the incident is the earliest example of search and rescue duties in the unit's history.

The Air Defence of Britain exercises in that summer again involved 201 who went on to practise some fighter affiliation with No.2 Squadron. Close to this period too, the rather sparse history records some floodlighting trials; whether these were a precursor to the Leigh Light (and its modern equivalent on the Nimrod) remains unclear, but its success seems to have been limited on technological grounds. A Southampton had a lucky escape in poor weather near Alderney in the Channel Islands early in 1933. After force-landing on the sea the tail plane was smashed, the replacement was flown out from



The Short R6/28 or Sarafand (S1589). Powered by six Rolls Royce Buzzards, it was briefly flown by 201 during early 1935 (RAF M P2221)

Calshot and, remarkably, the boat repaired whilst still afloat.

In May 1933 the new CO, Sqn Ldr C.G. Wigglesworth, arrived in time to lead the Squadron in reconnaissance and shadowing exercises against HMS Nelson and HMS Rodney. A story about the



Southampton formation circumnavigating the Isle of Wight (RAF M P019366)



Metal-hulled Southampton, pre-1936 with the original Squadron Badge on the nose and fuel gauge markings above starboard engine (JS)

author Capt W.E. Johns reveals the interesting trifle that he probably drew on the name of Wigglesworth, whom he knew, when creating the fictitious aviator for which he is well-known; namely Bigglesworth. The cruise around UK waters in the late summer of 1933 took in Oban, Lough Neagh, Loch Foyle and Londonderry amongst other locations. Whilst at Loch Foyle the Squadron met up with a group of 24 visiting Italian seaplanes led by Marshal Balbo who, together with the Italian Ambassador to Britain, Count Grandi, went flying in a 201 Southampton. Also during the cruise there were Naval exercises from Port Edgar and the Southamptons had to operate quite close to the Forth Bridge. On return from the cruising season, Sqn Ldr Breakey took control of 201; his previous job had been trialling the Short Sarafand, a flying boat that saw brief service with 201.

Serving at Calshot in May 1935 was Ken Etheridge, an Aircraftman Air Gunner under

training. He wrote of his experience on 201 at that time:

"When I arrived most of the Squadron were away in Scotland and only one Southampton (1149) was left at Calshot. Most of our flying was local, around the Channel and Atlantic approaches with visual and Morse lamp contacts with Atlantic shipping, mostly large liners. Apart from some air gunnery firing to qualify for my 'flying bullet' badge, my duties included the launching and beaching of aircraft as part-time 'wader' and the scrubbing down of the salt-encrusted hull once the aircraft was in the hangar.

Most memories are of the daily march down the Spit road to the hangar from the station accommodation. Great in the summer but ruddy awful during the winter months with the sea and wind blowing over the road. When the Squadron returned from Scotland, this 'walk' became a march to the tune of bagpipes played by a wild Scottish corporal. We could ride down aboard the Works and Bricks train, but only if one carried tools or things. We "rookies" often sneaked a lift aboard it but the ensuing penalty meant lying on one's back on the hangar floor scrubbing hulls with a hard dry brush - not worth the punishment."

THE LONDON SEASON 1936-1939

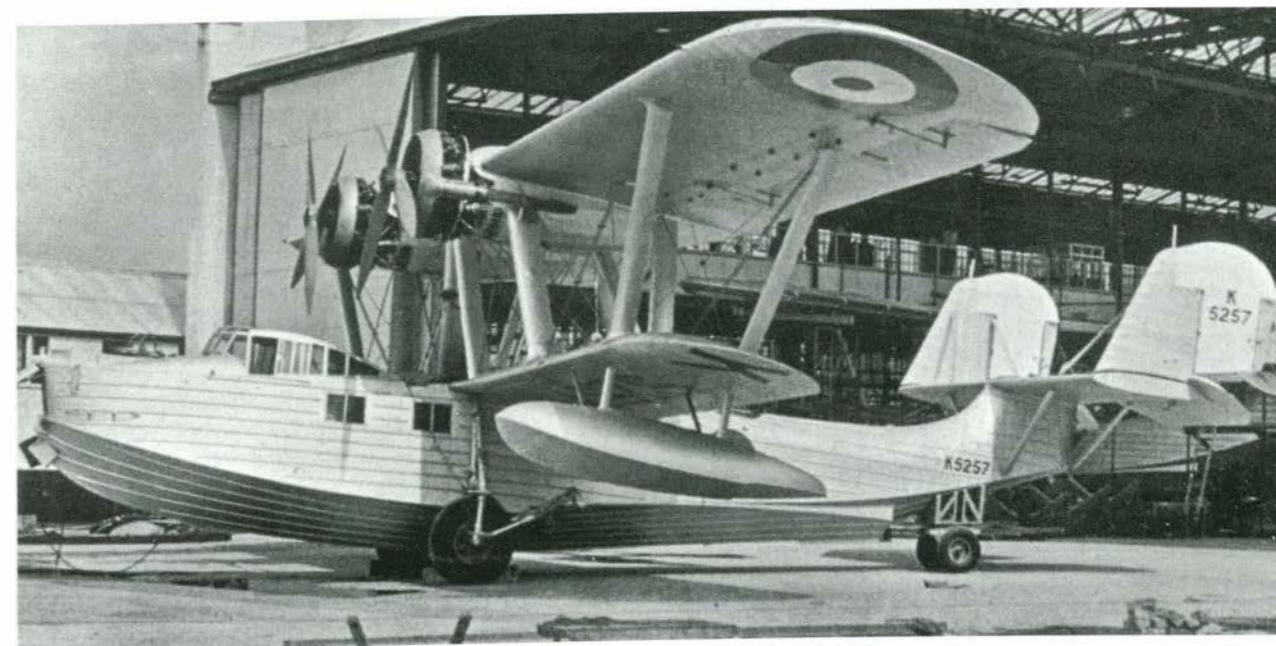
From this point there was little recorded of great significance until 22nd April 1936 when 201, now led by Sqn Ldr Breakey collected its first SARO London from the makers.

Training in the new machine began at once, although the second did not arrive until late July. The reasons for this lie in the convoluted story of British rearmament in the mid to late thirties. There were many schemes and plans for the expansion of the Air Force, but nearly all of them concentrated largely on fighters or bombers.

Later in the summer of 1936 there was more search and rescue, when a 201 aircraft, flown by Plt Off Patrick Dunn (later Air Marshal) with Plt Off Jim Leggate as navigator, was sent to search for the crew of the "Cloud of Iona", a SARO amphibian which had force-landed in the Channel, but no survivors were found. Shortly after this, during the making of the film "Our Royal Heritage" three aircraft were filmed and photographed for the production. There were many more exercises too, mostly with the Fleet as the country prepared once more for war.



Left to right: Plt Off W.H. Kearney (later Wg Cdr, and who was to become Lord Mayor of Westminster); Plt Off J.R. Leggate; Flt Lt "Loopy" Davis; Fg Off J.E. Allen (not of 201) (PD)



Bottom Caption: A new London for 201 (JS)

SEAPLANE OPERATIONS

“For those in peril on the sea”

The successful operation of flying boats was a complex affair, requiring a peculiar mix of both seamanship and airmanship. However, help was at hand in the form of the ubiquitous AP1081, (Officers Pocket Book 1937) which offered a wealth of practical advice catering for all eventualities, even for those unaccustomed to Seaplane or Flying Boat operations.

Chapter VI, Section 26, has these useful tips to offer for those, perhaps in faraway lands, who might have been called upon to take care of visiting flying boats:

“**Alighting Areas** — The alighting area, and the area leading to the moorings should be kept reasonably [*sic*] clear of surface craft.

“**Accommodation for Crews** — Although there is sufficient accommodation on board a flying boat, arrangements should usually be made for all the crew, except one guard, to sleep ashore.

“**Site of Moorings** — Moorings should be placed in the most sheltered position available, and as near as possible to the landing area. They must, however, be out of the fairway, clear of native craft, and free from strong currents and driftwood.

“**General Remarks on Mooring** — Making fast to a ship should be avoided, but if necessary to do so, aircraft should be taxied up to the stern of the ship and connection established by means of a heaving line thrown from aircraft to ship and NOT vice versa owing to danger of the line hitting propellers.”

Obviously, seaplane operation from home bases would be rather more routine and well organized than in the preceding cases; with the following supporting elements required to conduct, for example, night flying:

One Control Boat	One Control Officer
One Emergency Boat	Two WT operators
Two motor dinghies	Two signallers
One standby boat	One duty pilot
One motor ambulance.	

Also required was a list of aircraft visual identification letters for those aircraft taking part in the night flying detail.

In the event of problems, either airborne or seaborne, good advice was still available on which to base one's judgement:

“**Forced Landing at Sea** — After alighting, if an engine is faulty but not actually stopped, it should be kept running while attempts are made to rectify the defect. Any leaks or other damage caused by alighting should be rectified as soon as possible. Should one engine in a twin-engined

aircraft be serviceable, it is possible to make headway and to steer a course using it alone. A drogue should be made fast to the base of one of the aft interplane struts on the same side as the serviceable engine, to counter the tendency to turn.”

“**Reducing Strain on a Seaplane in Rough Sea** — If the sea is running high and broken, all petrol should be pumped out or run off using the jettison valve. In floatplanes this reduces the strain on the chassis. For the same reason the crew of a floatplane should place themselves on the main floats, forward of the leading edge of the lower mainplane. If the main floats are very much awash, the pilot and observer should not stay in their cockpits but place themselves on the roots of the lower mainplane and so relieve the tail float of as much weight as possible. They should watch for water collecting in pockets in the fabric and at once slit the fabric to drain it away. The pilot or observer may be obliged to get out on one or other of the planes in order to trim the seaplane. Should the sea be breaking through the lower planes, it is advisable to slit the fabric in these planes to allow the waves to break through with minimum resistance.”

The following careful advice is also given:

“**Use of Oil for Calming Breaking Sea** — The value of oil for this purpose has long been known to mariners. Breaking sea is the greatest danger to drifting seaplanes, but this can be reduced by releasing the engine lubricating oil onto the surface. Two bags with loose mouths and made of No.2 canvas should be carried for this purpose in all seaplanes. Both bags should be filled by draining off oil from the engine lubricant tanks, one should be attached to the mooring drogue, and the other slung over the tail on a length of cord.”

Predictably, AP1081 is not without a word or two of direction if the situation deteriorated still further:

“**Action when a Seaplane is Breaking up at Sea** — A petrol tank or one of the main floats should be detached if possible and used as a support in the water. When the crew are forced to rely on their safety belts they should hold hands and drift together, but even when the belts are ample support, the limbs should be constantly exercised to prevent cramp.”

Finally, never struggling for an answer, the publication concludes:

“Salvage of seaplanes is an extremely difficult task. A marker buoy with ample mooring line should be made fast as soon as possible. If a portion of the wreck is above water, the line should be made fast to some suitably stout part. Attempts to tow a wreck by members of the structure unequal to the strain add to the damage and render salvage more difficult. A wrecked seaplane should be lifted out very slowly so as to allow the water to run out of the plane, floats and hull. To permit drainage, the fabric of the wings etc, should be slit directly they appear above the surface.”

Approved
Edward R?



College of Arms
May 1936 ~ ~

J. O. Hester - Curator
Chester Herald
and Inspector of Royal
Air Force Badges.

In May 1936 the Squadron indicated to the Register of Arms that it wished to register the badge and motto which it had been using for some time. In fact this reference is to the newer design with the old motto which is recognized today. Such designs, after initial vetting by the Chester Herald, are submitted to the reigning Monarch for signature of approval. 201 Squadron's crest is unusual because it is one of the very few approved by King Edward VIII, prior to his abdication. The tale behind this is best told by Gp Capt Cahill who subsequently became CO in 1939:

"I was stationed at Felixstowe and carried out the trials of the Short 'Calcutta', and on completion brought it down to Calshot with Chilton [later Air Marshal Sir Edward Chilton] to demonstrate it to the Prince of Wales, who had been to Portsmouth to present new colours to the Royal Scots Fusiliers, and Lord Trenchard, who was Colonel of the Regiment. We flew round the Isle of Wight with the Prince in the second pilot's seat, and Chilton dispensed refreshments in the cabin - strong stuff! Chilton told me later that Trenchard asked him if I was safe!

The Prince of Wales took over for a spell and did several turns without blowing my ears out in the open and noisy cockpit as it was a three-engined job with Bristol engines. He then asked me to fly low over Osborne House, which I did with some trepidation as low-flying, and very noisy at that, was taboo, but I told the Station Commander after the flight at Calshot that a Royal Order was a Royal Order, and heard no more about it. Later I wrote to the Equerry, Lt Col the Hon. Sir Piers Leigh, and requested his help in inducing the Chester Herald, Heaton-Armstrong, to put 201 at the head of the documents for signature by King Edward VIII and this was done."

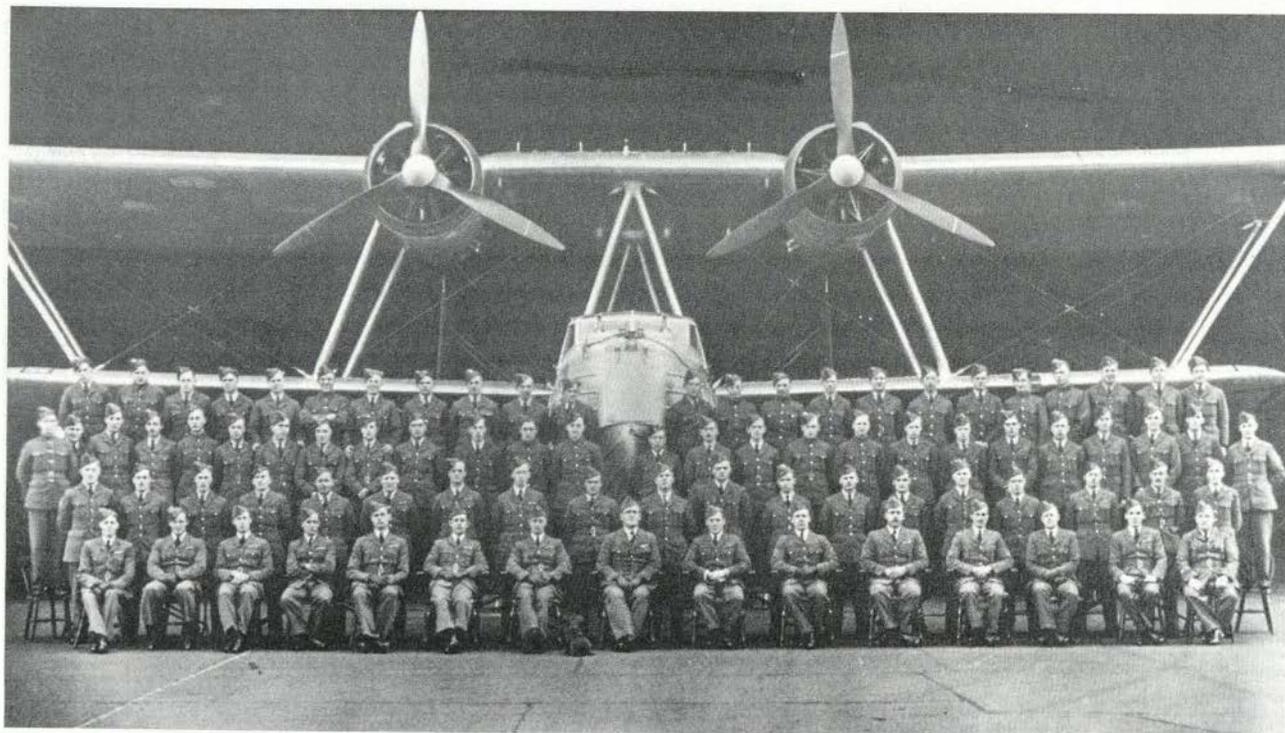
Thus on 23 July the AOC-in-C, Air Marshal Sir



201 pilots with Mk I London, Spring 1937 (PD/JL)
Front L to R: Flt Lts R. McMurtle, 'Batchy' Carr, Sqn Ldr J. Breakey, Flt Lts H. Moreton, H. Michie
Back L to R: Sgts Burdett, Easton, Flt Lts B. King, 'Jasper' Coates, Plt Offs J Leggate, W. Kearney, Fg Off P. Dunn, Sgts Hobley and Bannister

Arthur Longmore, the Squadron's first CO, was able to present the unit with the original copy of the squadron crest signed by King Edward VIII, during his annual inspection.

By 1937 all the Southamptons had gone to the breakers yard and early in the year three of the new Londons went to Malta, taking a future AOC-in-C Coastal Command with them, Air Marshal Joubert de la Ferté. In the middle of 1937 two Londons returned to Gibraltar, one in a single 11 ½ hour hop.



201 Squadron -1938 (LC)

The trip was flown to take a party of 10 nursing sisters to attend wounded sailors from the German battleship Deutschland which had been bombed off Spain by Spanish Republicans during the civil war. Gp Capt Irvin, who at the time was a Fg Off pilot on the Squadron, was involved:-

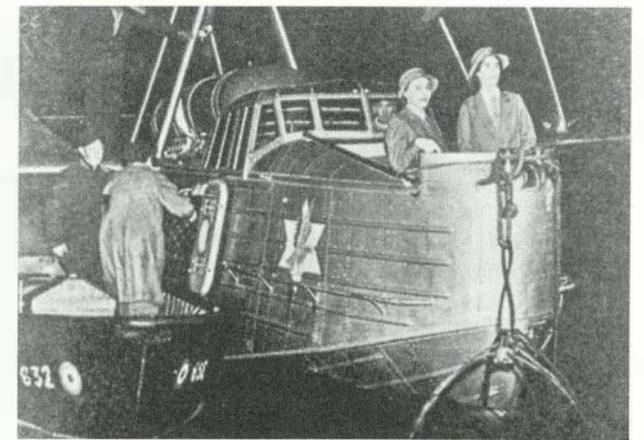
"We were rung up by the Air Ministry [1st June 1937] and asked if we could convey 10 nursing sisters urgently to Gibraltar. The battleship Deutschland had received a direct hit on the stern from a 500 lb communist bomb, killing 16 and seriously wounding 80 sailors. She put into Gibraltar where the wounded were put ashore.

"We told the Ministry that we hadn't the range to do the trip which had to be completely outside territorial waters, but they could find no other aircraft capable of it. Finally our engineering officer came up with the idea of constructing a 150 gallon saddle tank and strapping it on top of the hull. There were no such things as all-up weights then; you either got off or you didn't.

By 5 am all work was finished and the two London Mk Is taxied out; Sqn Ldr Breakey and myself in the first and Flt Lt Coates and Plt Off Kendrick in the second. We started the take-off at Southampton docks and had High Speed Launches [HSLs] stationed at Netley and Calshot with instructions to zig-zag flat out in front of us to provide a "bump off". We both managed to lurch off just past Calshot Spit lightship and hung perilously in the air, reaching 1000ft just as we passed the Needles. As I remember it, we actually reached our operational height of 2500 ft as we went abeam Ushant. In spite of a small diversion when we were fired on by a Spanish destroyer we reached Gibraltar in about 12 hours, to unload some incredibly sea-sick nurses who had to go straight on duty. The amusing sequel to all this was the announcement some four months later that the two captains of the aircraft had been awarded the Iron Cross (5th class); but the Air Ministry politely declined the offer as they said that 'the mission was performed in the normal course of duty'. A great pity."

Autumn of the year saw more long-distance travel as the unit ferried Londons out to Middle East squadrons as they too were re-equipped. The record shows a distinct gathering of pace through the next months into 1938. The activity for some months is simply noted with the terse statement "many exercises". These were invariably in cooperation with the RN and were interspersed with armament training camps and night flying practice in the newer London II flying boats.

Gp Capt J.H.Irvin had recollections of the unit's involvement in early radar trials by Robert Watson-Watt. The experiments took place at Bawdsey in conjunction with, from time to time, a detached element of 201 at Felixstowe who were detailed to fly sorties in their Londons to act as targets for the embryo radar equipment. Early on, a minimum of three Londons in formation was necessary to register a response on the primitive kit, but as it improved, the pilots could begin to increase their range from the set and eventually the apparatus was able to detect a single flying boat with relative ease. Gp Capt Irvin also remembered the time spent



Nursing Sisters boarding a London bound for Gibraltar

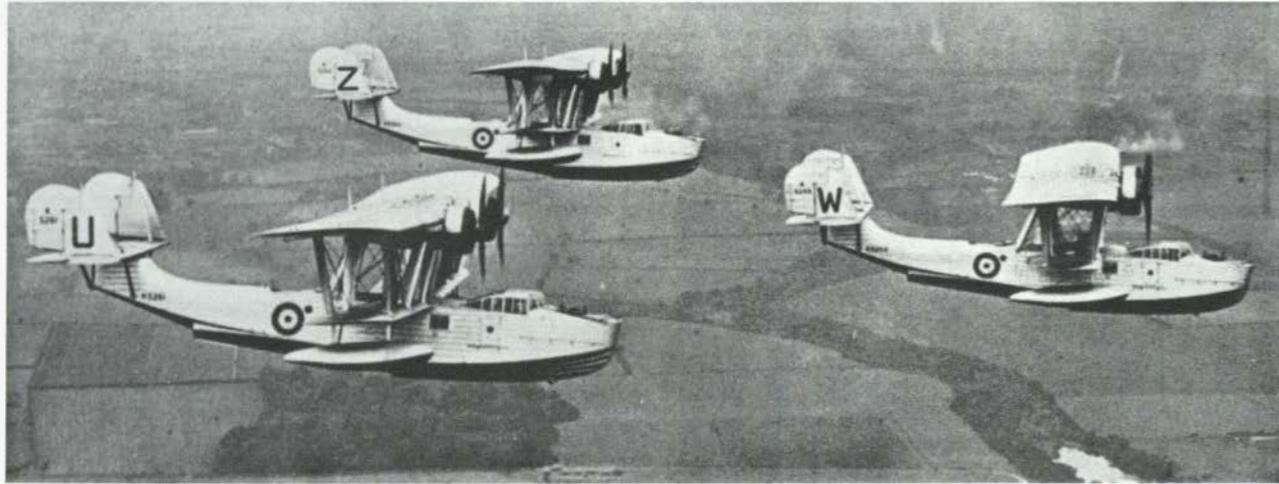
monitoring the Western Mediterranean in the late thirties during the Spanish Civil War:-

"This was an anti-submarine patrol established by an international agreement made at Nyons in France and consisted of a more or less permanent patrol between Malta and Gibraltar, operating from Kalafrana and a depot ship at Arzue, to the east of Gibraltar on the Algerian coast. The instructions were to attack any submarine seen in the area in order to prevent the Communists interfering with international shipping. I cannot recall how such attacks were conducted but I know that no one made a hit. I am sure it kept their heads down though, because little shipping was in fact intercepted".

Finally, in September 1938 the order came to deploy to war stations, which for 201 meant Invergordon. The trip north took three days, on account of weather. Shortly after deployment Sqn Ldr Eady took over the unit, although he remained as CO for a very short time, handing command to Wg Cdr C.H. Cahill on 1st Feb 1939.

The final few months of peace were spent flying reconnaissance sorties around the Shetlands to determine good anchorage sites, particularly at Garth's Voe and Brae. At the same time the rest of the unit at Calshot was preparing for a permanent move North. The entire Squadron, bar flying crews, embarked on the SS Manela, to be shipped to the Shetlands and their new base at Garth's Voe.

Britain was gearing up her industry for war although quite how hard-pressed it was at this point can be seen from another anecdote of the period. Intercomm systems were in very short supply, with Fighter Command at the top of the priority list; hence all the earphones and microphones were withdrawn from the Squadron's flying boats, leaving only one set for the radio operator. Fg Off Vince Furlong's crew solved the difficulty by rigging a rope, with a bell attached, between the radio position and the rear turret. This worked well until on one occasion the bell rang when the operator was busy. When he finally made it back to the tail to enquire what the matter was, the submarine that the eagle-eyed rear gunner had spotted had long gone.



London Mk IIs - November 1938 (RAF M P1650)

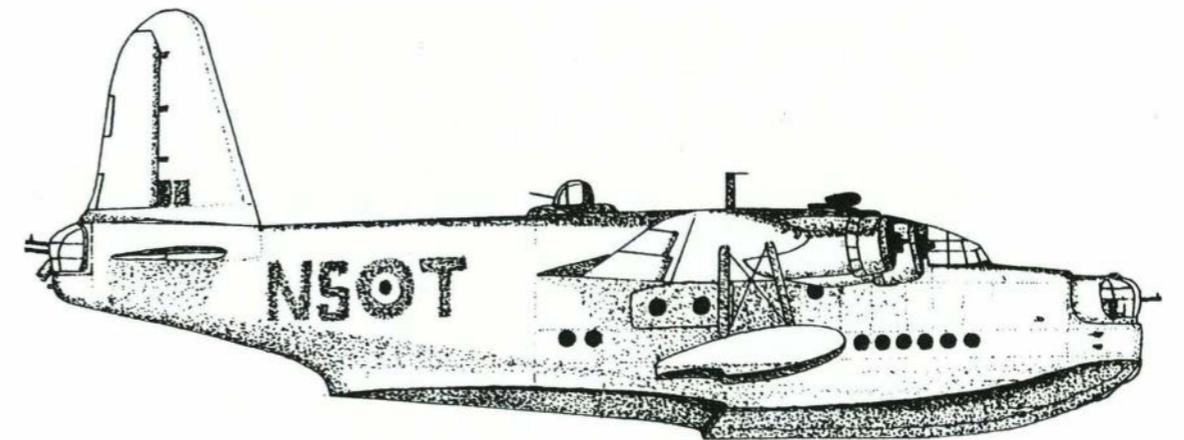
The aircraft and their crews made the trip to Garth's Voe a week later assisting in another search and rescue incident in the intervening period. The submarine HMS Thetis sank off Holyhead in early June and a 201 London was sent with escape gear. Further aircraft joined it but the Thetis and her crew

were lost. There followed weeks of move and counter-move as the summer of 1939 slipped away and Europe braced for conflict. All the elements of 201 Squadron were finally re-united at Garth's Voe by the 8th August; their home for many of the coming difficult months.

III

WORLD WAR TWO

*"War - the Squadron was ready."
Squadron Historian's diary, 3rd September 1939.*

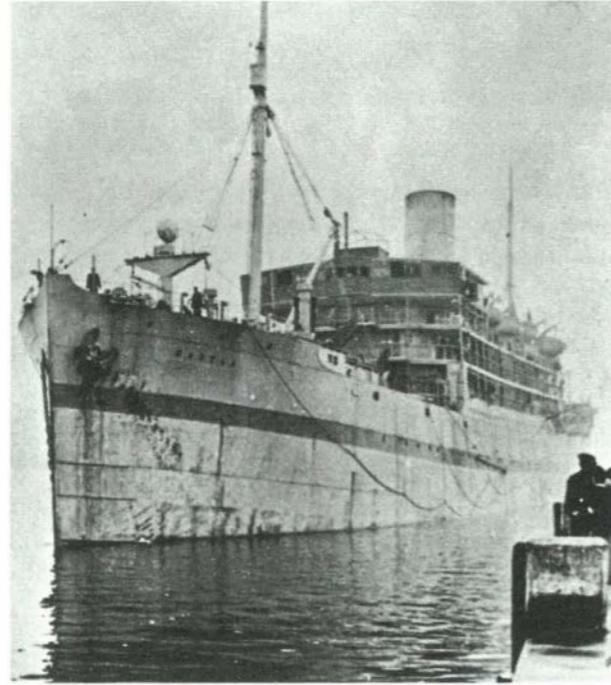


Stephen G. Roake

OVERTURE 1939 - 1940

In situ, and as ready as it could be in the circumstances, the Squadron awaited its first taste of the war. When Mr Chamberlain made his address to the nation on 3rd September 1939, two of the unit's aircraft were already airborne, one of them captained by Fg Off Vince Furlong who was tasked with a reconnaissance patrol close to Norway. Wg Cdr Cahill took command of No 100 Wing, of which 201 was a part, at this point. Within a few days four Sunderlands arrived, led by Sqn Ldr Pearse, which were then attached to the Wing. The first of many hundreds of convoy escort patrols was flown on 8th September. This type of sortie, the "stock in trade" of Coastal Command Squadrons, was frequently monotonous; but on this occasion the crew had a vested interest in the safe arrival of the two ships which formed the convoy since they were carrying supplies for the Manela, the converted freighter which formed the Squadron's accommodation. The Manela had spent her early years on the London-Karachi-Bombay service and in 1937 transferred to the Calcutta-Australia run. She was a comfortable residence. Twice every day the Adjutant's dog was rowed ashore for a walk and the only inconvenience was the frequent bad weather, with high winds which meant that everyone went to their flying boats to ride out the storm. In very high winds it was quite possible for the seaplanes to actually fly whilst still anchored to their moorings, the propellers windmilling in the storm. The aircraft were manned too if there was an air raid warning; if it materialized, crews started engines and the whole Squadron taxied about on the water, relying on the principle that a moving target was more difficult for the marauding HE 111s to hit. The practice was evidently successful, although one London (L7042) was caught by six German bombers in November whilst undergoing an engine change. The intruders strafed the machine which caught fire and sank; the riggers and fitters aboard her dived into the harbour to save themselves.

By this time, Garth's Voe had become known as Sullom Voe and the anchorage had its own guardships in HMS Calcutta and HMS Cairo who



SS Manela, home for the Squadron at the outbreak of war
(VF)



The Purser, 'Shot' the dog and the MO at boat drill



He 111s bombing 201's anchorage at Lerwick. Smoke is from the burning London



London on fire

alternately patrolled the area. The first submarine sighting was made by Flt Lt Gautrey's crew in September during a North Sea patrol; three anti-submarine bombs had no apparent effect on the diving target which escaped. There were to be several more months of such patrolling during the "Phoney War", but in November 1939, 201 moved its HQ to Invergordon, leaving a detached unit at Sullom Voe.

Fg Off Furlong left for Scapa Flow in early November with the Chaplain-in-Chief to the Fleet aboard; he recalls the trip well:

"Flying just below 500ft I invited the padre into the right-hand seat. As this was about 3ft above the gangway he grabbed the control column to help himself up. We disappeared rapidly upwards into the cloud and I simultaneously struck a clergyman and a senior officer to regain control. We landed safely at Scapa, moored to a battleship buoy and spent the night aboard HMS Iron Duke, which lay half submerged, having been bombed a few weeks before."

Not long afterwards the first operational loss occurred while Fg Off Middleton, in a London II, was patrolling close to Norway. The port engine began to leak oil; returning to Sullom the leak became so bad that the engine was throttled right back. The crew threw everything they could over the side to try to maintain height but to no avail and the flying boat force-landed in the sea about 50 miles short of the Shetlands. A big sea was running and things were not looking bright when the mast of a warship hove into sight, quickly turning into HMS Cairo who homed to their distress signals. She ordered HMS Imperial to pick up the crew after which the Squadron's first aircraft casualty suffered the ignominy of being sunk by friendly gunfire and ramming.

Still the war did not come to Sullom Voe with any vengeance, although there was still much flying to be done, mostly over the North Sea. Sorties in the London were usually five to six hours long and consisted of line and cross-over patrols or track searches; sometimes up to four aircraft would take part in synchronized sweeps. In February 1940 a 201 London was able to help the SS Sea Venture, torpedoed by a U-boat. When the aircraft appeared the submarine dived and the London homed the Lerwick lifeboat to the scene. A similar service was performed for the survivors of the SS Chastine Maersk later in the month by Sqn Ldr Finlay in L7040.

By April all save one of the remaining Londons had been returned to Calshot and the unit was ready to receive more Sunderlands. The Sunderland replacement, the SARO Lerwick, was to have entered service about now but had shown uncorrectable handling characteristics. The result was that the Sunderland remained in service,



Engine change for a London at Lerwick using a dockside crane (SM)



The SS Hilda picks up survivors of the MV Chastine Maersk - Febraury 1940

although there were very few aircraft available until production was increased.

In May of 1940, in an attempt to break the German control of Norway, British troops were landed at Narvik and the town was captured on the 28th. Sadly this success could not be sustained with the Germans controlling the bulk of Norway to the south and so we evacuated Narvik in early June. Enemy air superiority was almost total and even the relatively well armed Sunderland was vulnerable during the many reconnaissance patrols flown in support of this heroic but futile operation.

Soon after the fall of Norway, a 201 crew found a fishing boat which seemed to be laying mines. Almost at the same time they saw that it was being circled by a Dornier, which fled the arriving Sunderland. Immediately the fishing boat hoisted the Norwegian flag and headed west at full speed. Afterwards the crew discovered that the boat carried the British Vice-Consul in Stavanger, his family, and



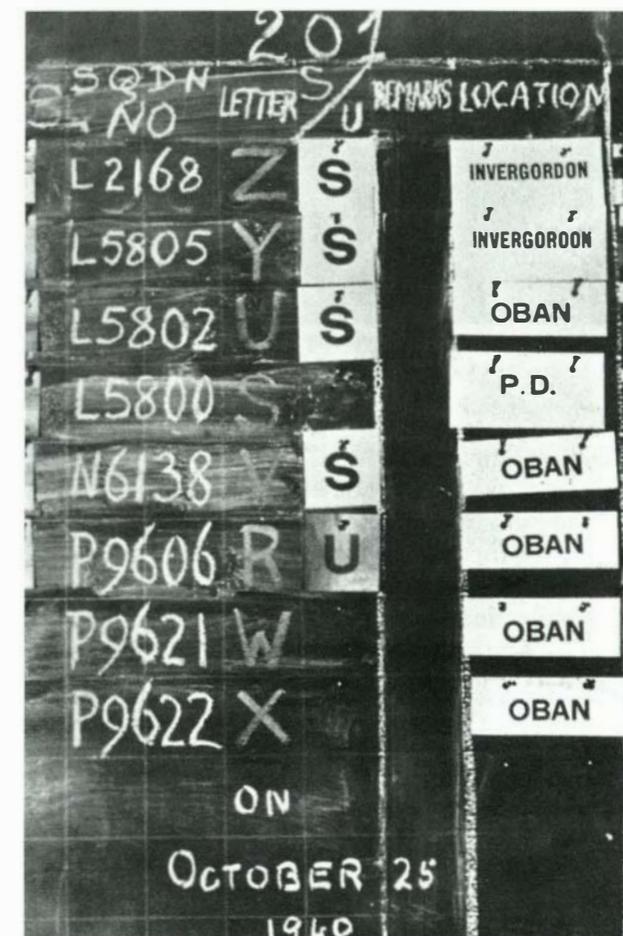
'Met' - early convoy work during the Norwegian campaign

the ADC to King Haakon who were escaping from occupied Norway. A more conclusive brush with enemy aircraft took place in August when Plt Off Field attacked a Dornier 215 although his Sunderland was holed and two of the crew were injured.

By the start of 1941 the Battle of the Atlantic was beginning in earnest with the first of the great and bloody convoy battles across the ocean. The Focke Wulf FW200 Condor was used as a long range reconnaissance aircraft to spot the convoys and send sighting reports for the U-boats. Flt Lt Lindsay met one in January between Iceland and the Faeroes. The crew jettisoned the depth charges to gain speed and closed for the attack; Ray Heard, a guest navigator on the crew remembers the fight vividly:

"We were ordered to action stations; I took up my position in the front turret, clamped a magazine onto the single VGO gun, switched on the reflector sight and waited, with some trepidation, for the action to begin. Someone in the astrodome was giving range estimates as the Condor turned towards us for a pass along the port side. We dropped almost to sea level and the Condor continued closing. By the time its silhouette more than filled my gunsight I opened fire, anticipating the controller's order by a second or two. While I could see my tracers arcing towards the target, I did not see any hits, and at our approach speeds the entire action was over in seconds. I could hear the two dorsal guns blasting away but the surprising thing to all of us was the lack of return fire from the Condor which banked hard away from us and escaped. At this point the captain sent a chill through us all shouting 'The port tanks, the port tanks!'. We all thought they had been hit but it turned out that someone had forgotten to switch over fuel tanks and one engine was beginning to cough; and all this close to the sea in pursuit of the Condor."

When they returned to Bowmore, on Islay, the skipper berated them all for their abysmal



The planning board - 1940

marksmanship, with the warning that a lot of gunnery practice was in the offing, only to discover the following day that the Condor had put out a distress call and crashed into the Bay of Biscay.

In addition to the U-boat threat, the presence of German surface raiders, the pocket battleships, in various continental ports was treated very seriously by The Admiralty and in early 1941 a large number of North Sea patrols were conducted to ensure their

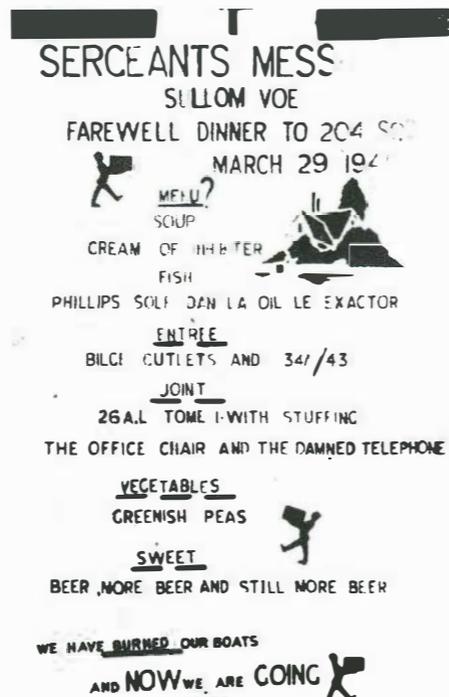


Ray Heard poses at the port dorsal position of Sunderland Mk I T9077. Note ASV aerials (RH)

detection if they tried to break out into the Atlantic. Much of this work was extremely tedious but sometimes a sortie stands out, packed with incident and no little courage and improvisation from the crew. A particularly tenacious example is that flown by Sqn Ldr Cecil-Wright on 21st January between Trondheim and Narvik. First at Bodo they noted the recent construction work on the harbour, then, approaching Narvik itself they sighted a parade of soldiers at a military barracks where all semblance of military order was dispersed with a single GP bomb. Flak defences were becoming accurate by now and after they had attacked another barracks, a motor convoy and a 6000 ton ship, the turrets were out of order and the tailplane damaged. They set course for the Shetlands, arriving over Muckle Flugga at 1650. Snow storms raged, visibility was nil and the radio U/S, making weather reports for Sullom Voe impossible. Eventually the captain elected to set the Sunderland down on the sea near Herma Ness. As he did so, the deep swell that was running caught the port float, submerging the wing tip and damaging it. The crew balanced the boat by moving onto the starboard wing while the skipper taxied her inshore where they anchored. The anchor only held for a few minutes which meant that the engines had to be restarted and the aircraft taxied into the lee of some cliffs. The crew made thirty

attempts to anchor throughout the night, ending when the anchor itself finally broke. They had been afloat for over 10 hours since landing and, becoming a little desperate, decided to moor the boat to a rock. At this point the wind changed and the Sunderland drifted onto the rocks which ripped a gash in her hull. As luck would have it the lighthouse keeper at Muckle Flugga had spotted their distress flares and passed on the message. When dawn finally broke another crew flew up to rescue them. A few days after, the Sunderland, T9049, was towed to Culli-Voe and beached for salvage.

For her crews, the Sunderland was very much a home and, aside from the dangers to be faced on ops, there was always the possibility of domestic catastrophe. Around this time 201 shared a life at Sullom Voe with 204 Squadron and inter-squadron rivalry no doubt abounded, especially when 204 lost at least one aircraft through a galley fire which got completely out of hand, a fact that 201 would not let them forget as the menu for 204's farewell dinner attests. The vagaries of the elements and fairly primitive navigation equipment still proved more hazardous though; Flt Lt Vaughan spent several anxious hours one February night holding off over the Moray Firth while waiting for snow storms to clear. The aircraft was then struck by lightning. On the ground a loud explosion was reported which led to "Air Raid Purple" sounding and a separate report of a Sunderland crashing into the sea off Burghhead. In fact they landed, quite safely, later on.



The menu for the farewell dinner for 204 Squadron when they left Sullom Voe (RH)

MAN IS NOT LOST

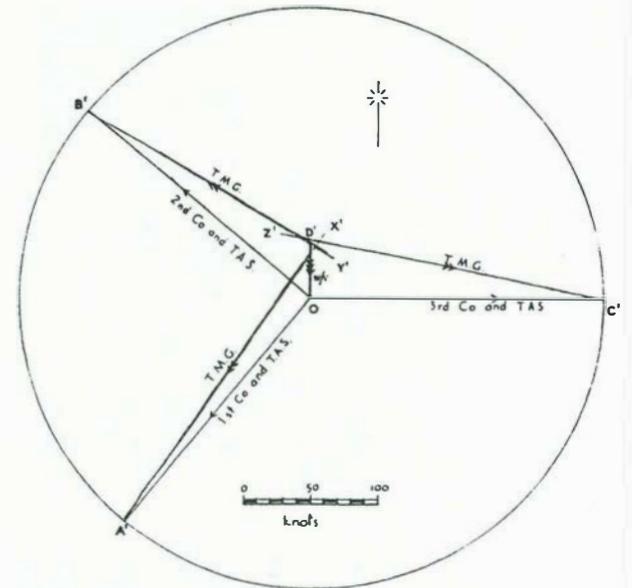
"Are we nearly there yet?" Alice managed to pant at last.
 "Nearly there!" The Queen repeated,
 "Why we passed it ten minutes ago!"
 Lewis Carroll. (Alice Through The Looking Glass)

Devoid of any long-range navigation aids, the Sunderland navigator, like his contemporaries on other Coastal Command aircraft, faced a difficult task, constantly maintaining an airplot through a long patrol; "rough" positions were no good for U-boat or lifeboat sighting reports.

Before World War 2 there had been little need for aircraft to operate for extended periods over featureless oceans; however, the serious threat from the U-boat, operating far out in the Atlantic, altered that. As Coastal became equipped with truly long-range aeroplanes, so the difficulties for the navigator increased. The job was not straightforward transit flying from "A" to "B", but hour after lonely hour spent searching areas far from land, or perhaps maintaining a line patrol in the same relative position to a moving convoy for several hours, in bad weather and without reliable fixing aids.

Finding the wind velocity was a major burden. For his modern day counterpart it is calculated in nano-seconds by computer, in those days it was infinitely more time-consuming. With luck, wind lanes might be visible on the surface, but more often it would be necessary to obtain a "three-drift wind" by flying three legs of a few minutes each, on headings about 60 degrees apart. The three different drifts measured could be resolved into a usable wind velocity as this extract from AP 1234 (Air Navigation) 1944, shows.

The circle is called the airspeed circle and represents one hour of airspeed, drawn to a suitable scale. To find the wind, the aircraft was flown on three different courses; 220 T, 310 T and 090 T; the drift has been measured on each leg. The reciprocals of each of the headings flown (ie 040 T, 130 T and 270 T) has been plotted from the centre of the airspeed circle which is assumed to be the air position of the aeroplane. Now, by applying the measured drift to each of these headings the track made good (TMG) for each leg can be also plotted; where these three tracks meet is the ground position of the aircraft. The vector between the two intersections is the wind velocity, in this example 360/42 kts.



Wind-finding: Multiple Drift Method

So much for the classroom example, now try it in a Sunderland at 30 W on a dark night, in heavy icing and turbulence, fifteen hours into an eighteen hour sortie.

Wind might also be determined by observing smoke from the air, as the AP reveals:

"On dark nights it is impossible to see objects on the ground clearly enough for drift measurement unless they are lit artificially. Four-pound incendiary bombs and reconnaissance flares are very useful at such times, though the former may fall so far behind that only the rear gunner may be able to make use of them."

Presumably, consideration for civilian morale precluded the use of the four pound incendiary bomb over friendly territory. The AP has a word of advice on every aspect of the nav's trade:

"Every time a flight is ordered, it is with some definite aim in view, since the Royal Air Force does not indulge in light-hearted joy-riding."

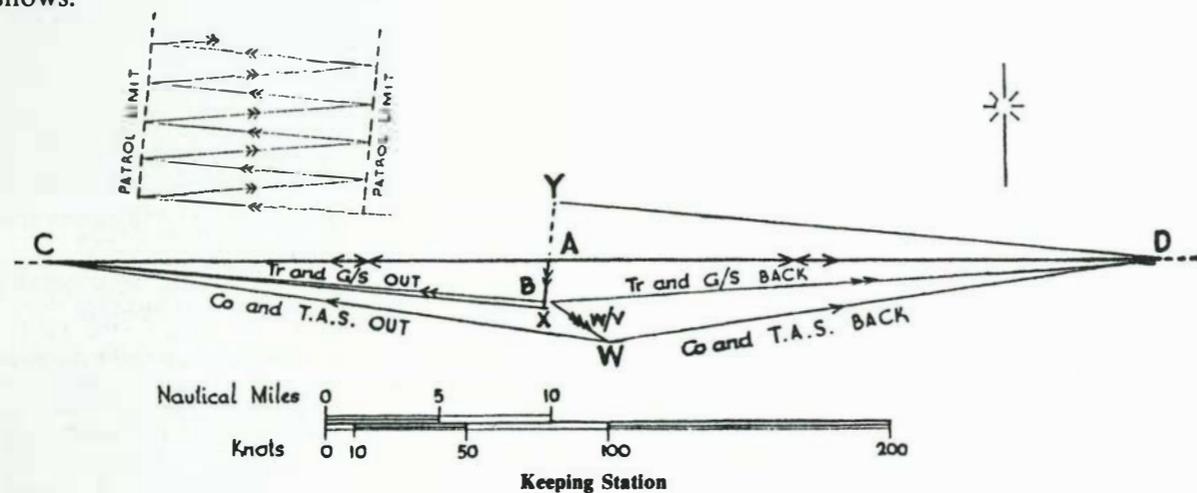
Pre-flight preparation is also considered in some detail:

"No details are too small to be overlooked when preparing for a flight. A good stock of sharp pencils, one or two india rubbers, a penknife in a handy place, a protractor, a pair of serviceable dividers, a long ruler, time-speed tables, the current Air Almanac, appropriate volumes of Astronomical Navigation Tables, proformas as required, Astrograph films, message pads, maps, all must be ready for use, to say nothing of checking the navigation watch against GMT. The navigator may well regard this equipment like a magician surveying his paraphernalia. It is indeed part of his make-up, and he will feel embarrassed if he cannot put his hand instantly on its smallest item."

AP 1234 continues its welter of excellent counsel for our tyro plotter, warning him at an early stage in his career, of the perfidious nature of pilots:

"It has been found by bitter experience that verbal communication between members of the crew is a very dangerous medium for passing navigational information because of the possibility of misunderstanding. It is not unknown for a pilot to steer, say, 125 degrees after being asked by the navigator by telephone to set a course of 025 degrees. To avoid such an unpleasant surprise the instructions should be written down in black and white, and their execution supervised."

The task of maintaining station on a convoy was less onerous if it could be kept in sight at least part of the time; however, if the ships were not visible, for whatever reason, the airplot solution involved a lot of work as the example shows:



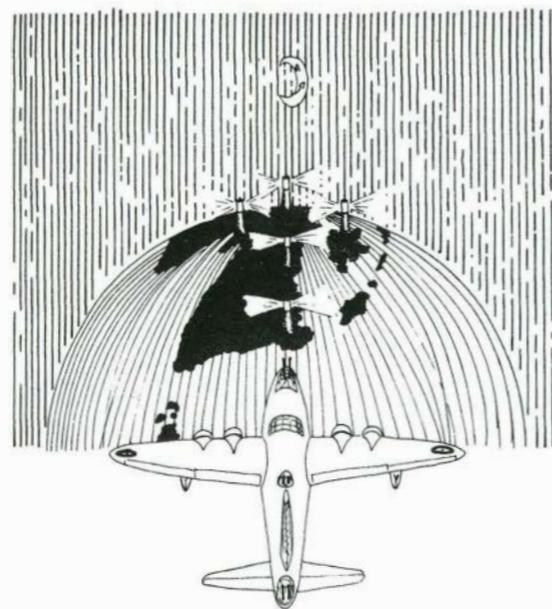
This illustration assumes a constant course and speed for the convoy, never a certainty as many individual vessels would have been zig-zagging, in constant peril of a torpedo.

The return from a long patrol over the sea was naturally the time when "geographical embarrassment" might occur. The simple solutions are the best, as in the case of the homing aids available to 201 Sunderland navigators when returning at night. In early 1941 the lighthouses would be switched on, at the request of the duty controller at base, on the Butt of Lewis, Cape Wrath, Duncansby Head or Tarbet, depending on the aircraft's destination.

One navigator, after the unit moved to Castle Archdale in Northern Ireland, devised a more complex way of coping with the high ground around Lough Erne. Tony Veale worked out the track to follow flying towards the shore from Donegal Bay, using the ASV beacon on the

control tower to monitor distance from base. A friend of Veale's, Ken Fairbairn, describes how he himself tried the procedure for the first time;

"We returned from escorting a cable-laying ship in April 1942 after last light and under 10/10ths cloud with no moon. I persuaded my skipper, Flt Lt Spink to climb above cloud and run up the coast using the beam ASV aerials until the rapid increase in distance off showed we had reached Donegal Bay. We turned onto the track for the beacon which was 119 degrees Magnetic. The beacon (on the control tower) showed as blips on the ASV coding 'ER' in morse. Having passed the mountains we lost height to 2000ft until one mile from the beacon when we reduced height, breaking out of cloud at 1100ft with the red light on the control tower 1/4 mile ahead. (The nearest high ground was close to the landing area and also at 1100ft!) Never having tried it before you can imagine the state I was in; nevertheless, we found the flarepath and landed safely."



ZM/R (P9606) Sunderland Mk I, probably photographed in 1941

EXPOSITION 1941 - 1942

The Admiralty's fears of German surface raiders were finally realized in May 1941 when the Bismarck, accompanied by the Prinz Eugen, slipped through the Kattegat. On the 22nd, after refuelling in Bergen, they headed north-west and out into the Atlantic north of Iceland. The search for the raiders by aircraft of Coastal Command, 201 amongst them, was directed by the AOC-in-C himself, Air Chief Marshal Sir Frederick Bowhill. Bismarck was next sighted on the evening of the 23rd, by HMS Suffolk who maintained pursuit through the night down the Denmark Straits while the battleships HMS Hood and HMS Prince of Wales raced west to engage the enemy. Contact with the Bismarck and the Prinz Eugen was intermittent and an aircraft was sent to assist in the shadowing lest they escaped during darkness. The job fell to Flt Lt Vaughan and his crew in Sunderland L5798. On patrol the weather was grim, with low cloud down to 300ft, but, after searching throughout the early hours of 24th May without success, an updated sighting position from HMS Suffolk was signalled at dawn. Unknown to Vaughan, the Hood and the Prince of Wales were about to go into action, and as the aircraft transitted towards the new position, gun flashes were clearly seen at 6330N 3200W in the rapidly improving visibility. Closing the position they saw a ship afire; assuming it was the Bismarck they headed for another, undamaged, vessel to be met with a barrage of heavy flak. At this point they realized their error in time to witness the final exchange of salvos between the Hood and the German ships which ended in a gigantic explosion as Hood's main magazine erupted from a direct hit. The 42,000 ton battleship was broken in two by the blast and she sank with 1418 on board, leaving only three survivors. The Sunderland, and its now very quiet crew, remained on task passing sighting reports to the rest of the fleet until PLE.

The rest of the Bismarck action does not belong here; suffice to record that she was finally sunk three days later after Swordfish torpedo attacks, a pounding from the heavy guns of the battleships

King George V and Rodney, and further torpedo attacks from the cruiser Dorsetshire.

About this time, 201 took delivery of its first MkII Sunderland, although even with the new aircraft, the crews saw little action against the U-boats during the summer of 1941. The reason for this is that the U-boats were concentrating their savaging of the convoys in the Atlantic Gap, beyond the range of the Sunderland.

The operational record for the Squadron for June contains an account of one crew's experiences with an armed trawler, the Vascama in the Shetlands-Faeroes gap which might sound rather familiar to those operating in a more modern context. The aircraft had been specifically tasked to cooperate with the trawler, and their conversation, signalled by Aldis lamp, is recorded :-

Aircraft: *"Have you seen anything"*
 Vascama: *"No, but I am in contact with U-boat"*
 Aircraft: *"Shall we carry on the search ?"*
 Vascama: *"Stay; submarine in close vicinity"*
 Aircraft: *"What position ?"*
 Vascama: *"Contact 700 yds ahead"*

The trawler then attacked, using her last depth charges in the process. The exchange continued :-

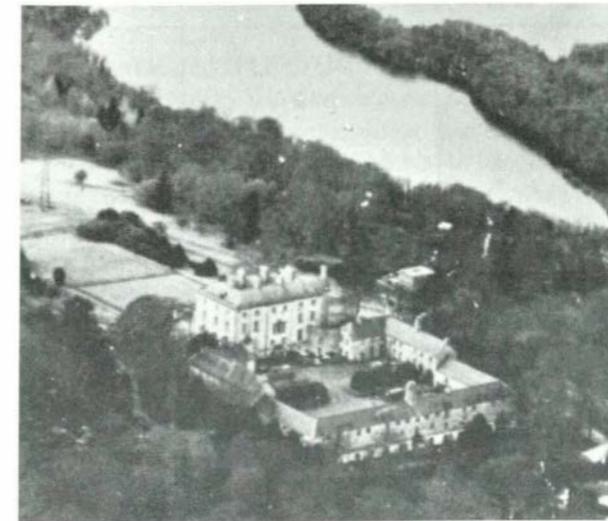
Aircraft: *"We have three depth-charges aboard, shall we drop them on your instructions ?"*
 Vascama: *"Yes, I will bring contact in direct line ahead at 150 yds."*
 Aircraft: *"What depth settings ?"*
 Vascama: *"Suggest stagger 150, 250, 350 ft"*

A few minutes later the boat reported the submarine contact in line ahead of her at 150 yds and the Sunderland swept in to deliver the attack. That it failed to produce obvious destruction is in this instance not the point; significant though is the procedure itself and the date of its inception.

August, and the first U-boat sighting for some time. An aircraft was escorting the SS Highland Brigade; about half an hour before it was due to go off task the crew sighted a submarine diving about three miles away. It was gone when the aircraft

arrived at the spot; however, the position was marked and the ship warned to take evasive action.

At the beginning of September, Flt Lt Raban ferried O/201 from Sullom Voe to Felixstowe. This aircraft, retrieved and repaired after the January incident at Muckle Flugga, was without guns, W/T or intercomm, so the crew carried a brace of Tommy guns as armament. About thirty miles off Flamborough Head the aircraft was intercepted and attacked by an enemy Me 110. Battle was joined, with the co-pilot acting as the intercomm by dashing between the cockpit and midships positions, where the Tommy gunners were relaying messages. The Me 110 made one final straight pass and then withdrew, causing no damage to the Sunderland which landed safely at Felixstowe.



Castle Archdale - March 1942

By this time the Squadron had been at Sullom Voe for two years and on 18 September 1941 it was ordered to Castle Archdale, on the shore of Lough Erne in Northern Ireland. The advance party moved later that month and the Squadron was installed at its new base by 13 October. The officers were initially quartered at Charter School, Kesh in distinctly primitive conditions. One bath and one lavatory served the needs of 40 to 50 people whenever Guinness-coloured water, fetched from Lough Erne by lorry, was available. Most of the rooms were gloomy and damp and every morning there was a seven mile journey to Castle Archdale, usually standing on the back of a lorry. Things did improve though; transport, food and beer were organized. A mobile generator arrived and a gang of willing helpers painted the rooms. Rabbit shooting was organized and a "local" established, such that when the time came the following April to leave for the new Nissen hut mess at Castle Archdale, few of the officers were particularly pleased.

Operationally, the very location of Castle Archdale would have led to considerably longer transits to and from Atlantic patrol areas had it not been for the existence of the Rathlin corridor. This narrow strip of airspace ran westwards from Lough Erne in Northern Ireland, across neutral Eire, to Donegal Bay, obviating the need for the longer transit around the North coast. Such co-operation between Britain and Eire, probably agreed around 1941, is neither well known nor well documented, although the collaboration extended only so far - those straying too close to the edge of the corridor were likely to come under fire from a military camp a few miles north of Bundoran harbour.

The unit's unofficial history reminds us of two events, in quick succession in December, that exemplify the humour and the tragedy which were close to squadron life of the period. Flt Lt Cooper departs in a Sunderland from Pembroke Dock for a test flight in the local area. Flying around he has an argument with a balloon cable which *"Struck the No.1 port inspection platform between propeller and cockpit, cutting into the leading edge of the wing"*. The cable snaps, the balloon disappears heavenwards and 600ft of steel hawser descends rapidly towards the balloon crew who grovel hurriedly under their lorry to save themselves. After landing, the embarrassed Cooper is approached by OC Balloons who congratulates him on his interesting practical experiment: *"We wanted to know precisely what would happen old boy"*.

Only days later though, Flt Lt 'Digger' Fletcher and most of his crew were killed on take-off. They made an attempt to get airborne from Mount Batten on a calm but dark night, but abandoned it because of insufficient speed and swing. At the second attempt they made it aloft, well beyond the last flare; but the Sunderland was so heavily laden, and climbed so sluggishly, that it struck the breakwater; all the crew plus 10 ground crew were killed, apart from Sgts Harry Lodge, Alan Penny and George Booth. Penny was killed later in a flying accident in March 1949.

The dangers of flying too close to ships in convoy were made evident early the following year. S/201 spent some time on the slip in March 1942 with gunfire damage, a victim of light AAA fire from an unhappy convoy straggler unseen in the dark of night. Flt Lt Raban and his crew collected an overseas "jolly" to Cairo shortly after the move to Castle Archdale which made a pleasant change from the UK in wartime. Some passengers joined them at Mount Batten including a General, two Air Marshals and seven other senior officers. After an uneventful trip via Gibraltar and Malta, the aircraft was overhauled. The return trip began on 30



ZM/S on the slip after a convoy shot at her - March 1942

December and included four days in Malta during a particularly heavy period of enemy air attacks on the island. Finally they returned from Gibraltar to Mount Batten in early January 1942, well laden after a successful shopping expedition on the Rock. Apart from the minor inconvenience of an unserviceable engine, the aircraft stayed intact throughout the trip.



Repairs to Sunderland Mk III, W6055 after beaching in September 1942. The aircraft was short of fuel and put down at South Ford, Benbecula (RAF M P022045)

Spring arrived and operational flying started to increase again. In April three U-boats were sighted on successive days. On the 13th a Sunderland Mk III, R/201, under the command of Fg Off Powell on an U-boat sweep, sighted a surfaced U-boat at twelve miles. It took the aircraft four minutes to reach the spot and the submarine was diving when the crew attacked. An electrical fault prevented all but three of the depth charges from releasing and no results were observed so the aircraft commenced baiting tactics. Four hours after the attack they returned to the datum to see a large oil slick trailing off to the North East which may have come from the damaged U-boat.

Baiting tactics are described in Coastal Command Tactical Instructions:

"The aircraft sets course for a position at least 30 miles from the scene of the sighting and returns about an hour later taking full advantage of cloud, sun and weather conditions for concealment in the hope that the U-boat may have re-surfaced. Such time can often very profitably be used in obtaining a new fix to improve the reliability of the position originally sent in the Sighting Report."

The second sighting reflected the crew's increasing use of their radar equipment and is the first recorded radar detection by a 201 Squadron crew. On the 14th, Flt Lt Cooper and his crew in Z/201 on another anti-submarine patrol gained a contact eight miles to port. The aircraft homed in and picked up a U-boat that was attacked, apparently without result. Half an hour later a periscope was sighted and also attacked, again with no visible results.

TACTICAL DEVELOPMENT

During the greater part of 1941, Coastal Command had been striving to develop, with the assistance of the Operational Research Unit (ORU), tactics which would improve the effectiveness of the anti-submarine aircraft. Some procedures and tactics had to be devised on a trial and error basis, to counter problems that were entirely new in the field of warfare. Such was the content of Tactical Instruction No. 15. The work of the ORU had shown that once the U-boat was sighted, the approach had to be made direct and as fast as possible since it only took about half a minute for an alerted U-boat to submerge. The direction of attack relative to the course of the U-boat did not matter at this point in the battle. Later on, when the submarines began to stay on the surface and engage the attacking aircraft with a formidable array of anti-aircraft cannon and machine guns, it became more prudent to attack by flying along the target's track when making an attack, so reducing the number of guns that the U-boat could use. The Instruction made it clear that the attack had to be made from below 100 ft to achieve the desired accuracy and that all the DCs on the aircraft should be dropped in one stick, spaced at a 60ft interval, and set to explode at a depth of 50ft.

During May the campaign against the U-boats shifted focus slightly to the Bay of Biscay; as a result, one aircraft, V/201 with Flt Lt Powell and his crew was detached to Pembroke Dock to carry out sorties to the South of the Bay of Biscay and another aircraft went to Reykjavik where it took part in escorting a Murmansk-bound convoy. The

maintenance of the aircraft for operations of course depended on the hard work of the servicing crews. They had their day on the 29th May when all the aircraft on charge (eight) were serviceable for operations. But the Squadron had not flown its operations unscathed, and aircraft and crews were lost. On the last day of July 1942 P/201 flown by Fg Off J R Traill was lost in a sad, but too common, example of fratricide. At that time communication and recognition procedures with surface forces were almost invariably by visual methods, posing great difficulties in poor weather. The ships themselves were naturally suspicious of unidentified aircraft and were inclined to shoot first and ask questions later. Traill had set out on a convoy patrol under strict wireless silence; nothing further was heard and when he failed to return on ETA, overdue action was taken. Later that day a signal was received from the Escort Force Commander which stated "...With regret to report Sunderland aircraft shot down in low visibility by ship of convoy..." It appears that the aircraft was shot at by a straggler, an engine set on fire, causing an immediate forced landing. The aircraft broke its back on impact and only one survivor, Sgt Wheatley, was rescued.

The respect held by enemy aircrew for the Sunderland was exemplified by a sortie in September. During a convoy escort, Flt Lt Bunting and his crew, in S/201, sighted single FW200s Condors on two occasions, and a pair of them once. Although all three Condors opened up on the Sunderland, they were always reluctant to come within a thousand yards. Bunting, determined to see the whites of their eyes, hauled the Sunderland around towards them several times but they always made off before the gunners could get in a good burst.

In September, Fg Off Dougie Gall had to beach

R/201 on her maiden voyage on the coast near Benbecula after running short of fuel on the return transit. One member of the Squadron went on an operational rest during October. "Wimpy" was a small bitch of indeterminate breed that regularly went flying with one crew and even had her own log book with 300 hours in it. She was stood down ready for impending motherhood and the following month produced a litter of seven puppies, not all of them reflecting great credit on her choice of "husband".

In November the Squadron flew 690 hours, the busiest month it had ever known; one crew flew 135 hours in 31 days. There were 2 major tasks. One was the escort of the Allied Fleet crossing the Atlantic en-route for the invasion of North Africa, the second, a massive effort by many Coastal Command aircraft to search for survivors from a badly mauled convoy. Plt Off Ken Robinson was the navigator on R/201, with Fg Off Gall as the Captain, on one of these search and rescue sorties.

" We left Castle Archdale for a creeping line ahead search at 0450 and, at first light, descended through cloud to see a lifeboat with 12 occupants. Those in the lifeboat fired a red Veréy and flashed SOS, then signalling that they were living on tea. This boat was in fact one of four from an MV sunk by a submarine. The U-boat commander had interrogated them before leaving them adrift in mid-Atlantic. We assembled such food as we could from the galley and wrapped it in a Mae West. I manned the bombsight and we made a low-level "bombing" run over the boat. The package was picked up by the occupants of the tiny craft who flashed their thanks. The seas were too heavy to land and pick them up so the position was accurately recorded and Sunderlands, Catalinas and Flying Fortresses continued to search the area until four lifeboats were found, the last with the captain of the vessel aboard. Until the naval destroyer came to pick them up, a constant watch was kept over the boats and food, water and medical supplies were dropped. In all 73 passengers and crew were saved; the RAF flew 55,000 miles during the operation and the RN swept hundreds of square miles using corvettes and destroyers. A great operation."

RECAPITULATION 1943 - 1944

1943 marked the climax of the Battle of the Atlantic and, although the year began quietly for the Squadron, the long hours of fruitless patrolling began to pay dividends; in March there were three sightings and three attacks from aircraft. On the 14th, Fg Off Matthey, appropriately in U/201, was doing an anti-submarine sweep. The front gunner spotted a U-boat, fully surfaced, three miles off the port bow. A rapid depth charge attack straddled the target, lifting its stern out of the water; the submarine then disappeared leaving only a large brown patch on the water to mark its position. There was more to follow. On the 20th, Flt Lt Hewitt was aerial shepherd to a pair of convoys, SC122 and HX229.

A U-boat came into view 4 miles away, already flooding her tanks. The crew attacked the swirl and, swinging around to return to the datum, saw the target surface again, bows first. The front gunners poured machine gun fire at it and a second depth charge attack was made before the target submerged again leaving only two brown patches on the surface. In spite of the dramatic nature of these two attacks, neither crew claimed kills. These decisions were confirmed by post-war records from both

countries which showed that both submarines escaped; testimony also to the robust construction of the U-boats themselves.

Later that same day, however, another engagement took place between a U-boat shadowing the same convoys and another 201 Squadron aircraft flown by Fg Off W.C. Robertson. At 1713 the crew glimpsed the U-boat trimmed to conning tower depth. It crash-dived and the periscope was gone over a minute before the aircraft arrived on top the datum. In the circumstances a DC attack was futile, so the crew marked the position before resuming patrol at 1725. At 1754 they saw a fully surfaced U-boat, which obviously intended to fight it out on the surface as it manoeuvred to bring all its guns to bear. As the aircraft dived to attack, the submarine opened fire first with its forward 3" gun, followed by its small calibre machine guns as the range closed. The aircraft returned fire, hosing the U-boat from the front turret and attacking with a stick of depth-charges. Immediately after the eruption the U-boat was obscured by spray, but then the bow reared into the air. The submarine hung there for 3 minutes before sliding, stern first, under the water. After official deliberation the attack was

DEPTH CHARGES

If the development of tactics proved a success through research and the interchange of ideas between the ORU and the crews, on the whole, the same can not be said of the development of the depth charge. By the end of the Great War, the Admiralty had decided that the minimum size for an effective anti-submarine bomb was 300lb, detonating 50 feet below the surface and very close to the submarine.

However, in 1934, the three sizes specified for use by aircraft were 100lb, 250lb and 500lb, and even the largest of these Amatol-filled bombs had to explode well within 20 feet in order to be effective.

Armed with a weapon with such a low probability of a kill, the crew had to deliver them from very low level, to ensure accuracy and which hence exposed the aircraft to twin dangers; first the

strong possibility of damage from the blast of its own weapons, and second, the danger of hitting the sea, since, for reasons disputed by historians, Coastal Command played second fiddle to Bomber Command in the supply of radio-altimeters and Coastal aircraft were not fitted with them until well into the war. The first Torpex-filled depth charges, with reliable pistol detonators, were delivered to Coastal Command in mid-1941 but even with these, the average success rate for lethal attacks was still below 10 per cent. The problem was finally determined to be the stick spacing. Various studies had reached different conclusions during the course of the war and the recommended spacing within the stick changed from 60ft, to 36ft, and finally to 100ft after a comprehensive examination by the ORU in 1943.



201 Squadron officers with the CO, Wg Cdr J.B. Burnett - April 1943 (111)

assessed as successful and so U-384 was the first officially credited 'kill' for the Squadron during the Second World War and is documented as such in The Coastal Command Narrative of WW2.

Prior to April 1943 the Sunderland's fuel load limited both its radius of action and its endurance on task. Sorties were limited to about 12 hours but, more significantly, it meant that the aircraft could not operate in the "Atlantic Gap". This gap was the area in mid Atlantic beyond the effective range of land-based aircraft which, of course, was the obvious place for the U-boats to operate. The presence of Very Long Range (VLR) Liberators in Iceland from 1942 onwards went some way towards countering the problem but the gap remained much dreaded by seamen and caused considerable frustration to aviators. Led by one of the captains, Flt Lt Hewitt, the Squadron put a lot of thought into the problem and came up with the proposal to remove unnecessary equipment in the aircraft. With less weight and a fuel load of 2,500 gallons the aircraft endurance was stepped up to 15 hours, with an additional three hour safety margin for diversion. This was modified shortly afterwards to a fuel load of 2,250 gallons giving a sortie of about 14 hours duration. With this load U/201, with Fg Off D.F.B. Walters and his crew, reached just beyond 30 degrees West, on 15th April, the farthest West a Sunderland had been from Castle Archdale. The fuel load was again revised in May, back to 2,500 gallons, and a Squadron sortie record of 18 hours 40 minutes, buoy to buoy, was established; not intentionally, but thanks to a strong head wind on

the way back to base. It is interesting to note the aircraft complement of 201 at this stage of the war. Until late in 1942, the Squadron still operated a mixture of both Mk I and Mk II aircraft even though the arrival of a new aircraft, the Sunderland Mk III, was due in February 1943. One of the final Mk I examples was the redoubtable "Reilly Ffoull", christened after a cartoon character in the Daily Mirror. In the year to May 1941, this airframe flew 1100 hrs and was known as one of the most reliable on the Squadron's inventory.

Improved tactics and more reliable weapons were beginning to take their toll of U-boats as the Battle of the Atlantic neared its climax. The resulting attrition rate of U-boats caused Admiral Doenitz to order his U-boat commanders to stay on the surface and engage attacking aircraft with gunfire, rather than dive and face the inevitable depth charge attack. Many new U-boats were even fitted with an extra flak platform, forward of the conning tower which, combined with the change in tactics, caused the loss of a number of Allied aircraft until, in turn, Coastal modified its own attack procedures.

It was against this backdrop that Flt Lt Dougie Gall and P/201 made 201's second accredited kill on 30th May. Tasked with a creeping line ahead search, they had barely begun when they came across a surfaced U-boat at eight miles. Gall manoeuvred his aircraft to attack up the submarine's track, to minimize the number of guns the U-boat could bring to bear. This required accurate flying since it was all too easy to deliver the stick of depth charges parallel to the target's track but beyond the lethal

range of 20 feet. On this occasion though, the submarine made a violent turn to starboard which produced the optimum 45 degree straddle. For a while the U-boat maintained course then abruptly sank by the stern, its bow nearly vertical out of the water. About 30 seconds after it had gone down there were two violent underwater explosions followed, four minutes later, by large eruptions in the water which persisted for five minutes. The last visual evidence of U-440 was a pale blue and brown stain on the surface.

May 1943 was remarkable for other reasons as well. Two records were set in the same month; a total of 876 flying hours for the Squadron, reflecting the growing tempo of the war at sea and, on a lighter note, the extraordinary feat by an individual on the Squadron who won a Guinness-drinking competition by downing a pint in five and a half seconds, from the glass becoming airborne to the moment of touchdown!

Compared with recent years, the more modest tasking arrangements of 1943 allowed the supporting "Ops" organization for Coastal squadrons to be quite small; the little seedling had yet to grow into the jungle of today. Even in those days, "Good Ideas" still surfaced from time to time, as Ken Fairbairn, a navigator at the time, recalls:

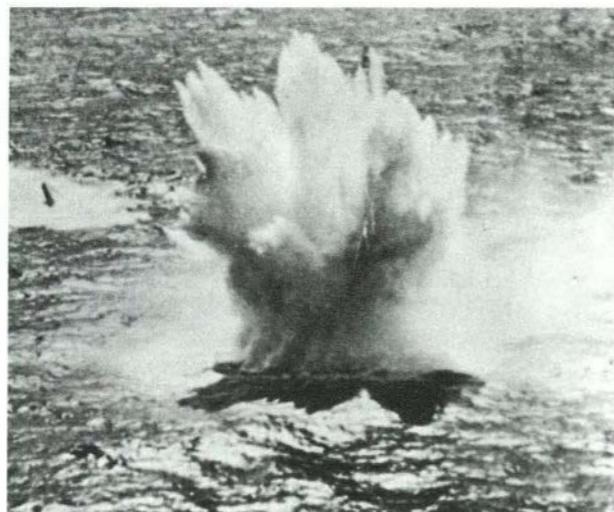
"The strike boat was on standby for 24 hours, starting at 0900. The crew, except for the captain, navigator and wireless operator, stayed on board. The idea was to be airborne within 30 minutes and there was great competition to better this time. If you got a tasking you had to go to Ops for briefing, collect a camera and the met details, before being driven to the jetty and transferring to a dinghy to be ferried out to the flying boat. Some genius decreed that, while this was going on, the co-pilot should start the outboard engines and depart the mooring buoy, leaving the three remaining crew to leap from their speeding tender, through a hatch some 3 feet above the water and into the Sunderland whilst it was under way."

The resultant attrition rate amongst captains and navigators is not recorded, but this particular 'Good Idea' was soon kicked firmly into touch.

The period of U-boat attacks continued during June. On the 27th Fg Off B.E.H. Layne's crew in P/201 caught a U-boat whilst on patrol in the Bay of Biscay and attacked it as it dived, straddling the stern. Four minutes later it surfaced. The aircraft made repeated attempts to attack again, but the submarine was obviously well handled as at each attempt it turned into the line of attack and brought

a withering concentration of fire to bear. Eventually the aircraft was forced to stand off and shadow. The U-boat was identified as U-518, but the U-boat Assessment Committee decided that there was insufficient evidence of damage for it to be credited as a kill.

The summer of 1943 was the height of the aircraft offensive against U-boats transitting the Bay of Biscay to their patrol areas. Heavy losses forced



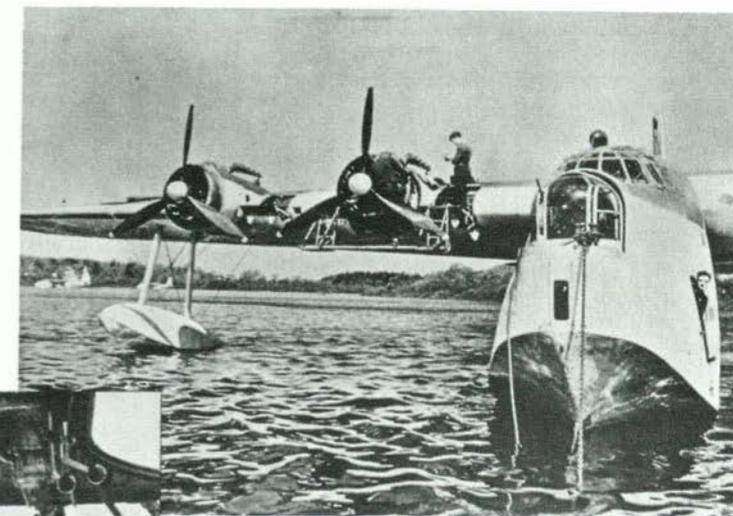
Layne's attack

the submarines to adopt the tactic of transitting on the surface in twos and threes, relying on gunfire to drive off the aircraft. The aircraft responded by locating, shadowing and even homing other aircraft to the scene, to await the moment when the U-boats had to forgo their guns and become vulnerable as they dived. The two Biscay patrol areas where this tactic was encouraged were known as "Musketry" and "Seaslug". The tactic was employed by Layne and his crew on 28 July, together with another Sunderland and an American Catalina although on this occasion they were unlucky and the two U-boats they were circling crash-dived and escaped. The rest of 1943 was relatively uneventful for 201 as far as the U-boat war was concerned, but three incidents involving Squadron aircraft exemplify the many facets of maritime operations.

On a fine afternoon, the 21st August 1943, a Sunderland III, U/201 flown by Fg Off Matthey had just left the convoy and the rigger had rung up the flight deck to announce that tea was ready. The



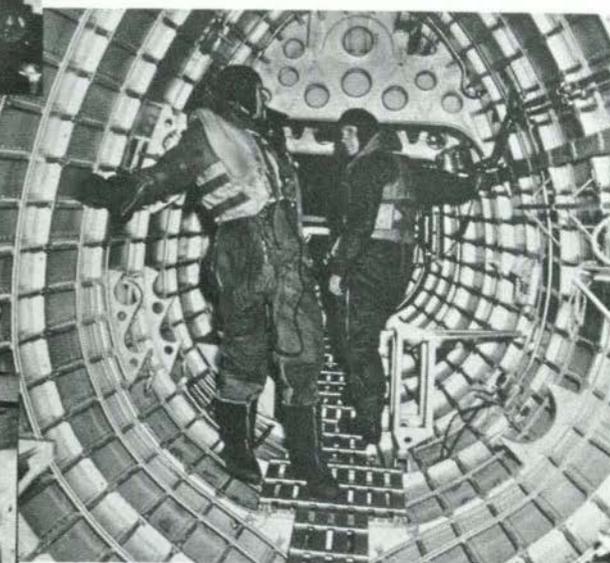
AFLOAT and ALOFT



Minor maintenance at the moorings (TH)



'Pilot visual', Tom Harvey checks a contact (TH)

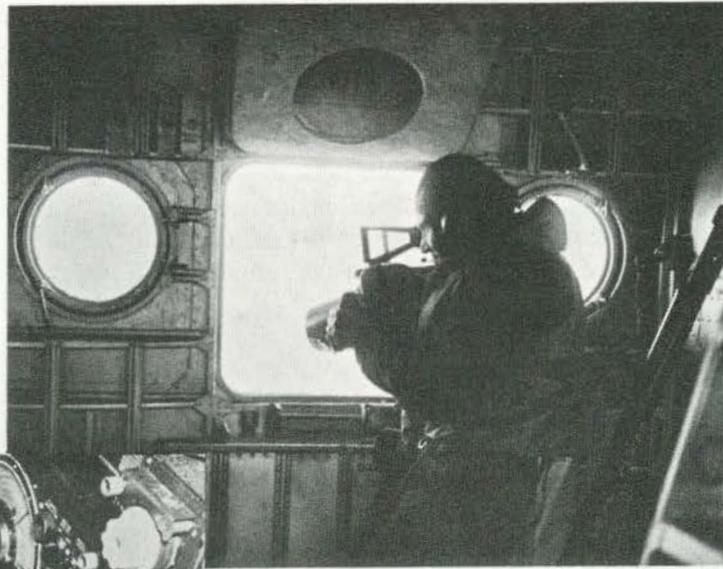


Gunners changing over (TH)



View from the right hand seat (TH)

Photography was an essential part of any sortie. Attacks were generally covered by the rearward-facing camera and sometimes by hand-held cameras (TH)



The wireless operator listens for his call sign. His equipment is a T1154 and R1155 (TH)



Sartorial elegance.
L to R Martyn, Gange, Duncan, Richards, Haggard



Brewing up (TH)

captain, exercising his prerogative, went below first, leaving the aircraft in what proved to be the capable hands of two other pilots, both qualified captains. He was half way through his egg when he found himself flung over the galley and all hell seemed to be let loose. Rushing to the cockpit he was suddenly aware of blood pouring from his leg. In fact he had lost a good deal of blood, and was immediately rushed back to the wardroom where some expert first aid by the rigger undoubtedly saved his life. Two Ju88s had approached unobserved and attacked the Sunderland. A running battle ensued, the Sunderland evading successfully during four further attacks without further damage. However, during the last attack, which was head on, the front gunner and the tail gunner hit one of the Junkers as it flashed past, setting fire to its port engine. Both enemy aircraft then disappeared, and the Sunderland was brought back with the distinction of being the first aircraft of 201 to return with a wounded man since the Squadron arrived at Castle Archdale.

The second incident, on 21st November, also involved enemy aircraft. Sqn Ldr W.D.B. Ruth, in O/201 was setting course for base after convoy escort when the crew spotted two Heinkel 177 aircraft. Ruth turned to attack but both HE 177s disappeared into cloud; however, minutes later one emerged and was engaged from 400 yds by the front gunner; it jettisoned a rocket bomb and turned away. At this point, Ruth decided to return to the convoy he was protecting and remain to prudent limit of endurance (PLE). Before long though, the crew witnessed another rocket bomb attack on a ship, this time by a FW 200 Condor outside the range of their guns. During the remainder of their time on patrol they were able to drive off further forays by two more Condors and a Heinkel HE 177; the latter seemed to be hit. Later that day a German radio communique announced that a convoy had been attacked by aircraft and two ships sunk; two German aircraft were apparently missing.

The third incident was on the 27th December and involved the destruction of an enemy blockade runner, the Alsterufer in which a pair of 201 flying boats took part. They were two of four Sunderlands ordered to search for the vessel in an area 600 miles NW of the Azores and, if it was located, to "home" other aircraft and surface ships to the spot. They were specifically briefed not to attack on their own without permission. Flt Lt Baveystock took off from Castle Archdale in T/201 and reached the area at 0900. Three quarters of an hour later the enemy vessel was sighted and the homing signals were sent. Over the next three hours the other Sunderlands arrived, including U/201, captained by

Flt Lt T.N. Stack. When the rendezvous was complete 'T' requested permission from Group to attack. There was no reply to the first request, but eventually the blunt demand "Answer yes or no" received an affirmative. The aircraft attacked from high level, but without the benefit of a bombsight and in the face of heavy flak, the attack was ineffective which, in the circumstances was not surprising. Short of fuel, Baveystock had to leave, followed by a Sunderland of 422 Squadron, leaving Stack to continue surveillance of the vessel. He received a message that another aeroplane would relieve them and so he jettisoned the bomb load to gain extra time on the scene. Eventually, only ten minutes before PLE, a Liberator of 311 Squadron took over from them and subsequently attacked and sank the Alsterufer, using four pairs of rocket projectiles and a brace of bombs from 600ft. On the return trip the first aircraft was diverted to St Mary's in the Scillies where it alighted after 17 hours 25 minutes flying time, whilst "U" arrived back at Castle Archdale having flown for 18 hours 35 minutes with 80 gallons of fuel remaining; not quite as bad as it seems since the homeward consumption averaged only 90 gallons per hour.

January 1944 brought orders for a move to Pembroke Dock in South Wales. An advance party left Castle Archdale and packing up was well under way when the order was countermanded. Telegrams and signals flew in all directions and eventually everyone met again at Castle Archdale, after three leaving parties were held for the Officers, NCOs and airmen under "false pretences". This became known as the "Great PD Swindle" since it appeared at the time that the left hand of HQCC did not know what the right hand of Group was doing. However, the affair proved to be not such a swindle after all, for in March the Squadron really did move to Pembroke Dock.

For the next few months the Squadron task was almost exclusively anti-submarine patrols in the South West Approaches; the Bay of Biscay, and sometimes in areas close to the Azores. This was all part of the overall build up to D-Day, when for 201, action re-commenced.

On the night of D-Day, 6th/7th June 1944, a classic night action against a submarine took place. Flt Lt Les Baveystock and his crew were keeping vigil over the Bay of Biscay. Twenty minutes after commencing the patrol, at 2355, the radar operator found a contact at 9 miles and a homing began. The contact disappeared with half a mile to run. In the light of flares an unmistakable swirl was seen and the aircraft began baiting tactics. At 0244 the following morning, another radar contact was gained at 11 miles and the aircraft again homed. As

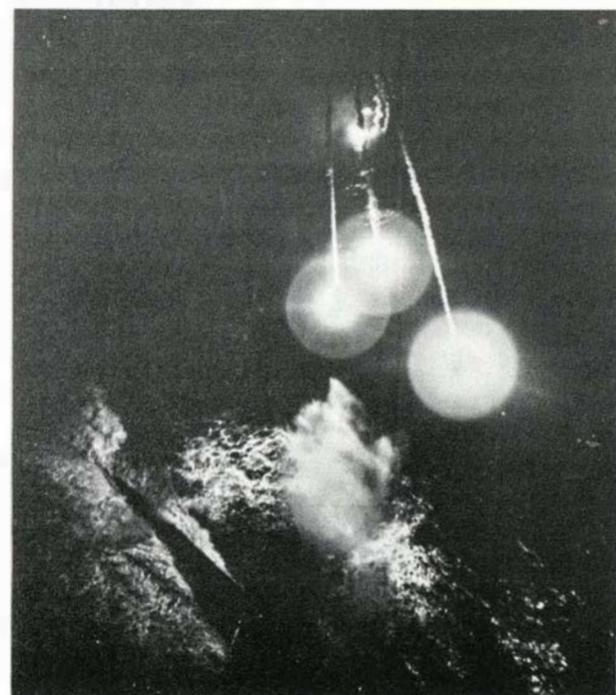


Pembroke Dock (RAF M P10955)

they closed this datum, flak opened up dead ahead, but was silenced at 200yds by the aircraft's front guns. In the flare light the U-boat could be seen and the aircraft tracked right over the conning tower at 75ft, achieving a good straddle with six depth charges. At the moment of attack the radar return disappeared, a heavy thud was felt in the aircraft and at least 4 plumes from exploding depth charges

were seen. Later, the dramatic night camera photographs showed two depth charge entries alongside the submarine within 20 feet of the conning tower. The attack had been marked and the aircraft stayed in the vicinity for another hour, but no more was seen. U-955 was the first of 3 kills to be officially credited to the Squadron in 3 months.

From the unit F540, the official record of operations, the incidence of encounters with enemy long-range bombers and reconnaissance aircraft that



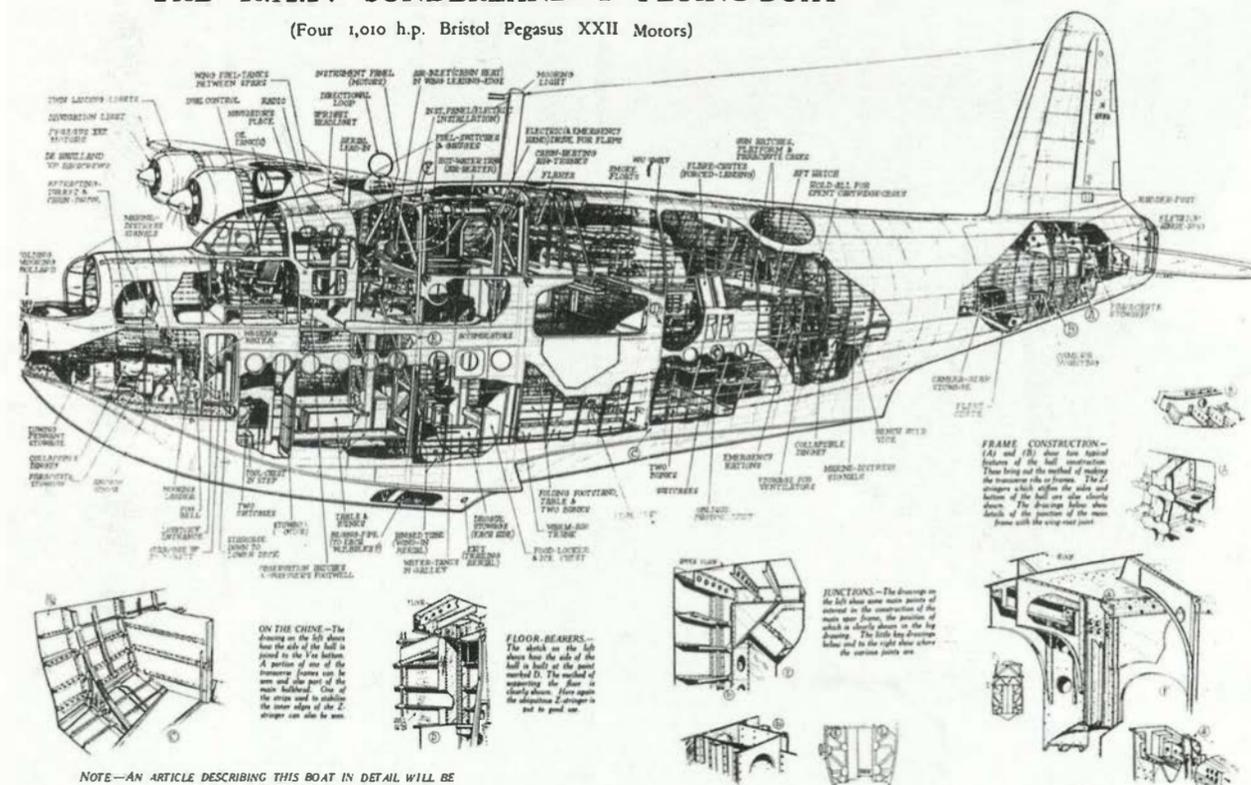
Les Baveystock's attack on the night of D-Day

GREEN	A/C	DUTY	CAPTAIN	SATURDAY 10 JUNE 1944	ETA	REMARKS
PL'G 18	G/461	PL'G 18	PL'G 18	1950	02 23 55	0700 0830
	P/461	Nr 19 FO LHERMIRE		1950	02 23 55	0700 0830
	U/228	Nr 19 FO SHEEHAN		2019	02 01 23 55	0955 0019
	R/201	Nr 19 FL HENITT		2035	02 04 50 45	0955 0019
PL'G 19	W/228	Nr 19 FO EASTON		2100	02 05 00 45	0955 0019
	N/201	Nr 19 FL FINUCANE		0515	02 04 00 50	1400 1450
	C/461	Nr 19 FO MOLD		0515	02 04 00 50	1400 1450
	P/201	Nr 19 FO KENNEDY		0745	02 04 00 50	1400 1450
	Z/228	Nr 19 FL LAWRENCE		0815	02 04 12 30	1700 2115
	B/461	Nr 19 FL YOUNG		1015	02 04 13 30	2030 2315
	M/201	Nr 19 FL AMISS		1115	02 04 13 30	2030 2315
	J/228	Nr 19 FL SMITH		1245	02 04 13 30	2300 0145
		Nr 19 FL BOWIE		1415	02 04 13 30	2300 0145
PL'G 19	L/228	Nr 19 FO HART		1915	02 04 19 20	2330 0115
	X/228	Nr 19 FL SCOTT		1945	02 04 19 20	2330 0115
	X/461	Nr 19 FL PEARTY		1945	02 04 19 20	2330 0115
	Z/461	Nr 19 FL McKEOUGH		2015	02 04 00 81 59	0830 0915
	Y/201	Nr 19 FO HOLT		2015	02 04 00 81 59	0830 0915
	S/201	Nr 19 FL RUTH		2015	02 04 00 81 59	0830 0915
PL'G 19	T/201	Nr 19 FO MACOUN		0450	06 30 16 01	1700
	Q/201	Nr 19 FL BRINES		0530	07 10 16 50	1830
PL'G 19	M/228	Nr 19 FO SMITH		0920	13 15 17 52	2200
PL'G 19	H/228	Nr 19 FL LINGAY		1110	12 00 22 00 00	00
	P/461	Nr 19 FO SHEEHAN		1140	12 00 23 00 00	00

The Planning Board - June 1944

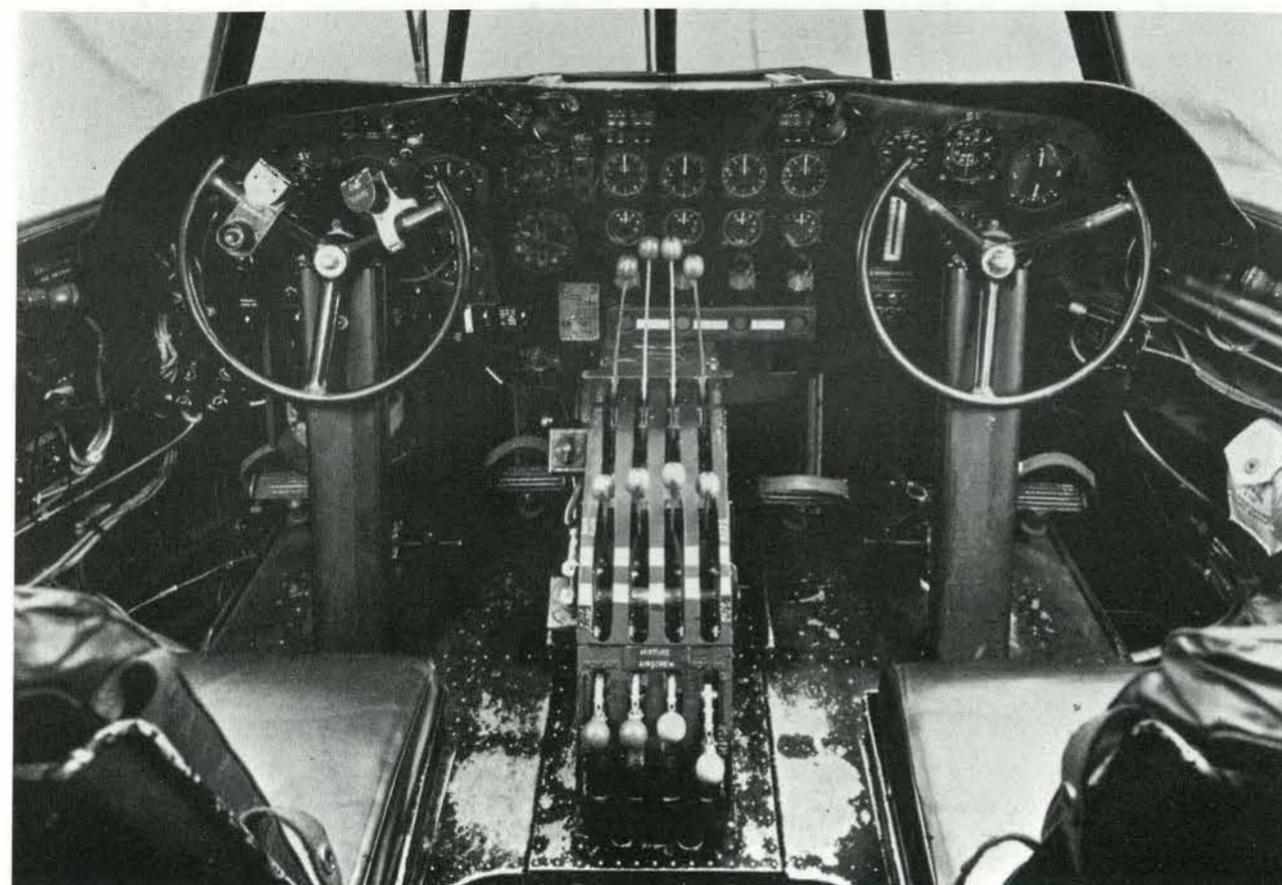
THE R.A.F. SUNDERLAND I FLYING-BOAT

(Four 1,010 h.p. Bristol Pegasus XXII Motors)



NOTE—AN ARTICLE DESCRIBING THIS BOAT IN DETAIL WILL BE FOUND ON PAGES 115-117

(SB/77568)



The cockpit of the Mk V Sunderland (SB/SU672)



Wartime production of Mk V Sunderlands for 201 Squadron at Belfast (SB/SU459)



The centre section of the Mk V boat, looking forward (SB/SU675)

"came to blows" seems to decline markedly from around this point. From 30th June 1944, 201 was fully equipped with the Sunderland Mk IIIA and an examination of the capabilities of this version (below), especially the armament, may give a hint as to why.

Coastal Command was finally getting the

equipment that it needed to master the submarine threat; however, the U-boat commanders were stealthy adversaries and as devious as ever. In their attempts to get into the English Channel and break the supply lines to the Normandy beaches they resorted to the new tactic of releasing decoy radar masts to create multiple radar returns on ASV

AP 1566C — SUNDERLAND PILOTS NOTES

The Sunderland is a four-engined flying boat designed for overseas reconnaissance and fitted with Pegasus XVIII engines and DH "Rack" type constant speed propellers.

ARMAMENT AND EQUIPMENT

- 4 Browning .303 fixed machine-guns (firing forward).
- 2 Browning .303 machine-guns in Frazer-Nash Mk 5 forward turret.
- 1 Browning .5 machine-gun.
- 2 Browning .303 machine-guns in mid-upper turret.
- 4 Browning .303 machine-guns in tail turret.
- 2 Vickers .303 gas-operated machine-guns in galley.
- Bomb racks with 8 x 250 lb Mk XI Torpex DCs.
- Flare chute with 80 x 1.7 inch flares.
- ASV Radar Mark III.
- Gee Mark II.
- Radio altimeter.
- 3 x Dinghies. Low Level bombsight Mark II.

OPERATIONAL CONTROLS

Bomb doors and Carriages: Before bombs can be released, the doors in the hull sides must be fully opened to allow the electrically operated bomb carriages to be moved to their outboard positions.

Bomb Releasing: The bomb selection and fuze switches are fitted at the port side of the cockpit; the bombs can be released by the bomb-aimer or by either pilot from firing switches which may be clipped to the control handwheels, the sockets for connecting these are on the control columns.

Flares, Reconnaissance: A launching chute stowed at the port side of the hull in the aft compartment may be fitted over the camera opening in the bottom of the hull aft of the rear step, for launching reconnaissance flares, flame floats or sea markers.

HANDLING

Management of Fuel System.

1. **Starting Engine:**
 - a. Pilot turns on master fuel cocks.
 - b. Pilot instructs Flight Engineer to turn on all fuel tanks containing fuel.
 2. **After Take Off:** Flight Engineer selects tanks as follows: Select Cocks (Port and Starboard) — ON Rear Outer Tanks or Rear Inner Tank, or Front Outer Tank or Front Middle Tank then Front Inner Tank
- Note:** No 1 cocks must always be on or no fuel can reach the engines!
3. **In Flight:** The tanks should be used in turn as above.
- Note:** To ensure that engines do not cut, a fresh tank may be turned on and the emptying tank turned off when about 20 gallons remain in the latter.

TAKE OFF

1. Hold the control column hard back and open up the outer engines gradually to full throttle. When the nose rises and spray is clear of the inner propellers, open the inner engines to full throttle. Any tendency to swing may be checked by throttling back slightly on one outboard engine until rudder control is gained.
2. At 50,000lb take-off speed is approximately 75kt IAS. At 58,000lb take-off speed is approximately 85kt IAS.

3. The safety speed at full load at take-off power is 105kt IAS.
4. Flap retention should be commenced after reaching 200ft.

CLIMBING

The following speeds are recommended:

1. Initial climb — flaps $\frac{1}{2}$ out — 105 to 110 kts.
2. Up to 6000 ft — flaps in — 110 to 115 kts.

STALLING

The stalling speed, in knots IAS, are as follows:

Weight:	44,00lb	50,00lb	56,000lb
Flaps in:	75	80	85
Flaps out:	58	63	67

APPROACH AND ALIGHTING

General. Until the pilot is thoroughly used to the aircraft, the approach should be made on a straight glide. If desired, the flaps may be set $\frac{1}{2}$ out at an early stage, provided that the speed is not above 125kts IAS. The approach may be engine-assisted to reduce the gliding angle. The engines should first be throttled back and then the inboard engines opened up as necessary.

Preliminary Approach. Prime the throttle, mixture and propeller controls, and test switches. Throttle right back and reduce speed to 115kts IAS.

Final Approach and Landing:

a. Gliding Approach. Under normal daylight conditions at landing weights up to 50,000lb, make a gliding approach at a speed of about 100kts IAS. The touchdown should be made at about 75kts IAS in the attitude of straight and level flight. After the aircraft has touched down, throttles should be closed. If the nose rises too high when coming off the step, the outer engines should be used and the control column moved progressively further back to avoid damage to the elevators from spray; the inner engine should not be opened up on account of possible damage by spray to the propellers.

b. Engine-assisted Approach. This is recommended for use at night, in flat calm, and at weights in excess of 50,000lb. During the final approach, open up the outboard engines slightly. Reduce speed to about 5 knots below normal gliding speed. At about 300ft progressively ease back the control column and open the inboard until a speed of 80 to 85 kts (depending on weight) and a rate of descent of about 200ft per minute are obtained. Immediately the step touches, ease back the inboard, then the outboard throttles.

MISLANDING

At light loads the aircraft will climb with flaps fully out. At heavy loads it is necessary to retract the flaps in order to climb. It is therefore recommended that in all cases the flaps be set "IN" immediately after opening up to full power. The flap movement and the resulting change of trim towards tail heaviness are slow.

If for any reason the aircraft is taken off after touchdown without retracting flaps (this is only possible at light loads), the control column must be kept slightly aft of neutral to avoid porpoising.

amongst which they attempted to hide.

On 11th July, Flt Lt Walters and his crew were on a Biscay patrol in clear weather, when a wake was sighted at eight miles which resolved itself into the periscope and raised schnorkel of a U-boat. The aircraft went straight into the attack. At two miles the submarine started going down, but the stern was still visible as the aircraft dropped a stick of five depth charges. Four members of the crew saw the tail of the U-boat lifted out of the water by the explosions and photographs showed the stick straddling the submarine, which was U-1222. HQCC verdict :- A kill.

In mid August Flt Lt Baveystock killed his second U-boat of the war just off St Nazaire. A periscope was spotted at four miles, at which point the captain, who was in the lavatory at the time, takes up the story:

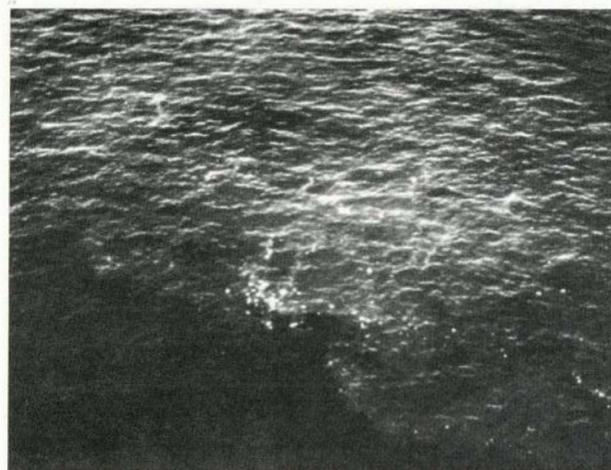
"My second pilot and the crew did it all for me. I was just buttoning up my trousers when I heard the alarm; when I got to the bridge they said Hey, look,



'Wally Walters gets a kill'
Entry splashes of depth charges 1 and 2 with swirl of schnorkel and periscope at bottom left

there's a periscope, and I looked and there was a periscope, so I just sat in the second pilot's seat and pressed the tit. It was easy; I'm going to do the rest of my ops blindfold - the Old King will be getting cheesed off with me won't he?" (A reference to the immediate award of the DSO to add to his DFC and bar, and DFM.) In fact the six depth charges straddled the contact perfectly, immediately followed by a great circular eruption of air bubbles which continued for 20 minutes, accompanied by the appearance of oil and debris. Sheets of paper were seen, later identified as German charts by naval vessels; the subsequent assessment of the U-boat committee was that it marked the end of U-107.

One night, seven days before, a tougher but less conclusive action was fought out during a "Musketry" patrol, between the crew of a Sunderland B/201 under Fg Off Mold, and two U-boats 50 miles off Lorient. The radar operator held three contacts; one of them was a friendly aircraft so they homed to the remaining two. Flare-dropping



Les Baveystock does it again. Oil and debris on the surface following his second attack on 18th August 1944

began at ½ mile and the response from ahead was immediate; multi-coloured tracer floated up towards the aircraft. The aircraft evaded hard and in the flarelight two submarines were glimpsed. The flares ceased abruptly when the flare-chute and camera hatch were hit, injuring two of the crew. Following the source of the flak, the crew attacked with six depth charges from 40 feet, still under fire from both submarines. HQCC emphasised the skill of the radar operator and the determination with which the attack was pressed home, but: "Without visual or photographic evidence of the placement of the depth charges no assessment could be made." Again one sees the very cautious and conservative attitude which characterized post-attack assessments by crews and higher echelons and which prevailed

throughout the war. Nevertheless, Mold's attack probably made their eyes water.

Such successes were not achieved without cost. During June, a Squadron aircraft failed to return after a Bay patrol. Information from a Leigh-Light Wellington in the vicinity indicated that Sqn Ldr Ruth's aircraft was probably shot down during a night attack on a U-boat. Sadly for Les Baveystock, the crew on the aircraft was his own; he was away on compassionate leave following the death of his father.

The 30th anniversary celebrations for the Squadron were held in mid-October, by which time the unit had been moved back to Castle Archdale. The principal event was a guest night, for which the guest of honour was to have been the AOC-in-C Coastal, Air Marshal Sholto Douglas. That he could not attend was probably more due to the demands of his job and not, as the Squadron line book insists, because he was depicted in a society magazine having dinner with the actress Gertrude Lawrence.

On 3rd November 1944, 201, having moved back to Castle Archdale, was soon in the thick of the battle again. During November and December four attacks on likely submarine targets were made, including those by Flt Lt D.R. Hatton and his crew, one in November and one in December 1944; the first was made when they stumbled across a snort plume which they attacked at once. Hatton then passed the position to some escort vessels that were within range of the datum, before returning to make another attack on a similar "feather" which had reappeared. The Admiralty decision was: "U-boat present but not damaged".

Exactly a week later, Hatton's boat slipped her moorings during a winter storm and drifted into a wood close by the shores of Lough Erne, but on 6th December the same crew were patrolling the outer Minches when they came across a jet of whitish smoke, visible up to 5 miles away. Boring in on this unusual phenomenon, a wake became apparent at



'Wood for the trees'
Sunderland in the woods at Lough Erne after breaking loose from her moorings during a storm

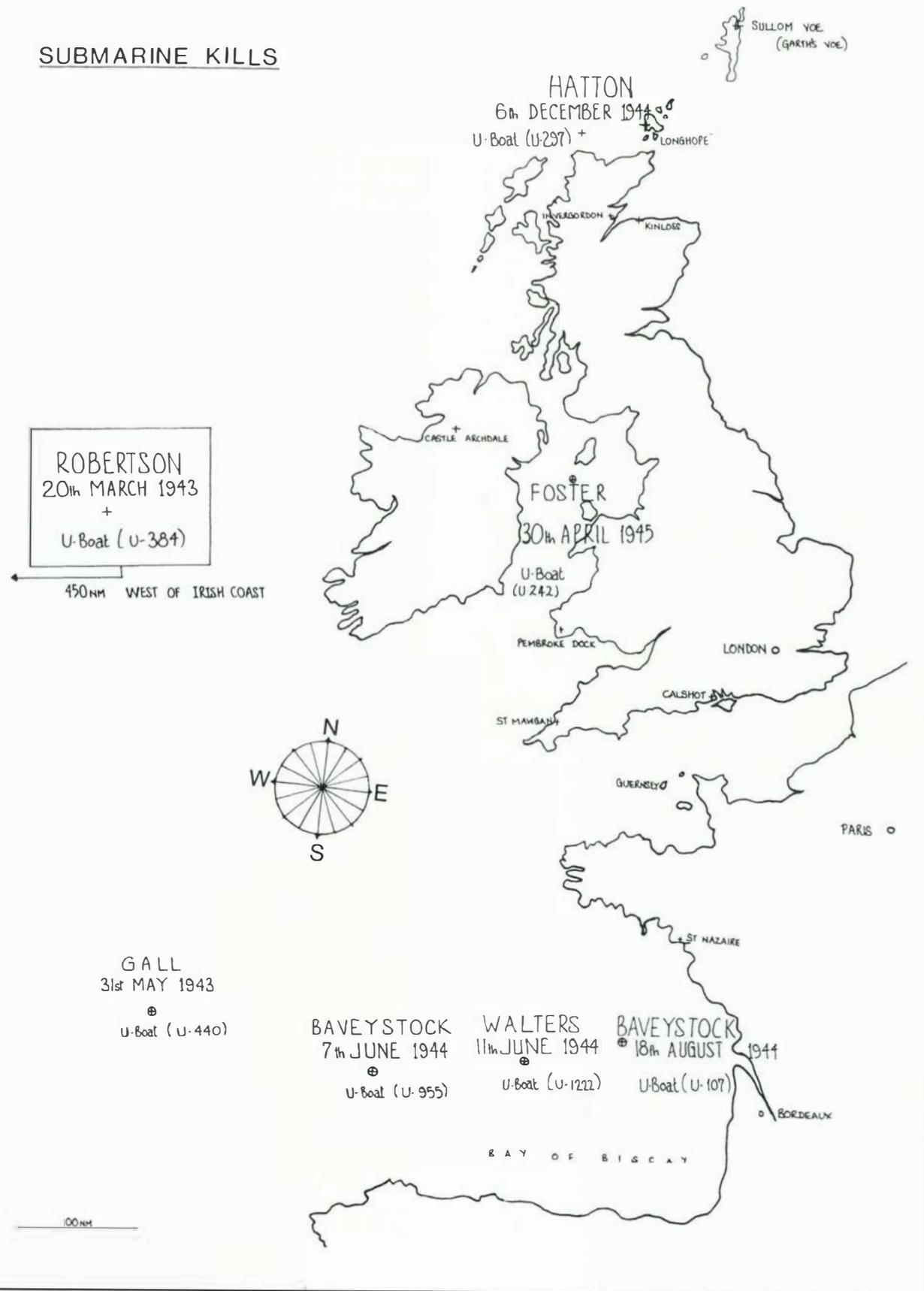
around one mile, with the source of the smoke apparently making 10 to 12 kts. The crew believed it to be a snorting submarine and, after a first abortive pass when the weapons failed to release, delivered the traditional Coastal Command greeting of 6 x 250 pounders, straddling its track very nicely. The attack complete, they "bugled up" some nearby escort vessels before returning to look at the datum where they saw a patch of "dark ochre coloured oil, flecked with green, oval in shape and roughly one



Hatton's second attack
Depth charge splashes and the swirl of wake

mile by a half a mile in size in a position closely ahead of where the DCs had landed". After the war, certain historical sources maintained that this attack was made on what is known as a "willywaw", or an incipient waterspout; however, the combination of what Hatton and his crew actually saw, the visual evidence after the attack, and the subsequent revelation that U-297 went missing in that area at that time, points very probably to a successful attack. This same conclusion was determined by the Admiralty Assessment Board whose findings, promulgated in April 1945, came too late for Hatton and most of his crew that day as they were killed on 14th March 1945 when they flew into the hills at Killybegs in County Donegal.

SUBMARINE KILLS



FINALE 1945

The new year opened with the weather taking a hand. Normal operations had been maintained for the first three weeks of January but, from the 22nd onwards, the weather became intensely cold, with fog, low cloud and snow. Conditions became so serious that the Lough was frozen over and aircraft had to be brought up the slip. At one time there were 37 aircraft on the slip at Castle Archdale and normal flying for the Squadron could not be resumed until 7th February.

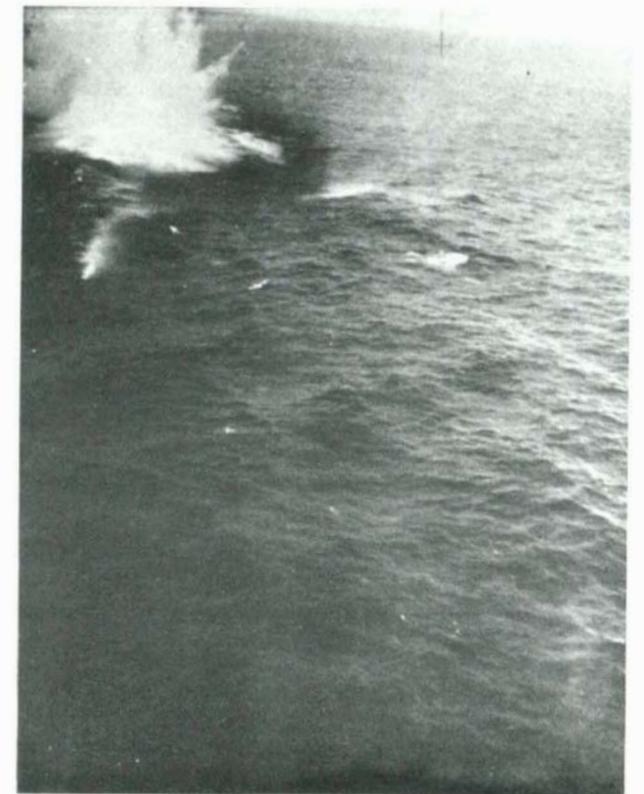


Sunderland Mk IIIA, NS/Q (ML742).
The A indicates a new type

Submarine sightings were still fairly frequent; four in March, and two in April. The second incident in April resulted in the Squadron's last official 'kill' of the war. In fact it was a half a kill, the success shared with the frigates HMS Hesperous and HMS Havelock, both of the 14th Escort Group. It is interesting because success was achieved in part through the use of sonobuoys to localize the target; the first time a 201 crew had done this. The contact was U-242.

Flt Lt Ken Foster's crew was on patrol over the Irish sea when the first pilot and front gunner simultaneously sighted a cloud of smoke rising from the sea, which turned out to be the exhaust plume from a schnorkel. Unfortunately the port bomb doors jammed and an attack with depth charges could not be made. The schnorkel disappeared when the aircraft opened up with its guns. This aircraft, however, was carrying

sonobuoys and so a pattern was dropped, while the two nearby frigates were summoned. Three hours later the second pilot saw a small cloud of smoke and spray five miles north of the original sighting, which they attacked with depth charges. There was no apparent result from this and so more buoys were laid. Indications of a U-boat were heard on one buoy and the aircraft began a square search, passing the information on to three frigates in the area who arrived and took over the search whilst the aircraft resumed its patrol. HMS Hesperous and HMS Havelock eventually gained a bottom contact. An echo-sounder run over the top produced a promising trace, revealing the possible outline of a submarine. They made another six attacks on the stationary contact before air bubbles, diesel oil and other wreckage floated to the surface. It is quite probable that the crippled U-boat settled on the bottom after



Ken Foster's attack - 30 April 1945

the first attack by Foster, leaving the Navy to administer the "coup de grace". A somewhat sour after-note to this splendid attack is best described by the skipper himself, Ken Foster:-

"After we got the contact at 0810, the bomb doors failed to open and we had to attack with the fixed and turret machine-guns. We signalled Group that contact was lost - nothing. At 0915 we asked for instructions - again nothing. At 1000 we sent "resuming patrol". When we regained the contact at 1135 we hand-lowered the bomb racks and straddled the target's course

with our attack. We sent further signals to Group and again asked for instructions with again no reply. At 1235 we got a message "Comply with my 1135" What flaming signal? I think it turned out that my W/OP just received that signal as we were banging out a sighting report at 1135, put it under his folder and forgot about it (who would blame him in the flap?). When we got home it was rockets all round, not a word of congratulations for the first two submarine attacks for months, although the Navy were very good and sent us a note and a copy of the ASDIC trace."

After this there was little more significant action

TACTICAL USE OF RADIO SONO BUOYS

The early sono buoy system that Flt Lt Foster's crew used had the codename "HIGH TEA" and this is the first recorded instance of their use by a 201 crew against a U-boat contact. Instruction in the use of this equipment, given in Article 18 of The Coastal Command Manual of Anti-U-Boat Warfare for the period of 1944-45, is reproduced here:

Description

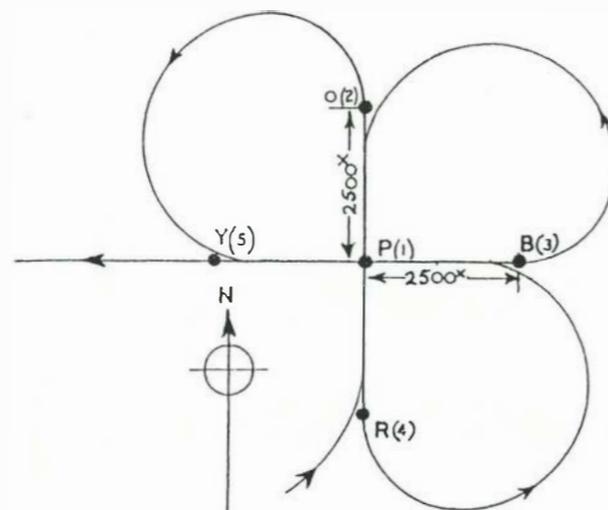
1. The Radio Sono Buoy Equipment enables an observer in an aircraft to listen to the sounds made by a submerged submarine.
2. The equipment consists of a receiver mounted in the aircraft, and a number of expendable buoys, each of which embodies a transmitter and a hydrophone.
3. The buoys are launched from the aircraft and on striking the water the hydrophone is released from the main body of the buoy and is suspended by its cable at a depth of 24 feet. Any sounds received by the hydrophone are then relayed to a transmitter within the buoy which broadcasts them to the aircraft. The transmitter radiates the sounds with good fidelity and the transmissions can be received within a radius of 5-10 miles. The buoy has a life of 4 hours after which it automatically sinks. Transmitters operate on six different frequencies and each of these has been given a colour name for ease of reference — purple, orange, blue, red, yellow and green.
4. Sono buoys are not easy to use, and unless every member of the crew fully understands the whole Sono buoy technique, confusion will arise. Added to this, the recognition of the submarine noises and their interpretation requires continuous training and practice. Listening to training records will help operators to distinguish between cavitation and engine noises.

Dropping Sono Buoys

5. Sono buoys should be dropped from heights above 300 feet when the aircraft is flying straight and level. The speed should not exceed 150 knots.
6. The operator is to be warned when a buoy is about to be dropped so that he can tune in while it is dropping and check that it is working satisfactorily. Tuning should be done by ear and not with the electric eye. If no sounds are heard it means that the buoy is not working in which case it is to be replaced in the pattern with another buoy.

Basic Pattern

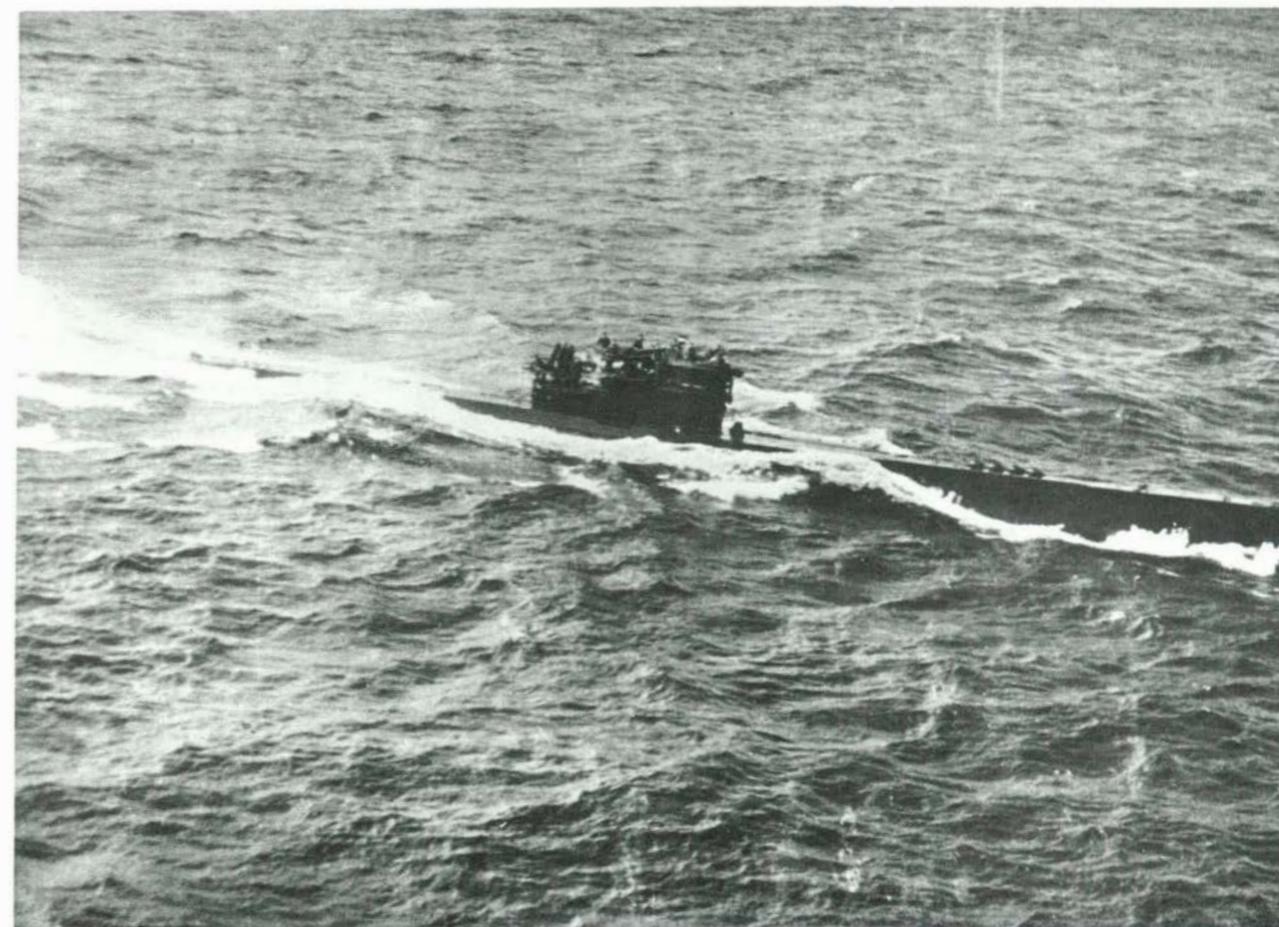
7. It is necessary when the area of probability is large to drop sono buoys in the form of a pattern. This pattern is known as the "basic pattern" and consists of 5 buoys laid



The basic sono buoy pattern.

in the form of a square with one buoy in the centre of the square, forming the datum point. The pattern is always orientated so that the corner buoys are laid true North, East, South and West of the central buoy (see Fig.1). It is very important that the buoys are laid in the correct order otherwise confusion will result during tracking, and relieving aircraft will be unable to interpret the indications of the pattern correctly.

8. The purple buoy is always laid in the centre of the pattern, with the orange to the North, blue to the East, red to the South and yellow to the West of the central buoy. Thus if the first letter of each colour is taken in a clockwise direction it is easy to remember the correct place for each buoy by the mnemonic "POBRY".



U1105 - 'Black Panther' surrendered to Flt Lt E. Arrighi on 9th May 1945

for any of the crews until VE-day, although the celebrations had to wait for a bit as there were still jobs for Coastal. The first task was to escort surrendering U-boats into various ports and sea lochs in Scotland; Flt Lt E.C. Arrighi in NS/V took the surrender of U-1105 on 9th May. This U-boat was known by its crew as "The Black Panther"; one of its lifebelts, a memento of its surrender, is now in the Squadron's possession. There were still convoys to be escorted well after VE-day, Wg Cdr Barrett in Z/201 flew the last Coastal Command patrol of the war, an apposite occasion too, since a pair of 201 London flying boats had been airborne in 1939 when war was declared.

Thus 201's war came to an honourable close. A total of 1 DSO, 12 DFCs, 2 bars to DFCs, and 11 DFMs were won by men of the Squadron; but perhaps the most revealing statistic, especially to those who have never hunted a sub-surface foe, is the ratio of flying hours to attacks, successful or otherwise. For every one of the 20 attacks made by the unit's aircraft, 1000 flying hours were flown. Hic et Ubique certainly; but Constant Endeavour without shadow of a doubt.



A lifebelt from U1105 acquired by 201 Squadron



Crew embarking on NS/Z (ML778) showing signs of her patrols over the Atlantic (IWM/CH15303)

F BL V LKE LKE 101 FORM ORANGE NEGATIVE
 T FOIC BELFAST
 FROM CASTLE ARCHDALE 040440B
 TO 15 GROUP - HQCC - INFO FOIC BELFAST
 QWM BT
 A. 1. CA/01/4/JUNE.N
 2. LV/G2/2/JUNE
 3. SUNDERLAND MK III Z/201 RADAR MK III
 8 MK XI TORPEX DCS. BOMBIGHT MK III
 CAPT. W/C BARRETT NAV. F/L FAIRLEY F/SGT. ARMSTRONG
 DARKNESS 0005
 B.DOTY. ESCORT HX358 MET.
 HOMING PROCEDURE '' B'' ORDERED. AVERAGE HEIGHT 1000 FT.
 1643B/3/JUNE AIRBORNE CASTLE ARCHDALE
 2005 COMMENCED HOMING. SUCCESSFUL.
 2104 5105N 1725W FIRST BEARING OBTAINED 126T.
 2121 5120N 1815W MET C/V. LOCATED BY RADAR.
 COMP.51 MV. CO.089 SP.9 1/2 KTS. R/T TO SOE '' REM 3''.
 2200 COMMENCED CROCODILE 7. SEA FORCE 4.
 R/T FROM SOE '' WOULD LIKE COPY OF PHOTOGRAPHS TAKEN''
 OXX
 0019 5109N 1723W R/T TO SOE '' I GO NOW ''
 0019 5109N 1723W LEFT C/V. COMP. CO. AND SP. UNCHANGED. SEA
 FORCE 4.
 0321*ATERBORNE CASTLE ARCHDALE
 BT 040440B
 JENKINS AR XXX
 LKE R 040507 JUNE ME AR



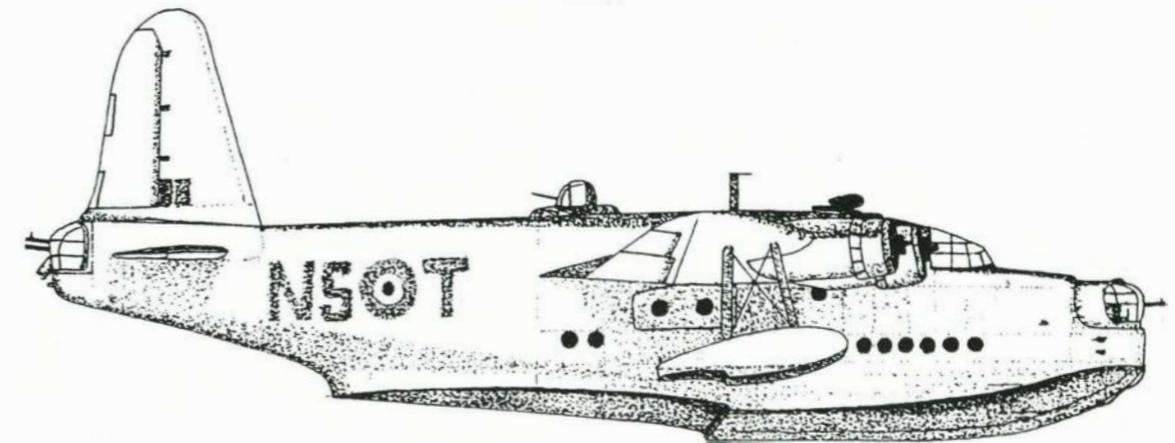
Z/201 pictured during Coastal's last operational sortie of the war (IWM/CH15303)

IV

POST-WAR BLUES

"Peace hath her victories no less renowned than war"

Milton



Stephen G. Rooke

REORGANIZATION 1945-1957

The celebrations of VE-day were barely over when a great sea change came over the Squadron; no longer escorting convoys or hunting submarines the demand was now for transport aircraft. Hundreds of RAF aircraft, including 201's Sunderlands, were used in the transport role, to repatriate men from all around the globe. Throughout the summer of 1945 the Squadron was busy bringing men of all services home from France, Gibraltar, Norway and Egypt; in October six crews, flying long hours brought 1,000 troops from Iceland in a few days. Inevitably with so many aircraft flying long distances over the sea there were losses. Early in June, a Canadian Liberator crashed in the Atlantic and for five days Sunderlands flew track searches for the survivors. Some dinghies with survivors from another RCAF aircraft were spotted at 47 degrees West during the search, but the 230 hours spent searching for the Liberator survivors were fruitless. The move from Castle Archdale to Pembroke Dock was complete by September 1945 but still many crews found themselves overseas much of the time; a trip to Germany, where two Sunderlands were the first aircraft to alight at Schlesling, was regarded by everyone as a worthwhile trip; the officers' club was well-stocked, despite the war, and champagne at 32 marks a bottle and liqueurs at ½ mark (1½d) ensured fine hospitality.

By October, the effects of demobilization were beginning to show. The Canadians went home, quickly followed by the Aussies, the Kiwis and many other surplus aircrew, leaving a pared-down unit to carry on the ferry flights and the little operational training available in the form of "Buckjumper" exercises with RN submarines. The line book probably captures the feelings prevalent at the time:

"Married captains began to take their flying instructions from their wives instead of from the Flight Commander, and engines became

mysteriously U/S at places where the captains wanted a night out; generally speaking an air of couldn't-care-less was apparent. Bull raised its ugly head again, and CO's parades began to include the odd spot of drill - to the consternation and confusion of many."

The unit diary records one amendment that probably brought the fact of peace home to many when the Air Council decreed that men could wear civilian clothes "... from cease-work at Saturday lunchtime to Monday morning at 0800".

In December it was almost the real thing again though when Coastal Command was given a number of U-boats to sink as part of Operation "Deadlight". Attacks consisted of sticks of six 250lb Mk XI Torpex depth charges, exactly as during hostilities, except that the pilots had to stay above 500ft as a peacetime safety measure. H/201 made the first attack on the boat allocated to 201, but undershot; B/201 followed up and as the F540 records: "Made a perfect straddle with three DCs either side of the vessel just aft of the conning tower". It suffered mortal damage and settled into the water with its stern awash.

Now the Squadron entered the nebulous zone of the transition from war to peace and it was a difficult time. No longer a healthy, vital organization with unshakeable morale, the impression from the time is that the unit had



Flypast at Castle Archdale, 26 July, 1945 by NS/H(RN285), NS/C(RN284), NS/L(PP164) and NS/G(PP112).

The photographer's aircraft is unknown (RAF M P017734)

temporarily slipped its moorings. The turnover of personnel was very rapid, and there was a natural loss of cohesion as a fighting unit; everyone had had enough of war. Change was coming though, but slowly.

Transport duties continued, although training began to assume its previously lost importance. In April 1946, 201 began a two year stay at Calshot from where they began to participate in various exercises and courses; the Joint Anti-Submarine School (JASS) at HMS Sea Eagle at Londonderry and in June Flag Officer Submarines (FOSMs) "Summer War". There was also the victory flypast over London, commemorated in a painting which is still in the unit's possession.

In May 1947, 201 made its first post-war visit to Guernsey, coinciding with the Liberation Day celebrations. Two splendid silver cups were presented by the island, one for the officers and one for the NCOs. These cups had actually been commissioned in 1939, but war, and the occupation of the Channel Islands, had prevented their formal presentation. Throughout the conflict they lay hidden until the island was liberated in 1944, but since their endowment to the Squadron in 1947 they have been treasured pieces in a fine silver collection.



The CO, Wg Cdr Crosbie, receiving two silver cups presented by the States of Guernsey (JC)

For the next year, interest and morale were sources of concern. At a high level, debate raged about whether flying boats should be retained and there was constant tinkering and amendment with the style of uniform, ranks and terms of service, none of which encouraged those on the squadron to view its future with much rosiness.

Later that summer though, all the ennui was swept away at a stroke, when an immediate recall signal reached Calshot on the evening of the 2nd July. Within four hours everyone had been rounded up and by 0500 the following day the aircraft too, were ready. On Sunday 4th July, five Sunderlands, four from 230 Squadron and one from 201, departed

for Hamburg to provide the advance element for Operation Plain Fare - the Berlin Airlift.

The flying boat contribution to the supply of West Berlin naturally followed a different pattern to that of conventional aircraft. The Sunderlands were based at Finkenwerder in Hamburg, the old Blohm and Voss Seaplane yard, and the Berlin end was at Lake Havel, seventy minutes flying time away. Three units were based at Hamburg; 201, 230, and 235 OCU, the detachment commanded by OC 201, Wg Cdr Crosbie. Early sorties were made under trying conditions, notably the total lack of facilities



Squadron HQ at Finkenwerder on the River Elbe during the airlift

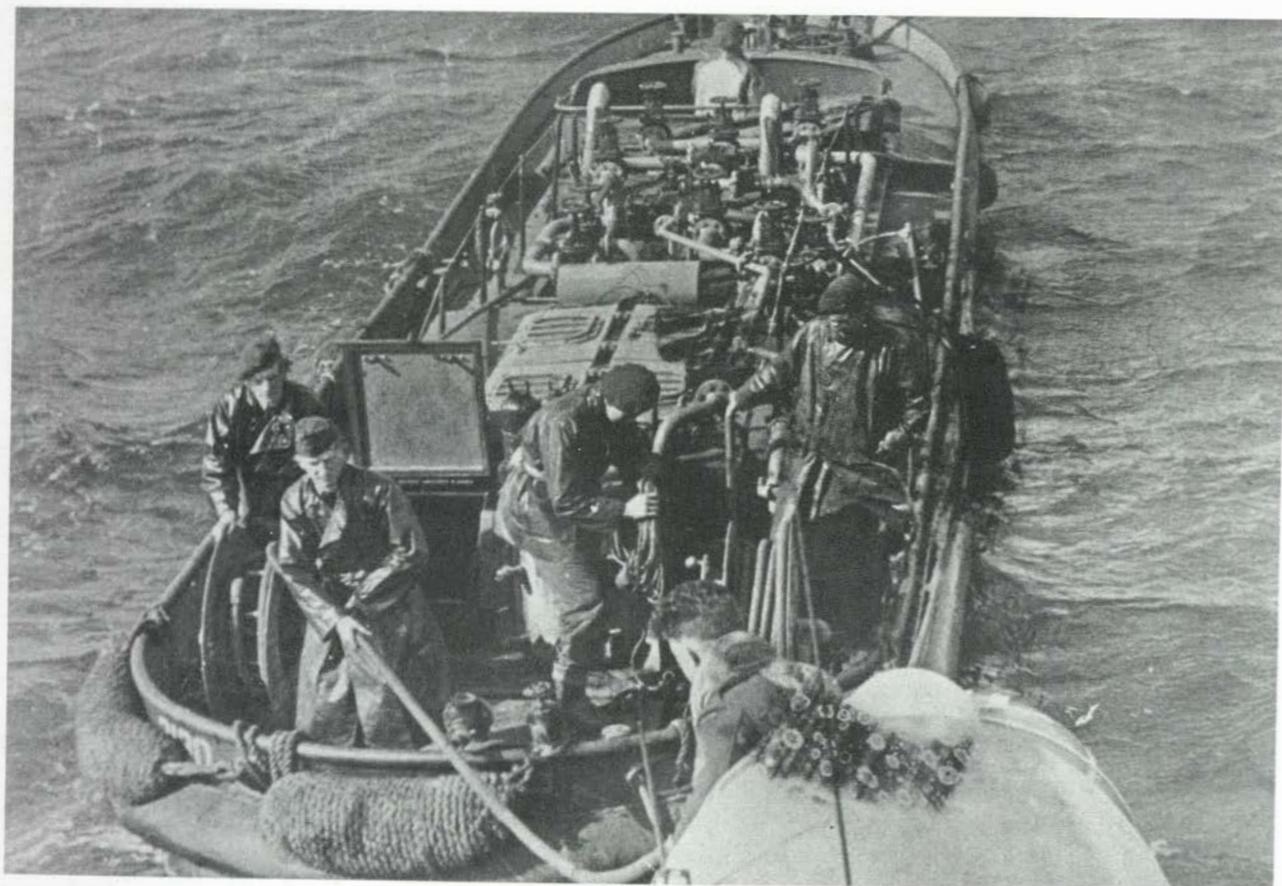
with which to operate flying boats.

Ian Witter recounts his impressions of the Hamburg end of the operation:

"Our Mess was part of the old Blohm and Voss works offices; the moorings themselves were in the basin attached to the factory and would have been excellent had there not been so much rubble from the Hamburg firestorm in the water; scrap metal, sunken submarines and the like littering the area. In consequence it was a very hazardous area in which to taxi."

In the beginning, fuel was ferried out on an army DUKW and hand-pumped into the flying boats by a detachment from one of the airborne brigades; a tedious process performed willingly by the troops but which of course made the turn-round very slow. Before long, however, a 30,000-gallon refuelling tender arrived from the UK, one of the engineering officers devised a floating pipeline out to the aircraft and the turn-around time was reduced to a matter of minutes. Ian Witter continues:-

"The first two or three aircraft to get away in the morning could get three sorties in during the day, whilst everyone else could only manage two. The reason for this was that we were not, in theory, allowed to fly in other than visual conditions and our flight path into Lake Havel cut right across that of the far more frequent stream of land-based aircraft. The arrival at Berlin was therefore, fairly interesting and involved us flying at zero feet as soon as we reached the lake and flying along it at that height. We got this down to a fine art. The bowmen would be already waiting in the bows so that as soon as we reached a



'Refuelling' (IW)



The approach to Lake Havel - The Kaiser Wilhelm Tower



Loading stores at Finkenwerder



Sunderland Mk V alongside pier during the airlift (AD/JE)

suitable distance from the mooring, we cut the throttles and touched down, whereupon the bowman would release the turret, which was carried back by the slipstream, and be out over the side with the mooring gear, ladder and shortslip, virtually before the aircraft stopped; so we came straight from the landing run directly onto the moorings. We were immediately besieged by barges with British and German troops who tackled the unloading very swiftly indeed. The turn-round at Berlin was often as low as 10 or 12 minutes. Leaving the moorings here was more tricky, as they were not particularly secure. They simply had sinker weights on them which were not adequate to sustain the power of an aircraft once we restarted the engines. We had to slip moorings virtually the instant we started two engines and taxi out through a very restricted area. It was a bit dodgy if you lost an engine and had to restart it while drifting around on only one in the mêlée of other aircraft."

Eventually these Heath Robinson mooring buoys were replaced with proper Short's buoys, far safer for the boat and easier to pick-up on arrival.

As the problems were solved, so the flying rate was able to rise in response to the political situation and by the end of the first month 201 had managed 270 flying hours. At first the aircraft load was variable but soon became standardised at 10,000lbs, usually consisting of noodles, flour, yeast, Spam and cigarettes.

The ground crews had to work continuously to keep the boats serviceable and the pressure began to tell. The airlift became long-term policy, since the Russians were showing no sign of backing down and this was reflected in the reduction of the flying rate during August, to allow for aircraft to be serviced. Crews worked one day on and two off, such was the reduction in hours, until October when a signal arrived ordering everyone to go "all out" once more. Despite the worsening weather many crews were managing three sorties per day, still carrying food but also large amounts of salt, against which the Sunderland, as a flying boat, was the only aircraft to be proofed. Competition began for the fastest turn-around which went to 201 with 11 minutes at Hamburg and 12 minutes at Lake Havel; a 230 crew managed 7 hours 25 minutes for three round trips, a measure of the desperate need for supplies in Berlin during the fast approaching winter. The Soviets had even blocked the River Elbe with a large number of barges, to deny its use to the West as a transport artery; sometimes their fighters appeared and made mock attacks on the Sunderlands.

Ian Witter continues his story :

"At a later stage we began to bring cargoes back with us. For some reason it was decided that we were a suitable vehicle to carry boxes of light bulbs from the Siemens factory in Berlin. The bulbs were shipped out to another Siemens works in Hamburg where they then had a bayonet or screw fitting attached to them. They came in large cardboard boxes and it was difficult to get them aboard; of course, being so light it took a heck of a lot of them before we got much in the way of a load.



Soviet barges blocking the Elbe

We loaded them through the bomb doors and stacked them up inside the hull and in the bomb bay itself. This was fine except that we then had to close the bomb doors by manually lifting the things upwards and then shoving a frame into the side of the aircraft; to reach this we had to climb over all the boxes of light bulbs. I often wonder what the breakage rate was and I can't help feeling that Siemens must have been rather distressed about it."

As Christmas approached, the end of "Plain Fare" was in sight. By this time many return trips from Havel carried passengers, when large numbers of under-nourished children (A total of 1113 in fact) were brought to the West for treatment. Ian Witter was warned of the perils of such trips:

"There was a case we heard about in which a pilot on the airlift noticed a severe change of trim in his aircraft because all the children wanted to go to the toilet at the same time. Duly warned, I briefed the Red Cross helpers about it before we took off. Shortly after getting airborne the flying boat began to get more and more nose-heavy and I had to go and see what the problem was. The Germans were following my instructions to the letter and there was only one child in the toilet at any time; however, there was a long, orderly queue in the nose compartment awaiting their turn."

The operation finally folded on 16 December when 201 and 230, well satisfied with the job they had done, returned to Calshot and then in January 1949, to Pembroke Dock, where the presence of so many flying boats made the alighting area and the "trots" very congested. The experiences of the Berlin airlift seem to have been very good training for the pilots, however, as they proved adept at taxiing around in the very constricted space.

An early task on their return to their old base (apart from a lot of renovation) was a search for a missing US Superfortress, conducted in part from Gibraltar, although like many such searches in those days, it drew blank; electronic location beacons had yet to enter widespread use and navigation over sea was still relatively imprecise by today's standard so those searching for survivors could never be certain that they were looking in the right place.

The future of the flying boat in RAF service was,



The first view of P.D. (VB)

for the moment, assured; however, if the Sunderlands were to remain effective in their primary role of ASW, they had to be modified. The programme which began soon after 201 returned to Pembroke Dock involved updating the sonobuoy receiver equipment; clearly the future for the ASW aircraft did not lie solely with radar and visual searches. The programme did not take long, after which a more regular routine of peacetime training began.

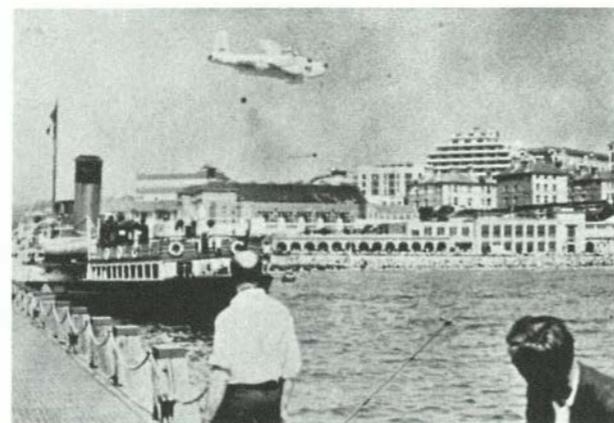
Trans-Atlantic liners still dominated the route to and from America and it became the custom to rendezvous with such liners once they were near enough, sometimes two or three aircraft would meet ships like the RMS Queen Elizabeth to provide impromptu flypasts while exchanging messages by Aldis lamp. Even in the late forties there were exchange officer programmes and in August the departing USN representative on 201, Lt Sinclair, returned to the USA aboard the SS America. A pair of Sunderlands found the liner in mid-ocean, with a contented Sinclair playing his bagpipes on the aft tennis court.

In the summer of 1949 there was a series of visits to coastal resorts to "show the flag". On one of these was Ian Witter again:

"I did one of the first of these to Bournemouth. Not long after we were airborne from PD an engine went U/S and, because the fog was now in at PD, we had to land at Calshot and await a replacement aircraft. By the time it arrived we were of course very late and the intended civic reception at Bournemouth was a rather cool one. This wasn't helped by the fact that the Marine Craft Unit pinnace sent to help us had not been warned that we would have to ferry passengers to and from the boat. They only had a small pram dinghy with them and so the dignitaries were brought out in this tiny boat, the water lapping over the sides and the mayoral chain almost trailing in the water. I almost was done for low flying too. I had been authorized to make low passes over the town and beach, but unfortunately a private pilot walking out of the magistrates court, where he had just been fined for low flying, saw this and went straight back in and reported me. Fortunately I was able to explain to the local bobby at PD that it had all been authorized, but it was quite a

sticky interview until I was able to impress this upon him. A few days later we went to Torquay where another of the Squadron skippers was on his honeymoon. Needless to say we looked him up and he fortunately took it in good part; in fact he took the controls when we took some local reporters flying over Torbay, although we neglected to mention at the time that his new wife temporarily became a reporter for the day."

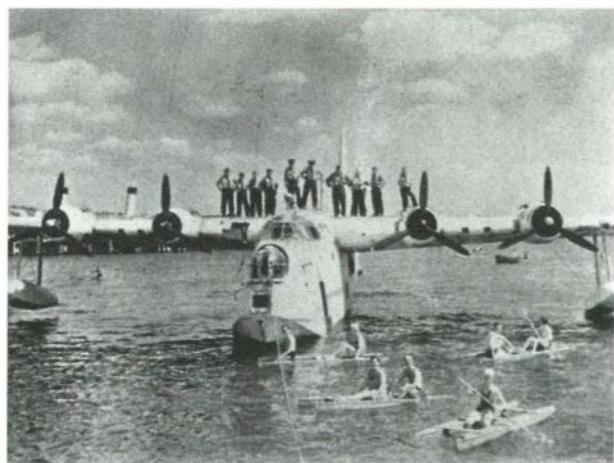
In late October HMS Amethyst, of Yangtze river



Low pass over Bournemouth (as authorised) (IW)

fame, returned home from China and when she entered the South-West approaches two 201 Sunderlands flew out to meet her. Aboard one aircraft was Sig 1 Gerry Moreby who, whilst with 88 Squadron in the Far East, had been aboard one of their Sunderlands when it landed alongside Amethyst on the Yangtze to take wounded and injured to safety down river. Moreby joined the crew of Amethyst when they marched through London the following month; indeed there was more marching for six members of the unit when they represented 201 at a Berlin airlift march past, again in London, the following January.

Much of the Squadron's work was, without doubt, mundane and not a little tedious during the period of the late forties and early fifties, but



'Come in Number 9, your time is up';
Bournemouth - July, 1949 (IW)



Front: M Sig Henry, Flt Lt Hobdey, Fg Off Witter, M Nav Ball
Back: M Eng Milne, E2 Cash, Sig2 Mahoney, Sig2 Somers (IW)

gradually a pattern of training developed; summer exercises and JASS courses with the odd detachment from time to time. After the JASS course of 1950, followed the customary "summer war". The sea conditions for this were like a mill pond and excellent for spotting periscopes as Ian Witter relates:-

"On my first trip on the exercise we actually succeeded in attacking three submarines; needless to say when we landed nobody believed us and it came as no great surprise when the CO, Sqn Ldr Disney, said he would come with us on the next trip. Equally needless to say we saw nothing at all on this sortie, until that is the return transit to Northern Ireland. The CO decided that we should carry out a simulated attack so he could see how the crew behaved and he ordered a smoke float to be thrown overboard. This was duly reported by the chap in the rear turret and immediately Sqn Ldr Disney took the aircraft into the attack on this smoke float. Half way down, what should happen but within 100 yds of the smoke, a periscope and snort mast appeared which of course we attacked. A really most remarkable coincidence."

Crews were sometimes tasked to deliver refurbished Sunderlands to the Far East in the early fifties; during such a trip in 1951, Flt Lt Clark and his crew of seven were killed, crashing at Bizerta whilst en route from Gibraltar to Malta.

There was also the constant Search and Rescue commitment; In April 1951, 201 spent many hours airborne, searching for HM submarine Affray which was lost with all hands.

In May 1952 Flt Lts Dickens and Champion flew off to Calshot to pick up a team of "Very Highly Qualified Officers from Coastal Command" and take them on a survey tour of Norwegian bases prior to a NATO exercise later in the year. Amongst the party was a hyper-active USN Commander, afflicted with, in the words of his fellow-travellers: "Everlasting-press-on-to-ridiculous-extremes-regardless-itis". He caused some consternation when he suggested that they should press on up a

fjord at 500ft, just below cloud, with 4000ft mountains on either side. He more than compensated however, by providing a seemingly inexhaustible supply of Bourbon whenever they took a break at one of the many stops on route. During an enforced stay in Oslo, which afforded the "VHQQ of CC" time to "liaise" with various Embassy and Diplomatic staffs, the crew themselves had a chance to get to grips with unusual Norwegian licensing laws. It was illegal to drink wines and spirits during public holidays and all drinks consumed in a night club had to be bought and poured before 10pm, about the time most coastal crews began to get into the swing of things. The solution was easy; 80 beers were delivered to their table at 9:55pm. When Exercise "Mainbrace" finally began later in the year, the flying boat base at Sullom Voe was reactivated for the first time since the war for use by 201 Sunderlands and USN PBM Mariners. The Air Ministry suggested that this detachment should live in tents, a view not shared by those who knew of the incessant autumn winds in Shetland and they eventually commandeered a hangar.



RN273 'A' at anchor with US Navy PBM Mariners in background - September 1952 (JS)

In May 1953 three 201 Sunderlands went off to Marsaxlokk in Malta to exercise with the Mediterranean Fleet. The Navy, as they occasionally do, omitted to tell the RAF that they had changed their plans. No sooner had the detachment arrived in Malta than the ships left, to return to the UK for the impending Coronation. Without the ships with which they were supposed to be exercising, training was naturally limited and inclined to the trivial; early tactical discussion pondered the dangers to safe air navigation of Army firing ranges relative to Maltese firework displays. Those who could draw on past experience of the island favoured the Maltese fireworks displays. Soon though, even the small amount of training available was cut short when the Squadron was ordered to take a Royal Marine detachment to Suez; thirty "booties" in a stripped-out Sunderland with a minimum crew. It was a taxing effort, especially for

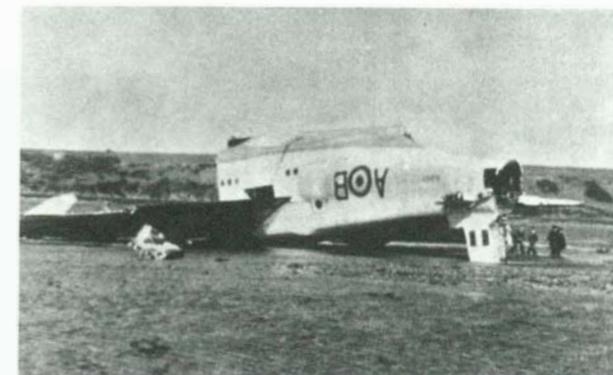


the ground crews, but they worked hard to prove the great flexibility of air power; thwarted only when the aircraft arrived at Fanara in Egypt where they were forced to taxi about for three hours, loaded with sweating marines, whilst awaiting close of play in a local water polo match.

August of the same year saw the departure of five Sunderlands for Young Sound on the East coast of Greenland. They refuelled at Reykjavik and arrived on 11th August ready to begin their task of ferrying supplies to the British North Greenland Expedition at Britannia Lake. The expedition had already been in situ for over a year and the fleeting Arctic summer was their only opportunity for resupply; by the time the Squadron mounted its first delivery sortie, the food supplies at Britannia Lake were running low. It took about 10 days to complete the transfer operation by which time over 80 tons of food and equipment had reached the expedition. Airlift complete, the last Sunderland was on the point of departure from the lake, when it slipped its moorings and, before anything could be done, struck some boulders close to the shore, holing the hull. Things were now a little awkward; the first cold belt of winter was moving in from the North leaving only hours before the lake iced over. The job of pumping icy, waist-deep water out of the boat and then moulding Plasticine and cement to repair the gashes took a while in the freezing conditions, but eventually the temporary repairs were finished and all five aircraft made it safely home to Pembroke Dock by the end of August.

For the JASS course of autumn 1953, crews deployed to the Squadron's old stamping ground at Castle Archdale, where they exercised with the Navy and, like their predecessors, added vastly to the profits of a famous Irish brewer. Early in 1954 a detachment deployed to Gibraltar and Malta. Whilst in Gib, a pair of Sunderlands made a flypast of the Royal Yacht Britannia which was bringing the new Queen home to Britain from the inaugural Royal Tour. Shortly after this the award of the George Medal was gazetted for FS Ernest "Darky" Evans for his courageous part in rescuing some of his crew from a crashed Sunderland. The boat was taking off from Pembroke Dock when she porpoised wildly, crashed and submerged. Evans extricated himself from the wreckage before dragging a navigator and a signaller from the wreck, at great personal risk. Six of the crew died in the crash.

The 1954 Guernsey liaison visit



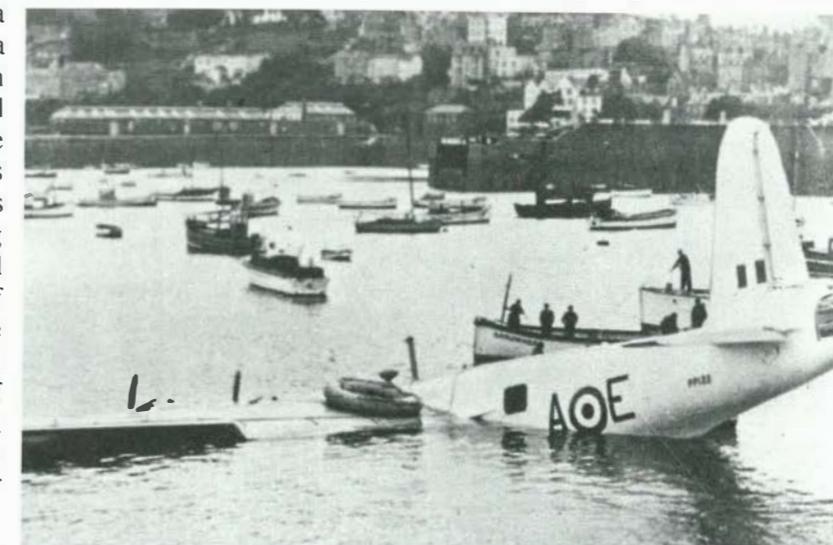
Sunderland Mk V (N3267) upside down after crashing at Pembroke Dock in March 1954 (JB/JE)

began in some style when Sunderland E-Easy, with the Coastal Command football team aboard, taxied into St Peter Port harbour, struck a submerged rock and sank before she could be beached; there were no injuries save to the pride of those involved. An advance party had already arrived in Guernsey and from their vantage point ashore, were treated to the spectacle of the Sunderland settling gently into the harbour. The CO, Sqn Ldr McCready, greeted the crew on the quayside with the words "Thank God it was Easy anyway". A WAAF passenger put it less succinctly: "It was queer; it seemed to scrape".

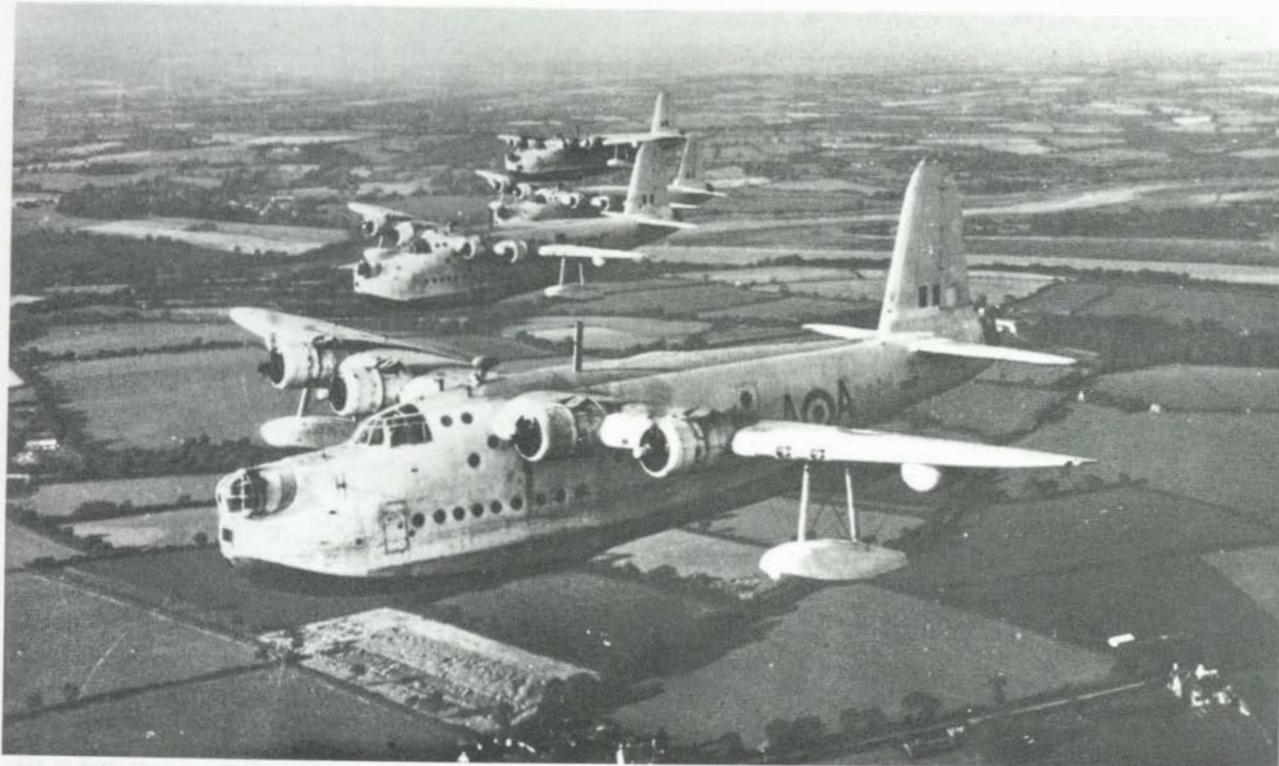
Towards the end of January 1955, 201 returned to yet another old haunt, Lerwick in the Shetland Isles, to join the locals for the Up-Helly-Aa festival. Each member of the crew stayed with a local family and the hospitality was apparently quite stupendous; as one siggie noted later.

"Within half an hour I had a meal, a bath and half a bottle of whisky."

The Up-Helly-Aa festival stems from the time when the Vikings ruled part of Scotland, including the Shetlands Islands. The festival displays all its Viking origins with a burning longboat, the locals in



E-Easy, Guernsey - 1954



The entire Squadron at formation practice for the Queen's visit to Pembrokeshire. The aircraft are A (SZ576), C (RN288), D (VB889), E (SZ575) and W (PP117) (MOD/PRB11601)



The Aird-Whyte presentation 1955. Sqn Ldr Bedford receives the trophy from Mrs Aird-Whyte

Viking costume and much revelry in the town. The siggins were called upon to save their detachment commander late in the evening. A Shetlander found them in the large crowds and pleaded with them to come and rescue Flt Lt Peter South, who had climbed a lamp post for a better view and was unable to descend.

February 1955, and another overseas trip to Malta for "FAIR ISLE 1955" was planned. For all detachments to Malta, the flying boats were anchored in Marsaxlokk, where the swell was both notorious and frequent and which made refuelling and handling the boats very troublesome indeed. On this particular occasion, all the aircraft arrived within a short time of each other to find the sea like glass. The young chaps poured scorn on their older comrades for the wild tales which they had been told, attributing it to a surfeit of the vice offered in the notorious "Gut". Once arrival formalities were finished, everyone trooped back down to the harbour to refuel the boats for the start of the exercise; however, during their absence, the swell had arrived with a vengeance and five Sunderlands were bobbing violently in unison on top of an eight ft swell which persisted for the whole exercise. Only infrequently did anyone even attempt to take on the heaving Mediterranean; those that did faced an unnerving experience and those bold enough to ask for a flight, such as the Station Commander at Luqa, returned not a little green around the gills. The result of this total lack of flying was, almost inevitably, a serious overdose of Maltese hospitality; indeed, someone suggested that the island should gain a bar to its George Cross each time the Squadron visited.

A few months after the return from Malta there was a tragic accident at Eastbourne when a crew arrived in a Sunderland to show the flag. C-Charlie crashed on arrival, killing four crew, Flt Lt Gush, Fg Off Doran, MEng Boddy and LAC Rothwell, and injuring the others to varying degrees.

During the 1955 JASS course the participating submariners evidently possessed all the devious characteristics of their modern counterparts and few were caught; singular though, was the exquisite faux-pas by one officer of the Squadron at the end-of-course guest night. Surrounded by dark blue uniforms, he favoured them with his opinion on their various branches: "The RNVR are gentlemen trying to

be seamen" he opined, "The RNR, seamen trying to be gentlemen, whilst the RN are trying to be both."

For the unit as a whole, a high point of 1955 was when it won the Aird Whyte Trophy, the first time it had gone to a flying boat squadron. Flt Lt John Pearson, and the crew of W/201 bombed and shot their way to victory. In fact they had two attempts, the first marred by some misunderstanding which honesty forbade them to conceal. Although they would have been on top as a result of this first trip they flew a second some days later which was the one to count. The period between was marked by a particularly nervous skipper, who apparently resembled a condemned man until the crew pulled it off on the re-run. The presentation was made in person by the lady who founded the trophy, Mrs Aird Whyte, crowning a notable year in the history of 201.

Apart from what now had become the regular 'FAIR ISLE' detachments to Malta, there is little of serious note in the history of 1956 until September when A/201 was flown into the Port of London by Flt Lt Nicoll for Battle of Britain week. The spectacle of a flying boat landing on the Thames attracted a good deal of attention from the public and a special "Notice to Mariners" was promulgated. The Sunderland was moored near the Tower of London and attracted large crowds of visitors throughout the week.

The same month a "scratch" crew, captained by Flt Lt Chaple set off from Pembroke Dock to deliver a Sunderland, (RN282) to Singapore, together with some passengers who had unwisely elected to travel East by a more unusual route. This simple ferrying trip turned into a sortie of epic proportions, a



DP198 is prepared for the disbandment parade on 31st January, 1957 (VB)

PORT OF LONDON

NOTICE TO MARINERS — No. 80 of 1956

Limehouse Reach and Greenwich Reach FLYING BOAT

NOTICE IS HEREBY GIVEN

that at approximately 11.30 hours, B.S.T., on Monday, 10th September, 1956, a FLYING BOAT will alight on the River in either Limehouse Reach or Greenwich Reach, dependent on the wind direction, and will taxi up River to moorings at TOWER BRIDGE TIER.

If the weather is unsuitable the operation will be deferred 24 hours.

Persons in charge of vessels are requested to give the Flying Boat as wide a berth as possible.

By Order,

Port of London Authority,
London, E. C. 3
20th August, 1956

E. S. BIRCH,
Secretary.

nightmare for the maintenance teams along the route. Plagued by oil, fuel and water leaks all across the Med and trapped in Malta by the renowned heavy swell in Marsaxlokk, it took several days to reach the Middle East, with a day's delay at every port of call. Their unexpected diversion to Habbaniya so thunderstruck the RAF movements officer, who hadn't seen an aircraft for weeks, that he refused to believe it; however, the tale of King

Feisal showing such an interest that he fell off his water-skis is, without doubt, apocryphal.

At Bahrain, Maripuna and Korangi Creek they continued to collect their quota of failures; the batteries went flat at Korangi, no sooner were they re-charged than the monsoon set in, enforcing idleness for a few more days, enlivened only by considerate hospitality from the Pakistan Air Force. From here they flew on to China Bay in Ceylon where, after solving the now customary aircraft fault, one crew member, Flt Lt Jack Hubert, was whipped off to the Naval Hospital in Tricomalee with a cinnamon stick wedged in his throat, a souvenir of his first authentic curry. Fear of naval surgery cured him dramatically, only minutes before the knife, and the offending bit of spice dislodged itself with no ill-effect. After 17 days en-route, a thoroughly worn out crew finally reached Singapore with their astonished passengers and rather decrepit airframe.

At Hogmanay of 1956 came the startling news that the unit, together with 230, would be disbanded at the end of January 1957. Volunteers to join 205 squadron in Singapore were requested and after some initial misgivings and confusion, eight and a half crews were found for the Far East. Time was short, but valedictory celebrations and parades were hurriedly organized. The farewell parade was a moving affair, ending as it did a long and honourable association between the flying boat and Pembroke Dock. From the 5th February, men and machines began dispersing, some of the boats to Wig Bay in Scotland, and some to the Far East to augment the Sunderlands there. The Standard was laid up in St Emanuel's Church at Northwood and, with little ceremony and no fuss, 201 Squadron itself came to an end.



DP 198 is prepared for the disbandment parade on 31st January, 1957 (VB)



At anchor. Left and Right: Sunderland Mk Vs 201/D, 201/E, 230/R, 230/T, 201/F, 230/Y. Marine Craft unit in foreground (VB)



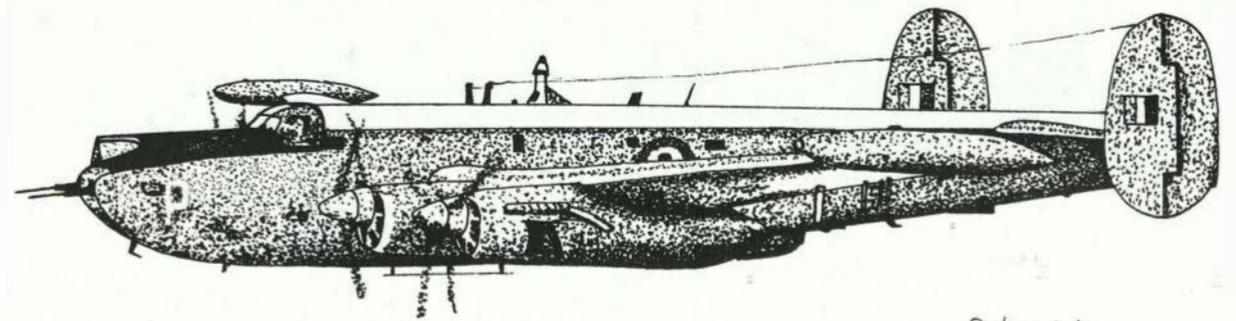
The gates close on an era. The closure of P.D. and disbandment of 201 marked the end of Sunderlands in UK waters (VB)

V

THE SHACKLETON ERA

"Shackletons don't bother me"

Shackleton song



Stephen G. Hoole

FROM SLIPWAY TO RUNWAY 1959-1970

At RAF St Mawgan on 1st October 1958 the Squadron was officially reformed. All the paraphernalia, official and otherwise, that squadrons tend to acquire over the years, arrived from store; the silver and photographs turned up shortly afterwards, and on the 10th of the month a very unusual re-formation parade took place in one of St Mawgan's hangars. 220 Squadron, itself with a

highly distinguished record, paraded for the final time and marched off to the tune of "Auld Lang Syne". Ten minutes later, the same officers and SNCOs marched back onto the parade, this time with the 201 Standard. The new 201 Squadron took over 220 Squadron's new Shackleton III aircraft, (from itself of course) and another era was under way.



Reformation Parade - 10 October 1958



Shackleton MkIII Phase 1

220 SQUADRON

Since, at a stroke, 220 Squadron became 201 Squadron, it is useful to examine briefly the history of that unit. 220 began life like 201, as an RNAS unit, serving in Gallipoli during the Great War, and being disbanded immediately afterwards. It reformed at Bircham Newton in 1936 with Ansons before converting to the Hudson in November 1939 for anti-U-boat operations. 220 could claim credit for locating the Altmark, the prison ship to the Graf Spee, and also for attacks on the German cruiser Hipper. Shipping strikes formed a large part of 220's job until December 1941 when it converted to Fortresses. At the same time, and rather confusingly, the unit transposed its identity with that of 90 Squadron which was at that time serving in Egypt. The new 220 Squadron then transferred to Ballykelly in Northern Ireland, from there to continue its role in Coastal Command. Eventually it changed aircraft once more, this time to the Liberator V. During 1943 the unit moved several times; to Aldergrove, Benbecula, Thorney Island, and finally Lajes in the Azores. During the conflict, 220 sank a number of U-boats and attacked many more. Shortly before the war ended the unit returned to the UK where it was equipped with the Leigh Light Liberator which it flew until the cessation of hostilities. 220 Squadron disbanded at Waterbeach in 1946, only to rise once more in September 1951 when it was equipped with the Shackleton Mk 1A at Kinloss. It was one of the few Coastal squadrons to operate all the marks of Shackleton, although the unit itself did not survive the aircraft in RAF service and it became 201 Squadron within months of converting to the Mk III.

Only a week later they were straight down to business, yet again in Malta for a FAIR ISLE detachment, known by now as the MEDASWEX. These were popular detachments, both operationally and socially, and this one was no exception. It certainly began on a highly comical note during the pre-exercise briefing which was attended by a large number of high-ranking officers from the RN, RAF, RCN, USN and the Italian navy. Hardly had this begun in the naval operations HQ when the ventilation shaft began to emit a billowing fog of tear gas, naturally bringing business to a

chaotic and abrupt halt; brass hats running around with streaming eyes and the hoi-polloi convulsed in paroxysms of mirth. It transpired that a group of seamen on a Ground Defence Exercise and had generated the smoke right next to the ventilator inlet. Round one to the Navy, and the briefing continued in the open air.

The year ended with another in the succession of JASS courses, a popular event for those taking part by all accounts not least because they evidently helped to cement both operational and social ties between light and dark blue with joint lectures, joint exercises (airborne and afloat), and of course joint parties afterwards. After New Year 1959 two USN captains flew with the Squadron during an exercise sortie. On its return, the aircraft, flown by Geoff Chadwick, suffered brake failure on the runway and the guests were treated to a fine display of the use of the Shackleton as an instrument of agriculture,



A good straight furrow

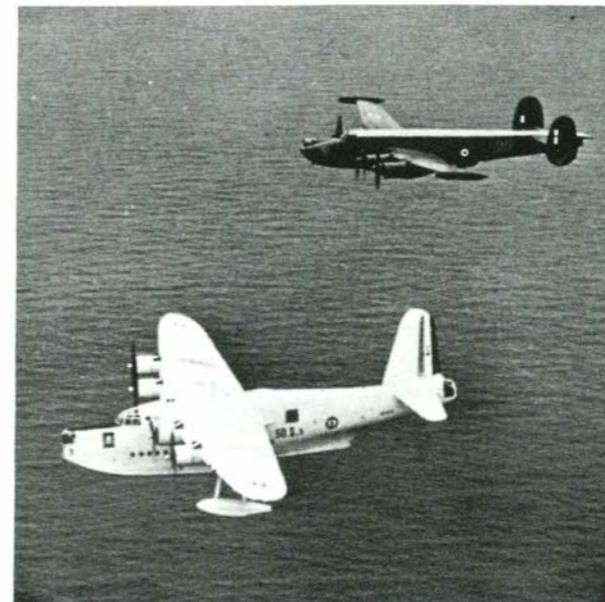


Shackleton landing at the SBAC Show at Farnborough, September 1960 (MOD/PRB19783)

ploughing a fine, deep, but nonetheless straight furrow across the grass.

At the 1960 annual SBAC show at Farnborough, the Squadron took part in an interesting experiment, designed to show off the capabilities of the Shackleton to the public at large. Every day of the display, towards the end of the afternoon's flying, a 201 Shackleton took off. Loaded to the gunwales with fuel, it disappeared over the western horizon just as the finale of the show, the Hunters of 111 Squadron, arrived on the stage. The following day the same Shackleton would arrive back at Farnborough, after 22 hours airborne, to land just after the V-Bomber scramble that began the flying programme. This was the first time that Coastal Command had taken part at Farnborough and the aim was to impress upon everyone the great endurance of the Shackleton. There were those who doubted whether the aircraft really did stay aloft for all that time, a sentiment expressed in one of the more lurid of the national newspapers. Such speculation was crushed swiftly, and some would say brutally, by the simple expedient of inviting a member of the fourth estate along for a 22-hour "Eatex".

On the 24th August 1961 the keel of Short Sunderland ML824 left the waters of the French port of Brest for the final time. The Sunderland joined up with a pair of 201 Shackletons from St Mawgan and began its last journey to Pembroke Dock where it was to be preserved as a memorial to the record of the flying boat in RAF service. The flying boat, with its escort, crossed South West England and arrived over Pembroke Dock later that day, performing several flypasts over PD with the



ML824 comes home (MOD/PRB20681)

Shacks in tow, before making a last, textbook landing. The Sunderland was a gift from France and, as ML824, was one of the last three flying boats belonging to the French Navy. Its presentation was the culmination of a long search for such a boat initiated by two brothers, Peter and Deric Thomas from Cardigan. The formation of the Short Sunderland Flying Boat Preservation Campaign was an early step towards retrieving a suitable airframe, latterly assisted by personal approach to the French Navy by Air Chief Marshal Sir Philip Joubert de la Ferte, a former AOC-in-C Coastal Command. ML824 had once served with 201, in her previous incarnation as Z/201, during the latter part of the war, and so it was very apposite that on each wingtip for her final trip there should be a 201 Shackleton, captained by the CO, Wg Cdr Alan Davies and Flt Lt Paddy McBurney. The two crews themselves included many ex-Sunderland men, including McBurney's navigator, FS Eric Tait who had amassed 4600 hours on boats, and for whom it was a particularly poignant occasion. The boat was hauled up the slip at PD the following day where it was officially presented by Vice Admiral Sugnet of the French Navy to Mr Oswald Short who, with his brothers Horace and Eustace, formed the famous company which built the Sunderland and who had strong links with the Squadron, through Sir Arthur Longmore, as far back as 1909.

As a year, 1961 continued to be memorable. The BBC chose to record the radio programme 'Down Your Way' in a Shackleton flown by Geoff Chadwick; surely the zenith of achievement for the sound engineer. In May it was the unit's turn to represent Coastal Command at the annual Battle of the Atlantic commemorative service in Liverpool Cathedral, quickly followed by news that they had won, not only the Coastal Command Reunion Cup, for the most efficient squadron in the Command, but also the Aird Whyte Swimming Trophy.

In September came a major detachment to Comox, the RCAF base in British Columbia, involving a large section of the Squadron, and the AOC 19 GP, Air Vice Marshal Bower. Canadian hospitality provided everyone with a fine time; the two aircraft returned via Churchill and then took differing routes back to St Mawgan. At Churchill there was an incident with a polar bear skin which was nearly liberated from, of all people, the Mounties. Sqn Ldr John Etkins remembers the manner of its eventual return to its rightful owners:

"It had been removed from a very prominent position on the wall of some anteroom in Churchill, apparently without anyone noticing its loss. It was spirited aboard the AOC's aircraft for safe keeping until our departure, by those who had borrowed it. When we left we were aboard the aircraft, ready to start, awaiting the AOC's arrival. After his final goodbyes he mounted

the aircraft steps to be confronted with this enormous polar bear skin laid out at the top and which he had to walk right across to reach the aircraft. The Canadians pulled the steps away, to find their precious polar bear skin sitting at the top."

The winter of 1961-62 was noticeable for the plethora of SAR incidents, all mostly for small boats lost or missing in coastal waters but sometimes for medical emergencies in the Atlantic or searches for the crew of abandoned aircraft. In the spring, four Shackletons made an immaculate flypast of the Tamar bridge on the day it was opened by HM The Queen Mother. They completed their



Tamar Bridge Flypast - April 1962

pass with a "Prince of Wales" break, each aircraft pulling up and outwards in the style of the Prince of Wales' feathers. There were several more flypasts during 1962: at Felixstowe, to mark the closing of the base there; at Upavon, to commemorate 50 years of military aviation and over the Royal Yacht when the Queen visited the West Country.

During June the first Phase II Shackletons were delivered. At this point the Cuban missile crisis began to influence life on the Squadron. A Canadian detachment was scuppered and a short notice departure for duty in the Bahamas was planned; however, as the political situation altered again, so this deployment too was cancelled.

There was concern over the reliability of the Griffon engine in the Mk III Shackleton in this period and Sqn Ldr Chesworth gave a demonstration to designers from Rolls Royce's Engine Division to try to reveal the cause. The all-up weight (AUW) of the Mk III Shackleton was over 15,000lbs heavier than that of the Mk I. Consequently the Griffon engines operated at a higher power setting for much longer periods than had been originally intended and the failure rate of the Griffon began to increase. The purpose of the demonstration was to indicate to the designers exactly how the aircraft was operated in flight and so not only help to solve the existing problem, but also to provide information useful to those designing the power plant for the next generation of maritime patrol aircraft.

The turn of the year brought the coldest weather for 80 years which naturally curtailed flying, apart from essential SAR missions of which there were many in the harsh winter. One was a long, night search for a Canberra lost near Flamborough Head but never found. After the thaw in April came a transatlantic deployment to the USA by six aircraft and the entire Squadron. The unofficial Squadron history tends to concentrate on the seriously underestimated American hospitality and its far reaching effects; however some good ASW training was also to be found in the exercises from NAS Brunswick.

At the end of the summer of 1963 a large part of 201 were westbound again, this time to Nassau in the Bahamas for what are described as colonial policing duties. The task was to ensure the security and sovereignty of British possessions in the Caribbean. For the most part though, the squadron line book would have one believe it was an endless party sustained in no small way by the inhabitants of Nassau itself who seem to have taken the chaps into their hearts and homes. The arrival of Hurricane Flora was less than welcome though; contingency plans were devised and two days spent awaiting a capricious decision by Mother Nature which finally spared the Bahamas altogether. Cuba suffered though and crew 6, captained by the CO, Wg Cdr Peter South, flew relief supplies into Havana and Santiago de Cuba, returning loaded with cigars and Bacardi rum. In Nassau, there was dismay at the loss of the hotel swimming pool for a week while repairs were made so crews offered their services to help the renovation. The job was completed in half the time and earned a mention in the local rag. Departure to the UK was a more painful business; the hotel bill reached, what in those days was the astronomical sum of £2600 and the completely unrealistic allowances ruined many a man for

months afterwards.

1964 was a sedate year with yet more SAR incidents as the notable part of the flying task. Two crews went to Cyprus to conduct more policing duties in the wake of trouble there.

Even as recently as the sixties, most of the exchange officers still travelled to and from their postings by sea, and still crews maintained the tradition of bidding farewell to these departing officers by rendezvousing with the liner taking them home, probably giving an impromptu flypast at the same time. "Monty" Montgomery was seen off in this fashion in early 1965 aboard the Orsova, just off Ushant and bound for "Oz".

At this point the rumour, alarming to many, that 201 was bound for Kinloss became fact, and preparations for the move in March 1964 got underway. The final act of the unit in Cornwall was a guest night to simultaneously celebrate the 50th anniversary of the Squadron, and to say farewell to St Mawgan; Sir Arthur Longmore was guest of honour. A week later the Squadron travelled north, a move which eventually displaced the MOTU to St Mawgan. Wg Cdr South handed command of 201 to Wg Cdr Northcott, only weeks after 201 arrived at Kinloss; the occasion marked by some spirited flypasts over the airfield as the outgoing "chief executive" was wheeled off, adorned with the ceremonial Viking outfit, presented by the people of Lerwick some years before. He had not gone long when new aircraft were delivered, the Mk III Phase III.

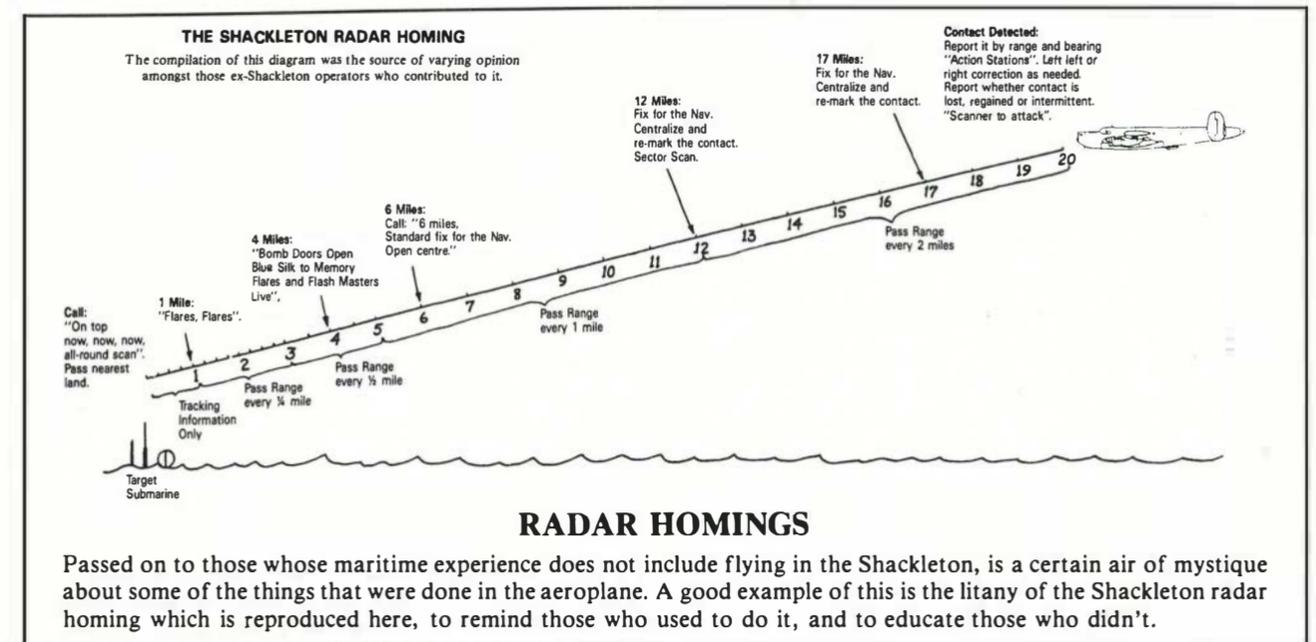
August 1965 brought Lord Shackleton, Minister of Defence for the RAF, to Kinloss to visit the home of his aeronautical namesake. The year ended, however, with an immense blow; Shackleton



The 50th Anniversary Guest Night 1965; the CO Wg Cdr Peter South with Air Chief Marshal Sir Arthur Longmore



Wg Cdr Peter South en route to Valhalla



'L'(XF704) was lost over the Moray Firth on 8th December 1965. Returning to Kinloss from a training sortie the aircraft crashed into the sea. Despite immediate search and rescue attempts, no survivors were found; the bodies of seven of the eight on board were eventually recovered. The crew was:

Flt Lt C.B. Taylor (capt), Flt Lt D.W. Perry (co-pilot), Fg Off J.S. Williams (co-pilot), Fg Off G. Patrick (navigator), MEng B. Timms (air engineer), FS B. Orme (air engineer), Sgt M.D.A. Bray (AEOp), and Sgt A G Bromley (AEOp).

In June, four crews deployed to RAF Changi, Singapore (via El Adem and Gan) for what was to be a lengthy detachment of three months in support of British involvement in the confrontation in Malaysia. The F540 Squadron record must remain closed on this, as do subsequent operations within the "30 year" rule but, suffice to record that 201 worked hard; there were numerous operational sorties in support of the RN, mainly "Hawkmoth" sorties in the straits of Malacca. Here too, SAR standby became a constant feature with occasional



Chinese Junk

forays over sea and jungle to search for missing boats and aircraft. Crew 4 led by Sqn Ldr Hiller found a light aircraft which had crashed into the forest in the southern Johore area; a difficult job because even in the relatively tame jungle, close to a rubber plantation, the wreckage could easily have been missed. A fruitless callout in July was nevertheless more amusing, although perhaps not for one particular gentleman. Crew 1 flew a long night SAR search landing at Butterworth, they expended thirty four 4 1/2 inch flares in the process;

thirty three in the sea and one in the garden of a local District Commissioner, setting the shrubbery alight. He was unhappy. Part way through the deployment, the Changi runway began to resemble a roller-coaster. The aircraft were flown to Tengah to allow surveying for a new runway to be completed. It was subsequently discovered that the undulating nature of Changi airfield had its origins in the war when it was built by Australian POW forced-labour. The foundations were formed of large oil drums filled with concrete; however, despite the appalling treatment they were given by the Japanese, the Aussies got one back by neglecting to fill many of the oil drums with



"NOW LOOK CHAPS... I'M PRETTY CERTAIN THE SURVIVOR ISN'T IN MY BOUGANVILLE... OVER!"

anything at all, causing the eventual subsidence of the runway.

Hostilities between Malaysia and Indonesia officially ceased on 12th August 1966 when the Bangkok Agreement was ratified. Although the operational support for the RN was thus effectively over it was a little while before the detachment ended. Indeed there was a further detachment to Labuan from where more SAR sorties were flown before the whole Squadron finally returned to the UK in early September.

The following February, Kinloss converted to centralized servicing, an event mourned by many, both at the time and in ensuing years. The Squadron history reveals the teething troubles of the new system reflected in the lower serviceability rate of aircraft. In the long term, despite its apparent soundness in economic terms, it led inevitably to a much wider gulf between "menders" and "benders".

In November 1967, Crew 1 deployed to Sharjah for colonial policing duties just as the final British withdrawal from Aden took place; the Sharjah accommodation was consequently crowded with dependents evacuated from Aden and awaiting

THE 250lb DEPTH CHARGE

The basic design of the depth charge (DC) remained largely unchanged for nearly 40 years. From the day that the device entered service in 1934, to its withdrawal with the ASW Shackleton in 1972, the only modification of tactical significance was made to the firing pistol. The great attraction of this weapon was that it was extremely simple, especially when compared with an expensive and complicated torpedo. Towards the end of its time in RAF service, most aircrew looked forward to its demise, since the casings were inclined to emit an obnoxious substance which did not inspire confidence in its efficacy as an ASW weapon. In spite of this, the wheel may have turned full circle; the attraction of a very large explosive device that is completely immune to jamming and decoys will probably become increasingly attractive as the modern ASW battle becomes more and more complicated. If this happens, then perhaps these MOTU training notes of 1966 will again prove relevant.

General Notes on DCs

1. A DC consists of a cylindrical metal case, filled with an explosive charge and having a centre tube in which is housed a primer, a detonator, and a pistol and valve unit, when the DC is fuzed. The depth at which the DC detonates depends upon the pistol and valve unit being operated by hydro-static pressure. The charge weight ratio of the DC is 66%.
2. A safety device is incorporated in the pistol and valve unit to render the DC 'SAFE' in the event of the carrying aircraft sinking after a forced landing at sea.
3. DCs are fitted with a tail to give stability during its flight in the air. Failing to detonate, or detonation on the surface may occur if the DC is released from too great a height or at too great a speed.
4. When the DC is fuzed this fact is chalked on its tail.
5. To meet the requirements for a shallow-firing DC the front end is dished inwards to present a concave surface and thus ensure rapid retardation on entering the water.

Functioning

6. When the DC is dropped 'LIVE', the safety pin is pulled out of the holes in the arming vane blade and the safety wire guide and retained in the fuzing unit. The arming vane can now rotate due to air pressure, and is screwed down onto its seating. On impact with the water, the tail breaks off leaving the rear end cover of the DC exposed. The speed of descent of the device through the water is rapidly retarded by the concave nose.
7. On reaching firing depth the pistol and valve unit operates and fires the detonator which in turn fires the primer to cause detonation of the main filling.

8. Immediately on explosion, a pressure wave travels through the water in all directions. This causes the 'knock' which may be heard on the hull of any vessel in the vicinity and also the formation of a mount of spray on the surface of the water.

9. After the explosion there is a large upward rush of gases through the spray, carrying with it a large volume of water which is usually called the splash. Mixed with the water is a large amount of black residue from the explosion and this must not be mistaken for oil or debris from the submarine attacked. The residue from the explosion is like soot and appears as a black, frothy scum on the surface of the water. If the water is shallow, the bottom will be disturbed and mud and sand etc will be brought to the surface.

Dropping Limitations

10. To avoid a ricochet the following speeds must not be exceeded:

Height	Max speed
50 ft	150 kts
100 ft	183 kts
150 ft	216 kts
200 ft	250 kts

Performance

Forward travel under water — 35ft to 40ft
 Depth of explosion — Approx 30ft
 Lethal Range — 15ft radius
 Serious Damage Range — 30ft radius
 Slight Damage Range — 60ft radius

It is worth noting the lethal range; despite all the technological advancement of the airframe and sensors of the Shackleton when compared with the Sunderland (sic), the effectiveness of the depth charge as a weapon was improved not at all. On the subject of accuracy, the MOTU notes also give instructions on how to report the effectiveness of attacks:

VISUAL ASSESSMENT OF BOMBING ATTACKS

1. In order to get an immediate visual attack result, a crew member should observe the attack from the bomb bay inspection hatch and report as follows:—

'Distance of first bomb from target; distance of last bomb from target; line error'

2. The length of the stick is known to be 100yds. Great care must be taken to allow for the fact that the attack is viewed obliquely.

EXAMPLES OF ASSESSMENTS

"50/50 Zero": Bombs equally spaced either side of the target. No line error. Kill.

"0/100 5 Port": First bomb level with target, second bomb 100yds over. Target passed 5 yds to starboard of aircraft. Bombs fell to port. Kill.

"100/0 15 Stbd": First bomb 100 yds short. Second bomb level with target. Line error exceeds maximum permissible. Miss.

transit to the UK. These detachments were to continue until mid-1969, shared between various squadrons which each deployed crews for about three months at a time. The background to the deployment was that of Britain relinquishing her colonial commitments in the Middle East. Prior to the final withdrawal it was necessary to actually increase forces in the theatre for a brief period, a process which ensured a controlled and orderly departure from the region. To enable individual states to gradually develop and equip their own

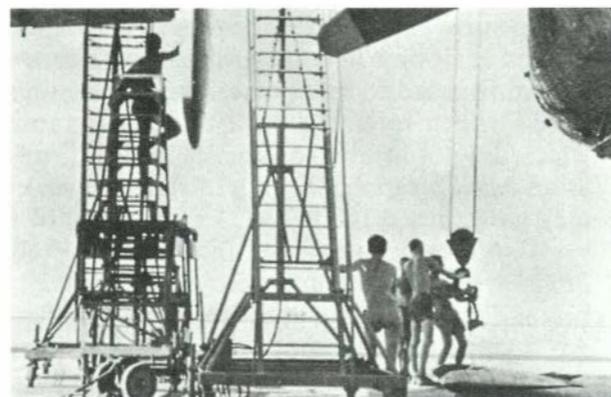


Arab dhow, with standing room only

defence forces, a role hitherto performed by Britain, a delicate path had to be trodden to avoid upsetting or alienating any of the Middle Eastern states. The purpose of the Shackleton detachments was to conduct maritime surveillance patrols in the waters around the Arabian peninsula, including the Straits of Hormuz and into the Gulf itself. The smuggling of gold, arms and illegal immigrants were all problems which could variously contribute to the loss of stability. Additionally, in the southern part of the Gulf itself were a number of islands which were potentially the subject of territorial dispute; these islands, Tunb and Abu Musa, were regularly patrolled to ensure that the right colour flag was still flying. Sharjah could hardly be described as a social Mecca, so people made their own entertainment; in the baking heat of the Gulf much of it centring around the swimming pool. Other diversions were provided by Desert Familiarisation Exercises, one of which was led by the CO, Wg Cdr Chesworth. All the crews seem to have thoroughly entered the spirit of the event, not least Crew 2 who organized a Rudolph Valentino look-alike competition as "Sheikh of Araby"; there were a number of hopeful aspirants to the title but "Spanners" Franks ran out a handsome winner.

The ground crew, despite no longer belonging officially to "The Firm", still considered themselves part of the Squadron in all but name. The long and tortuous route by which the spares arrived from the

UK did nothing to ease the burden of their work but they still performed their usual prodigies of toil in the fierce heat (frequently well over 100 degrees F). In March 1968 they achieved what many cynics doubted was possible; after working all night they were able to provide four serviceable Shackletons to complete a four-ship sortie, kindly photographed by a Hunter from RAF Bahrain (Muharraq) while they were over Ras Sheikh Masud.



The groundcrew who made it all possible at Sharjah

On 2nd October 1969 the first Nimrod (XV230) was handed over to the RAF at Woodford in Cheshire. It was received by Air Marshal Sir John Lapsley, AOC-in-C Coastal, and christened with champagne by his wife. The jet engine had arrived in Coastal Command; but only just though. Within two months, Coastal Command itself was stood down at a ceremony at St. Mawgan on 27th November. The demise of this famous military formation came about through the re-organization of the RAF, and all maritime patrol squadrons passed into the control of 18 Group. The ceremony was marked with an impressive flypast by nine Shackletons, followed by a lone Nimrod. The sad expiry of Coastal Command heralded the beginning



The finalists of the Rudolph Valentino competition



The last Squadron 'Shack' sortie – flown by Crew 6

Left to Right: Sgt John Mapstone AEOp, MAEOp Sean Ward, Sgt Tony Gibson AEOp, Flt Lt Ian Marshall Nav Captain, Flt Lt Alan Londesborough P1, Flt Lt John Martin Nav2, Flt Lt John Hutchence P2, FS Mac Crawford Flt Eng, Flt Lt Dave Aram AEO, FS Lew Townsend AEOp

of the end for the Shackleton as well, at least in the service of the maritime squadrons.

There were still detachments and invariably the SAR commitment. In early January Flt Lt Godfrey and Crew 4 performed an unusual search mission for the drifting hull of a car ferry which had broken loose from its tug. Since it was unmanned, the search could not be performed under humanitarian auspices and the owners had to stump up hard cash to fund the trip.

In May, 201 went to Guernsey, to coincide with Liberation Day on the island, in recompense for the fact that it had been unable to visit the previous year,

on the 30th anniversary of the affiliation. The Shackleton was unable to operate from Guernsey's airport, a factor which made liaison visits rather difficult, although on this occasion it was accomplished courtesy of a Support Command Hastings. The visit was significant in that it was the first time that the Squadron standard had left the UK.

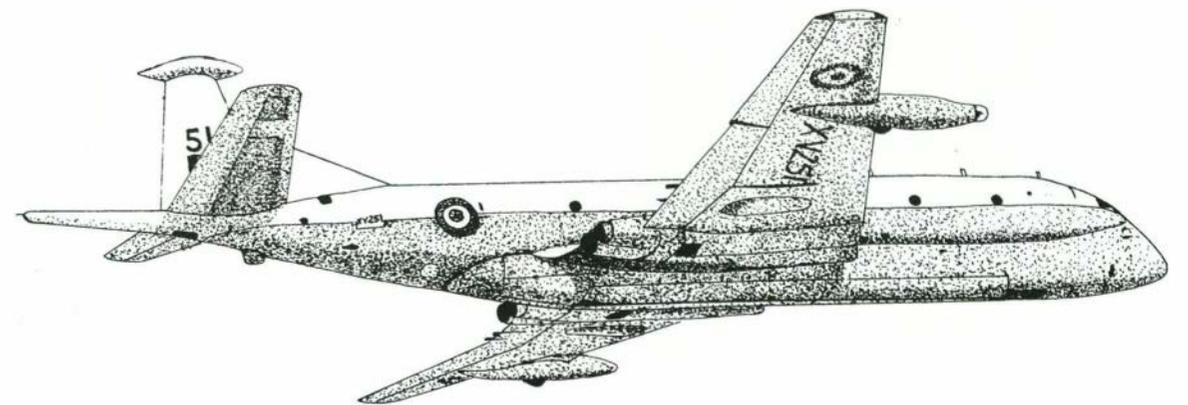
On 12th June 1970 the Shackleton finally retired from 201 Squadron when Crew 6, captained by Flt Lt Marshall, flew home from Bodo where they had been delivering spares.

VI

THE JET AGE

"Nimrod..... a mighty hunter and his prey was man"

Pope



Stephen G. Kunk

THE MIGHTY HUNTER - THE EARLY YEARS 1970 - 1982

The Squadron was the first to convert to the Mk1 Nimrod; the first operational squadron sortie was flown on 13th July 1970 by Crew 1 and the CO, Wg Cdr Chesworth. Rapid conversion of the remaining crews followed, together with the inevitable flood of visitors, all eager to view the new beast. In October HM The Queen Mother visited Kinloss, to view the station as a whole and also its new aircraft. For the Royal visit, 201 was given temporary loan of the medals of Major Barker VC, from his widow Mrs Greene (she remarried after Barker's death). The decorations were flown from Canada where she lived and were shown to the Queen Mother during her visit; it was the first time that they had returned to 201 since his gallant aerial combat which won him the VC in 1918.

At the close of the year a 201 Nimrod, in company with a Shackleton, made a flypast of the pier at Longhope in Orkney to mark the commissioning ceremony of the new Longhope lifeboat. The previous lifeboat had been lost with all eight crewmen in March 1969 and the presence of the aircraft was appropriate tribute from one of the squadrons who had shared in many search and rescue operations.

Initially the Nimrod was unable to drop the Lindholme gear, as it had yet to be modified for use from the new aircraft. Nevertheless, Nimrods sometimes were allocated to the SAR roster, loaded only with 5 inch flares although it was not until November 1970 that Flt Lt John Elias and Crew 5 were diverted from an acceptance sortie in XV245 onto a SAR incident, the first such sortie for a Nimrod.

There was a sad task for the Squadron in January 1971, following the death of Air Chief Marshal Sir Arthur Longmore. Crew 7, captained by Sqn Ldr Terry Flanagan consigned his ashes to the waters of the Solent. The burial was in accordance with his wishes and took place close to the Needles in Alum Bay, off the Isle of Wight. Until his death at 85, he had always retained contact with his first squadron and various cards and telegrams attest to his close interest in 201's progress through the 20th Century.



The shiny new jet



The Queen Mother with Gp Capt Fountain and Wg Cdr Chesworth (GC)



Major Barker's medals are handed over to Flt Lt Marshall



Air Chief Marshal Sir Arthur Longmore

At the end of February, Wg Cdr George Chesworth finished his tour as CO and left Kinloss after successfully seeing 201 through the trials of coming to terms with the jet age. His farewell jolly was to Brazil, part of a Hawker Siddeley effort to sell the Nimrod to the Brazilian Air Force. Barely had his successor, Wg Cdr Barry Duxbury, arrived when the Squadron paraded for the official presentation of the Fincastle Trophy by Mrs Aird Whyte, accompanied by Air Chief Marshal Sir Andrew Humphrey, the C-in-C Strike Command. The trophy had been "lifted" late in 1970 in the first year that a Nimrod competed; a considerable achievement since Flt Lt Merrett and Crew 6 had barely finished familiarization with the aircraft before the competition. Wg Cdr Duxbury enjoyed only a brief tenure of 201 before moving on to higher things as PSO to the Chief of the Air Staff at the end of the year.

Just after Christmas 1972, Crew 3 won the draw to host the Nimrod stand at the Boat Show at Earls Court. Despite the rival attraction of gleaming 12-metre yachts festooned with topless Page 3 girls, over 50,000 visited the mock-up Nimrod fuselage during the show. February 1972 saw more success in the Aird Whyte Competition. This was, in fact, the 1971 event, held a year late for some reason, and proved a happy victory for Crew 2, skippered by Flt Lt Jim Morris RAAF. Their reward for all this was

a 10 day "Westabout", on the subject of which the line book of the period reveals that perhaps the crews were not fully familiar with the Nimrod yet. The speed of travel, when compared to the Shackleton left some older chaps rather breathless, encapsulated in the plea: "Oh for the comfort of the Nimrod and the speed of the Shack." [sic].

Under the ANZUK agreement another aircraft was deployed to Tengah, for two months. Rivalry with an RAAF Mirage Squadron began to develop although the 201 detachment decided to call a truce when an air-to-air missile, fortunately not armed, fell from a Mirage and narrowly missed the parked Nimrods. The detachment was part of the UK contribution to the ANZUK agreement and consisted of surveillance patrols through the Malacca Straits, together with some co-operation work with surface units and submarines.

In September 1972, Iceland declared a 50 mile fishing limit, a move unacceptable to Britain whose deep-sea fishing fleet regularly worked the rich cod grounds off the island. Eventually, towards the middle of 1973 things came to a head after aggressive Icelandic gunboats had begun cutting trawls and harassing British trawlers. Frigates were dispatched to the area and shortly after, Nimrod surveillance sorties began. Throughout the summer of 1973 The Cod War continued and the Nimrod's part in it went on undiminished until 3rd October when a political solution was agreed; British trawlers had to withdraw to beyond the 50 mile limit. The last sortie in The Cod War was flown by



The Cod War; HMS Ghurka (left) with the Icelandic coastguard vessel Odin



Surveillance Duties - a Soviet Hotel class submarine being towed back to Murmansk after developing problems

Flt Lt John McLean and Crew 2.

Apart from this considerable activity at home, during 1973 there was, it seems, a plethora of wonderful trips to places long consigned to Maritime lore. The MARDET detachment to Tengah began again for 201 in early October when Crew 5 deployed to the Far East where they began a routine of surveillance sorties. A Soviet task group of a Sverdlov cruiser and an Echo II SSGN passed through the Straits when the Nimrods unfortunately happened to be grounded with a mechanical problem; the Bristol Freighters of 41 Squadron RNZAF instantly became Maritime reconnaissance aircraft, with Flt Lt Stephen Roncoroni and FS Mike Parkinson aboard as their Maritime experts.

About the same time one of the more fabled maritime detachments fell into the lap of Crew 6, captained by Flt Lt John Martin - The Tokyo Airshow! Along their route, across the top of the world, they encountered strong headwinds which almost caused an unscheduled visit to Shemya

airbase, a lonely outpost of the BMEWS chain. The detachment commander was the CO, Wg Cdr J.M. Alcock and his flying display at Tokyo was watched by an estimated 610,000 people. When the aircraft was in the static display it evoked no less interest, particularly from the heavy Soviet contingent whose aircraft were parked all around.

Meanwhile the MARDET in Singapore continued, with regular rotation of crews until Crew 7 returned in March 1974. By that time Wg Cdr Win Harris had taken over as CO.

During February, Crew 2 deployed to Andoya; from there to search for the trawler "Gaul" which had gone missing on the 9th of February. The fate of this vessel has since been the subject of much speculation; that apart, John McClean and his crew found nothing and the boat is assumed to have been lost with all hands in the violent storms that were sweeping the Barents Sea at the time.

On 16th October, 201 celebrated its Diamond Jubilee with a gathering of the clans, past and present, for a guest night and other celebrations at Kinloss. Diamond celebration it may have been, but, for the ensuing 12 months there was good deal of

silverware appearing on the unit, either won in combat with other squadrons, or donated by generous friends. At the 60th anniversary revelry, in addition to a strong Guernsey contingent, there were



Sir Arthur Longmore's son, James, presenting the Silver Rose Bowl to Wg Cdr Win Harris at the Diamond Jubilee Guest Night

several ex-Commanding Officers, and squadron members from as far back as the Great War. The Squadron was the recipient of much magnanimity over that weekend. The States and people of Guernsey presented a silver rose bowl; past COs, a silver salver; while Hawker Siddeley Aviation donated a silver quaiche to the unit. A further gift, of great historical significance, was made by James Longmore who presented the silver rose bowl given to his parents as a wedding present by the members of No.2 FTS course in 1913. After the anniversary guest night, several past members were given a flight in a Nimrod, which had an amusing sequel. One of the passengers was L.H. Riddell, the first officer to be posted to 201 Squadron. After landing



Left to Right: Wg Cdr Jones, Flt Lt Strickland, L.H. Riddell, Sqn Ldr Clegg, Flt Lt Wyatt, Sqn Ldr Turner, Flt Lt Foster

he proffered his service log book to the CO for signature, at which point someone noticed the last entry - for a Sopwith Camel in 1918.

The following year, 201 strengthened its already sound links with the island of Guernsey when the 201 museum, housed in Castle Cornet in St Peter Port, was officially opened during the annual pilgrimage to the island. Such a facility is very unusual for a squadron and this ambitious project

took a lot of work.

From a professional standpoint 1975 was a good year; Flt Lt Tony Matthews led crew 8 to victory in the Aird Whyte competition in June, and topped this by walking off with the joint honours in the Fincastle too, held in Canada some months later; they tied for the trophy with the Australian crew and made it three in a row for the RAF. The other piece of Aird Whyte silver, the swimming trophy, also came to the Squadron after the efforts of team captain Flt Lt Norman Tench, and star performers, Graham Tatters and James Smeed, "The Human Torpedo". This unusual trophy, for which squadrons no longer compete, is in the form of a silver scallop shell. It still resides in the Squadron silver-cabinet.

The Defence Review of March 1975 announced that the British contribution to the ANZUK agreement would be gradually reduced and that the Nimrod detachment would be the first element to leave. This happened in July, the last MARDET bidding farewell to Tengah with great regret in the knowledge that the Empire now ended at 10 degrees West.

Wg Cdr Win Harris was posted in August, handing over to Wg Cdr Jim Morris. In November, Operation Heliotrope was initiated when, yet again, Iceland extended her fishing limit, this time to 200 miles. The RN and RAF became immediately involved and patrols began in the disputed region with the additional help of some large tugs, under contract to the British Government. This disagreement proved to be the last of the three Cod Wars; interesting from a Squadron viewpoint because a number of AEOps were sent to fly in transport aircraft as radio operators. The winter was a long one, characterized by especially foul weather which added to the cod war commitment in the form of search and rescue sorties. Crew 4, skippered by Flt Lt Malcom Rough, were involved in a marathon rescue effort for a French trawler, the Cité d'Aleth, reported on fire and drifting 30 miles south-west of Barra Head. The mountainous waves made it difficult for a rescue tug to secure a line aboard her and even then it regularly parted under the strain. Eventually, with the Nimrod standing by throughout, the trawlermen were plucked from the sinking vessel by a SAR helicopter. The Cod War finally ended in May 1976, about the time that crew 8 walked off with the Aird Whyte trophy for the second year in succession, this time though, captained by Flt Lt John Green; a splendid victory. Concurrent with all this, an unusual experiment was taking place within the crews themselves. Following the rundown of the Britannia fleet, a number of air loadmasters (ALMs) were without jobs so they were sent to maritime squadrons to fulfil the role of

photographer, ordnance operator, cook and bottle-washer. It was not a great success, either for the loadies, who did all the hard, unrewarding jobs with little of the fun; or for the rest of the crew, who originally had visions of statuesque blondes delivering "honkers" stew and who were sadly disillusioned to discover that all the ALMs were male.

Most of the summer of 1976 was spent at Machrihanish, while the runway at Kinloss was repaired. When flying resumed at Kinloss it was time to host the Fincastle competition which crew 8 won, thus completing a unique "double double"; capturing both the Aird Whyte and the Fincastle trophies in consecutive years. The pursuit of excellence was not confined to this crew however, and crew 1, skippered by Flt Lt Mike Sweeney were awarded "select crew" status late in the year, in addition, FS Baz Heath returned to his old unit after an absence of some time, and was awarded his "A" category. Part of the confidential report raised on his performance during the assessment sortie has been discovered and is reproduced here. During the autumn the CO, Wg Cdr Jim Morris, was the captain of a crew sent to escort a pair of airliners, one of which had been hijacked. A Boeing 737 had been taken over and forced to fly across the Atlantic by the hijackers, not usual for a twin-engined aircraft. A Boeing 707 was in escort and the Nimrod arrived to shadow the pair of them. The 737 eventually left UK airspace after depositing a cloud of leaflets over London.

On 1st January 1977 all Nimrod squadrons gained an additional, long-term task; fishery protection and the monitoring of oil-rig and pipeline installations, all under the title of "Tapestry" operations. The aim was to identify, and if necessary photograph, all the fishing boats in a given area by type and nationality. An aircraft was tasked with this job roughly three times each week, on each occasion in one of three areas for which the Kinloss squadrons were responsible. Area 1 extended from the Shetland Isles to the Malin Head area, Area 2 was the northern half of the North Sea, and Area 3 the southern half. This commitment continued, without a break, until the task was handed to dedicated fishery protection aircraft in 1986. In mid 1977, 201 Squadron was awarded the Wilkinson Battle of Britain Memorial Sword for its contribution to acoustic tactics, an event which crowned a memorable 12 month period for the unit. Shortly before Wg Cdr Pete Stean took over 201, a Squadron aeroplane became involved in an operation of striking similarity to that performed by some 201 crews in Sunderlands back in 1953; the re-supply of an expedition to Greenland by aircraft.

STAFF IN CONFIDENCE
(when completed)

No 18 Group

Serial No

STANDARDISATION FORM 1

INDIVIDUAL AIRCREW CATEGORIES

1. Number W2121212	2. Rank FS	3. Name and Initials HEATH B
4. Squadron 201	5. Aircrew Brevet AEOp	6. Current Category and date of award B 21 SEP 76
7. No of months on Maritime Squadron	2	
8. Total Flying Hours	206	
9. Total Hours on Nimrod	201	
10. Total Hours in the last 3 months	120	
11. Total Ops/Trg Hours in last 3 months	42	
12. Instrument Rating	W/WHITE	
13. No of months continual fulfilment of STC Stats Form 2137A to date*	ZERO	
14. Continual fulfilment of 2137A since award	YES	

*If applicable
15. Squadron Commanders Remarks (Upgrade only)
I can find no suitable words to describe the capabilities of this candidate.

Recommend ... Category
Date ... NOV 76 ... Wg Cdr OC No ... 201 ... Sqn
16. Station Commanders Remarks (for award of 'C' Category)

Date ... Gp Capt ... Category Awarded
OC RAF

STAFF IN CONFIDENCE
(when completed)

17. Recategorised to 'C' within one month.
Date ... Gp Capt ...
OC RAF

18. Standardisation Report
FS Heath was checked on a Crew Trg/ORSP/Survop/Royal Flight sortie on 31 NOV 76 with crew 10 201 sqn. His radar operating was beyond criticism; when a retro misfire was suspected he carried out a Radar homing to the dead retro in sea state 6, thus proving the launcher serviceability. On the ECM equipment he was outstanding, often reading parameters to three places of decimals on intercom breakthrough. His knowledge of communications equipments and procedure was excellent, and whilst servicing an unserviceable PFR 175 with one hand he carried out an impeccable IIS approach and roller with the other to the complete satisfaction of the GSU(N) pilot. His Sonics 1c operation and co-ordi were a little weak. His attempt to combine the duties of Tactical Navigator, Sonics operator and sonics co-ordinator resulted in one fix being missed, and the subsequent attack being 12 yds to one side of the Ideal Splash Point. The single handed engine change he performed at Machrihanish during a QTR was assessed as satisfactory by the GSU(N) engineer. On balance, he is assessed as having attained the necessary standard for award of A category, having left MAEOp NICHOLS speechless.

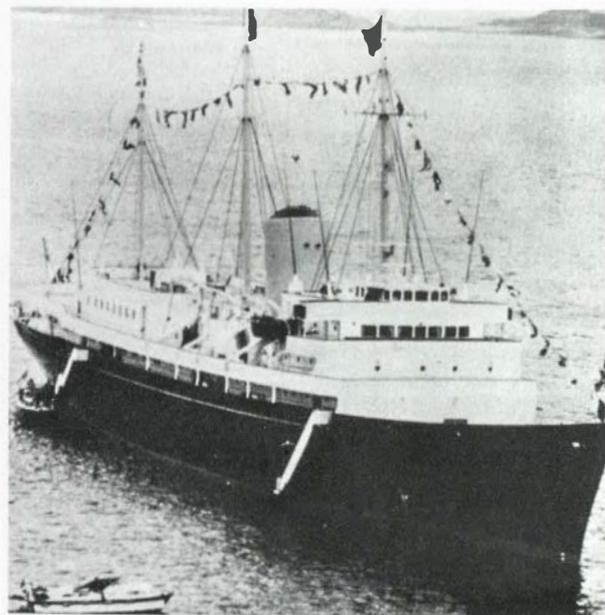
Category Awarded A
Date ... 21 NOV 76 ...
OC GSU(N)

2
STAFF IN CONFIDENCE
(when completed)

The bulk of the eight tons of victuals for the Joint Services Greenland Expedition was delivered from the rear of a Hercules; however, the perishable items, mail and some delicate instruments(!) were all packed into a container (CLE), and dropped from the bomb bay of a 201 Nimrod to the party who were camped high above the head of Carlsberg Fjord.

In the following year, 1978, and indeed also in 1979, 201 captured the Aird Whyte ASW trophy, making it 4 out of the 5 previous years. The first of these two victories was yet again by crew 8.

When The Queen visited Guernsey in 1978 it was natural that 201 should perform the flypast over the



The Royal Yacht Britannia during the Queen's visit to Guernsey in July 1978

Royal Yacht. The duty fell to Flt Lt Wils Metcalfe and was performed, as the photograph shows, with suitable panache; "At the regulation 400ft and quarter of a mile m'lud." Unique the following year was the award of the Londonderry trophy to Flt Lt Gordon Bourne's crew 7; the presentation was made for the best ASW unit participating in a JMC, an accolade the Navy had hitherto considered their own.

In the very early hours of 14th August 1979, the SAR klaxon sounded at Kinloss, bringing the duty crew from 201 to immediate readiness. Although initial Mayday messages were confused, it became rapidly evident that a major disaster had struck the Fastnet race and the aircraft was scrambled at 0418. During the transit to the datum, south-east of Ireland, the true nature of the calamity began to unfold via the HF radio link with Plymouth RCC. The yacht Magic had been dismasted and had put out a "Mayday" transmission on channel 16;

additionally, red flares from another yacht had been seen in the area. The Nimrod was captained by a New Zealander, Flt Lt John Cotton, and as it descended into the search area at 0530 the appalling weather became apparent. The sea state was 8 with a 60kt wind which was blowing towering waves flat with its force, producing a mass of white foam on the surface. As the aircraft broke out of low cloud and levelled at 300ft to begin the search, red flares began firing off all around; in the words of the skipper: "Like a bloody firework display." It became immediately obvious to the crew that one Nimrod and the single Sea King helicopter that had also just arrived were nowhere near sufficient for the task at hand and the radio operator, Sgt Paul Warrenner, began a frantic period on watch, summoning additional help from the RCC and relaying constant message traffic to and from the units in the search area. There were some surface vessels in the vicinity, including the guardship for the race, HNLMS Overijssel, a Netherlands warship, and a coaster. The original Sea King began to pick people off a yacht in distress, others were less fortunate, the coaster tried to rescue two survivors from the water by keeping them in the lee of herself, but one was swept away under the boat and not seen again. By now additional support had arrived, both Sea Kings and Wessex helicopters. The latter with its older equipment was operating to the extent of its capabilities and one became concerned about his position; a fix from the Nimrod revealed that he had a 50 mile error in his nav kit.

The main problem facing the 201 crew, however, was the error in the positions that yachtsmen were passing on channel 16. So many boats were in trouble, and their positions so uncertain that each had to be carefully searched. Once this had been done the helicopters were allocated to specific yachts, the Sea Kings guiding the Wessex on the outbound leg to pick up those that they could. The problem was vastly compounded by the sighting of empty yachts, the crews of which had already been either rescued or drowned, or liferafts, each of them needing to be checked for survivors. Many liferafts proved a poorer refuge than the boats from which they were launched and at least one was torn away before the crew could board. Through all this the Nimrod, as "Scene of Search Commander", continued to relay messages to Plymouth, to search for and mark survivors in the water, and to vector helicopters onto them. The crew were finally relieved on task by another Nimrod from St Mawgan.

SAFEPASS 1980 was a large NATO exercise for which some 201 crews deployed to NAS Brunswick in Maine. The stay was both a professional and

social success, but is also worthy of note for a spoof perpetrated by crew 5 on their transatlantic hosts. Before the exercise they decided to "invent" a new, and highly secret camera, developed in Britain and known only to the Nimrod force, by which an aircraft could photograph submarines under water. Project "GRANITE" was born under the auspices of the AEO, Flt Lt "Chan" Channon and some faked photographs of model submarines were devised by Paul Warrenner, a siggie on the crew. In addition, a checklist was written for this imaginary camera and the collaboration of a photographic technician from Kinloss enlisted. The ploy was now ready.

During an exercise sortie with some USN P3 aircrew aboard, the crew made great play of excluding their passengers from anything to do with "GRANITE"; in the midst of their fake checklist the engineer interjected to inform them that one of the Americans was still listening on intercomm. Once the intercomm lead had been disconnected, the engineer was given a full dressing down by the captain, in front of the P3 pilot. The heart of the "GRANITE" system was a varnished wooden box, with a distinct resemblance to the Nimrod fuel-sampling kit. When this box was carried into secure storage with the reverence of a religious relic, the curiosity of the Brunswick operations staff was thoroughly aroused, leaving only the photo technician from Kinloss to play his part. After "processing" another batch of film from project "GRANITE", he left it carelessly on the light table, in full view of his American counterpart who got a really good look at it. The word spread like a forest fire, all apparently convinced of this British reversal of the laws of physics, and even the Base Commander became intrigued, such that at the post-exercise debrief "Questions were Asked", to the intense glee of the crew.

On 27 March 1980 201, crew 7, the duty SAR



The capsized Alexander Kielland accommodation platform after the disaster of 1980

crew, were launched in response to an incident in the Ekofisk oilfield in the North Sea. The Alexander Kielland, an accommodation platform had capsized with over 200 men aboard. The Nimrod, captained by Flt Lt Graham Austin controlled the search for seven hours, co-ordinating the activities of the many helicopters and ships that were seeking survivors. Nimrod involvement continued for several days although by then there was little hope of survivors, and 123 men were lost.

On 7th November 1980, an officers' guest night at Kinloss was interrupted and, during the starter, the operations staff were mysteriously called away to work. The entree, a delicate salmon mousse, appeared and the first crew left the room. Scarcely had the Carre d'Agneau a la Languedocienne been served when another exodus occurred such that by the time the Chateau d'Yquem was going around, the entire table was devoid of aircrew. It was nothing to do with the food but the start of an extended period of operations for 201 crews from RAF Akrotiri in Cyprus. There was naturally great speculation as to why the Squadron was deploying; Flt Lt Ian Coleman considered it was another Channel dash by the Scharnhorst and the Gneisenau, but the real reason lies inside a red-covered file. The detachment continued until early December when 120 Squadron took over, themselves handing it back again to 201 in the middle of February. The presence of the entire Squadron did much for the cohesiveness of the unit for it was, and remains, a rare event for this to happen.

During November 1980, Nimrod XV256 crashed on take-off from Kinloss. The captain was Flt Lt Noel Anthony RAAF who was flying an early conversion sortie on the Mk2 Nimrod which was just coming into service. Originally he had been posted to 201 squadron but as the unit was still



Nimrod line, Akrotiri - November 1980

SEARCH AND RESCUE

The rescue of airmen from the sea is a skill at which the RAF has long been proficient and it has thus developed the organization and equipment to do this efficiently. Necessarily, this organization reached something of a peak during WW II when the Air Sea Rescue (ASR) rescued thousands of Allied airmen using launches and aircraft and, on occasion the flying boats of units like 201. Although the ASR service was primarily for assisting aviators it was in reality available to all those in peril on the sea. In 1947 the ICAO Chicago convention laid down the overall policies and requirements for international search and rescue (SAR) for aircraft in distress, with responsibility delegated to nations within specific areas. Within the UK the RAF was the natural choice to assume this responsibility. Thus the Group Headquarters of 18 Gp at Pitreavie Castle and of 19 Gp at Mount Batten provided the personnel for the two Rescue Coordination Centres (RCCs) which grew up at Edinburgh and Plymouth respectively and although the structure of RAF commands has changed several times in the intervening 40 years these RCCs remain.

The equipment has changed of course. Most significant is the demise of the fast ASR launch, replaced by the SAR helicopter. For 201 the significant change was the switch from flying boats to land-based aircraft in 1959. As the last Coastal Command squadron to receive the Shackleton, the unit played little part in the development of air-droppable lifeboats or the inflatable dinghies contained in the present Lindholme gear.

The present Nimrod force has inherited the Shackleton's equipment virtually unchanged. The only concession to the jet age is the acceptance that a single Nimrod can cover the combined area of both UK RCCs.

A Nimrod crew holds the SAR commitment for a 24 hour period from 0900hrs and has the ability, if required, to be airborne in around 20 minutes from a call to "scramble". However, should the RCC wish to reduce the reaction time of the crew from one hour, it can initially call them to advanced readiness, in the aircraft on the ground. Alternatively, a Nimrod already airborne can be re-tasked from its patrol area and this is often the quickest and most efficient response to the emergency.

The RCC controller has the option of using the Nimrod in a variety of roles. First because of the impossibility of using other assets, such

as a large area to be searched a long way from land, he may task a Nimrod independently, making use of its high transit speed and endurance of around nine hours. The air-to-air refuelling capability can extend this. A more common tasking would be to fill the role of "top cover" for a helicopter, providing navigational assistance, relaying instructions from the RCC and also acting as safety cover. Finally, in the event of a major disaster such as the loss of the Piper Alpha oilrig in 1988, the captain of a Nimrod, with its extensive radio fit, may find himself as "On Scene Commander," coordinating all aspects of a SAR operation with both airborne and seaborne assets. This task, with the responsibility for all communications as well as the SAR operation at the scene of action is one of the most challenging roles performed by a Nimrod crew.

APPARATUS SEA RESCUE (ASR)

Although much of the Nimrod's standard equipment has applications in the SAR role, it is the bomb bay-carried dinghies that are solely for the rescue task. Either attached in pairs or singly with two stores containers connected to it, known as an ASR (Apparatus Sea Rescue) or Lindholme gear, they are the only way of providing direct assistance to people in the water. Every Nimrod on a routine sortie carries one ASR, whilst the SAR standby aircraft will be loaded with two ASR's plus three dinghy pairs. These are all tightly packed inside fibreglass containers that split as the dinghies inflate on impact with the sea.

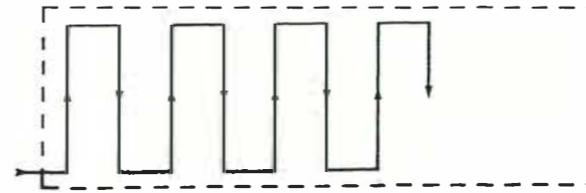
MISCELLANEOUS

Other items that are carried, with SAR applications are sonobuoys and smoke markers for marking the positions of any survivors, both electronically and visually, before any rescue plans are put into operation. In addition, a searchlight, controlled by the copilot, is mounted in the starboard wing and provides a limited night visual capability. Although it is not considered to be of use in a pure search mode due to its narrow beam pattern, it may be used for identification purposes when the contact area is known accurately, for instance on to radar contact. Until 1985, the SAR standby aircraft would also carry 18 parachute flares in the bomb bay. These would be dropped in sticks of at least 3 to provide a degree of area illumination. In 1984, a Nimrod and its crew were nearly lost when one of these flares, rated at 1,000,000 candle power accidentally ignited in the bomb bay. Fortunately, this occurred shortly after take-off and the aircraft was able to return to the airfield within minutes.

SEARCH METHODS

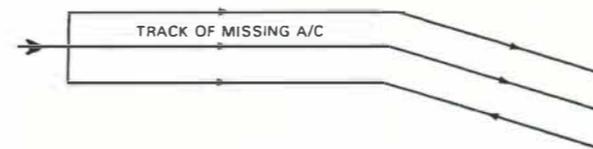
There are 3 basic methods of search; visual, electronic and radar. Additionally there are four types of visual search pattern which can be flown:

CREEPING LINE AHEAD (CLA)



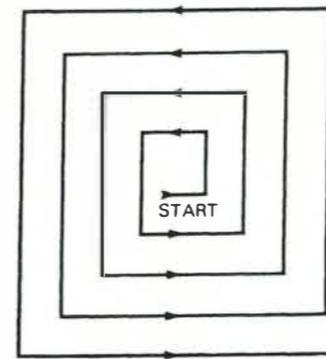
The CLA search is a fairly rapid way of searching an area of probability. The spacing between adjacent legs of this search is purely a function of the expected detection range which in turn depends not only on its size (a dinghy, trawler or a man overboard), but on the prevailing weather.

THE TRACK CRAWL



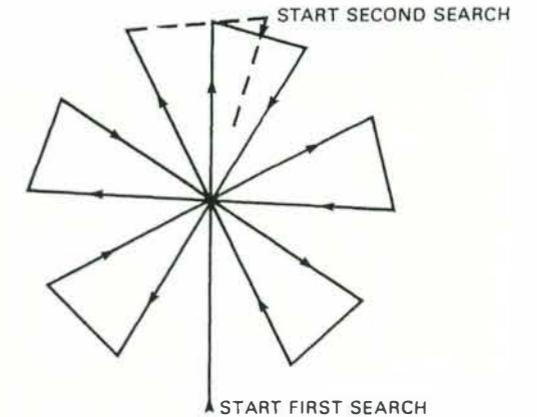
The track crawl search is normally used when a vessel, either ship or aircraft, disappears without passing any positional information. The search is thus based on the assumption that the missing subject was lost somewhere along, or close to, a planned track and any survivors will be able to assist by displaying signals.

THE EXPANDING SQUARE



The expanding square search is used when the search area is relatively small, approximately 30-40 miles square.

THE SECTOR SEARCH



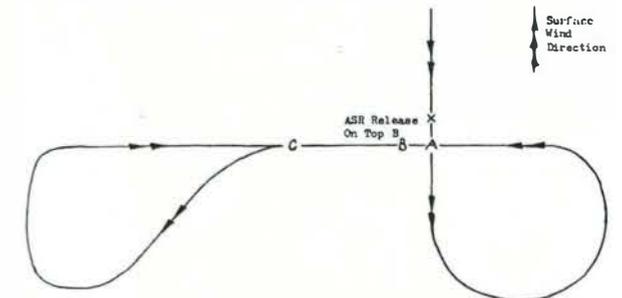
Finally, the sector search is employed when the position of the distress incident is accurately known although it has the disadvantage that search security is not as thorough at the outside of the pattern as towards the centre.

ELECTRONIC SEARCH

Electronic searches revolve around attempting to detect emissions from distress beacons fitted to most ships, small boats and aircraft. The search method can be either CLA or Expanding Square with the aircraft track spacing, again, a function of beacon detection range.

In cases where the search object is likely to produce a radar return, the radar may be used as the initial search sensor. Track spacing may then become a function of target size although the possibility of a visual detection can never be ignored and all lookout positions have to be manned.

DROPPING SURVIVAL EQUIPMENT



Once survivors at sea have been located, it is essential to mark their position with a sonobuoy before planning to drop any ASRs or dinghy pairs. In conditions of good visibility, it would probably be preferable for the pilots to fly the aircraft to a position from where the equipment can be dropped visually. Should the conditions not allow a purely visual release procedure, a 'Bad Weather Drop' profile can be flown. In this, the object is to establish reference points by dropping three sonobuoys and smoke markers in the water. The third sonobuoy indicates the required release point for the ASR.

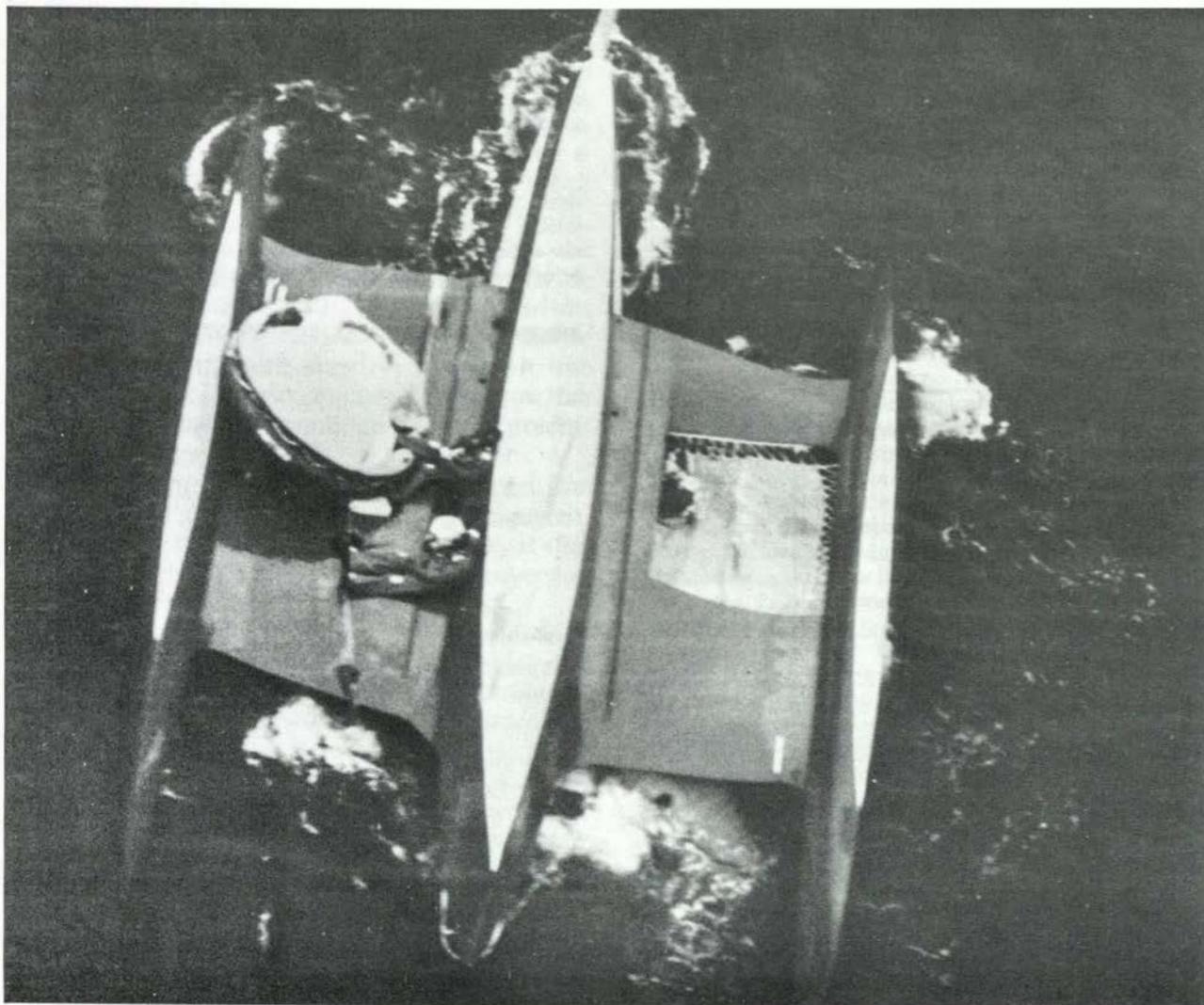
The dropping procedure demands a high level of accuracy and coordination between pilot and navigator. The technique varies slightly depending whether the survivors are in a dinghy or in the water.

operating the Mk1 version, it was decided that he should transfer to another squadron for the remainder of his tour in order to fly the Mk2. The aircraft struck a large number of birds just as it left the runway and, through the skill of Flt Lt Anthony and his co-pilot Fg Off Steve Belcher, carried out a controlled crash into trees near the eastern end of Kinloss airfield where sadly both pilots were killed. Flt Lt Anthony was posthumously awarded the AFC and Fg Off Belcher the Queen's Commendation for Valuable Service in the Air.

In May 1981, 201 gained victory again in the Aird Whyte Trophy; the crew was led by Flt Lt Andy Bodiam. During the same month an especially proud event occurred when, after a good deal of investigation by both British and French sources, permission was finally given for the Squadron Standard to bear the Croix de Guerre awarded in 1917. The Squadron itself had never doubted the validity of its entitlement but Authority viewed the

matter differently; nevertheless, the first parade of the Standard with the decoration attached was for the AOC's annual inspection in May 1981. Following this in June there was more SAR, this time for a pair of professional yachtsmen who were caught out by the handling characteristics of the trimaran they were delivering. However, they were well-prepared for calamity when the Bonifacio capsized in about five seconds. They hauled the dinghy that Flt Lt Ken Deveson's crew dropped to them, aboard the upturned hull, electing to stay with the vessel itself until they were picked up by a nearby merchant ship. A copybook rescue mission.

In February the following year, Flt Lt John Martin's crew were scrambled at 0400 for a 1000 mile transit to assist the Greek tanker Victory which had broken in half about 450 miles North-West of the Azores. The weather at the datum was atrocious with waves up to 65ft high, whipped by 80kt winds. Fifteen of the vessel's crew had attempted to escape



The trimaran Bonifacio after overturning during the Observer trans-Atlantic race



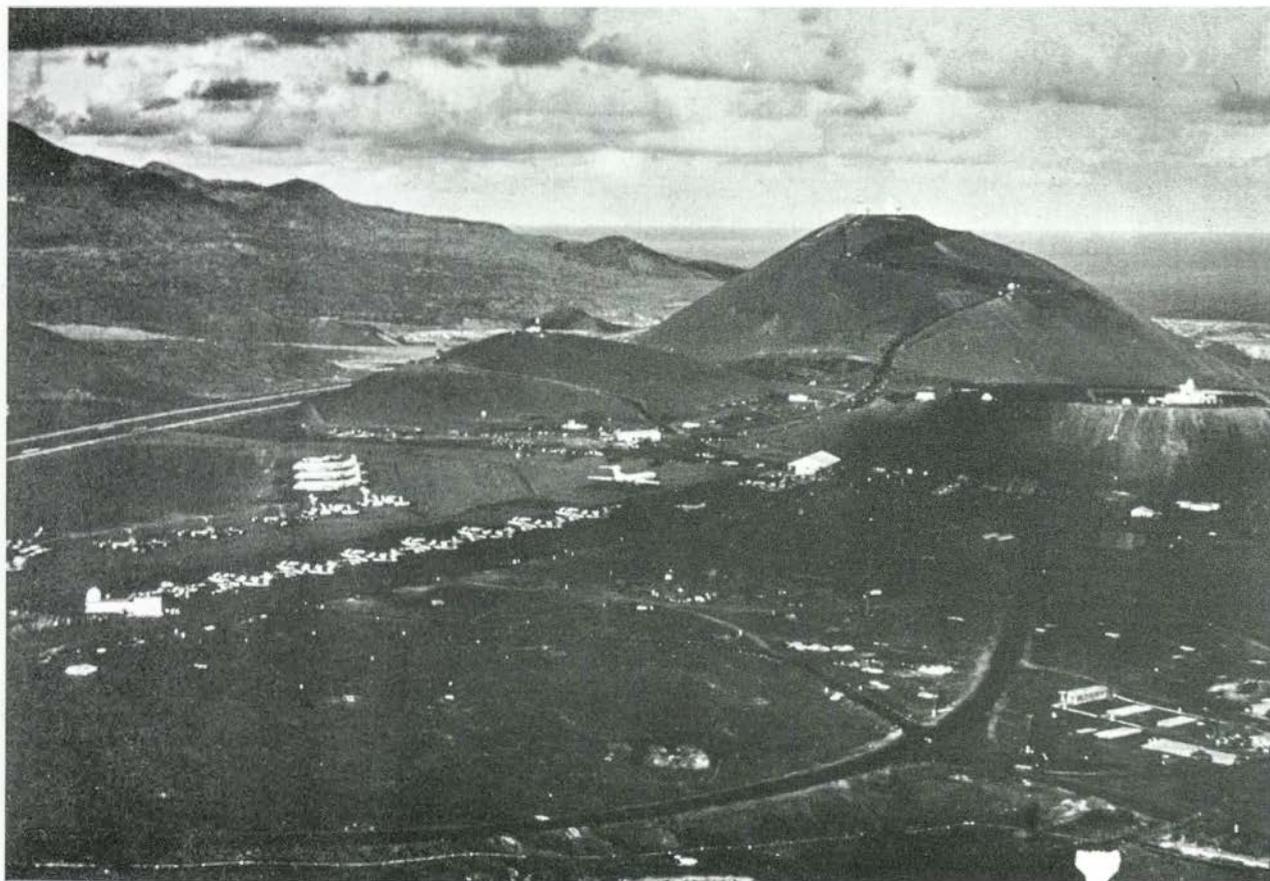
The stern half of the tanker Victory with the liferafts dropped by John Martin's crew also visible

by lifeboat, but they were all swept to their deaths when the tiny wooden craft was smashed to matchwood as it was launched. When they arrived, the crew dropped all their dinghy-pairs and ASRs so that the buoyant line connecting the stores together, landed across the superstructure of the ship. The remaining tanker crew seemed unprepared for any disaster at sea and made no apparent effort to retrieve the dinghies. They were later rescued by helicopter. Shortly after this the Nimrod had its own emergency when smoke began pouring from the navigators' panel. Using emergency oxygen and navigating using only the sextant and the standby compass, they made it to the Azores safely.

When the Argentinian invasion of the Falklands took place in April 1982, few on the Squadron could have envisaged the changes that this event would impart to their role and most importantly, to the Nimrod itself. Initial Nimrod deployments to Ascension Island were made by Nimrod Mk1 from St Mawgan until the Kinloss squadrons deployed with the more capable Mk2 aircraft. The prime mission was surface surveillance; however, such a task was impossible unless the Nimrod could reach the area of interest. Thus the air-to-air refuelling

(AAR) capability of the Nimrod was born, in a timescale which surprised many. After the decision to go ahead in early April, the detailed drawings were complete by 18th, and the first flight took place on 27th April; the modified aircraft was delivered back to the RAF by 1st May. In less than a month, the aircraft had acquired the means to reach the area of interest, and return, but what of the method?

This proved to be a necessarily complex plan since one Victor tanker could not provide sufficient fuel for a single Nimrod's round trip of 19 or 20 hours and the forces involved consequently increased at an exponential rate. The essence of this most complicated AAR operation ever attempted was that of fuel transfer between Victor tankers themselves. Launching in a wave of five or six from Wideawake airfield on Ascension, the tankers operated in pairs. Some way down the route, one of the pair of Victors would transfer fuel to the other and return to base. With this top up of fuel aboard, the remaining three would continue South. At about this stage the Nimrod would refuel for the first time. Once the three Victors had reached a predetermined point, probably some 1500 miles from Ascension, a



Wideawake airfield, Ascension Island - 1982 (PW)

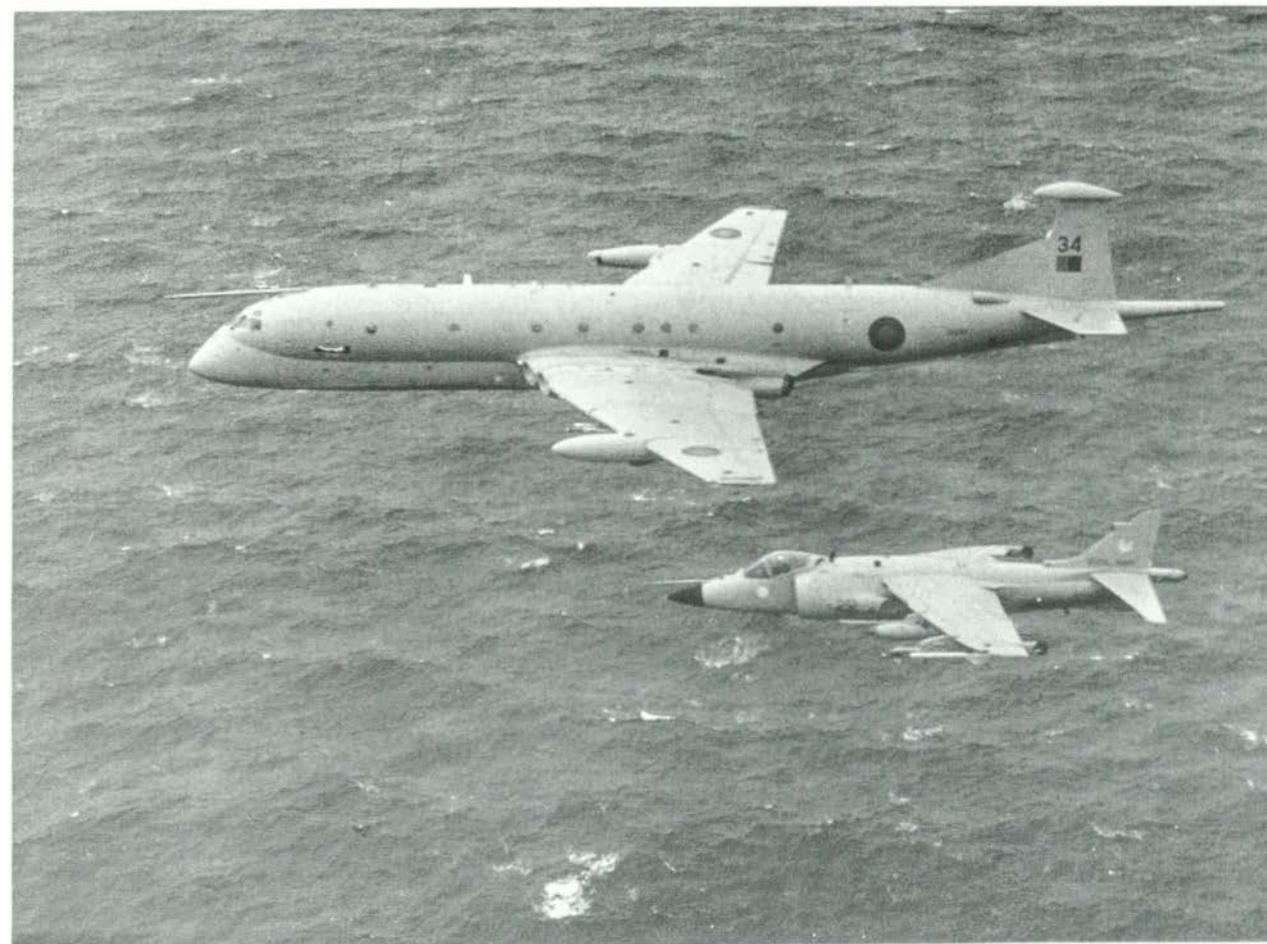
further fuel transfer would take place, leaving one Victor to supply the Nimrod with fuel at its second refuelling point. Additionally there was also a spare Victor airborne as a back-up in the event of difficulties. The Nimrod's second refuel took place shortly before the descent to the search area, leaving the last Victor to return home. After completion of the surveillance mission the Nimrod would climb back to height to be met after a while, by the final Victor from a second wave of four, to provide enough fuel for the Nimrod to return to base.

The organization and planning necessary to coordinate these trips was formidable, and was ably handled by the Victor ops staff who became well versed in the principle. The briefings for such sorties were akin to a scene from "Target for Tonight"; massed ranks of sweaty aircrew in a variety of hot weather outfits. The majority of them were of course Victor crews, who gave a sharp intake of breath when they saw the Nimrod's mission.

A considerable number of sorties were flown by detachments from all the Mk2 squadrons at Kinloss. The first such sortie in daylight was flown on 15th May by 201 crew 7, one of the two 201 crews in the theatre, skippered by Flt Lt Tony Cowan,

accompanied by the detachment commander, Wg Cdr David Emmerson also aboard. The recollections of their passage close to the Argentinian coast without the cloak of night was one of extreme vulnerability, and the sense that anyone who cared to look-up, could see them. During another long sortie a crew spotted and chased an Argentinian 707. This vulnerability to hostile aircraft was a matter already being addressed, and by 31 May the RAF had its first Nimrod modified to carry four Sidewinder air-to-air missiles (AAMs).

During the conflict itself, life on Ascension was interesting. All arms of the services worked together for a common aim; during a particularly busy day when a ceaseless helicopter shuttle supplied ships passing the island, the airfield itself stole the record for the busiest airport in the world. While this continued, people from nearly every unit on the island, aircrews included, provided willing muscle to help assemble the loads for the helicopters which shuttled in, literally every few seconds. The accommodation was extremely crowded until elements from a US construction battalion arrived and constructed the, now famous, "Concertina City". This ghetto of prefabricated, air-portable



A Nimrod in company with a Sea Harrier from HMS Illustrious

buildings which opened out like a concertina when they were unpacked, became the main aircrew dwelling on the island. The small administrative element on Ascension, was in the hands of the Royal Navy and, to aid identification of individual rooms within the sprawl of this accommodation complex, two ratings were detailed to fix a cardboard sign to each block, bearing a suitably naval title such as "Nelson", "Fisher" and "Rodney". Understandably, the inhabitants took exception to this and scarcely had the ratings gone than irreverent annotations were made to the signs; "Fisher" became "Pugwash", "Rodney" became "Birdseye" and so on.

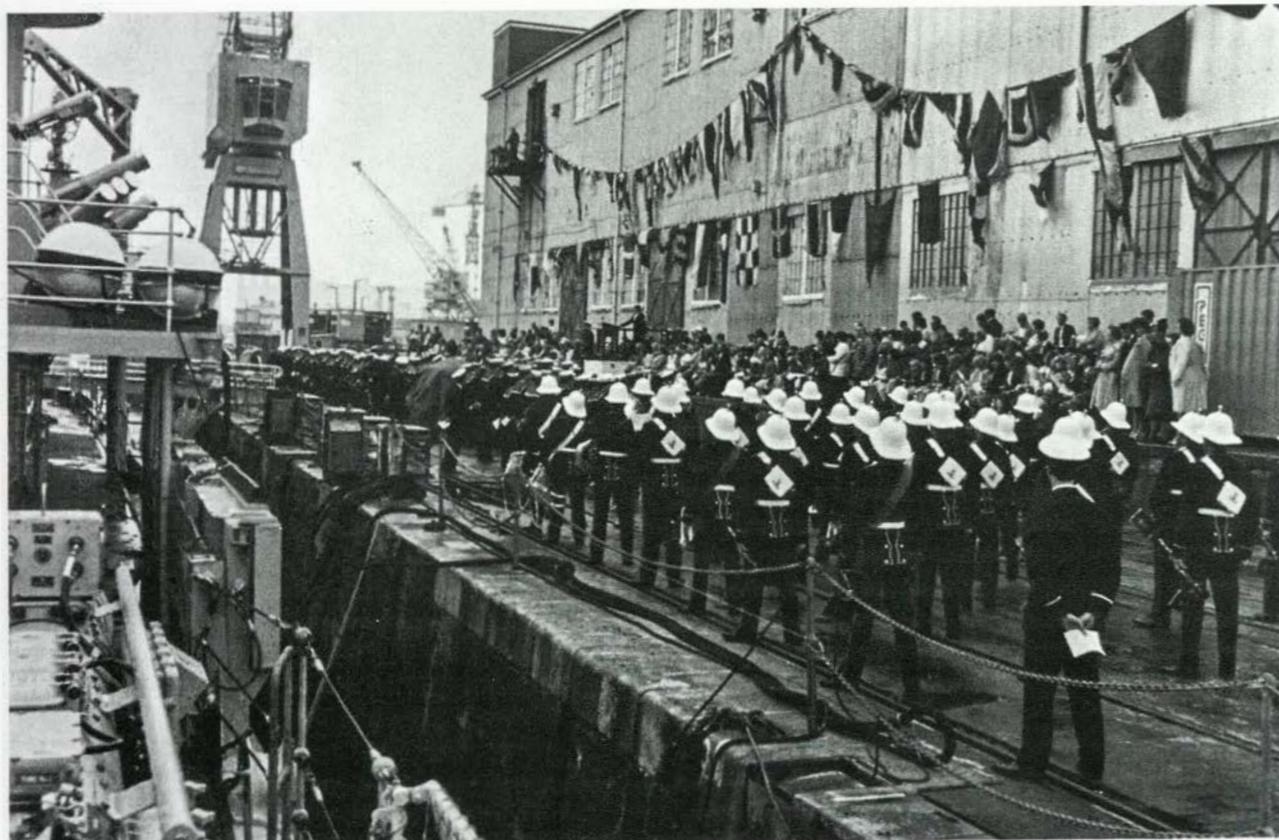
By the time the whole thing ended, Ascension was a very different place. The normal peacetime regulations returned and when, eventually, the first SDO roster was introduced it was evident the good old days were gone! In overview the role of the Squadron in Operation Corporate could be described as hot, dusty, boring, but essential with a brief hair-raising bit in the middle. For the many for whom it was the first, and hopefully last, taste of war, the prevailing memory is probably that of

astonishment that the military establishment to which they belonged, and which normally evolves at a rate that would have made Fabius Maximus blush, can when aroused, spur itself to a remarkable turn of speed.



'Jane'; painted on XV234 by Neil Foggo during the Falklands campaign

Not long after the South Atlantic brouhaha was over, 201 was represented at the commissioning ceremony of the frigate HMS Charybdis. The ship,



The commissioning ceremony of HMS Charybdis

a Batch III Leander Class frigate, is the sixth in the Royal Navy to bear the name and, like 201 Squadron, retains close links with Guernsey, an association which began after her predecessor, a Dido class frigate, was torpedoed off Guernsey on the night of 23rd Oct 1943.

In August 1982 a Sunderland flying boat G-BJHS flew from Marseilles to London where, piloted by Capt Ron Gillies, she landed on the Thames and taxied under Tower Bridge which was opened for the occasion. Flt Lt Nigel Ward and his crew provided a Nimrod escort to the old warrior which had been on the Squadron strength during 1944; in those days as ML814 (R/201), a Mk IV boat.

The Squadron had, by the close of 1982, completely converted to the Nimrod Mk2 and continues to operate the aircraft which is its nineteenth different type of aircraft. Secure in its maritime role, 201 Squadron was part of the RAF contribution to the defence of the eastern Atlantic, a considerable task. In addition, 201 crews frequently deployed to places further afield, notably to the USA for ASW training, occasionally to Canada, Australia or New Zealand for the Fincastle Competition, and frequently to Gibraltar and Cyprus. Truly Hic et Ubique.



ML814 (now G-BJHS) in the Pool of London with Flt Lt Nigel Ward and Crew 4 completing the flypast



NIMROD MR2 201 Squadron RAF Kinloss

VII
AN UNSETTLED WORLD



Nimrod MR2 XV260

THE DOG DAYS OF THE MILLENNIUM 1983 - 2000

After the Sqn's exploits in the 1982 Falklands campaign, the rest of the decade continued in a more routine fashion including operations in what was to prove to be the closing stages of the Cold-War (201's part in which is as yet still classified sadly!), as well as crew training, exercises and search and rescue (SAR). The latter has played an important role in the life of the Sqn for many years, and the mid-eighties gave the Sqn its fair share of SAR missions ranging from illness stricken Spanish fishermen to broken down competitors for the Blue Riband. Amongst many specific examples is a sortie led by Flt Lt Jerry Kessell and Crew 3 who were scrambled when a small passenger aircraft crashed on the approach to Islay (pictured below). Bad weather and pilot error were to blame but miraculously only the pilot was killed.

A second example is provided by a mission that took place on Christmas Eve 1986, when an Icelandic coaster, the *Suderland*, transmitted a Mayday. The vessel was shipping water in 40-foot seas and one hour later it had sunk. Flt Lt John Porter and Crew 6 reached the area at approximately 4:30am Christmas morning and located a dinghy containing the ship's survivors. Five hours later, Crew 1, captained by Flt Lt Peter Hawkins, relieved Crew 6 and dropped a further dinghy to the stricken



Dinghy dropped to the survivors of *Suderland* by 201 Crew 1

sailors as the original was now awash. Later that morning, a Danish helicopter picked up 5 survivors from the dinghy, none of whom would have survived without the assistance of the two 201 Sqn Nimrod crews.

As the '80s drew to a close and the new decade began, the Sqn was once again called to war. On the 2 August 1990, Saddam Hussein sent his troops into Kuwait and up to the Saudi border. These events went largely unnoticed by 201 Sqn personnel, who were on leave at the time. However, within the week Defence Secretary, Tom King, announced that, along with other RAF aircraft, Nimrod MR2s were to be sent to the region to assist in the defence of Saudi Arabia. On 12 August, Crews 3 and 5, captained by Flt Lts Nash and Traynor deployed to Seeb, Oman, and were followed shortly afterwards by other crews drawn from across the RAF Kinloss Nimrod Wing, to form a composite detachment (a model retained to this day, for larger operational deployments).



Wreckage of the Twin Otter aircraft



Crews 3 and 5

The atmosphere was one of great excitement and at this stage fear never entered the equation.

Upon arrival at Seeb, the crews quickly began their primary task of patrolling the seas either side of the Straits of Hormuz, to help enforce the economic blockade of Iraq, whilst at the same time maintaining an on-call SAR capability. Soon a routine was established. Nimrods flew 2 sorties a day: one in the Persian Gulf and one in the Gulf of Oman. All shipping was identified, photographed and reported to coalition naval vessels, which then sent helicopters and Marines to board and search as necessary. Over the following months, some 6300 ships were challenged and/or intercepted by the coalition forces. The few Iraqi vessels that did try to

break out, failed and turned back, meaning virtually no supplies came through the Straits of Hormuz to aid Iraq.

As the months went by Crews 1 and 2, captained by Flt Lts Rooke and Wooldridge, replaced the original 201 crews and Nimrod operations were gradually extended deeper into the Persian Gulf. War was now inevitable. On 16 January 1991 the first coalition air strikes were launched against Iraq. At this time there were no 201 crews in theatre, but in early February, Crew 5 returned for a second tour, now captained by Flt Lt Dave Longhurst. The missions, however, were significantly different to the earlier sorties aimed at enforcement of the trade embargo. Nimrods now provided protection for the Carrier Battle Groups against fast moving missile boats and minelayers. Using the Searchwater radar, they provided targeting information on these vessels, which were then attacked by Royal Navy Lynx helicopters, RAF Jaguar aircraft or the US Navy Surface Combat Air Patrol. By the third week of the war, virtually all the Iraqi Navy ships had been sunk or severely damaged, and the oilfields in the Northern Persian Gulf had been sanitised. Once the cease-fire was called, Crew 5 and OC 201, Wg Cdr Andy Wight-Boycott, who was by now the detachment commander, flew over the coastline of Kuwait City and witnessed at first hand the real destruction caused by the war (pictured below).

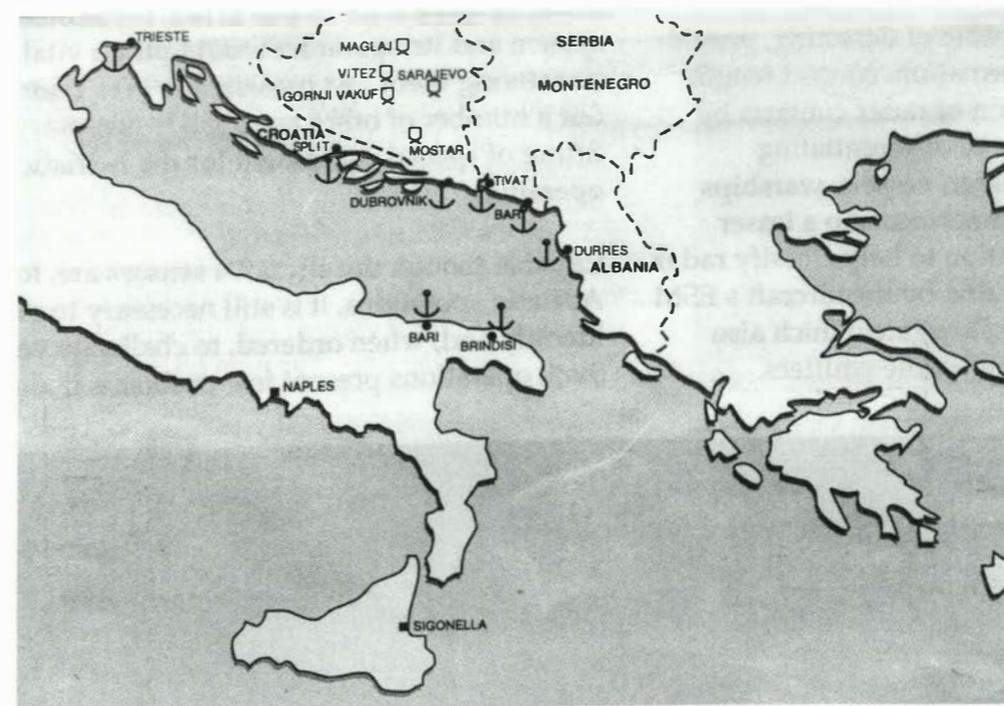
Whereas the people at home had watched it all at first hand courtesy of the BBC and CNN, the men in theatre had had little access to the full picture. The atmosphere following the conclusion of hostilities



Crew 5 over the coastline of Kuwait

was euphoric and yet somewhat anti-climactic. The crews were desperate to return home but one final mission remained. SAR cover had to be maintained for the fast jet aircraft returning home and so the Nimrods would be the last aircraft to return to the UK. Nimrods were in the Gulf War theatre from the first to the last. The Kinloss Nimrod Wing, of which 201 Sqn formed a vital part, had performed their duties professionally, efficiently and, most importantly, with no loss of life.

Within the year, 201 Sqn was once again involved in out of area operations, this time in support of the United Nations arms embargo against the Former Republic of Yugoslavia. In an operation that was initially called 'Maritime Monitor' and finally became 'Operation Sharp Guard', 201 Sqn flew missions from Naval Air Station Sigonella in Sicily over the Adriatic Sea, to prevent illegal arms imports to Croatia, Serbia and Bosnia Herzegovina.



Area of operations during Op Sharp Guard

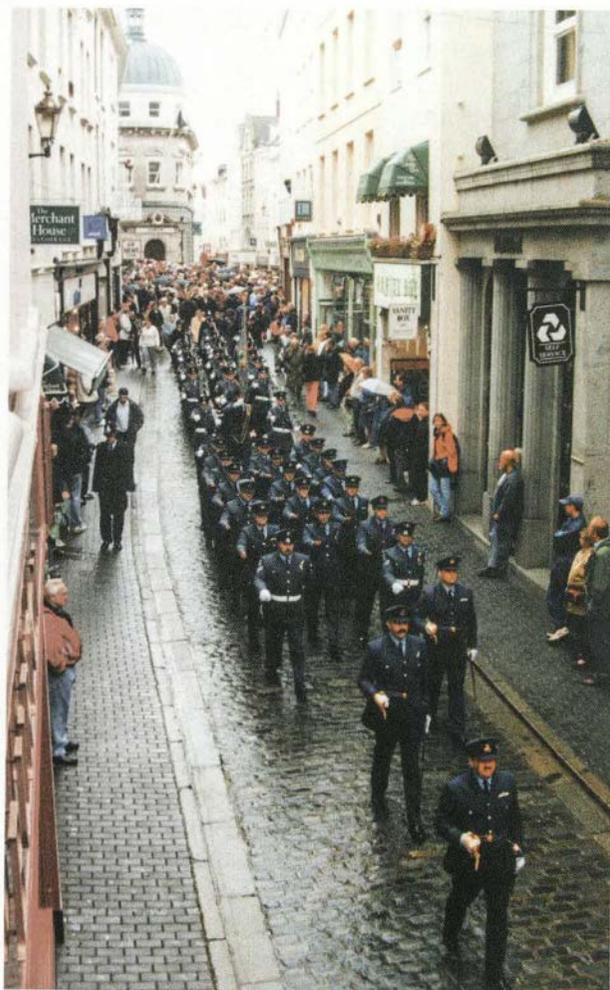
Over a period of 4 years, the Sqn, once again operating as part of the Kinloss Nimrod Wing and in conjunction with other European and NATO allies, controlled access to the Adriatic, challenging all ships in the area to identify themselves and their cargo. Any suspicious vessels had NATO warships vectored towards them and were boarded in a manner that was all too familiar from operations in the Persian Gulf. Although the aircraft flew fully armed, they were not themselves involved in the shooting war; however, a couple of incidents brought home the realism of the conflict that was

taking place just a handful of miles away. On one dark and thundery night, Crew 2, captained by Flt Lt Steve Smirthwaite, arrived at the designated handover position to find a very upset Canadian CP140 Aurora. When pushed to find out the reason for the Canadian annoyance, the aircraft commander refused to comment in the air. The mission was carried out without incident and Crew 2 landed in the early hours of the morning. Upon their arrival back at the operations complex, the crew were met by the Canadian Captain who informed Flt Lt Smirthwaite that an American Battleship had launched her complement of cruise missiles straight through the Aurora's operating area, without any warning, narrowly missing the Canadian aircraft. That was the first night of the shooting. On a further mission, flares used to decoy heat-seeking missiles lit up the sky above the crew on task. It transpired that an American Hercules had

been 'locked up' by an air-interception radar. Fortunately, the 'attacking' aircraft was an American F-14 Tomcat who was having 'a bit of fun'. The Hercules Captain did not see the funny side of it. Although the Sharp Guard deployment was a comparatively straightforward operation for the Nimrod crews, with many crews carrying out three or more rotations through Sigonella, no one lost sight of the overall mission. By the conclusion of the operation, 201 and

her sister Sqns from Kinloss had yet again performed their duties professionally in what was rapidly becoming the modus operandi for the Sqn post Cold War – deployed operations against surface vessels rather than ASW operations flown from UK main bases.

In 1994, the Sqn celebrated its 80th Anniversary. Among many events to commemorate the occasion, there was a weekend of celebrations concluding in a dinner dance attended by many of 201 Sqn's Officers Commanding past and present. The highlight of the anniversary was undoubtedly the



201 Sqn Parading in Guernsey

Granting of the Privilege of Guernsey. This rare and distinct honour allows the Sqn the right to march through the Island with colours flying, drums beating and bayonets fixed.

This is one of the most ancient military honours in the UK and a first in the history of the Island. The whole of the Sqn, led by Wg Cdr Andy Stewart, paraded proudly through the streets of St Peter Port and were presented with the scroll outlining the privilege by the Bailiff, Sir Graham Dorey.

The remainder of the last decade of the 20th century passed without the Sqn being required to take part in any further conflicts. The routine of exercises, training flights and Search and Rescue sorties continued unabated. The exercises, however, took on a distinctly exotic feel as by now the Nimrod Fleet was looking well beyond the traditional NATO European theatre. With the growing reputation of the aircraft as a considerable asset to any maritime force, requests from many foreign governments for Kinloss involvement in their exercises meant deployments for Sqn crews as far afield as Malaysia, Hawaii, South Africa, Puerto Rico, Curacao, Lithuania, most European countries and, of course the, USA.

Kinloss was not without its excitement, however, and over the Christmas period 1995, the Russian Aircraft Carrier Admiral Kuznetsov transited close to the UK. As 201 were the Duty Sqn for that period, Sqn crews carried out the bulk of the surveillance on the ship. The most notable of these

Flanker from Adm Kuznetsov intercepting 201 Sqn Crew 1



Victor 3 Class Submarine with helicopters in vicinity

missions was completed by 201 Crew 1 captained by Flt Lt Tim Yates. Having gained clearance from the Russians to close the Kuznetsov for photographs (an exchange that would have been unheard of a few years previously) it came as a great surprise that she then launched one of her Flanker aircraft to intercept. The fighter spent a short period of time in formation with the Nimrod before returning to the deck of the carrier. It is thought that the Flanker was using her underbelly camera to take as many photos of the Nimrod as it was of her.

This was not the only interaction that Flt Lt Yates had with the Russians during that period. In late February 1996, Crew 1 was scrambled on SAR to

assist in the evacuation of a Russian seaman from a Victor 3 Class nuclear powered submarine. After a short search, the crew vectored a RN helicopter to the submarine and the sailor was airlifted to Stornoway hospital: a further sign of the changing times.

As the millennium drew to a close, September 1999 saw the liaison with Guernsey further strengthened as the Sqn exercised its right to parade on the Island to celebrate its 85th year as well as the 60th anniversary of its affiliation with the Island. And at Kinloss, the Sqn moved into a new multi-million-pound purpose-built headquarters where she is now housed, alongside her sister Sqns.

2000 AND BEYOND

201 Sqn were on duty over the millennium celebrations and so Crew 8, captained by Flt Lt Rich Marshall and accompanied by OC 201, Wg Cdr Chris Birks, took advantage of the opportunity to demonstrate that the Mighty Hunter was unaffected by the 'Millennium Bug' (a potentially disastrous problem caused by computer programmes that used 2 numbers to represent the year changing from 99 to 00), by being the first RAF aircraft to be airborne in the 21st Century.

2001 began with planning for the Sqn's participation in Exercise SAIF SAREEA II, led by OC 201 Wg Cdr Andy Fryer, involving crews 3 and 4 and running from late Sep to early Nov 01. This was to be the largest deployment of UK forces out-of-area since the Gulf War in 1990, involving in excess of 20,000 troops from all three Services of the UK and Oman. Furthermore, it was an opportunity for the Nimrod Force to truly 'come of age' as an expeditionary force. Whilst the Sqn had long ranged far and wide in the Nimrod, and had gained quite a lot of experience of conducting operations overseas, these had invariably been conducted from international airports or 'well-found' military bases with the crews living in luxury hotels! In Oman this time, however, they were to be accommodated under canvas within a Deployed

Operating Base (DOB) and be as self-contained as possible. Life was surprisingly good, once Sqn members had got over the shock of a sleeping bag and camp bed instead of a king-sized double with goose-down duvet – let alone the lack of colour TV, minibar etc! Indeed, the Sqn Cdr commented that he had rarely seen morale so high!

Shortly before SAIF SAREEA, on September 11 2001, terrorists from Al Qaeda attacked New York and Washington. This gave the exercise a new edge as it was clear that Oman was within reach of the terrorist stronghold of Afghanistan and much of what would be needed to mount an attack was already in place.

Gradually the nature of operations, and indeed aircraft mix, at DOB Seeb changed and it was not long before 201 Sqn was re-tasked onto operations under Operation ORACLE (a subset of Operation VERITAS, the UK contribution to the American led Operation ENDURING FREEDOM).

The size of the Nimrod detachment peaked at 4 aircraft and 6 crews, enabling continuous 24 hour ops to be undertaken for periods of several days. At the time of writing, 201 Sqn's participation, as part of a Nimrod Kinloss Wing semi-permanent deployment, remains both ongoing and classified. However, suffice to say that the Sqn has been involved both in conventional MPA

operations over the waters of the Arabian Gulf, searching for vessels crossing the Arabian Sea, as well as more unusual operations over the landmass of Afghanistan providing support to land forces

Whilst Operation ORACLE took the majority of the Sqn's attention in the opening part of the 21st Century, other routine deployed



The SAIF SAREEA II Det

operations were also conducted, albeit only on a periodic basis. Whilst most remain classified at this stage, one which can be mentioned is Operation RESONATE SOUTH. By the year 2000, a pair of Nimrod MR2 was deployed to Bahrain for a month at a time, roughly three times each year, under Operation RESONATE, with the mission to assist in the enforcement of UN oil sanctions against Iraq. This was achieved by searching for, and identifying, all shipping in the Inner Persian Gulf and the transmission of the resultant maritime surface plot to coalition warships, who could then intercept vessels of interest when required.

By the end of 2002 it was clear that a war against Saddam Hussein's regime in Iraq was inevitable and extra crews and aircraft were eventually deployed to the Gulf region in early 2003. By the time the war started on 19 March 2003 crews 1, 3 and 6 had been in theatre long enough to acclimatize and familiarize themselves with the environment. Crew 1 led by Flt Lt Jack Dunning, flew sorties in and around the Northern Arabian Gulf providing Battle Force Protection (in much the same way that crews had done in 1991) to the massive armada



Nimrod MR2 over Afghanistan



Crew 1: (Standing) Sgt Mark Fellows, FSPaul Stitson, Flt Lt Mitch Lees, FS Gez Bell, Sgt Mal Cameron, MAEOp Graham Harrison, Flt Lt Dave Irvine (Kneeling) FS Steve Wyatt, Sgt Gary Banford, Flt Lt Jack Dunning (Capt), Flt Lt Al Squires, Fg Off Vicky Myhill.



Crews 3 and 6: (Top of Steps) Flt Lt Chris Ouston (Capt crew 3), Sqn Ldr Derek (Thumper) Thomson, Flt Lt Dave Mason, MEng Kev Nurse, Sgts Daz McLean, Andy Bell, Woody Gall, Sam Jackson, Flt Lts Dave Currie, James Nightingale, Sgts Dave Miles, Spud Henderson, Flt Lts Andy Crichton, Si Howell, Lt Kev Gordon, Sgts Bob Niven, Kev Hayward, Flt Lts Neil Eccleshall (Capt crew 6), Dave Williams, (kneeling) Sgts Flo Nightingale, Sid Eydmann, Sion Roberts, Sqn Ldr Nige Ward (Dep Det Com), FS Steve Smith, Sgts Al Clarkson, Dave Coward.

assembled in the area. Meanwhile, Crews 3 (captained by Flt Lt Chris Ouston) and 6 (captained by Flt Lt Neil Eccleshall), with Sqn Ldr Nige Ward (FCA) as Deputy Detachment Commander, undertook some of the most dangerous sorties ever attempted by a Nimrod which involved flying overland Iraq in support of land forces conducting operations under Op TELIC. With the latest electro optic imaging equipment on board, the crews were tasked to fly deeper into Iraq than any other coalition aircraft and drew fire from anti aircraft artillery and surface to air missiles. Thankfully all the crews returned safely and the war was over in just over a month.

Although at war, this wasn't the only commitment the Sqn had at this time. The Armed Forces were ordered to provide assistance to civil authorities in the event of a civil Fire Fighters' strike under Op FRESCO. Sure enough there were a series of 48 and 24 hour strikes and Crew 2 soon found themselves trained and deployed and filling the roles of firemen.

During Op TELIC, HRH The Duke of York visited the Sqn Headquarters, meeting aircrew that had recently returned from operations, others who were involved in Op FRESCO and the families of those still deployed.

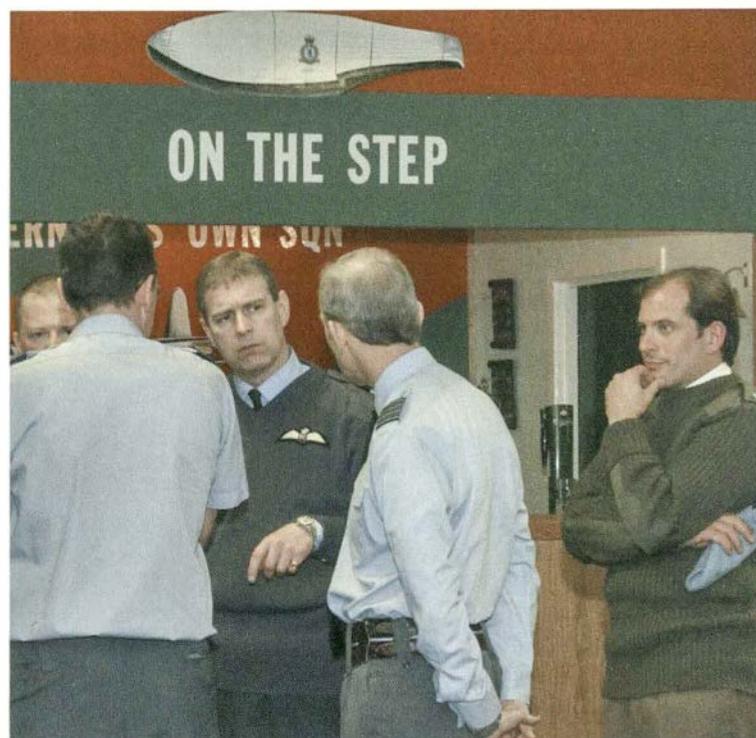
The final event that occurred before this edition of On The Step closed for publishing was Crew 4's participation in Op ULYSSES during May 03. This Op was aimed at stemming the flow of illegal immigrants across the external borders of the EU and was, in this particular case, organised by the Spanish Guardia Civil (frontier police) and concentrated on the transit routes from Sub-Saharan Africa to the Canary Isles. In addition to the Nimrod, 5 Guardia Civil cutters were involved, as well as a number of coastal radar stations, a Portuguese corvette and a



Crew 2 (Back Row) Sgt Rob Faulding, Flt Lt Al Clegg, Flt Lt Colin Redican, Sgt Willie Cowan, MAEOp Mark Lister, Sgt Mat Griffin, Fg Off Rob Evans, (Front Row) FS Col Short, Flt Lt Charlie Kneen(Capt) PO (RN) Dave Chambers.

French naval Falcon 50 aircraft. Operating from Gran Canaria, the crew searched the transit routes for the small crowded wooden boats favoured by the smugglers every evening for a week.

The other crews on the Sqn (at the time of going to print) who have not already been mentioned are covered on the following pages.



HRH The Duke of York talking to Gp Capt Porter in front of the 201 Sqn bar



The Spanish frontier police intercepting 2 of the small boats detected by 201 crew 4



Crew 4: (Standing) Sgts Kev Temple, Steve Flavell, Jon Teasdale, Joe May, Flt Lt Chris Melville, Sqn Ldr Gordon Laing, (Kneeling) MAEOp Taj Tagima, Flt Lt Lee Madden, Flt Lt Richie Williams (Capt), Sgt Dan Bedford, Fg Off Chucky Kane.

Crew 5: (Standing) FS Steve Bailey, Sgts Del Bailey, Dave Evans, 'BC' Gresswell, Joe May, FS Nige Hartley. (Sitting) Flt Lts James Nightingale, Bill Speight, Chas Gimenez (Capt), Jim Mason, Craig Daykin, Curly Crawford, Thumrait, Christmas 2002



Crew 7: (Front) Sgts Martin Marle & Ian Grantham, Flt Lts Glen Willcox, Jim Truesdale, Simon Earl (Capt), Paul Couper, Dom Wrigley, (Rear) Sgts James Gresswell, Phil Andrews, Paul Wright.



Crew 8: (Standing) Flt Lts Chris Melville, Matt Jones, Sgt Sprokkit Proctor, Flt Lts Mark Pilkington, Sgts BJ Doherty, Dave McDonald. (Kneeling): FS Nelly Campbell, Sgt Keeley Winship, Flt Lts Steve Ross, Chris Perks (Capt), MAEOp Paul Briggs, FS Shaggy Hagan.

Execs: Sgt George Reid (Ad j) Sqn Ldrs Graham Oliphant, Andy Parry, SAC Sharon McDerment (Dep Ad j), Sqn Ldrs Dave Allen, Nige Ward. (Outside Window) Wg Cdr Andy Fryer.



201 (GUERNSEY'S OWN) SQN

Crew 4
ROYAL AIR FORCE

Crew 2
OPERATION FRESCO

Crew 3
OPERATION TELIC

Crew 6
OPERATION TELIC

Crew 7
OPERATION TELIC

Crew 8
OPERATION TELIC

The spring of 2003 was a remarkable period in No 201 (Guernsey's Own) Squadron history, during which it was involved in three distinct major operations simultaneously as well as being the holders of both the Fincastle and Plessey Anti-Submarine Warfare Trophies. The previous 18 months had seen all eight Squadron crews deploy on Operation ORACLE at various times, for periods of between four and eight weeks. Based in Oman, the operation formed the Nimrod MR2's contribution to the "War Against Terrorism" which followed the attacks on American cities on 11 September 2001, and was a traditional maritime surveillance task aimed at vessels crossing the Arabian Gulf. Operation TELIC was a non-traditional Nimrod task in support to land forces during the war against Iraq to remove the regime of Saddam Hussein, as well as ridding Iraq of weapons of mass destruction. Finally Operation FRESCO was initiated in response to a series of strikes by UK Firefighters that began at the end of 2002 and saw a 201 Squadron crew manning WWII vintage "Green Goddess" fire engines across the Scottish Highland region. The remainder of the Squadron were engaged in preparing for and recovery from operations as they conducted training and minor operational activity from Kinloss.

NIMROD MR2

This short chapter is included in order to paint a picture of the aircraft the Sqn operates as this version of 'On The Step' goes to print, both for the interest of readers and as an historical record.

Following the end of the Cold War, the Nimrod MR2 has moved away from the traditional role of deep-water Anti Submarine and Anti Surface Warfare and proved itself to be a valuable asset in a variety of new arenas, including sea areas close to land (littoral operations) and even over-land. The ease with which 201 Sqn Nimrod Crews have adapted to these new environments has been aided by the improvement in existing sensors and introduction of new equipment.

The navigation system has been comprehensively upgraded; at the heart of the system is the Rockwell Collins Inertial Navigation (IN) Global Positioning System (GPS). This highly accurate and reliable system means that the aircraft position is known to within a few metres, which has meant that the retro launcher was no longer needed, as the Navigators are able to provide accurate computer steering information back to a datum. The removal of the retro launcher (previously used to fire a smoke marker on to the sea to mark a datum) has been mourned by the flight-deck crews who certainly preferred having a visual reference to aim for. However, crews as a whole certainly don't miss the retro miss-fire drills and the smell of cordite throughout the aircraft! A separate stand-alone GPS is used as a backup long-range navigation aid. A new Tacan is gradually being fitted to the fleet which provides accurate and reliable range and bearing from ground beacons - a huge step forward for those who remember the old Tacan, which was



NIMROD MR2 XV260

neither accurate or reliable! The sextant has now been removed. The tactical navigation station has also been upgraded with a new colour tactical display and a significantly larger computer memory. A Link 11 data link system is also fitted to many aircraft and controlled from the Navigators' station. In sum, the Nimrod MR2 now boasts an extremely capable navigation and tactical control system which is quite a way on even from the original configuration for the MR2.

The four members of the AEOp (R) team, also known as the 'Dry Team', are responsible for the operation of the non-acoustic sensors which include the Searchwater radar, Yellowgate electronic support measures (ESM), magnetic anomaly

detector (MAD) and the long-range and tactical communications equipment. When operating the aircraft in certain hostile environments, the Dry Team are also responsible for the operation of the aircraft's self defence suite, designed to protect the aircraft from potential anti-aircraft missile attack. The team also has several secondary tasks onboard the aircraft including assisting in the taking of photographs and loading sonobuoys.

Since the upgrade from the MR1 to the MR2 version of the Nimrod, there have been several non-acoustic sensor upgrades and improvements. These include the introduction of the Yellowgate ESM system, a computer controlled system for the interception and analysis of radar signals. The Yellowgate contains a large database of radar parameters and attempts to identify signals received for the operator, and display their calculated positions on a map style display, along with their intercepted parameters and database information on a second display. The next upgrade was for the Searchwater radar. The original version displayed a processed radar picture on a black and white display. The upgrade added the facility to display a raw radar picture and introduced a colour display, so that both the raw and processed picture could be displayed simultaneously in different colours. Next came the new MAD system, the Advanced Integrated MAD System (AIMS). This introduced a computer-controlled predictor to cancel out as many as possible of the various spurious magnetic noise sources around the aircraft and automatically carry out a continuous compensation, storing the compensation data in a non-volatile memory. Most Sqn members today will not have experienced the



AQS 971 station (left) and Electro Optical and IR systems displays (right)

delights of a full calibration manoeuvre, which made so many so ill in the early days of the aircraft! During the Gulf War of 1991, the aircraft was fitted with a self-defence suite consisting of a Missile Approach Warning System (MAWS) and chaff and infra red (IR) flare dispensers, as well as the upgrade to the existing IR flare dispenser. The most recent upgrades have been the introduction of a new HF radio, new V/UHF radios and a satellite communications (SATCOM) radio on several aircraft.

The other component of the sensor team is the 'Wet Team' - primarily responsible for the monitoring of sonobuoys via the acoustic sensor suite (a spectrum analyser working at acoustic frequencies). Despite the end of the Cold War, ASW remains a core skill for the Nimrod fleet and to combat the shortfalls of the ageing AQS 901 a major upgrade program to the Acoustic Sensor Suite was undertaken during 2000 and 2001. Throughout the life of the MR2, the AQS 901 had proved to be an extremely capable piece of equipment and had been upgraded on several occasions. The decision was taken to bridge the gap between the MR2 and MRA4 by installing a new acoustic



processor based on the processor earmarked for the MRA4. The equipment chosen was the AQS 971 built by Ultra Electronics.

The aircraft modification program began in February 2001 and continued until June 2002. All the aircraft were modified locally and the Sqn crews underwent three weeks of intensive conversion training on 42(R) Squadron. The AQS 971 represents a huge leap forward in technology and automation; it allows the acoustic operators to monitor up to 32 sonobuoys in full colour processing rather than the 16 buoys available on the AQS 901, only 8 of which could be processed in colour at any time. The increase in computer-aided automation enabled the previous Wet Team of three to be reduced to two, thereby reflecting the Wet Team complement required for the MRA4 Nimrod. The Wet Team continues to have a responsibility for air photography and for loading sonobuoys.

At the time of writing, a few aircraft are being fitted with a new state-of-the-art Electro Optical and IR detection turret; operation of this new and highly capable sensor will be the responsibility of the Wet Team. This sensor was procured for use in overland operations during the 2003 war against Iraq but also has very good utility in the more traditional maritime roles of the aircraft.

The arrival of new equipment has meant a change

in the number of crew required to operate the sensors. The number of crew onboard has now reduced from 13 to 12, with expertise in some equipment now being shared between Wet and Dry teams. Some acoustic operators have been trained to operate the radios and it is now commonplace to see radar operators operating the cameras. One of the more radical innovations, however, has been the introduction of a new branch structure for all rear crew. The Weapon Systems Officer (WSO) replaces the Navigator and Air Electronics Officer (AEO) and the Weapon Systems Operator (WSOp) replaces AEOPs, Load Masters and Air Signallers. Merging of the branches reflects changing responsibilities and all new personnel graduating from flying training will wear a new brevet (along with any from the previous branches that choose to).

So the Nimrod MR2 remains a potent weapon system today, having undergone quite a metamorphosis since its introduction almost 25 years ago. Alongside the changes to the aircraft have come changes to the geopolitical environment which have themselves seen a significant shift in the nature of the operations, and therefore also training, that the aircraft undertakes today.



Russian Antonov at Kinloss preparing to transport MR2 shells for British Aerospace



As 201 Squadron moves into the 21st Century the aircraft that will take 'Guernsey's Own' into the future is taking shape in hangars and design offices around the country. At a casual glance, the shape is a familiar one. Despite sharing its name and, at first glance, silhouette with its predecessor, the Nimrod MRA4 is much more than an update of the current aircraft.

In late 1996, British Aerospace were awarded the contract to build 21 Nimrod MRA4 aircraft a number which subsequently has been reduced to 18. The contract worth in the order of 2 billion pounds also includes the training system, infrastructure improvements at Kinloss, as well as support of the aircraft for the first 5 years in service. Nimrod MRA4 mates a refurbished MR2 fuselage with a new wing and landing gear, new engines and general systems, modern avionics and flight deck with a state of the art mission system. The MRA4 will be considerably heavier than the current aircraft. Much of this weight increase is due to the greater fuel capacity of the bigger wing; combined with the lower fuel burn of the modern engine, an endurance of 12-14 hrs is expected. While this may not impress those who remember Sunderlands and Shackletons, it represents a considerable improvement over the MR2. Development problems have led to some delays to the original in-Service date, which is currently planned as 2007, but the Sqn is still confident it will receive a world class aircraft in due course.

Inside, the aircraft will look radically different with the greatest change being on the flight deck. Several generations will be skipped, from the Comet to a modern 'glass cockpit', based on Airbus and Boeing

THE FUTURE

technology. Six large screens will display flight and engine data while a seventh will display tactical information. Control of the aircraft systems will move from the engineer to an automated monitoring system and the pilots will also handle the general navigation of the aircraft through twin Flight Management Systems.

Only the Magnetic Anomaly Detector has been retained from the MR2, otherwise all the sensors are entirely new and will represent a steep change in the capability over the current aircraft. To assist the crew to manage the workload, the mission system is designed to automate many routine functions. For example, the system will provide templates of sonobuoy patterns, automatically select buoy channels and fly the aircraft to the release point without anyone pressing the buttons or touching the controls. The MRA4 also builds on the existing Nimrod's impressive weapons capability. Up to 9 torpedoes, 2 anti-ship missiles or 11 dinghies can be carried in the bomb bay, now divided into fore and aft compartments. In addition, 4 missiles can be carried on underwing hard points.

Key to the success of the MRA4 is the close working relationship between the contractors and the RAF. RAF personnel have been involved in the programme at shop floor level since the initiation of the contract, providing practical advice and influencing the design. In addition, British Aerospace have recruited so many old maritime 'salts' that Warton's Flight Ops office resembles a crewroom from the 70's and the air is thick with tails of Majunga and Cold War derring do. 201 Squadron is heavily represented in both the RAF and British Aerospace contingents.

The MRA4 aircraft conversion programme began in earnest on 16 February 1997 when 3 spare MR2 airframes were removed from storage at Kinloss and handed over to British Aerospace.

The airframes have been completely stripped and examined, both visually and using advanced non-destructive testing techniques and at the time of writing the first flight should be in less than 12 months.

Current plans call for 120 Squadron to be the first to convert to the new aircraft with 201 following shortly after and then 206 to give all the Kinloss squadrons an increased capability well into the 21st century.

APPENDIX 1 SQUADRON AIRCRAFT

MORAINE SAULNIER 'L'

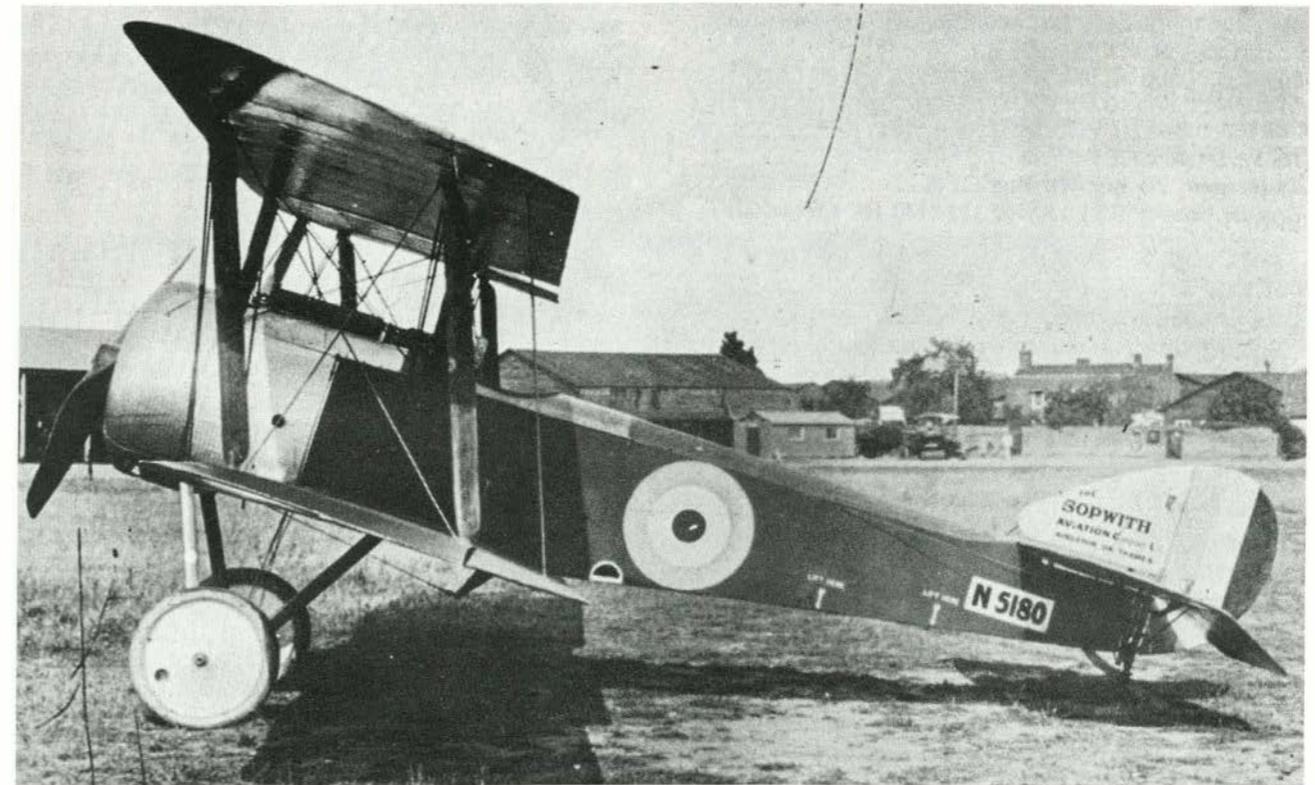
Span: 34ft **Length:** 20ft 9ins **Height:** 11ft 5ins
Weight: 840lbs **Speed:** 71mph at 6500ft
Ceiling: 13200ft
Engine: 80 HP Gnome rotary
Range: 280 miles

Armament: Typical armament included 1 fixed, forward-firing MG and 6 × 25lb bombs.
The aircraft still used wing-warping for lateral control and it was in this type of aircraft that Flt Sub Lt Warneford won his VC.

MAURICE FARMAN LONGHORN

Span: 51ft **Length:** 37ft 3ins **Height:** 8ft
Weight: 1887lbs **Speed:** 59mph at S/L
Engine: 70 HP Renault

No reference to actual operators could be found during research, although this type was operated by the Navy in reasonable numbers.



SOPWITH PUP

Span: 26ft 6ins **Length:** 19ft 3 3/4ins **Height:** 9ft 5ins
Weight: 1225lbs **Speed:** 111mph at S/L
Climb: 2mins to 2000ft; 14mins to 10000ft **Ceiling:** 17500ft
Engine: 80 HP Le Rhone
Endurance: 3hrs

Armament: 1 Vickers forward-firing MG mounted over the engine.
This type was operated by 1 Wing RNAS.



SOPWITH CAMEL F1 and 2F1

Span: 28ft **Length:** 18ft 9ins **Height:** 8ft 6ins(F1) 26ft 11ins 18ft 6ins 9ft 1ins(2F1)

Speed: 121mph at 10000ft (F1)114mph at 10000ft(2F1)

Climb: 8 mins to 10000ft(F1)12 mins to 10000ft (2F1) 16 mins to 15000ft(F1)24 mins to 15000ft (2F1) **Ceiling:** 22000ft (F1); 19000ft (2F1)

Endurance: 2½ hrs(F1); 3hrs (2F1)

Engine: Bentley BR1 150 HP (F1);130 HP Clerget (2F1)

Armament: Two fixed, forward-firing MGs mounted on forward fuselage and 4 × 25lb bombs under the fuselage (F1). One Vickers forward-firing MG on top left forward fuselage and one Lewis gun mounted over upper wing centre section and 2 × 50lb bombs under the fuselage.

SOPWITH 7F1 SNIPE

Span: 25ft 9ins **Length:** 19ft 10ins

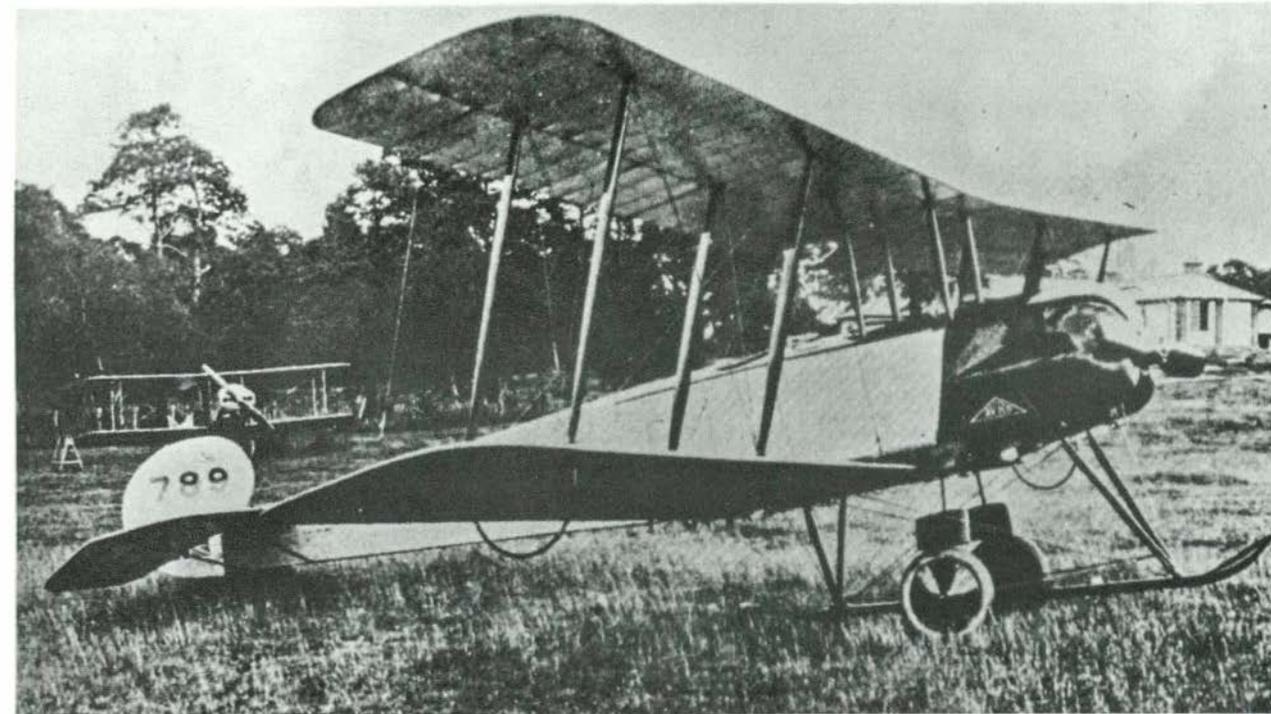
Weight: 2020lbs **Speed:** 121mph at 10000ft

Climb: 10000ft in 9 mins 15000ft in 19 mins **Ceiling:** 19500ft

Engine: Bentley BR2 234 HP

Endurance: 3hrs

Armament: Two Vickers forward-firing synchronised MGs. It was in this type that Major W G Barker won a VC. The type was operated in numbers by only two squadrons.



AVRO 504

First Flight: 20th September 1913 at Hendon.

Span: 36ft **Length:** 29ft 5ins **Height:** 10ft 5ins

Weight: (A&B)-1574lbs (K)-1800lbs **Speed:** 80-90mph

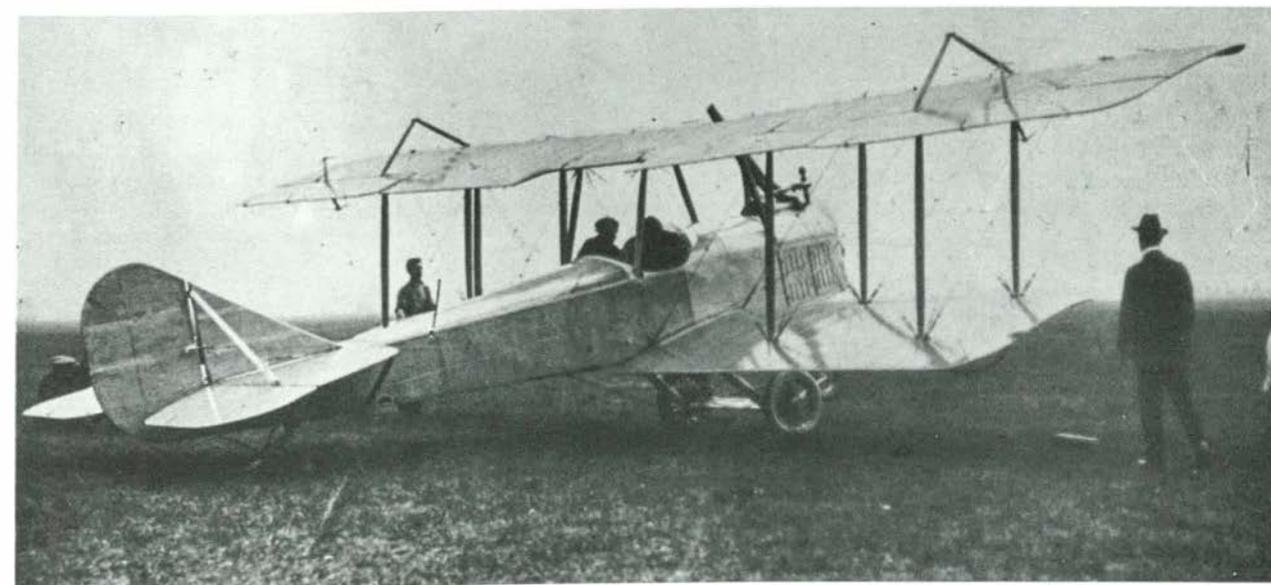
Climb to 15000ft: 1 min 45 secs **Ceiling:** 15000ft(A) 18000ft(K)

Engine: (A) 80 HP Gnome Monosoupape, RNAS E 100 HP Gnome

Endurance: A&B 4½ hrs C: 8hrs (due to extra internal fuel)

Armament: Ranged from hand-held pistols, rifles and shotguns on earlier models, to synchronized Vickers and Lewis guns on later ones. Later models also carried 4 × 20lb HE & four incendiary bombs.

Approximately 8340 504s were built for the RFC and RNAS. It is interesting to note that costs at the end of WWI were £868 10 shillings for the airframe and £696 for the cheapest Gnome engine.



CURTISS (JN 3/4)

Span: 43ft 7½ins **Length:** 27ft 4ins **Height:** 8ft 2ins

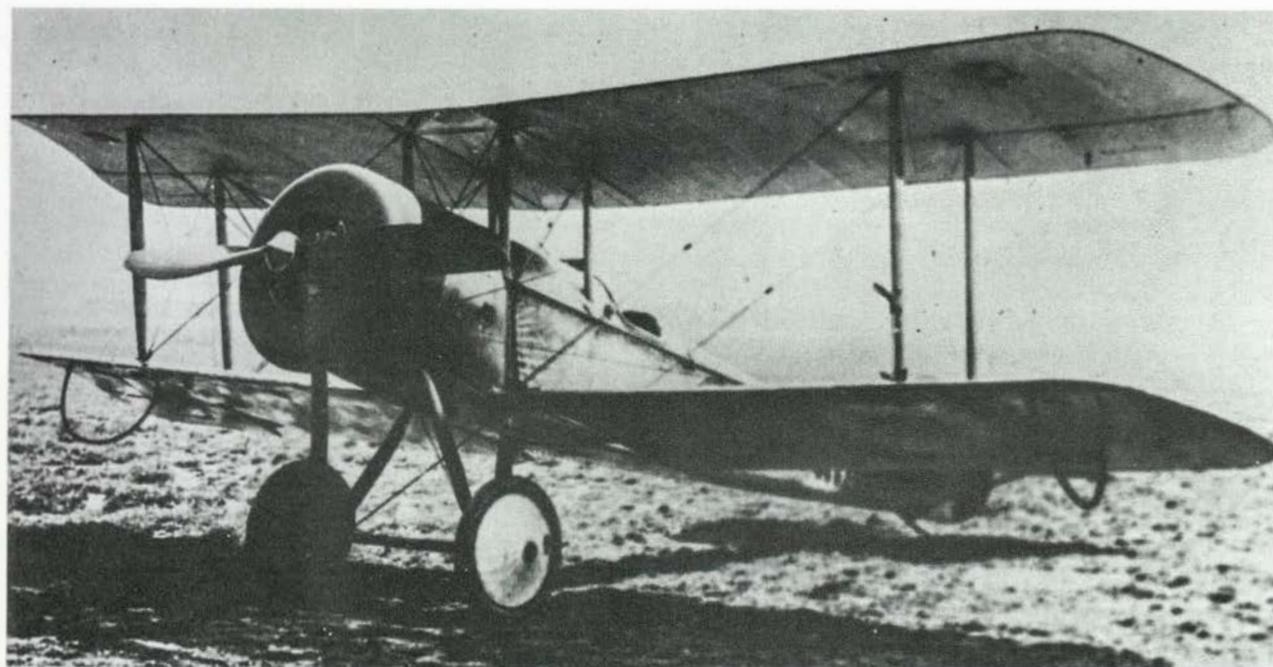
Weight: 2130lbs **Speed:** 75mph at S/L

Ceiling: 11000ft

Engine: 90 HP Curtiss water-cooled OX-5

Endurance: 2¼ hrs

97 Curtiss' were delivered to the RNAS and used mainly for training, although most were also armed. The RNAS aircraft, although delivered as JN3s, were altered by the Navy to include parts of the JN4.



BRISTOL SCOUT

First Flight: 23rd February 1914.
Span: A-22ft, B-24ft 7ins **Length:** A-19ft 9ins, B-20ft 8ins
Height: 8ft 6ins **Weight:** 1700lbs
Speed: 95-108mph (engine-dependent)
Climb: 1000 ft - 1 min, 10000ft - 18 mins, 15000ft - 50 mins
Ceiling: 15500ft
Engine: 80 HP Gnome rotary
Endurance: 2-3 hours

Armament: Early armament was a Lewis gun mounted pointing outboard on starboard side and one or two Vickers forward-firing MGs synchronised through propeller. RNAS Scouts carried two boxes of RANKEN darts with 24 in each for anti-Zeppelin ops.

The Bristol Scout was nicknamed the "Bristol Baby Biplane". It was popular with its pilots and in fact, the few that remained in service at the end of the war were the mounts of senior officers and guarded jealously.



NIEUPORT 2 SEATER

Span: 29ft 7½ins **Length:** 23ft 11¼ins **Height:** 8ft 9ins
Weight: 2026lbs **Speed:** 78mph at 3000ft
Climb: 14 mins to 6500ft **Ceiling:** 13000ft
Engine: 110 HP Clerget
Endurance: 3hrs

Armament: Single Lewis gun carried in rear cockpit when 2 crew carried, or mounted overwing if flown solo.



NIEUPORT 17/SCOUT

Span: 27ft **Length:** 19ft 6ins **Height:** 7ft
Weight: 1250lbs **Speed:** 110mph at 6500ft
Climb: to 6500ft - 5½ mins; to 9000ft - 9 mins
Ceiling: 17400ft
Engine: 110 HP Le Rhone 9J
Endurance: 2hrs

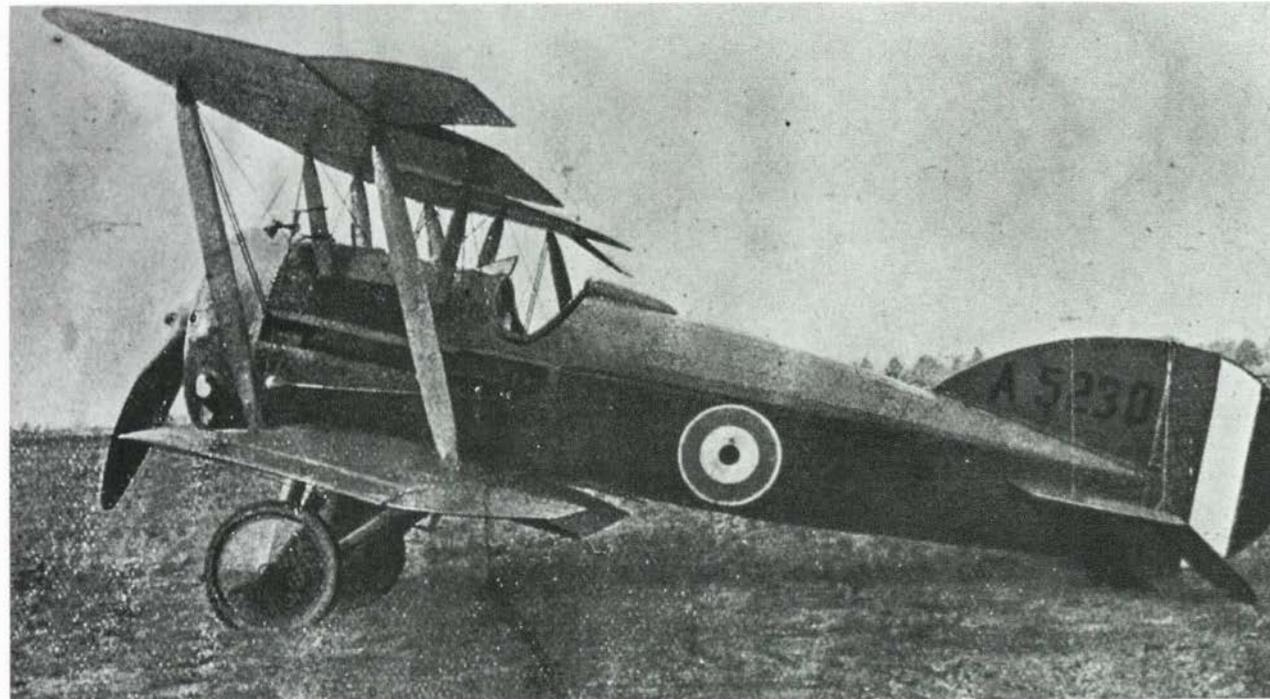
It should also be noted that Nieuport 10, 11 and 12 were also operated by the RNAS and were referred to as Nieuport Scouts. Therefore, it is possible that the unit also flew these types.



HENRI FARMAN

Span: 44ft 9ins **Length:** 26ft 6ins **Height:** 12ft
Weight: 1440lbs **Speed:** 60mph at S/L
Climb: 18½ mins to 3000ft
Engine: 80 HP Gnome
Endurance: 3 hrs

Armament: Some fitted with single Lewis gun in forward cockpit. Most capable of carrying 4 × 20lb bombs. It is also possible that this was the first flying boat to be operated by the Squadron as its tricycle undercarriage could be replaced with two underwing, and one tail float.

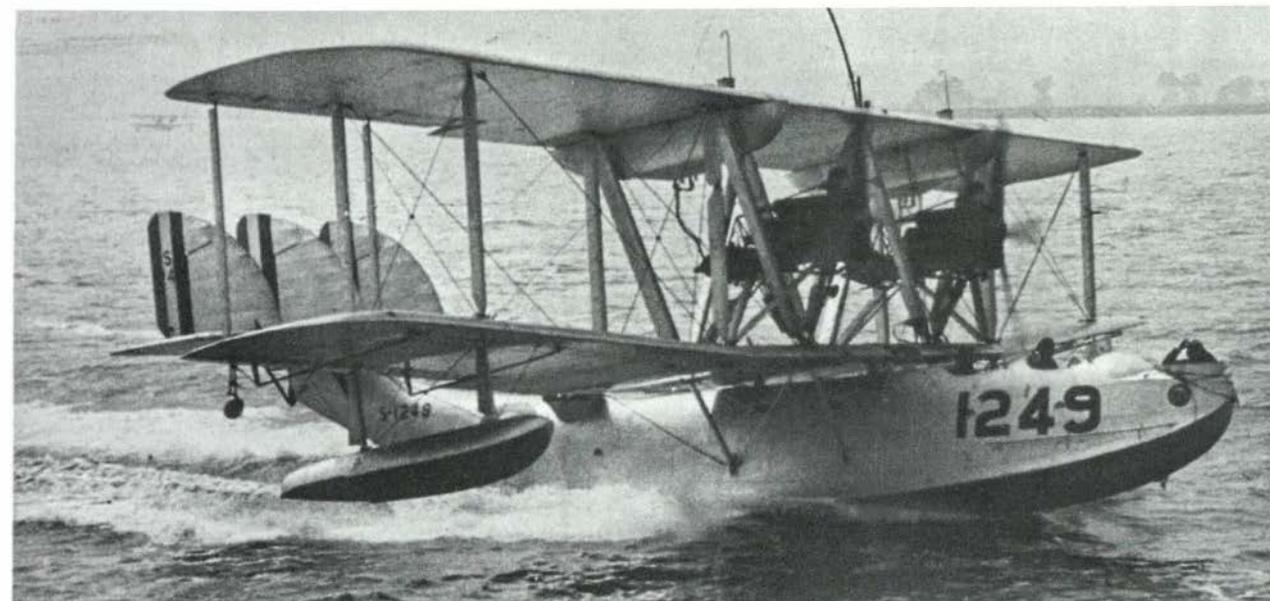


VICKERS FIGHTER FB 5/9

(originally ordered as Admiralty type 32)

Span: 36ft 6ins **Length:** 27ft 2ins **Height:** 7ft 10ins
Weight: 2050lbs **Speed:** 70mph at 5000ft
Climb: 5000ft in 16 mins **Ceiling:** 9000ft
Engine: Naval fighters powered by Smith 150 HP
Endurance: 4½hrs

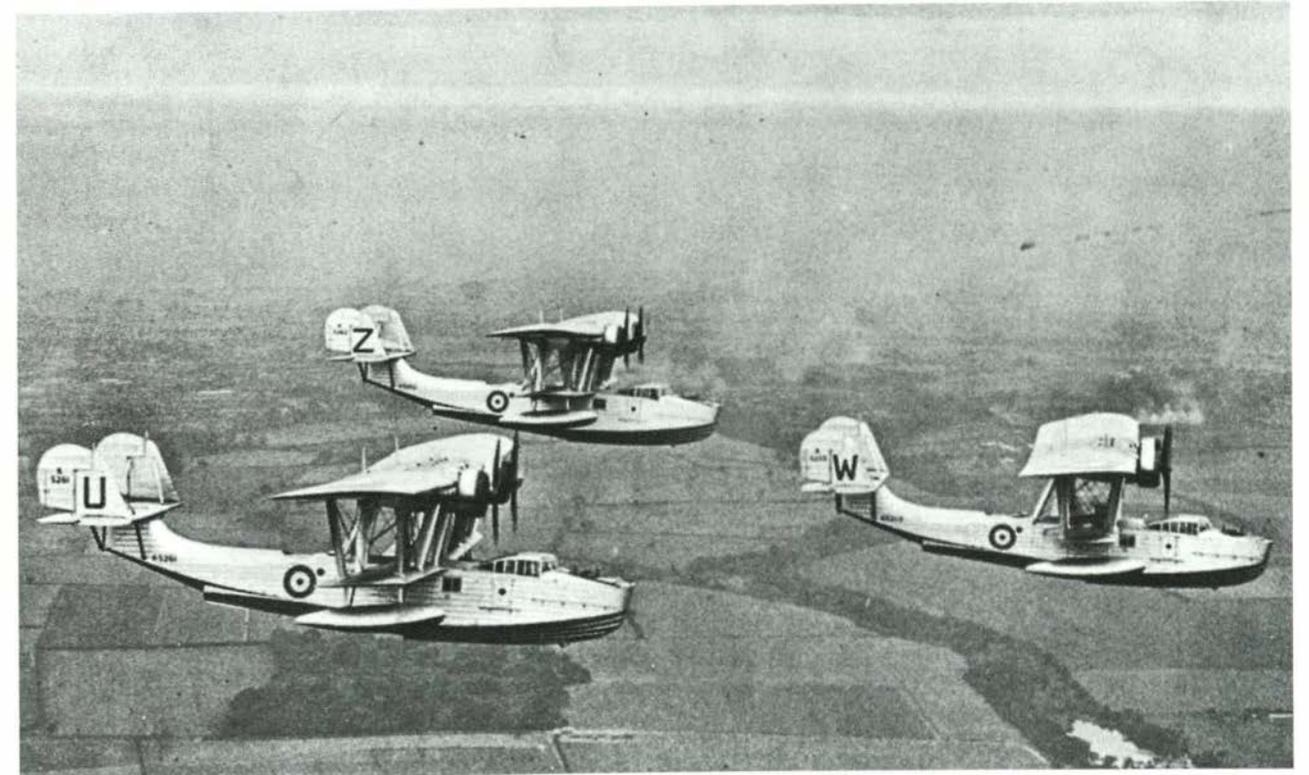
Armament: One Lewis machine gun in forward cockpit. Although not with certainty the type operated by I Squadron, it is the only Vickers fighter thought to have been purchased by the Navy.



SUPERMARINE SOUTHAMPTON

Span: 75ft **Length:** 51ft 1½ins **Height:** 22ft 4½ins
Weight: 15200lbs **Speed:** 108mph at S/L
Climb: 610ft per minute **Ceiling:** 14000ft
Engine: Two 502 HP Napier Lion V (some later re-engined with Kestrels)
Range: 770 miles normal, 930 maximum

Armament: Two Lewis guns mounted in open positions aft of the wing and offset from the centreline. This allowed the gunners to shoot at anything on the tail of the Southampton down to quite short ranges. Bomb loads included 4 × 230/250lbs; 2 × 520/550lbs inboard on wing and marine markers or light bombs on the outboard wing. Kestrel-powered aircraft could carry two 18 inch torpedoes underwing.



SARO LONDON

Span: 80ft **Length:** 56ft 9½ins **Height:** 18ft 9ins
Weight: 18400lbs **Speed:** 155mph at 6250ft
Climb: 1180ft per minute **Ceiling:** 19900ft
Range: 1740 max 1100 normal
Endurance: 5¼hrs
Engines: Two 1000 HP Bristol Pegasus X

Armament: Three Lewis guns nose, amidships and tail. Droppable stores included 8 × 20lb bombs, or 8 × 8½ lb practice bombs, or 4 × 4" flares MK1 and 4 × 250lb or 2 × 500lb, 520lb or 550lb bombs. Saro advertised that a 500lb bomb could be loaded to this aircraft in 2½ minutes on a slipway. Loading could also take place afloat, but only under fair-weather conditions. The London could also carry an 18 inch torpedo in the "logistic transport role".

SUPERMARINE SEA OTTER

Span: 46ft **Length:** 39ft 5ins **Height:** 16ft 2ins
Weight: 10000lb **Speed:** 150mph at 10000ft
Climb: to 5000ft 6 mins **Ceiling:** 16000ft
Engines: One 855 HP Bristol Mercury XXX

Armament: Two Vickers K MGs amidships, one Vickers K gun in bow.



SHORT SUNDERLAND

Span: 112ft 9ins **Length:** 85ft 4ins **Height:** 33ft
Weight: 60000lb **Speed:** 213mph at 5000ft
Climb: 840ft per minute **Ceiling:** 13900ft
Range: 2980 miles
Endurance: 13½ hours
Engine: 4 × 1200 HP Pratt and Whitney Twin Wasp R1830

Armament: Dependent upon Mark, a combination of: Nose: 1 × Vickers later upgraded to 2 × Vickers MG. Tail: 4 × Vickers MGs. Mid-upper: 2 × Vickers MGs. Waist gun: 1 × 0.5 Browning each side. Some aircraft had 4 fixed forward firing MGs for strafing surfaced submarines. Bomb load was 8 × 100lb or 250lb or 4 × 500lb bombs or depth charges. Other stranger plans included the mounting of a forward-firing 37mm cannon in the nose and a plan to mount 2 × 37mm cannons firing vertically down through the planing hull of the Sunderland. A total of 739 Sunderlands were built.



AVRO SHACKLETON

Span: 119ft 10ins **Length:** 92ft 6ins **Height:** 23ft 4ins
Weight: 100000lb **Speed:** 253 cruise, 302max
Climb: 850ft per min **Ceiling:** 19200ft
Range: 3660 miles at 200mph
Engines: 4 × 2455 HP RR Griffon 58 (1966 aircraft received 2 × 2500lb thrust Viper Turbojets)

Armament: 2 × 20mm nose cannons and various bomb bay-carried weapons including torpedoes, bombs, depth charges and sonobuoys. The Shackleton was the mainstay of the maritime force for many years and its endurance was loved and hated by its crews. The only export customer for the Shackleton was the South African Air Force.



HS NIMROD MR1

Span: 114ft 10ins **Length:** 126ft 9ins **Height:** 29ft 8½ins
Weight: 178000lbs **Speed:** 490mph at 30000ft
Ceiling: 42000ft
Engines: 4 × 12160lb thrust Spey 250 turboprops
Range: 5000 miles **Endurance:** 10hrs

Armament: Bomb-bay carried Mk46 and Mk44 torpedoes, sonobuoys and flares and, at one stage, wing mounted AS12 or Martel missiles.



BAe NIMROD MR2

Span: 115ft 1in **Length:** 126ft 9ins **Height:** 29ft 8ins
Weight: 184000lb **Speed:** 490mph at 30000ft
Ceiling: 42000ft
Engines: as MR1
Range: 3500 miles
Endurance: 8hrs (Typical Profile)
 but can be doubled with AAR

Armament: Includes the Sting Ray torpedo; Harpoon ASM, and provision for 4 × AIM 9G/L Sidewinder missiles for self protection along with the AN ALE 40 and BOZ chaff/flare dispensers. The update from MR1 to MR2 included a new tactical system, AQS 901 acoustics suite and Thorn EMI Searchwater radar. Later updates include modification of the radar to the colour version of Searchwater, the addition of Yellowgate, a new ESM system (now carried in pods on the wing tips instead of the pod on the tail fin) and a new Canadian MAD system. Further updates to the MR2 included a new IN/GPS navigation system, colour tactical screen, Link 11 datalink system, AQS 971 acoustic system and an Electro-Optical/IR system.

APPENDIX II AIRCRAFT SERIAL NUMBERS

WWI

Representative Serials (only where known)

MORANE PARASOL

3253 (Warneford's Machine)

SOPWITH TRIPLANE

N500 (R.S. Dallas)

N5372
N5373
N5377
N5387 15*
N5425 16*
N5435
N5436
N5452
N5454 1*
N5472 17*
N5479 8*

* Denotes aircraft side number carried

SOPWITH CAMEL F1

B6369

C125
C191
C196

D3363
D9643
D9672

E4375 'Wharrie Glen' Paid for by people of Dunblane Scotland
E4376 or 4374 Sheriffmuir

E4402

F3227
F3932

F5939
F5994 (Tom Whittakers machine)

F6204
F6250

SOPWITH SNIPE

E8102 Maj. W.G. Barker's machine

INTER WAR

Notes: Mk I Wooden Hulls MkII Metal Hulls

SUPERMARINE SOUTHAMPTONS

S1037 MkI
S1039 MkI
S1043 MkI & MkII
S1044 MkI & MkII
S1058 MkIII

S1121 MkII
S1149 MkII

S1228 MkII
S1229 MkII
S1232 MkII
S1233 MkII
S1234 MkII
S1235 MkII
S1249 MkII

S1301 MkII

S1644 MkII
S1645 MkII
S1646 MkII

S1648 MkIV Prototype MkIV and renamed 'Scapa'. Powered by 2 × 525 hp Kestrel 3As

SHORT SARAFAND (Short R6/28)

S1589 Powered by 6 × Rolls Royce Buzzards

1939

	JAN.	FEB.	MAR.	APRIL	MAY	JUNE	JULY	AUG.	SEP.	OCT. =	NOV.	DEC.
G										K5912	K5912	
R									L7040	L7040		L7040
S												
T												
U									K5262			K5262
V												
W												
X									K5260	K5260		
Y									K5259	K5259	K5259	K5259
Z												
All Sqn A/C London MkII												
UNKNOWN										L7038	L7038	
									L7039	L7039	L7039	L7039
									L7041			
									L7042			L7042
									L7043		L7043	L7043
												K5258

REMARKS

September
'100 WING'
L5798
L2167 210 SQN
L2168
N9026

K7289
K7294
K7302 209 SQN
K7303
K7290

K5279
K5258 UNK
K5257
P9630

OTHERS
November
'PBY'

December
L7039 to be used for non-operational flying only

December
'PBY'

1940

	JAN.	FEB.	MAR.	APRIL	MAY	JUNE	JULY	AUG.	SEP.	OCT.	NOV.	DEC.
R		L7040		P9606		P9606	P9606	P9606	P9606	P9606		P9606
S				L5800								
T												
U				L5802		L5802	L5802	L5802	L5802	L5802		
V				N6138		N6138	N6138	N6138		N6138	N6138	
W	K5259									P9622		
X		K5260								P9621		
Y		K5257				N6133	N6133	L5805	L5805	L5805		L5805
Z	K5262	K5262			L2168	L2168	L2168	L2168	L2168	L2168		L2168
OTHERS/UNKNOWN												
	K5258										N9021	N9021
	K6929	K6929	K6929	K6930							L5865	

REMARKS

Month	Remarks
April	R,S,U + V Sunderlands MkI
July	N6133 F.T.R. 8.7.40
October	P9622 crashed South East of Wick 29.10.40 P9621 ran into rocks in forced landing Scalasaig Bay, Colonsay 9.10.40.
December	N9021 ordered to land Invergordon. Crashed doing so, crew unhurt (aircraft turned turtle when under tow). N9021 P9622 Awaiting writing off P9621

1941

	JAN.	FEB.	MAR.	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
O				T9076								
P										W3988	W3988	W3988
Q						W3977						
R	P9606		P9606	P9604								
S	L5800	L5800	L5800	L5800	L5800	L5800				W3980	P9604	P9604
T												
U	L5802	L5802	L5802									
V							W3982	W3982				
W							W3981	W3981	W3981	W3981	W3981	W3981
X												
Y	L5805	L5805		T9077								
Z	L2168	L2168	L2168				L2168	L2168	L2168		L2168	L2168
OTHERS												
	T9049						T9049		T9049			
		T9074	T9074	T9074	L5798	L5798	L5798					
								W3978				
												T9084

REMARKS

Month	Remarks
August	W3978 crashed on landing at Sullom Voe 11.8.41
September	T9049 attacked by Messerschmitt ME 110 enr to Felixtowe
November	P9606 taken off charge
December	W3998 crashed Mountbatten enr to Gib. (Crew had been posted to 202 Sqn.) 20.12.41 W3988 lost float on landing in sea near Carrowmore Point Co. Clare (Ireland). Crew left aircraft but only two survived.

1942

	JAN.	FEB.	MAR.	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
O			T9087	T9087	T9087	T9087	T9087					
P		W3980	W3980	W3980	W3980	W4025	W4025	W6005	W6005	W6005	W6005	W6005
Q	W3977	W3977								T9083	T9083	T9083
R		W4000	W6055	W6055	W6059	W6059						
S	W3997	W6014										
T									W6051	W6051	W6051	W6051
U		W4002										
V		W4001	W6010	W6010								
W	W3981	W3981						W4036	W4036	W4036	W4036	W4036
X												
Y	T9077	W4003	W4003	W4003	W4003		W4003	W4003	W4003	W4003	W4003	W4003
Z	L2168		W4018	W4018	W4018		W4018	W4018	W4018	W4018	W4018	W4018

REMARKS

Month	Remarks
February	W3977 crashed in sea 9nm north of Rathlin O'Brine, Co Donegal 5.2.42.
May	W3980 training A/C
July	W4025 shot down by convoy WS.21. 31.7.42
August	W4000 forced landing 5nm from convoy, sank, and blew up
October	W4001 to 43Gp 5.10.42 as a result of hitting underwater rock
November	T9083 non-operational.
December	T9083 non-operational

1943

	JAN.	FEB.	MAR.	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
N												
O				W4018	W4018	W4018	W4018	W4018	W4018	DD860	DD860	DD860
P	W6005											
Q	T9083	T9083	T9083	T9083	T9083	JM666						
R	W6059	W6059	W6059	W6059	DD835	DD835	W6059	DD835	DD835	DD835	DD835	DD835
S	W6014											
T	W6051	W6051	W6051	W6051	W6051	EJ137						
U	W4002	EK579	EK579	EK579								
V	W6010	W6010	W6010	W6010	W6010	W6010	DP185	DP185	DP185	DP185	DP185	DP185
W	W4036											
X								W6055	W6055	W6055	W6055	W6055
Y	W4003	W4003	W4003	W4003	W4003	DD858	DD858	DD858	DD858	EK590	EK590	EK590
Z	W4018	W4018	DD829									

REMARKS

Month	Remarks
June	DD855 under repair.
August	W6055 training a/c. DD848 crashed Brandon Hill, Co Kerry, returning from patrol. 22.8.43
September	All a/c now MkIII except W6055

1944

	JAN.	FEB.	MAR.	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
A										ML743	ML 743	ML743
B						ML768	ML768	ML768	ML768	ML768	ML 768	ML768
C						ML769	ML 769	ML769	ML769			
F										NJ194	NJ194	NJ194
K										DP196	DP196	DP196
M										ML875	ML875	ML875
N	DD828	DD828	DD828	DD828	ML739	ML739	ML739	ML 739	ML739	ML739		
O	DD860	ML749	ML876	ML876	ML876	ML876	ML876		ML876	ML876		
P	W6005	W6005	W6005	W6005	ML881	ML881	ML881	ML881	ML881	ML881	ML881	ML881
Q	ML742	ML742	ML742	ML742	ML742	ML742	ML742					
R	DD835	DD835	DD835	DD835	ML814	ML814	ML814	ML814	ML814			
S	W6014	W6014	W6014	W6014	ML760	ML 772	ML 772	ML772	ML772	ML772	ML772	ML772
T	EJ137	EJ137	EJ137	ML759	ML759	ML759						
U	EK579	EK579	EK579	EK579	ML813	ML813	ML813	ML813	ML813	ML813	ML813	ML813
V		DP185		DP185	ML764	ML764	ML764	ML764	ML764	ML764	ML764	ML764
W		EK594	EK594	EJ150	EJ150	EJ150	EJ150	EJ150	EJ150	EJ150	EJ150	EJ150
X							ML782	ML782	ML782			
y	EK590	EK590	EK590	EK590	ML882	ML882	ML882	ML882	ML882	ML882	ML882	ML882
Z	DD829	DD829	DD829									

REMARKS

April
ML760 arrived

May
All MkIII new type except ML772, ML769 in reserve. EJ150.

June
ML 760 "missing". 11.6.44

July
ML782, ML 769 in reserve.

August
ML782, ML769 in reserve.

September
ML 782, ML 769 in reserve

1945

	JAN.	FEB.	MAR.	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
A	ML743	ML743			NJ192	PP144	PP144	PP144	PP144	P144	PP144	PP144
B	ML768	ML768	ML768	ML768	ML768	PP121						
C					ML821	ML821	RN284	RN284	RN284	RN284	RN284	RN284
D						PP117	PP117	PP117	PP117		RN277	RN277
E						RN284	RN284					
F	NJ194	NJ194	NJ194	NJ194	NJ194	RN277	RN277	VB881	ML796	ML796	ML796	ML796
G						PP112						
H			ML783	ML783		RN285						
J						PP118						
K	DP196	DP196	DP196		DP196	DP196		RN270	RN270	RN270	RN270	RN270
L			ML784	ML784		PP164						
M						RN278						
N			NJ190	To 330 Sqn		PP163						
O		ML876	ML876	ML876	ML876	ML876	ML876		PP122	PP122	PP122	PP122
P	ML881	ML881	ML881	ML881	ML881	ML881			NJ267	NJ267	NJ267	NJ267
Q	ML742	ML742	ML742	ML742	ML742	ML742			PP114	PP114	PP114	PP114
R									NJ264	NJ264	NJ264	NJ264
S	ML772	ML772							PP162	PP162	PP162	PP162
T									RN300	RN300	RN300	RN300
U	ML813	ML813							RN282	RN282	RN282	RN282
V	ML764	ML764		ML764	ML764				PP119	PP119		
W	EJ150	EJ150	EJ150	EJ150	EJ150	EJ150			PP113	PP113	PP113	PP113
X										NJ193		
Y	ML882	ML882							PP119			
Z		ML824	ML824	To 330 Sqn	ML778	ML778			NJ193	NJ268		NJ268

REMARKS

February
ML824 MkV converted from MkIII. All others MkIII

March
All MkIII except N & Z.

April
N & Z to 330 Sqn.

May
All MkIII except NJ192/MkV, ML778/MkV, ML821/MkV.

June
All MkV with Mk VI ASV except K, O, Q, W.

July
C & Z to 4 OTU.

September
VB881 probably still on strength.

October
O to Z ex 10 Sqn RAAF. (Also ex 228 Sqn)

1946

	JAN.	FEB.	MAR.	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
A		PP144				VB881	VB881	VB881	VB881	VB881	NOV.	DEC.
B		PP121							NJ267	NJ267	NJ267	NJ267
C		RN284										
D		RN277	PP163	PP163	PP163	PP163						
E												
F			ML796									PP113
G		PP112	PP112					RN272	RN272	RN272		
H			RN285	RN285			RN285	RN285	RN285	RN285	RN285	RN285
J		PP118										
K		RN270										
L	PP164											
M		RN278	RN278	RN278	RN278	RN278	RN278					
N	PP163											
O	PP122											
P	NJ267											
Q		PP114										
R			NJ264	NJ264	NJ264	NJ264	NJ264					
S	PP162	PP162										
T		RN300										
U	PP119	PP119										
V	PP113											
W												
X									PP112		NJ193	
Y	PP120	PP120										
Z			NJ268						JM815		JM815	JM815

REMARKS/OTHERS

April
RN282, NJ182.

June
PP103-Y/209, ML758, NJ172.

August
Many A/C had their letters changed.

September
JM815 = Sea Otter.

November
PP159-'B' ferried from Augusta to Calshot.

December
PP159 delivered to Wig Bay. Crew returned by rail. PP123-'R' — as above.

1947

	JAN.	FEB.	MAR.	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
A	VB881	RN273	RN273									
B	NJ267	SZ567	SZ567	SZ567	SZ567							
C	RN284	SZ578	SZ578	SZ578								
D	PP163	PP163	VB889									
E												
F	PP113											
G												
H	RN285	RN285										
J												
K												
L			JM815	JM815		JM815	SZ574	SZ574	SZ574	SZ574	SZ574	SZ574
Z	JM815	JM815						JM815	RN273	RN273		JM815

REMARKS/OTHERS

January
NJ274.

April
PP163-'D'.

May
NJ267 investigated moorings at Guernsey.

July
PP113 crashed off north coast of Ireland 5.7.47. SZ574 collected from Shorts Belfast.

August
PP163 delivered to Wig Bay 8.8.47. SZ574 damaged float during night landing. W/C Crosbie on board, damage occurred on 1st landing.

September
SZ569 ferried to Wig Bay 24.9.47. RN284 ferried to Wig Bay 18.9.47. RN273 collected from Shorts Belfast 3.9.47. SZ578 collected from Shorts Belfast 6.9.47.

October
SZ574 on loan to 4 OTU. JM815 — Sea Otter still being flown. Others/SZ273.

November
RN267 ferried to Wig Bay 13.11.47.

1948

	JAN.	FEB.	MAR.	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
A	RN273											
B	SZ567											
C	SZ578	SZ578	SZ578	SZ578	SZ578	SZ571						
D	VB889											
K	SZ574	SZ574	SZ574	SZ574	SZ574	SZ574	RN269	RN269	RN269	RN269		
L											RN304	RN304
M												RN266
Z	JM815											

OTHERS

												P/230
						O/230	O/230	O/230	O/230			O/230
							V/230	V/230	V/230	V/230		
									W/230	W/230		
						X/230	X/230		X/230	X/230		
						Y/230	Y/230	Y/230	Y/230			
						Z/230	Z/230		Z/230	Z/230		
						J/235						

REMARKS

April
JM815 detained to 19GP till November.

July
Op. Plainfare (Berlin Air Lift).

August
Op. Plainfare.

September
Op. Plainfare.

October
Op. Plainfare.

November
Op. Plainfare.

December
Op. Plainfare.
Sq n role ceased on 16.12.48.

1949

	JAN.	FEB.	MAR.	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
A	RN273											
B	SZ567											
C	SZ571	SZ571	PP115									
D	VB889											
L	RN304											
M	RN266											

OTHERS

	SZ571 To Belfast 18.2.49				X/230	X/230		X/230	P/230	P/230		
					Y/230			W/230	W/230	W/230		
										Y/230		

REMARKS

January
C/PP115 new.

February
PP115 also on strength.

April
PP115, RN304, RN266.

May
PP115, RN304, RN266, SZ567, VB889.
A/C detached to Shorts Bros. Belfast for sonobuoy mods.

1950

	JAN.	FEB.	MAR.	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
A	RN273	RN273	SZ565	SZ565	SZ567	SZ565						
B	SZ567											
C	PP115											
D	VB889											
M	RN266											

OTHERS

		O/230			Y/230: SZ581	V/230	SZ566 To Singapore	ML745 To FEAR	RN269 FM Wig to FEAR		SZ577 FM Malta	O/230
		W/230			RN304	P/230	Y/230		RN268 FM FEAR		NJ272 FM Wig Bay	P/230
						W/230			PP114 FM Malta		O/230	U/230
										L/? to Wig		X/230 SZ577 To Wig

1951

	JAN.	FEB.	MAR.	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
A	SZ565	SZ565	SZ565	SZ565	SZ565	RN273						
B	SZ567											
C	PP115											
D												
E						RN284						
M	RN266	RN266	RN266	RN266	RN266							
W	PP117											

OTHERS

	O/230	SZ598 FM Wig		O/230	O/230	X/230	O/230			P/230		P/230
	P/230	X/230		V/230	V/230							V/230
	W/230	SZ598 To Gib 15.2.51 Crashed at Bizerta 16.2.51 ENR FM Gib to Malta. All Crew Killed.		X/230	Y/230							
	V/230											
	X/230											

REMARKS

January
Some problems with service-ability this month.

1952

	JAN.	FEB.	MAR.	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
A	RN273											
B	SZ567											
C	PP115											
D		VB889										
E	RN284	RN284	RN284									
W	PP117											

OTHERS

			O/230	O/230						PP122 FM Wig		RN273 Local flying and then to Wig for Disposal
			P/230	P/230								
			Z/230									

1953

	JAN.	FEB.	MAR.	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
A			SZ576									
B		SZ567	SZ567			NJ267						
C	PP115											
D	VB889											
E	PP122											
W	PP117	PP117										

OTHERS

						NJ177 FM Wig to Singapore					RN288 FM Wig	
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NIMROD SERIALS

Nimrods at Kinloss for any period from 1970 to present day

NIMROD MR1 XV147, Boscombe Down
NIMROD MR1 XV148, never served Operationally
NIMROD MR2 XV226, RAF Kinloss
NIMROD MR2 XV227, RAF Kinloss
NIMROD MR2 XV228, RAF Kinloss
NIMROD MR2 XV229, RAF Kinloss
NIMROD MR2 XV230, RAF Kinloss
NIMROD MR2 XV231, RAF Kinloss
NIMROD MR2 XV232, RAF Kinloss
NIMROD MR2 XV233, Converted to MRA4 PA7 – ZJ520
NIMROD MR2 XV234, Converted to MRA4 PA2 – ZJ518
NIMROD MR2 XV235, RAF Kinloss
NIMROD MR2 XV236, RAF Kinloss
NIMROD MR2 XV237, scrapped St Austell
NIMROD MR2 XV238, scrapped Elgin 1991
NIMROD MR2 XV239, crashed at Toronto Airshow 1995
NIMROD MR2 XV240, RAF Kinloss
NIMROD MR2 XV241, RAF Kinloss
NIMROD MR2 XV242, Converted to MRA4 PA3 – ZJ517
NIMROD MR2 XV243, RAF Kinloss
NIMROD MR2 XV244, RAF Kinloss
NIMROD MR2 XV245, RAF Kinloss
NIMROD MR2 XV246, RAF Kinloss
NIMROD MR2 XV247, Converted to MRA4 PA1 – ZJ 516
NIMROD MR2 XV248, RAF Kinloss
NIMROD MR2 XV249, converted to R1 1996/7
NIMROD MR2 XV250, RAF Kinloss
NIMROD MR2 XV251, Conversion to MRA4 PA4 – ZJ514
NIMROD MR2 XV252, RAF Kinloss
NIMROD MR2 XV253, Conversion to MRA4 PA 8 – ZJ521
NIMROD MR2 XV254, RAF Kinloss
NIMROD MR2 XV255, RAF Kinloss
NIMROD MR2 XV256, crashed 1980 Kinloss
NIMROD MR2 XV257, Cat 5 after airborne fire 1984 - Woodford
NIMROD MR2 XV258, Converted to MRA4 PA5 – ZJ515
NIMROD MR2 XV259, Converted to AEW 3 now at Chatham Museum
NIMROD MR2 XV260, RAF Kinloss

NIMROD MR1 XV261, Converted MR1 to AEW 3; scrapped Abingdon 1995
NIMROD MR1 XV262, Converted MR1 to AEW 3; scrapped Abingdon 1992
NIMROD MR1 XV263, Converted MR1 to AEW 3; scrapped Finningley
NIMROD MR1 XV280, Converted MR1 to AEW 3; scrapped

NIMROD MR2 XV281, Converted to AEW3 then scrapped
NIMROD MR2 XV282, Converted to AEW3 then scrapped Kinloss
NIMROD MR2 XV283, Converted to AEW3 then scrapped
NIMROD MR2 XV284, Converted to MRA4
NIMROD MR2 XV285, Converted to AEW3 then scrapped Abingdon
NIMROD MR2 XV286, Converted to AEW3 then scrapped Abingdon

NIMROD R1 XW664,
NIMROD R1 XW665,
NIMROD R1 XW666, Ditched in Moray Firth 1995

APPENDIX III THE SQUADRON STANDARD

The use of a symbol by fighting units is as old as war itself; Egyptians, Greeks and Romans all regarded such devices with great veneration. Although their original purpose was as a rallying point in the turmoil of hand-to-hand combat in battle, the modern standard is a memorial to proud traditions and to those who established them. Above all, the standard is the symbol of the Sovereign's trust in a fighting unit.

The Standard, "a fringed and tasselled silken banner, mounted on a pike surmounted by a golden eagle" was created by King George VI on the 25th anniversary of the formation of the RAF in 1943. He decreed that a squadron would qualify for the award of a standard after 25 years continuous service or for especially meritorious operations and that the banner would display selected battle honours, "in scroll", surrounding the squadron emblem in the centre. The Squadron became eligible for a Standard in 1955 and fittingly, Air Chief Marshal Sir Arthur Longmore GCB DSO, was given the honour of presenting it. Unfortunately, because of illness, he could not attend and the then AOC 19 Group, Air Vice Marshal Tuttle CB OBE DFC made the presentation at Pembroke Dock in South Wales. The first Standard remained with the Squadron until its 70th anniversary in November 1984. To celebrate this landmark, HRH the Duke of Edinburgh visited Kinloss for the commemorative parade and presentation of the second Standard. For a short while both standards, old and new, remained at Kinloss; however, it had been decided during the preceding year that, as a permanent reminder of 201 Squadron's liaison with the States of Guernsey, the old Standard, now nearly thirty years old, should be laid up in the town church of St Peter Port.

BATTLE HONOURS

In accordance with AP3327 the 201 Squadron Standard has eight Battle Honours emblazoned upon it, which strangely is the maximum number allowed. These are awarded to commemorate notable battles, actions or engagements in which the squadron played a valuable part.

201 Squadron is in fact entitled to thirteen

honours, the eight shown in the photograph are those that were chosen to be displayed when the Standard was originally awarded; the fact that the following five are not shown in no way diminishes their status. Those extra five are:

AMIENS
HINDENBURG LINE
CHANNEL and NORTH SEA 1939-45
BISCAY 1941-45
SOUTH ATLANTIC 1982

Particularly interesting is the award of the battle honour Ypres 1917. It was during this time that the squadron existed as No.1 Squadron of No.1 Wing RNAS and was based in France providing support for French army and air force units. In recognition of heroic efforts during the third battle of Ypres the French authorities made the unprecedented award of a 1914-1918 Croix de Guerre with silver gilt star to the Squadron; the honour was bestowed by General Ronquevelles. The citation reads:

"The British Fighter Squadron, having notably carried out the defence of a sector on the French front over a period of eight months, commanded by its dynamic leader, Capt HASKINS, has flown more than one thousand patrols, engaged in sixty seven combats, destroyed nine machines and secured for the French squadrons, with which it was operating in constant liaison, absolute superiority."

The authenticity of the award was in some doubt until June 1975 when the French Decorations Bureau finally forwarded an official extract from its records. The citation and original medal are on display in the Squadron building but in 1981 permission was given to embody the award into the Standard itself, a privilege unique amongst Royal Air Force units.

The first occasion on which the Standard was paraded with the Croix de Guerre embodied was 21st May 1981 when the then AOC 18 Group, Air Marshal Sir John Curtiss made his annual inspection of Kinloss.



APPENDIX IV THE SQUADRON SILVER



The Squadron has quite a number of items in its display cabinet; these are supplemented occasionally by the Aird Whyte Trophy, the Fincastle Trophy and the Plessey Trophy. A description of some of the more interesting pieces follows.

THE CALSHOT OWL

A magnificent piece and a regular at Dining-in nights in the Mess, the Calshot Owl is an 18 inch high trophy on a base. The owl itself is solid silver and stands in a silver circle, set with three stars. Behind the owl is a lightning bolt. A raised Latin inscription reads "Scientia Labore Astris Tutus Per Caelum Ibis", which can be roughly translated as "By hard work you shall travel the sky, secure in the science of the stars"; which gives a clue as to the Owl's origins. On the trophy's base is a silver disc bearing the 1929 squadron badge, a seagull above the words "201, Hic et Ubique".

Some interesting information about the Calshot Owl is given in a letter to the Squadron from Air Marshal Sir Edward Chilton. In 1927, Sir Edward was a member of No 480 Flight based at Calshot, which was later reformed as 201 Squadron in 1929. In his letter he tells of his efforts to save the owl from the clutches of Maintenance Command when Calshot closed down. The Squadron had little silver of its own and asked if they could have the owl, 201 had made a small contribution to its original cost - hence the attachment of the small silver disc - but the lion's share of the cost had been borne by RAF Calshot and an Air Navigation Course - thus the Latin inscription. However, since the trophy bears the 201 Squadron badge, ownership was not difficult to prove, and the Calshot Owl has graced the squadron silver-cabinet ever since.



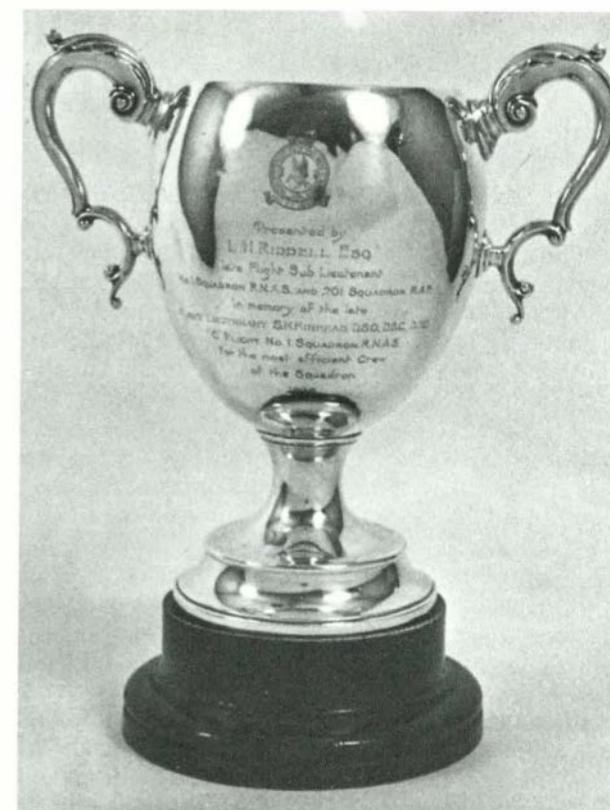
THE LONGMORE ROSEBOWL

The Longmore Rosebowl dates from 1913, but has only been part of the collection since 1974. The Squadron celebrated its Diamond Jubilee in that year and whilst contacting former members, a letter was received from Sir James Longmore, the eldest surviving son of the late Air Chief Marshal Sir Arthur Longmore, offering the piece to the Squadron. The Rosebowl was a wedding present to Sir Arthur and his wife in 1913 from the other members of No.2 FTS course. It bears the inscription "From the officers' second course Central Flying School 23 April 1913". The rosebowl is all the more fascinating as it bears the facsimile signatures of the other course members, including Major H.M. Trenchard, Capt J.M. Salmond and Lt F.W. Bowhill. Sir James Longmore very generously donated the rosebowl to 201 on the 24th October 1974 and the plinth marks this event.



THE RIDDELL TROPHY

The feats of Flt Sub Lt Riddell are well documented in the World War I section of this book and it is fitting that the Squadron silver collection contains an item presented by him. The trophy is a fine, double-handled silver cup, standing some 12 inches high.



THE A V ROE SHACKLETON

This trophy was presented to the Squadron by the directors of A.V. Roe and Co Ltd to commemorate the round-the-world flight made by a Shackleton Mk 3 P/201 between 8th May and 19th June 1959. The globe shows the route picked out in red and a plate on the reverse of the trophy breaks the route down into the legs actually flown. The total distance was 24,274 nautical miles.



THE GUERNSEY LIAISON TROPHIES

The States of Guernsey commissioned these two trophies in 1939, one for the officers and one for the SNCOs of 201. The intention had been to present them in September of that year but the war intervened. They were hidden throughout the occupation of Guernsey and finally presented to the Squadron on a post-war visit, in 1947.

APPENDIX V THE WINDOW

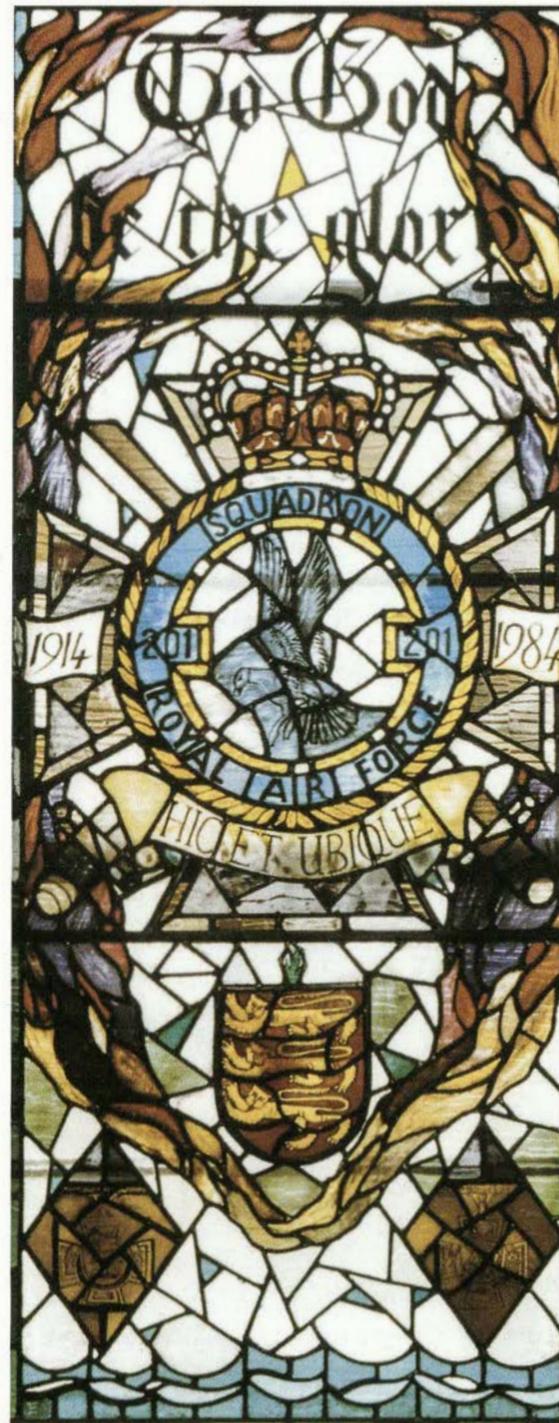
In the Station church at Kinloss, Saint Columba's, there are three windows, each representing one of the three resident Nimrod squadrons. The 201 window was commissioned to mark the 70th anniversary of the Squadron in 1984. The project was undertaken by a Squadron navigator, Flt Lt Hugh Ellis, and his talented wife Jenny who produced not only the design but also many of the working drawings. The craftsman who actually created the window was Martin Farelly, working at Pluscarden Abbey, about five miles away from Kinloss; Father Giles acted as business contact and as the Abbey's representative. Financing such a project was, as ever, a difficulty; however, the generosity of the Squadron's friends in Guernsey and of ex-Commanding Officers ensured that such challenges were overcome.

The window was dedicated on Sunday 8th November 1984, after a busy weekend during which the Squadron was presented with a new Standard. The dedication was conducted by the RAF Chaplain-in-Chief, the Venerable G.R. Renowden and the Reverend J.B. Burnett gave the sermon. The Reverend Burnett was OC 201 in 1942 - 43 and was later a BOAC Comet pilot.

The window depicts, at the base, the waters of the earth over which the Squadron has spent many of its years patrolling. Above and to either side are shown the two Victoria Crosses awarded to Squadron personnel during World War I and the Guernsey crest celebrating the strong link of friendship between the Squadron and the Island. Rising from the waters at the base and enfolding the Squadron crest in the centre of the window are twin flames reaching up to the inscription "To God be the Glory". Behind the Squadron crest are the cross and swords of the Croix de Guerre presented to the Squadron by the French after the Battle of Ypres.

Not only does the window depict items significant to the Squadron's history, many of the motifs have dual significance. For instance, the cross and swords of the Croix de Guerre have Christian meaning, whilst the split flame leading from the bottom to the top of the window not only unifies the design but also represents the Holy Spirit moving over the face of the waters.

The window, installed in the south facing wall of the Church, receives the full brightness of the day and is seen at its best with the sun behind it when the detail and richness of the colours can be appreciated. The window is a fitting memorial to those who lost their lives whilst serving on the Squadron.



APPENDIX VI 201 SQUADRON GUARDIAN

It has been the practice over the years for RAF Squadrons to display a "guardian" outside the squadron HQ. Usually such a guardian relates either to the unit's badge, or to some aspect of its history.

In 1986, when the search began for an appropriate guardian to adorn the front of 201 Squadron's building, the most obvious starting point was the 30 year association with flying boats. Within a month of starting enquiries, a Sunderland float had been located by the Flying Boat Association. It was in poor condition, having had part of the top skin removed, and about four feet of the rear cut away in an attempt to convert it into a boat of some sort. Aircraft Servicing Flight at RAF Kinloss kindly agreed to try to refurbish it; however, without blueprints of the missing parts, little could be done.

In the autumn of 1986, measurements and templates of a float were provided by Capt Vic Hodgkinson. He had spent a number of difficult hours, perched on top of a stepladder, copying and measuring the float of a Sunderland in the Southampton museum. Restoration could now progress.

In the meantime, the States of Guernsey, who have a long-standing liaison with the Squadron, offered two tons of cut, Guernsey granite to form a plinth for the float once it was ready.



RAF Lyneham, who helped transport the float North by sending a Hercules to Hurn to collect it, also airlifted the stone from Guernsey to RAF Lossiemouth from where it was taken to Kinloss by lorry.

Work began on the plinth early in 1987 and two months later the rebuilt float was lowered into place. The completed work was unveiled by the Bailiff of Guernsey, Sir Charles Frossard, on 18 June 1987. The Royal Air Forces Association, the Flying Boat Association and representatives from Guernsey, together with a number of other individuals responsible for the success of the project were all present.

In February 2002, the Squadron received the missing piece of the mystery surrounding the history of the float when the Squadron History Officer received a letter from Mrs E Hockey who had seen the float after watching a television programme on location at RAF Kinloss. The float was found on a garage roof in Bournemouth where it had lain for many years. The float still stands proudly outside the new Squadron building at RAF Kinloss and is a poignant reminder of the Squadron's past.



APPENDIX VII THE GUERNSEY AFFILIATION

On the 5th May 1939, while the shadow of war spread over Europe, the new airport at La Villiaze on Guernsey, was opened by the Air Minister, Sir Kingsley Wood, in the presence of the Governor, the Bailiff, and one of the largest gatherings of people ever seen on the island. During his speech, Sir Kingsley Wood announced that as part of the Municipal Liaison Scheme, 201 Squadron RAF would henceforth be affiliated to the Island:

" You will know that there has been a movement to associate various districts in England with a unit of the RAF. It is therefore an immense pleasure to me to be able to announce, on behalf of the Government, that a squadron of the Air Force shall be associated with Guernsey. It will be 201 Flying Boat Squadron and will be affiliated to Guernsey. I am particularly happy about this because this year marks the 21st anniversary of the RAF."

The affiliation was officially inaugurated on 26th May 1939 when Wg Cdr Cahill, the CO,

accompanied Flt Lt Kendrick's crew in a London flying boat on a visit to St Peter Port. During this visit, the Squadron presented two of its most prized possessions to the Royal Court for custody: Flt Sub-Lt Warneford's official report of the destruction of a German Zeppelin over Belgium in 1915, and the Admiralty telegram advising him that HM The King had awarded him the Victoria Cross.

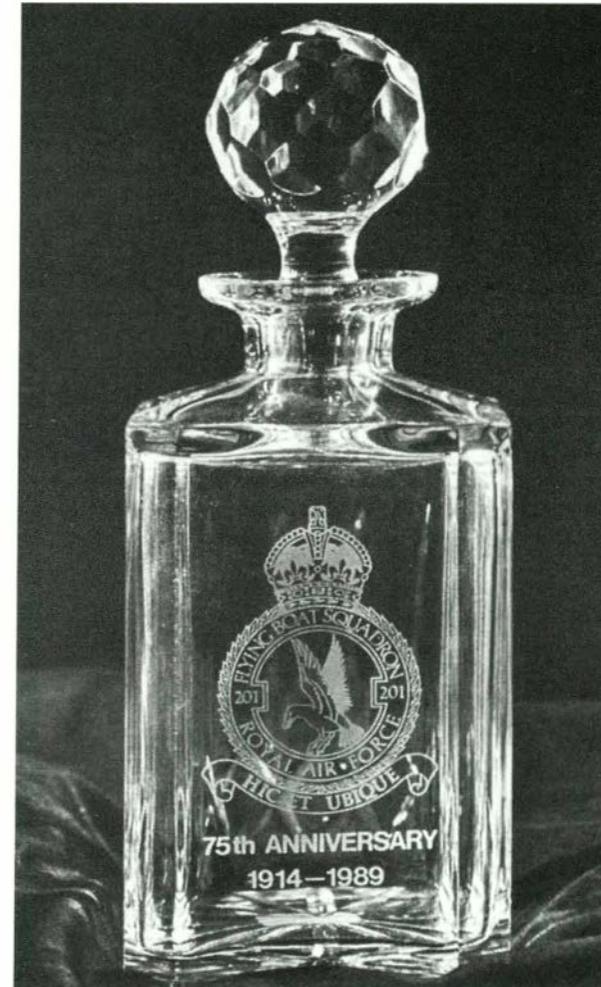
Sixty four years on from the inauguration, the affiliation is as strong as it has ever been. The original Squadron Standard is laid up in the Town Church, on view to the public, and the Squadron has its own museum in Castle Cornet in St Peter Port.

Every year Squadron personnel renew these strong bonds by visiting the Island during the Battle of Britain celebrations.

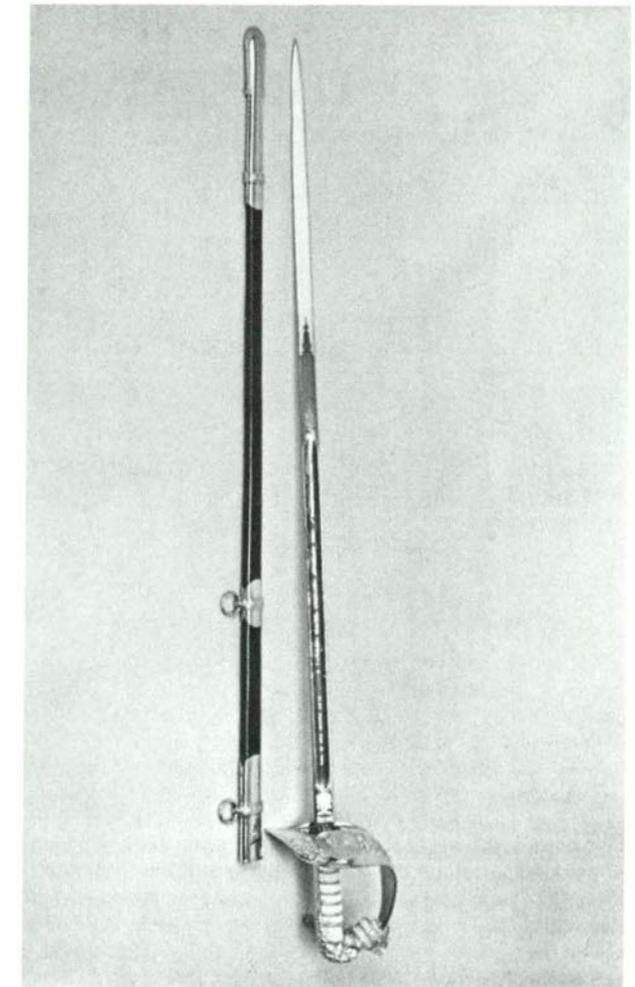
The photograph shows members of the Squadron who made the first visit to Guernsey after the affiliation in 1939.



From left to right they are: AC Corbin (W Op and a Guernseyman), Unknown, LAC Bennet (Eng Fitter), Unknown, Sgt Balfour (Pilot), Unknown, Flt Lt Kendrick (Pilot/Captain), Col du Putron, Wg Cdr Cahill (OC 201 Squadron), Col Carey.



201 Squadron engraved decanter presented to the States of Guernsey.



The Guernsey Sword.

1989 marked, not only the 75th anniversary of the Squadron, but also the 50th anniversary of the affiliation with Guernsey.

During September 1989, the entire Squadron paraded in Guernsey at celebrations to mark the event. During the visit the States were presented with an engraved decanter, and in return the Bailiff, Sir Charles Frossard presented 201 with a magnificent sword and scabbard on behalf of the Island. The sword is for the use of the officer who bears the Squadron Standard when on parade and bears the inscription "Presented by the States of Guernsey to No 201 Squadron RAF to commemorate their liaison".

APPENDIX VIII THE SQUADRON PAINTINGS



Five paintings hang in the Squadron HQ, the work of a past member of 201, Flt Lt Neil Foggo. Each of these remarkable pieces of work encapsulates the main events of a different period of the unit's history. The first, above, covers 201's part in the Great War. The log book of Sir Arthur Longmore is shown top right with underneath, a depiction of Flt Sub Lt Warneford and Zeppelin LZ37 which he destroyed. Centrally in the foreground is a scene from the Third Battle of Ypres in 1917, for which action the Squadron was awarded the Croix de Guerre for its support to French forces. To the left of this is a view of the aerial engagement in 1918 during which Major Barker destroyed 4 enemy aircraft and won the VC.



The second painting covers the early part of the flying boat era. The Supermarine Southampton and the SARO London flying boats are shown overhead Calshot, which was home for 201 in the periods 1929-39 and later 1946-49. The scroll visible at the top left represents the affiliation which to the States of Guernsey which was initiated in 1939 by Sir Kingsley Wood.



The third picture shows the Squadron's WWII exploits in the Sunderland flying boat. Bottom right is a depiction of the attack on U-955 in the Bay of Biscay on the night of D-Day, 1944, by Flt Lt Les Baveystock; centre left are his decorations. The large letters, "NS/Z" bottom centre were the markings of the 201 flying boat which flew the last Coastal Command patrol of the war.



The fourth painting covers 201's history from the end of the flying boat era to the 1980s, with the Shackleton Mk III, and the Nimrod Mk1 and Mk2 shown. On the latter, there can be seen a painting on the left side of the fuselage, just forward of the engines. This too was painted by Neil Foggo on an aircraft deployed to Ascension Island during the Falklands campaign. The Falklands campaign medal can also be seen at the extreme right of the work. Bottom left is the Aird Whyte trophy which the Squadron has won a good number of times since the inception of the competition and to the left of that is the Squadron Standard which was presented by HRH Prince Philip in 1984.



The fifth picture shows a Nimrod MR2 of 201 'Guernsey's Own' Squadron conducting surface surveillance operations over the Gulf of Oman. The Squadron was heavily involved in such operations over an extended period, beginning in September 2001. This particular aircraft (XV241) was given the name Guernsey's Girl II in reference to the close links the Squadron has with the Island of Guernsey. The first 'Guernsey's Girl' was christened during the 1991 Gulf War. This painting was commissioned more recently by Wg Cdr Andy fryer, OC 201 Squadron from July 2001 to December 2003, as a gift to the Squadron.

APPENDIX IX FIRST - DAY COVERS



201 SQUADRON WESTABOUT - 21st JANUARY 1973

The cover produced was the first in a series of combined 201 Squadron and Guernsey Post Office projects. 18,000 of these covers were produced in three variants. 1,235 were numbered and certified by the aircraft captain, Wg Cdr J.M. Alcock, and signed on the reverse by the other crew members. Apart from the 7 1/2 pence Guernsey stamp, cancelled by the specially commissioned handstamp, there is also a 20 cent Singapore stamp and details of the Westabout flight.

The remaining variants were of a standard cover and a pilot-signed cover both with a three pence stamp, flown from RAF St Mawgan to RAF Kinloss. The cover depicts a Nimrod MR1 and the Moraine Saulnier L of Flt Sub-Lt R.A.J. Warneford VC, No.1 RNAS. The markings of the aircraft are French because before 1915, aircraft carried the markings of the country of manufacture.



ROYAL AIR FORCE 60th ANNIVERSARY - 15th SEPTEMBER 1978

The 60th birthday of the RAF in 1978 was the occasion of this joint 201 Squadron and Guernsey production.



AVRO 504 RAID - 12th OCTOBER 1982

In 1982, 11,050 covers were published depicting a raid on Zeppelin sheds by No.1 RNAS this time with Avro 504s. Again, there were three variants: 6,500 standard covers, and 3,000 Captain and first pilot-signed copies, both with eight pence stamps. Finally, 1,550 covers which were signed by the then Officer Commanding 201 Squadron, Wg Cdr P.N. Presland and Air Chief Marshal Sir Peter Le Cheminant, Lieutenant Governor of Guernsey. This final variant, with a 12 pence stamp, was flown to Homestead Air Force Base, Florida, and returned to RAF Kinloss via Guernsey where the stamps were cancelled.



201 SQUADRON 70th ANNIVERSARY - 16th OCTOBER 1984

In the 70th anniversary year of 201 Squadron in 1984, one crew entered the record books for a flight from Port Stanley in the Falkland Islands to RAF Kinloss, via Ascension Island, in 20 hours 5 minutes and 50 seconds. 2,500 covers were produced and flown on the flight, all of which were signed by the Captain, Flt Lt C.R. Davis, and authenticated by Mr David Hamilton of the Royal Aero Club.



100th ANNIVERSARY OF THE ROYAL SOCIETY FOR THE PROTECTION OF BIRDS - 17th JANUARY 1989

In the year of the Squadron's 75th anniversary, two different covers were produced. The first issue combined the Squadron's long standing interest in covers with its continuing involvement with the Royal Society for the Protection of Birds, to raise money for the Lord Dowding Housing Appeal. Some 1,320 covers were produced, raising £2,000 for the fund.

The cover illustrates various aircraft flown by the Squadron.



50th YEAR OF 201 SQUADRON'S AFFILIATION WITH THE ISLAND OF GUERNSEY - 15th MAY 1989

The 75th anniversary of the Squadron also coincided with the 50th birthday of the Affiliation between 201 and the Island of Guernsey, and this provided the subject for the second cover of 1989. The cover shows a Nimrod MR2 and a representation of The Article of Affiliation. The design of the stamps was based on paintings by a former Squadron member, Flt Lt Neil Foggo, of the milestones in the Squadron's history. 1,500 covers were produced and signed by the CO, Wg Cdr A.B. Wight-Boycott.

APPENDIX X CREW LISTS

The following pages contain the names of members of representative crews of 201, listed at intervals from 1940 to the present day. Sometimes the interval is short, when the turnover of personnel was high, sometimes longer when records are less complete. The observant will note that an individual may appear on several different crews for the same year; such repetition was the price for ensuring that many of his fellows appeared at all.

1940

CREW OF Z/201 (L.2168)

Cpl Gratton (WEM.), AC Collins (W/Op), LAC Wells (1st Fitter), Sgt Arnold (Air Observer), LAC Corless (W/Op), AC1 McRobb (2nd Fitter), P/O Vaughan (2nd Pilot), Flt Lt Thewles (Captain), P/O Field (1st Pilot), LAC Benton (Rigger).

CREW OF V/201 (N6138)

CAC1 Foubister, (W/T Operator), LAC Haggart (1st Fitter), Cpl Martyn (WEM), LAC Gange (1st Rigger), AC1 Duncan (W/T Op), AC1 Thompson (2nd Fitter), Sgt Stephenson (Air Observer), P/O Fletcher (1st Pilot), Flt Lt Filson-Young (Captain), Sgt Jones (2nd Pilot).

CREW OF U/201 (L.5800)

LAC Douglas, LAC Clarkson, LAC Lauder, LAC Ritchie, LAC Archer, AC Hamilton, Sgt Martin (Observer), P/O Lindsay (Captain), P/O Smith (1st Pilot), Sgt Cable (Observer).

CREW OF S/201 (L.5802)

Cpl James (WEM), LAC Uzzel (Fitter), AC Robertson (W/Op), AC Currie (Fitter), LAC Corless (W/Op), Sgt Hounslow (Rigger), P/O W.S. Rea (1st Pilot), Flt Lt R.W. Gauty (Captain), Sgt Briden (Observer).

A/G OFFICERS

P/O Hope, P/O Rome, P/O Read.

August

Sqn Ldr Brice (Captain), Fg Off Fleming, Plt Off Alexander, Plt Off Reed, Sgt Sweet, Sgt Hammett, Sgt Challen, LAC Cotton, LAC Biggs, LAC Conduit, AC Laing.

Flt Lt Filson-Young (Captain), Plt Off Raban, Plt Off Fletcher, Plt Off Champion, Sgt Corbin, Sgt Collins, Sgt Benton, LAC Wells, AC McRobb, AC Ramsay.

Fg Off Fleming (Captain), Plt Off Alexander, Plt Off Mountford, Sgt Badham, Sgt Sweet, Sgt Hammett, LAC Biggs, LAC Cotton, LAC Conduit, AC Laing.

Fg Off Lindsay (Captain), Plt Off Smith, Plt Off Greenwood, Flt Lt Filson-Young, Sgt Martin, Sgt Cable, Sgt Lauder, Sgt Ritchie, LAC Hamilton, LAC Archer, LAC Clarkson, LAC Douglas, FS Dodridge.

Sqn Ldr Misslebrook (Captain), Fg Off Fleming, Plt Off Raban, Plt Off Champion, Plt Off Dennis, Sgt Arnold, Sgt Corbin, Sgt Collins, Sgt Benton, LAC Wells, AC McRobb, AC Ramsay.

Wg Cdr Riccards (Captain), Sqn Ldr Brice, Plt Off Fletcher, Plt Off Parsons, Sgt Simmons, Sgt McVitte, LAC Foubister, LAC White, LAC McDermid, AC Drummond.

Wg Cdr Cahill (Captain), Fg Off Fleming, Plt Off Alexander, Sgt Badham, Sgt Sweet, LAC Biggs, LAC Cotton, LAC Conduit, Sgt Hammett, AC Laing.

Flt Lt Thewles (Captain), Plt Off Raban, Plt Off Fletcher, Sgt Simmons, Sgt Collins, Sgt Corbin, Sgt Benton, LAC Wells, LAC White, AC McRobb.

December

Sqn Ldr Cecil-Wright, Fg Off Alexander, Plt Off Mountford, Sgt Martin, Sgt Conduit, Sgt Sweet, Sgt Hammett, LAC Douglas, LAC Biggs, AC1 Doncaster.

Fg Off Fletcher, Plt Off George, Plt Off Parsons, Sgt Walker, LAC Hamilton, Sgt Gibbon, Sgt Lodge, Sgt Abbott.

Sqn Ldr Fraser, Flt Lt Lindsay, Fg Off Smith, Plt Off Spink, Sgt Simmons, Sgt Holwill, Sgt McVitte, Sgt Foubister, LAC White, LAC Lax, LAC Drummond.

Flt Lt Lindsay, Fg Off Smith, Plt Off Spink, Sgt Simmons, Sgt McVitte, Sgt Holwill, Sgt Foubister, LAC White, LAC Drummond, LAC Lax, Sgt Hogan, Sgt Heard.

Flt Lt Rea, Fg Off Scrutton, Plt Off George, Sgt Briden, Sgt Brown, Sgt Parkes, Sgt James, Sgt Corless, LAC Currie, LAC Lowry, AC Trott.

Wg Cdr Riccards, Fg Off Smith, Flt Lt Lindsay, Plt Off Spink, Sgt Simmons, Sgt McVitte, Sgt Foubister, Sgt Holwill, Sgt Heard, Sgt Hogan, LAC Drummond, LAC White, LAC Lax.

1941

L.5802

Fg Off Vaughan, Fg Off Evill, Plt Off Cooper, Sgt Veale, Sgt Haggart, Sgt Martyn, Sgt Hancox, Sgt Archer, Sgt Fairbairn, Sgt Holroyd, LAC Richard, LAC Stephen, Cpl Gratton, LAC Thomson.

L.2168

Sqn Ldr Fraser, Plt Off Parsons, Plt Off Champion, Sgt Anderson, Sgt Benton, Sgt Devereux, Sgt Griffiths, Sgt Beach, Sgt Lewis, Sgt Lowth, Sgt Adams, LAC McRobb, AC Ramsey.

L.9076

Flt Lt Fletcher, Plt Off Westcott, Plt Off Paton, FS Mitchell, Sgt Penny, Sgt Orr, LAC White, LAC Wallace, Cpl Lutley.

P9606

Fg Off Alexander, Plt Off George, Plt Off Mountford, Plt Off Kitchin, Sgt Martin, Sgt Harritt, Sgt Sweet, Sgt Hammett, Sgt Conduit, LAC Biggs, AC Doncaster, AC Rimmer.

T9074

Flt Lt Field, Plt Off Day, Plt Off Balfour, Plt Off Champion, Sgt Brown, Sgt Lodge, Sgt Penney, Sgt Abbott, Sgt Paton, LAC Currie, LAC Todd, AC Cheetham.

W3977

Flt Lt Field, Plt Off Balfour, Plt Off Day, Sgt Brown, Sgt Lodge, Sgt Ault, Sgt Penny, LAC Todd, AC Gordon, AC Cheetham.

L.5805

Flt Lt Lindsay, Fg Off Raban, Plt Off Spink, Sgt Simmons, Sgt Heard, Sgt Ince, Sgt McVittie, Sgt Holwill, Sgt Foubister, LAC Lax, LAC White, AC Wallace.

T9077

Flt Lt Lindsay, Plt Off Spink, Sgt Simmons, Sgt Collins, Sgt Fairbairn, Sgt Foubister, Sgt Conduit, Cpl Hussey, LAC Patterson, AC Neeve, AC Buckley.

W3981

Fg Off Raban, Plt Off Day, Plt Off Fairclough, Plt Off Cox, Sgt Webster, Sgt Louth, Sgt Anderson, Sgt Dyson, Sgt McSherry, Sgt Bryden, LAC Lyons, LAC Thompson, LAC Thomson.

1942

Wing Commanders

J.L. Crosbie, J.B. Burnett.

Squadron Leaders

G.H.M. Pirie, G.H.M. Whitome.

Flight Lieutenants

J. Sanderson, A.S. Powell, A.C. Fairclough, D. Hayes, N.T. Harvey, D. Hewitt, H.V. Bunting, W.J. Lingard, P.J. Spink, W.L. Cox, W.H. Wakefield, Cooper, Butcher, Smith.

Flying Officers

W.C. Robertson, R.A.D. Brown, N.S. Harrild, F.J. Pidgeon, H.I. Matthey, M.P. Gallemaerts, B.E.H. Layne, D.M. Gall, E.E. Muffitt, L.A. Terlinden, G.H.F. Booth, J.R. Traill, W. Teare, H.J.T. Sheldon (Lt), R. Wilkins (Lt).

Pilot Officers

A.P. McDiarmid, L.K. Robinson, Longland, A.T. Haseldine, F.W. Lowth, J.C. Hamer, Mayberry, D. Measures, J.E. Wood, D.W. McNicol, Potter, A.A. Webster, Allen, W.W. Ince, R.M. Kildare, Emrys-Jones, Fairbairn, Burton, Barker, Oldham, Whitrod, Veale.

Warrant Officers

C. Anderson, B.E.H. Layne.

Flight Sergeants

H.S. Lodge, J. Sweet, J.A. Foubister, J.K. Lewis, Potter, Porri, M.J. Tomley, J. Collins, Webster, Ault, Booth, L. Battersby, H. Abbott, C. Anderson, Griffiths, Mason, Clare.

Segeants

J.R. Webster, R. West, A.B. Davies, M. Colgate, R. Colville, J. Williams, Chapman, G.A. Whiting, J.J. Kelly, S.G. King, K.M. Joy, W. Lishman, W. Hetherington, H.E. Cargin, J.L. Watkins, T.G. Grosvenor.

J. Campbell, E. Geal, Taylor, D. Bryden, R. Dicker, H. Ireland, J.I. Fairweather, Ramsey, P.T. Bailey, J.R. Coster, W. Pitts, Watkinson, M. Glicker, Stothers, White, Smith, W.G. Turner, H.D. Lansdale, D. Ash, A. Jenkins, F. McPhee, Stothard, N.F. Lester, S. Austin, D. Balls, Weir, Gral. T. Langley, N.B. Pickford, Consterdine, D.H. Roberts, Crump, J.S. Applegate, F. Gurnett, W. Mansbridge, F. Muir, D. Kenyon, K. Scrace, J. Goodings, W. Bluck, N. Williams, V. Lewis, C. Fort, P.S. Wheatley, T. Frizell, J. Allen, Lowrison, McKinney, Millington, Hamilton, Todd, Galbraith, Hartshorn, Bryden, Louth, Smith, Rolfe, Jones, Nutt, Jacobson, Vineberg.

Corporal

Cook.

Leading Aircraftmen

W.J. Weir, G. Whitting, McWilliam, Hamilton, Lyons, Thompson.

Aircraftman

Hopkinson.

1943

Wing Commanders

J.B. Burnett, Van der Kiste (D.S.O.)

Squadron Leaders

D.B. Ruth, N.L. Smith, W.H. Flint, H.V. Bunting.

Flight Lieutenants

T.N. Stack, A. Poole, I.F.B. Walters, L.H.B. Baveystock, J.E. Wood, E.F.H. Bent, H.J. Field, W.S. Thimblethorpe, C.S. Crossley, W.C. Robertson, J. Sanderson, A.C. Fairclough, M.E.J. Avery, Bennet, D.C.T. Hayes, D. Hewitt, N.T. Harvey, D. Gall, W.H.E. FitzEarle, Captain H.J.T. Sheldon, L.K. Robinson, Archer, A.C. Griffin, Clark.

Flying Officers

M.A. Alexander, V.J. Barnes, D. Boorman, R. Brigden, T. Burton, G.F.H. Booth, H.J. Buddle, D.G. Buley, Boster, H.J. Bates, D.P. Boulnois, R.R.T. Crump, D.J. Dolphin, L.I. Dunn, F.R. Davies, G. Davies, J.M. Duggan, D.A. Easton, R.V. Evans, G.J. Ferguson, M.H.A. Fearnside, J.P. Garrad, C.J. Griffith, T.H. Gleig, D. Grant, D.M. Gall, M.P. Gallemaerts, C.F. Griffiths, R.A.C. Hunt, N.E. Hanna, D.G.T. Hayes, E.W. Harrison, J.L. Hodgson, H.A. Holt, J.C. Hamer, Hensser, N.S. Harrild, G.G. King, E.T. King, B.E.H. Layne, W.J. Lingard, F.W. Lowth, R.A. McCready, A.H.W. Mold, R.B. Martin, H. Martin, J. Mallett, H.I. Matthey, E.E. Muffitt, R.H.L. Paterson (RNZAF), A.V. Philp, S.C. Roberts, B.St. Regensburger, L.W.H. Stevens, I.F.B. Walters, P. Willert, A.A. White, L.J. Wilson, I.W. Wilson, D.A. Weskett, J.E. Wood.

Pilot Officers

A.T. Hazeldine, J.A. Macoun, T. Bunton, D.H. Disney, J.H. Hewitt, J.P. Finessey, J.L. Dunn.

Warrant Officers

J.W. Townsend, P. Smith, B.W. Raisbeck, J. Brown, J. P. Finessey, F.R. Brown, W. Potter.

Flight Sergeants

W. Ashcroft, T. Bell, T. Bailey, V. Binns, E.P. Brown, C. Barber, R. Colville, Y.H. Coderre, A. Gardner, M. Glicker, K. Halliday, G.W. Hunt, E. Karran, T.G. King, J.J. Kelly, F. Langley, J.K. Lewis, H.S. Lodge, V. Lewis, C.C. Mawer, W. McConkey, F. McPhee, W. McLean, Mamer, G.B. Nicholson, J. Pickersgill, Quin, R.L. Searle, D.J. Seymour, D. Sharland, J. Sweet, G.A. Shimmings, K. W. Smithies, V.M. Saward, D. Taylor, L.G. Warner, C.E. Wykes, H. Williams, J. Williams, J.I. Watkins.

Sergeants

W. Adams, R. Ackroyd, D. Ash, S.A. Austin, J.S. Applegate, T. Augustus, A.T. Bennet, R.T. Bennet, J.E. Baines, A. Butler (RAAF) . C. Butler, P.T. Bailey, S. Bleakley, E.A. Balloch, E. Botting, E.R. Brown, R.A. Burnett, J.H. Bunton, D. Ball, R. Blewett, C. Baraslough, P. Bacon, C. Butler, P. Campbell, A. Cottrell, J. Coate, J.B. Cummings, H. Chapman, J.L. Chapman, M.J. Colgate, J.R. Coster, H. Cheetham, M. Champion, H. Cargin, C.M. Cook, A. Consterdine, S. Curwen, A.A. Carpenter, H. Dixon, A.B. Davies, W.T. Davies, J.W. Dobinson, G. Downs, L.A. Dawson, E. Lidklle, R. Eserton, R.L. Evans, A. Elliot, H. Elliot, F. Feechan, J.C. Ford, J.L. Fairweather, F. Gaunt, J.B. Green, A. Greenwood, C.F. Griffiths, W.A.C. Gibb, T.G. Grosvenor, R.H. Graham, R. Harris, T.D. Harding, W.T. Hudson, S. Hall, C.T. Hughes, R.N. Hughes (D.F.M.), W.O. Hunter, W.A. Henry, C. Whipp, A. Howat, A. Herbert, W.R. Hopkins, W.P. Hetherington, A.G.W. Heath, P. Henry, J.F. Harrison, T.E. Hawley, C. Hogg, G. Ince, A. Ireland, W.G. Johns, K.M. Joy, E. Jenkins, A. Jenkins, R.M. Kirkwood, S.P. King, G. Kynaston, H. Lee, E. Liddle, W. Lyons, W. Lishman, H.D. Lansdale, T. Lansdale, Lumer, J. Morse, T.W. Mullins, E.F. Motting, E. Macaree, W. McKenzie, I.C. Monell, J. Mack, J.D. MacDonald, J. Mennell, D. McWilliam, G. McNamara, Mackenzie (D.F.M.), W. McCormick, M. Newton, R.G. Nickels, J. Nicholson, J. O'Connel (RAAF), J.T. Partridge, R.H. Pugh, J.W. Pitt, E. Perran, R. Paton, A. Parsons, H. Perry, E. Parry, E. Perran, W.N. Pitts, N.B. Pickford, D.J. Rider, W.G. Rudge, H.C.T. Robins, K. Rose, J. Ramsay, G.F. Searle, S.C. Thompson, R.P. Sanders, N. Symons, A.J. Smith, D. Strong, Scarman, P.I Taylor, W.G. Turner, J. Turner, E. Thompson, G. Tilt, Whipp, J.A. Whiting, C.A. Whiting, J.A. Wright, W.J. Weir, H. Wise, E.J. White, J.E. Watkins, D. Wallace, A. Upton, R. West, F.J. Vickers, J. Zith.

1944

January

'**N'**

Flt Lt T.N. Stack, Fg Off R.A. McReady, Fg Off G.G. King, Lt R.A.C. Fleming, Fg Off Arrighi, Fg Off T. Gleig, WO B.N. Raisbeck, WO T.W. Townsend, FS J. Pickersgill, FS J. Bell, Sgt D.J. Potter, Sgt D.E. South, Sgt E. Liddle.

'**O'**

Sqn Ldr D.B. Ruth, Fg Off D.A. Easton, Fg Off G. Davies, Fg Off J. Mallett, Sgt J. Morse, Sgt W.J. Weir, Sgt Nicholson, FS Mawer, Sgt T. Ford, Sgt R.G. Nickels, Sgt W. Hadfield, Sgt W. Johns.

'**P'**

Sqn Ldr N.L. Smith, Fg Off D.H. Longland, Fg Off D.J. Griffith, Fg Off J.P. Garrard, Fg Off A.V. Philp, Fg Off D.J. Buley, Fg Off P. Hunt, FS D. Sharland, Sgt J.C.L. Humphrey, Sgt E. Watson, Sgt J.W. Robson, Sgt G.L. Terry, Sgt D.E. South, Sgt F. Foster.

'**Q'**

Fg Off L.J. Wilson (Canada), Fg Off B.St. Regensburger, Fg Off J.P. Garrard (Australia), FS R.P. Sanders, Sgt R. Rose, Sgt C.J. Hughes, Sgt G. Whipp, FS G. Hunt, Sgt W.O. Hunter, Sgt P. Henry, Fg Off D.G. Buley.

'**R'**

Sqn Ldr W.H. Flint, Fg Off A.H.W. Mold, Sgt Vickers, Sgt C. Downs, Sgt R. Evans, FS. C. Churn, Sgt T.W. Mullins, FS G.B. Nicholson, Sgt R.H. Hughes (DFM), Sgt Turner.

'**S'**

WO R.G. Smith, FS M.D. O'Connell, FS G. Hunt, Sgt C. Butler, Sgt J. Wright, Sgt C.J. Ryder, FS J. Campbell, Sgt R.A. Burnett, Sgt H.V. Wise, FS K. Halliday.

'**T'**

Flt Lt I.B. Walters, Fg Off S.C. Roberts, Fg Off A.A. White, Sgt R.H. Hughes (DFM), Sgt R. Pugh, Plt Off I.C. Riddle, Sgt W. Rudge, Sgt C. Henry, Sgt J. Perran.

'**U' and 'Z'**

Plt Off J.A. Macoun, Fg Off E.T. King, Sgt J.D. Harding, FS A. Herbert, Sgt J. Partridge, Sgt G. W. Taylor, Sgt F. Feechan, Sgt W.T. Hudson, Sgt G. Ince, Sgt G.W. Davies, Sgt H. Chapman.

'**Y'**

Flt Lt I.B. Walters, Flt Lt V.J. Barnes, Lt G. Ferguson (USA), Fg Off G.C. King, FS S. Bleakley, FS C.F. Searle, Sgt Hopkins, FS W.J. Ashcroft, Sgt T. Bailey, FS W. McConkey.

August.

Flt Lt V.G. Barnes (Captain), Flt Lt P. W. Burgess, Fg Off E.F. Hards, Flt Lt J. Dooley, FS J. Zita, FS A.R. Butler, FS W. Adams, FS M. Newton, FS R.T.W. Bennett, FS L. Harris, FS F. Gaunt, FS H. Lee.

Flt Lt L.H. Baveystock (Captain), Fg Off B.W. Landers, Fg Off D.D. MacGregor, Fg Off I.C. Riddell, Flt Lt H. Lees, WO W. Parsons, FS R. Paton, FS A.H. Howat, FS E.A. Bulloch, FS A.R. Cottrell, FS G. Davison, FS E. Perran.

Flt Lt D.A. Easton (Captain), Fg Off R.R. Lassiter, Fg Off T.H. Gleig, FS W. Johns, FS R. Nickels, Sgt J.D. Cummings, FS E. Hadfield, FS C.C. Mawer, Sgt R.C. Harris, FS G.B. Nicholson.

Flt Lt M.H.A. Fearnside (Captain), Fg Off W.R. Baker, FS J.C. Jackson, FS H.W. Tindale, FS P.C. Smith, Sgt E. Whitehead, Sgt J. Jones, FS J. Fryer, WO J.W. Townsend, Sgt G.P. Woolgar, Sgt K. Dollin.

Flt Lt A.F. Fegan (Captain), Flt Lt S.C. Buszard, Sgt J.B. Beck (Australia), Fg Off E.H. Little (Canada), Sgt E.H. Adams, Sgt E.A. Walters, Sgt W. Weese (Australia), Flt Lt D.G. Buley, Sgt E. Hinton, Sgt R. Swanson (Australia), WO G.B. Nicholson, Sgt A. Perry.

Lt G.J. Ferguson (USA) (Captain), Fg Off R.J. Brookes, Fg Off D. Pickering, Fg Off Bellfit, FS M.S. Powell, FS C.V. Ford, FS T. Bailey, Sgt D. Stanhopr, WO G. Raymant, Sgt R. Corlett, WO H.C.T. Robins, WO J. Ashcroft.

Fg Off H.A. Holt (Captain), WO J.F. Elliot, Fg Off E.G. Elliot, Fg Off D. Boorman, FS J. Wright, FS B.H. Perry, Flt Lt H. Lees, FS L.C. Sharpe, FS A. Elliott, FS A.J. Kelly.

Sqn Ldr D.S. Lindsay (DFC) (Captain), FS N.L. Symons, FS J. Ward, WO W.C. Comerford, FS McNamee, Sgt C. Gooder, Sgt H. Harwood, FS A. Nesbitt, Sgt R. Woodward, Sgt F.R. Lloyd, Sgt J.J. Gordon.

Fg Off R.A.N. McReady, Flt Lt V.M. Byrne, Flt Lt L.W. Wiles, WO A.H. Herbert, FS G. Ince, FS J.T. Partridge, FS G.W.D. Taylor, FS G. Davies, Sgt H. O'Brian, Fg Off J.D. Harding, Sgt J. Sherlock, Sgt H. Chapman, FS F. Feechan.

Fg Off A.H. Mold (Captain), FS S.W. Botting, Fg Off J.C. Coffey (Canada), WO C. Churm, FS R.M. Hughes, FS J.K. Gunman, Sgt R.L. Evans, Sgt J .W. Pitt, Sgt R.M. Shuttlewood, Sgt J. Turner.

Flt Lt S.C. Roberts (Captain), Sgt J.W. Cookson, WO F.B. Power, WO W.C. Harrison, FS J.E. Baines, FS W.G. Rudge, FS R.T. Ackroyd, FS W. Hunt, Sgt W.J. Henry, FS R.H. Pugh, FS S.Y. Hall, WO M. Armstrong.

WO R.L. Smith (Captain), WO J.M. O'Connell, WO D.H.E. Porter, FS R.G. White, FS H.V. Wise, FS G. Kennedy, Sgt R. Fraser, Sgt A.R. Burnett, FS A.R. Butler, Sgt M.D. Osborne, Sgt W.R. Hopkins, Sgt C.J. Ryder.

Sqn Ldr T.N. Stack (Captain), Flt Lt G.G. King, Fg Off F.N. England, WO T.W. Townsend, WO Pickersgill, FS D. J. Potter, FS E. Liddle, Sgt J. Dobinson, FS R.N. Jarvis, FS R. Egerton, FS C.R. Fryer, Sgt T. Coddington.

FS N.L. Symons (Captain), FS J. Ward, WO W.C. Comerford, FS A. Nesbitt, FS B.F. McNamee, FS C. Gooder, FS R.L. Lloyd, FS J.J. Gordon, FS R. Woodward, FS F. Ford, FS H. Harwood, Sgt N.J. O'Brian, WO W.J.A. Cowley.

Fg Off L.J. Wilson (Canada) (Captain), Fg Off R.M.J. Joseph, Plt Off J.C. Lamb, Fg Off J.P. Garrard, WO J.R. Williams, FS W.R. Hunter, FS C.J. Hughes, FS P. Henry, FS A. Rose, FS G.E. Whipp, Sgt S.C. Thompson, Sgt J. Mansfield.

Plt Off A.H. Wilson (Australia) (Captain), Fg Off C.J.S. Oakley, Plt Off J. Williams, FS C. V. Phillips, FS A. Crowfoot, Sgt F. Foster, Sgt H. Munton, WO M. Thompson, FS C.R. Melvaine, FS J.R. Brown, Sgt M.G. Wilson, WO J. Williams.

1945

January

Plt Off F.J. Vickers (Captain), Plt Off R.J. West, Fg Off J.R. Dutton, FS J. Marklew, FS P. Smith, Fg Off W. Clout, FS G.J. Joyce, Sgt H.W. Atkinson, Sgt R. Tilford, Sgt S. White, Sgt R. Thomson.

Flt Lt V.G. Barnes (Captain), Flt Lt L. Midgley, Plt Off E.H. Adams, WO L. Williams, FS O. Cooksey, Sgt R.T.W. Bennett, FS M. Newton, FS J.W. Cookson, FS G. Harris, FS Gaunt, FS H. Lee.

Flt Lt A. Holt (Captain), Fg Off L. Williams, Fg Off H.A. Barry, Fg Off J.C. Coffey, FS J.W. Gill, FS C.J. Ryder, FS A.R. Burnett, FS G. Foster, FS W.T. Davies, FS R. Hopkins, FS A.J. Kelly.

WO N.L. Symons (Captain), WO W. Newland, FS M.G. Osborne, FS H. Bowden, WO A. Nesbitt, FS G. Hampton, WO G. MacNamee, Sgt P.R. Lloyd, FS C. Gooder, Sgt H. Harwood, FS G. Nicholson.

Flt Lt S. White (DFC) (Captain), Fg Off W.R. Baker, WO H. Cheetham, FS M.S. Powell, FS H.W. Tindale, FS J. Jones, FS R. MacLeod, FS K. Dollin, FS R. Woolgar, FS J. Parkinson, Sgt E. Whitehead.

Fg Off Wharton (Captain), Plt Off Weller, Plt Off E. J. Drew, Plt Off D.R. Dicks, FS R.H. Brown, Sgt J.M. Russell, Sgt T. Donaldson, FS H. Bassett, Sgt E. Heap, Sgt A.W. Colvin, WO K.G. Duffy.

Flt Lt P.J. Lillington (Captain), Fg Off C.J. Edwards, Fg Off F.N. England, WO A. Butler, FS Service, FS A.R. Cottrell, Sgt R. Corlett, Sgt N. J. O'Brian, FS W.B. Mitchell, Sgt P. Henry, Sgt E. H. Stanhope, Sgt J.J. Gordon.

Flt Lt D.R. Hatton (Captain). FS J. Hughes, Plt Off G. Macaree, WO R.D.A. Becker, FS S.B. Frith, FS J. Davison, FS G. Kennedy, FS Mitchell, FS A.J. Kelly, Sgt J.R. Mansfield, FS G. Twist.

Sqn Ldr M.O. Scott (Captain), WO W.A. Harvey, Flt Lt A.W. Jones, Fg Off E.N. Cave, Fg Off N.H. Ellis, Sgt R.H. Leyland, Sgt J.L. Gardner, Sgt J. Absalom, Sgt G.W. Parker, Sgt F.W. Harris, Sgt A.J. Trigg, FS J. Brown.

Flt Lt V.G. Barnes (Captain), Flt Lt L. Midgley, FS J.W. Cookson, FS O. Cooksey, FS A.R. Butler, Sgt R.T.W. Bennett, FS M. Newton, FS G. Harris, FS F. Gaunt, FS H. Lee.

Flt Lt R.A.N. McCready (Captain), Flt Lt J.L. Dooley, Fg Off E.W. Lowe, WO FR. Fraser, FS J. Partridge, FS H. Chapman, FS W.T. Davies, WO A. Herbert, FS G. Ince, FS G.W. Taylor, FS F. Feechan, WO J. Cowley.

Wg Cdr Barrett (DFC) (Captain), Flt Lt D.R. Hatton, FS J. Hughes, Fg Off G. Macaree, WO R.D.A. Becker, FS R.F. Woodward, FS J. Davison, FS G. Kennedy, FS S.B. Frith, FS Mitchell, FS A.J. Kelly, Sgt J.R. Mansfield.

Flt Lt P.W. Burgess (Captain), Fg Off S.W. Botting, Flt Lt T.H. Gleig, Fg Off F.B.Power, FS R.C.Harris, FS C.V. Ford, FS J.B. Cummings, WO J. Nicholson, WO J. Smith, WO W. Armstrong, WO S.A. Bishop, WO G.R. Raymant.

WO W.A. Harvey (Captain), Fg Off N.H. Ellis, FS J. Sherlock, Flt Lt A.W. Jones, Sgt G.W. Parker, Sgt A.J. Trigg, Sgt F.W. Harris, Sgt J. Cook, Sgt R.H. Leyland, Fg Off G. Macaree, Sgt J.L. Gardner, Sgt J. Absalom.

Flt Lt E.Arrighi (Captain), Flt Lt T.Thomson, FS R.Jarvis, WO G.Leedale, FS A.Bates, FS H.H.Morgan, FS A.J.Pain, FS R.Jenkins, FS G.Lamarque, FS P.Richardson, FS R.Powers

1950

Flt Lt Ramsden, Flt Lt Kingshot, FS Sullivan, Fg Off Melbourne, Fg Off Topp, FS Williams, FS McClafferty, MEng Corp, Sgt Williams, Flt Lt Clerk, Lt Cdr Decker (USN), Plt Off Willey, Flt Lt Holmes, MSig Henry, FS Clarke, Sgt Mahoney, FS Davidson.

Flt Lt Browne, FS Valpy, Plt Off Coulson, FS Charles, FS James, FS Longden, FS Pedersen, FS Crews.

Flt Lt Simonds, Lt Cdr Decker (USN), Fg Off Melbourne, MSig Henry, FS Moreby, FS Williams, FS Stitt, Sgt Marshall.

Sqn Ldr Disney, Flt Lt Ramsden, Flt Lt Kingshot, Lt Cdr Decker (USN), Flt Lt Collyer, Sgt Anderson, Fg Off Topp, FS Clarke, FS Williams, Sgt Williams.

1955

Commanding Officer

Sqn Ldr D.W. Bedford.

Crew 'A'

Fg Off Bull, Fg Off Ashton, Fg Off Greenway, Fg Off Malthy, Fg Off Small, FS Kidd, FS Macdonald, Sgt Kitching, Sgt Lupton, Sgt Rushmer, Sgt Spicer.

Crew 'D'

Fg Off Renshaw, Fg Off Foster, Fg Off Evans, MEng Potter, FS Barnes, Sgt Wilkinson, Sgt Cotterill, FS Hogg, Sgt Bush.

Crew 'E'

Flt Lt South, Flt Lt Franklin, Flt Lt Parlour, Fg Off Freddi, Fg Off Fennell, MEng Summerson, FS Bevis, Sgt Byers, Sgt Maskell, Sgt Whitehead, Sgt Burrows, Sgt Maile.

Crew 'F'

Flt Lt Tweedie, Flt Lt Michelin, Fg Off Fletcher, Fg Off Dalgleish, FS Lucas, FS Davies, FS Silk, FS Stewart, FS Sneddon, FS Bettney, Sgt Crosby, Sgt Peto.

Crew 'W'

Flt Lt Pearson, Flt Lt Fairbairn, FS Whiter, Fg Off Gardner, Fg Off Skelton, Sgt Hall, Sgt Bawdon, Sgt Booth, Sgt Kennedy, Sgt Rich, FS Barnes, Sgt McCormick.

1956

Commanding Officer

Sqn Ldr B.G.Baird

Flt Lt W.H.E. Michelin (Captain), Flt Lt J.P. Tweedie, Flt Lt A. Ford, Fg Off F.H. Weaver, Flt Lt A. Franklin, Fg Off J. Gardner, FS K.A. Lucas, FS A.V. Bettney, FS I.K. Skivington, Sgt N.E. Peach, Sgt J.C. Peto, FS W. Sneddon, FS C.H.C.R. Stewart.

Flt Lt D.E. Renshaw (Captain), Fg Off W.R. Foster, Fg Off J.T. Dalgleish, Fg Off E.C.C. Pilkington, FS E.E. Barnes, FS N. Silk, FS D. Milner, Sgt J.B. Bush, Sgt N.A Wilkinson, FS E.C. Bevis, FS R.L. Morgan.

Fg Off N.A. Bull (Captain), Fg Off P.E.G. Fredli, Flt Lt W.D.B. Waddington, Fg Off A.R. Small, Fg Off D.T. Lacey, Sgt D.R. Rushmer, Sgt R.W. Lutton, Sgt R. Kitching, Sgt G.R. Dobson, Sgt C.J. Hall, FS R.E. Kidd, Sgt J.M. Kelly.

Flt Lt J.E. Pearson (Captain), Flt Lt S.H. Worton, FS W.R. Whiter, Sgt G.E. Sutton, Sgt P.H. Rich, Sgt A. McCormick, FS D.J. Julien, Sgt E.E. Booth, Sgt C.J. Bawdon.

Flt Lt J.P. Tweedie (Captain), Fg Off C.F. Greatorex, Fg Off G.R. Fennel, Fg Off A.C. Fletcher, MSig A.K. Summerson, FS J. Hogg, Sgt D.G. Burrows, Sgt D.D.C. Byers, Sgt W.J. Crosby, Sgt R.T. Maskell.

1961

Fg Off J. V. Farren

Flt Lt G. Chadwick (Captain), Fg Off S. Sterling, Flt Lt W. Porter, Fg Off R. Palin, MSig J. V. Farren, FS E. Howeels, Sgt R. Garrett, Sgt B.J. Webb, MEng P. Curtis.

Flt Lt W.J. McBurney (Captain), Fg Off S. Blake, Flt Lt J. Etkins, Fg Off J.H. Brandon, Fg Off G. Grimwood, FS E. Tail, Sgt R. Roalfe, Sgt E. Roach, Sgt P. Whittaker, Sgt J. Hill.

Flt Lt W.T. Fleckney (Captain), Fg Off T.V. Spencer, Flt Lt L. Lawless, Fg Off N. Baxter, Fg Off J. Sneddon, Sgt O. Bridge, Sgt D.C. Jordan, Sgt B.H. Mathews, MEng W. Herrick.

Sqn Ldr C. Fountain (Captain), Fg Off J. Green, Plt Off I. Gibbs, Flt Lt P. Crowe, Fg Off J. Watkins, Fg Off D.G. Jones, MSig W. Morton, FS R.A. Powell, Sgt W. Burge, MEng B.J. Bell.

Sqn Ldr A.W.W. Atkinson (Captain), Fg Off P. Ryall, Fg Off J. Ferguson, Fg Off N. Baxter, Fg Off J. Sneddon, FS L. Davison, FS K. Smith, Sgt P. Murray, FS C. Smithurst.

Flt Lt C.P. Ostridge (Captain), Fg Off B. Russell, Fg Off B. Taylor, Flt Lt J. Foot, Flt Lt N. Falconer, Fg Off R. Tuson, FS H.G. Lee, Sgt N. Mathews, Sgt M. Muttiitt, Sgt G. Heaton.

Flt Lt R. Hayward (Captain), Fg Off P. Ryall, Plt Off J. Ferguson, Fg Off J. Watkins, FS C. Smithurst, Fg Off J. Sneddon, FS K. Smith, FS L. Davison, Sgt P. Murray.

Sqn Ldr G.A. Chesworth (Captain), Flt Lt T.V. Spencer, Fg Off S. Blake, Flt Lt F.J. Hayden, Fg Off K.C. Hynson, MSig R.W. Hooley, MEng W. Herrick, Sgt B.H. Mathews, Sgt D.C. Jordan.

Flt Lt W.J. McBurney (Captain), Fg Off S. Sterling, Sqn Ldr J. Etkins, Fg Off J.H. Brandon, Fg Off G. Grimwood, MEng B. Meteer, Sgt E. Roach, Sgt J. Young, Sgt J. Hill.

Flt Lt G. Chadwick (Captain), Fg Off J. Green, Flt Lt L. Lawless, Flt Lt A.F.H. Debnam, Fg Off R. Palin, Sgt T. Flood, Sgt C.J. Hughes, Sgt M.D.A. Bray, MEng P.J. Curtis.

Flt Lt C.P. Ostridge (Captain), Fg Off B. Taylor, Flt Lt C.W.J. Foot, Fg Off J.B. Fahy, Fg Off R. Tuson, FS R. Maynard, FS S. Freer, Sgt M. Muttiitt, Sgt N. Mathews, Sgt G. Heaton.

Flt Lt R. Hayward (Captain), Fg Off P.I. Ryall, Fg Off J .Ferguson, Fg Off N.F. Baxter, MEng C. Smithurst, Flt Lt L.J. Grant, Flt Lt J. Sneddon, MSig L. Davison, FS K. Smith, FS D. Torrance, FS P. Murray, Sgt E. Girdler.

Flt Lt M.E. Dark (Captain), Fg Off R. Clayton, Flt Lt I.C. Hollick, FS E.C.W. Tait, FS G. Robert, Fg Off M.H. Emanuel, Sgt D.J. Morganti, Sgt P. Williams, MSig H.J. Wallbank.

Sqn Ldr S. Hatton (Captain), Flt Lt T.V. Spencer, Fg Off S. Blake, Flt Lt F.J. Hayden, Fg Off K.C. Hynson, MSig R.W. Hooley, MEng W. Herrick, Sgt B.H. Mathews, Sgt D.C. Jordan, Sgt D.E. Wardley, Flt Lt J. Watkins.

Flt Lt G. Gunton (Captain), Flt Lt W.J. McBurney, Flt Lt J. Young, Fg Off G. Grimwood, MEng B. Meteer, Sgt R. Roach, Sgt E. Roalfe, Sgt J. Hill, Sgt J. Docherty.

Flt Lt T.V. Spencer (Captain), Fg Off R. Clayton, Fg Off M. Emanuel, Fg Off J. Pahy, FS E.C.W. Tait, MEng G. Robert, MSig H.J. Wallbank, Sgt J. Reeson, Sgt D.J. Morganti, Sgt P. Williams.

Ft Lt L. Lawless (Captain), Fg Off J. Green, Fg Off R. Clayton, Fg Off R. Palin, FS S. Freer, MEng P. Curtis, Sgt C.J. Hughes, Sgt T. Flood, Sgt M. Bray.

1965

Fg Off J. V. Farren

Flt Lt D.W. Berry (Captain), Flt Lt L.F. Smith, Flt Lt G. Weaver, Fg Off G.W. Patrick, Fg Off J.M. Cox, FS J. Baxter, FS J. Condie, Sgt M.D.A. Bray, Sgt A.G. Bromley, FS B. Timms.

Flt Lt C.B. Taylor (Captain), Sgt G.T. Smith, Flt Lt R.O.G. Hayter, Fg Off I.P. Grieve, Flt Lt M.H. Manuel, Fg Off R.A. DeVerteuil, FS R. Edwards, FS G. Heaton, Sgt H. Stewart, Sgt P.P. Davis, Sgt K.E.G. Baker.

Flt Lt D. W. Sames (Captain), Fg Off I.C.J. Hughes, Flt Lt C.J. Davies, Fg Off D.A. Wildsmith, Flt Lt K. Ravenscroft, Sgt D.C. Selley, Sgt C.A. Pomeroy, Sgt J. Pick, Sgt A. Herold, MEng Cotterill.

Flt Lt J. Reddish (Captain), Flt Lt L.F. Smith, Flt Lt J. Fidler, Flt Lt P.S.J. Pierce, Flt Lt C.J. Davies, Flt Lt M.H. Emanuel, Fg Off J.V. Harris, FS R.W. Hornby, Sgt T.L. Haig, Sgt A. Herold, Sgt E. Meadows, Sgt B.H. Fieldhouse, MEng P.J. Jackson.

Sqn Ldr G.K. Peasley (Captain), Flt Lt F.J. Maycock, Flt Lt M.G. Beane, Fg Off M.C. Taylor, Fg Off N.L Ford, MAEOp D.A. Perrier, Sgt J.A.M. Hamilton, Sgt C.M. Dobson, Sgt B. Duke, Sgt J.E. Harber, Sgt K.E.G. Baker.

Flt Lt L.F. Smith (Captain), Fg Off M.J. Warner, Plt Off W.J. Fidler, Fg Off J.V. Harris, FS R.W. Hornby, Sgt T.A. Haig, Sgt A. Herold, Sgt S.G. Holgate, Sgt K.E.G. Baker, MEng P.J. Jackson.

Sqn Ldr D.W. Hann (Captain), Flt Lt F.J. Maycock, Flt Lt J. Wrangham, Fg Off A.A.M. Weir, Flt Lt K. Ravenscroft, Fg Off J.S. Murrow, FS J. Merryshaw, Sgt I. Stewart-Ratray, Sgt S.G. Holgate, Sgt M.J. Harryman, Sgt W.L. Hitchins.

1970

Flt Lt K.D. Merrett (Captain), Flt Lt J.T. Baker, Sqn Ldr D. Emmerson, Fg Off M.J. Russell, Flt Lt J.H. Beesley, FS R.M. Strang, FS D.F. Cook, Sgt K.E.H. Hollands, Sgt R.W. Dines, Sgt P.W. Hatch, Sgt D.H.R. Jones, Sgt R.E. Horton.

Sqn Ldr T.C. Flanagan (Captain), Flt Lt M.C. Starling, Flt Lt R.H.

Thomas, Flt Lt L.T. Mathews, Flt Lt G.H. Allen, MAEOp E.E. Barnes, MAEOp D.E.R. Nicholls, FS B.H. Hill, Sgt G.F. Gardener, Sgt J.L. Morgan, Sgt M.J. Harryman, MEng B. Margaron.

Flt Lt I. Marshall (Captain), Flt Lt G.B. Millington, Flt Lt J.C. Hutchence, Flt Lt Stephenson, Flt Lt G.D. Aram, MAEOp S.T. Ward, FS L. Townson, Sgt J.F. Mapstone, Sgt A. Gibson, Sgt M.G. Franks, Sgt P.M.S. Andrews, MEng A.M. Crawford.

Flt Lt R. W. Godfrey (Captain), Flt Lt J. R. Morris, Flt Lt K. Lamb, Fg Off G.R. Warburton, Flt Lt D.B. Fryett, MAEOp D. Torrance, Sgt A.J. Thomas, Sgt B.P. Tabor, Sgt R.D. Riordan, Sgt N.J. Walsh, FS A. Parkin.

Sqn Ldr C.J. Sturt (Captain), Flt Lt K.D. Merrett, Sqn Ldr D. Emmerson, Fg Off M.J. Russell, Sqn Ldr D.E. Larkin, Sgt R.W. Dines, Sgt K.E.H. Hollands, Sgt R.J. Harriman, Sgt A.J. Thomas, FS R.V. Holmwood.

Flt Lt R.H. Thomas (Captain), Fg Off M.J. Cockrill, Flt Lt A.C. Dobbs, Lt Cdr H.R. Moon, Flt Lt L. Bruce, MAEOp G.W. Peebles, MAEOp P.W. Wilkinson, FS J.L. Brooks, FS E.H.A. Norman, Sgt A.F. Nelson, MEng E.C. Ripley.

Wg Cdr G.A. Chesworth (Captain), Sqn Ldr C.J. Sturt, Sqn Ldr M.J. Gibbons, Flt Lt M.G. Cooper, Fg Off G.E.Lewington, Flt Lt M.W. Cook, MAEOp J.M. Keating, FS J.G. Greig, Sgt W.R. Graham, Sgt R. Burke, Sgt G. Borwick, Sgt N. Walsh, FS R.V. Holmwood.

Flt Lt E.C.R. Dicks (Captain), Flt Lt J.M. Willis, Flt Lt J.H. Brandon, Fg Off A.J. Lovett, Flt Lt R.L.B. Tuson, FS M. Muttiitt, FS R.C. Stevens, Sgt G.I. Stewart, Sgt J.V. Webb, Sgt D.J. Haydon, Sgt F.D.R. Miller.

Flt Lt I. Marshall (Captain), Flt Lt A. Londesborough, Flt Lt J.C. Hutchence, Fg Off J.D. Martin, Flt Lt G.D.Arram, MAEOp S.T. Ward, FS L. Townson, FS A.M. Crawford, Sgt J.F. Mapstone, Sgt M.G. Franks, MAEOp D.E.R. Nicholls.

Sqn Ldr T.C. Flanagan (Captain), Flt Lt M.C. Starling, Flt Lt P.M. Blee, MEng B. Margaron, MAEOp E.E. Barnes, FS B.H. Hill, Fg Off L.T. Matthews, Flt Lt G.H. Allen, Sgt G.F. Gardener.

Wg Cdr I. S. Balderstone (Captain), Flt Lt M.J. Gibbons, Flt Lt J.A. Campbell, Flt Lt M.G. Cooper, Sqn Ldr J.H. Goff, FS R.V. Holmwood, MAEOp W.L. Snowdon, FS B.H. Hill, Sgt J. Alexander, Sgt B.E. Saunders.

Flt Lt K.D. Merrett (Captain), Flt Lt J.T. Baker, Sqn Ldr D. Emmerson, Fg Off M.J. Russell, Flt Lt J.H Beesley, Flt Lt G.H. Allen, Sgt K.E.H. Holland, Sgt R.W. Dines, Sgt P.W. Hatch, Sgt J.M. McGrory, Sgt R.E. Horton.

Flt Lt R.R. Curtis (Captain), Flt Lt R.H. Thomas, Fg Off P.P. Davis, Flt Lt P.H.R. Clements, Fg Off G.E. Lewington, Fg Off H.H. Holtby, Sgt J.M. McGrory, Sgt D.J. Cole, Sgt C.D. Bish, Sgt P.W. Dowling, FS B.H. Hill, Flt Lt T.J. Martin.

Flt Lt R.W. Godfrey (Captain), Fg Off P.M. Blee, Flt Lt K. Lamb, Fg Off G.R. Warburton, Flt Lt J.C. Wilson, Sqn Ldr D.E. Larkin, Sgt R.J. Harriman, Sgt R.W. Dines, FS A. Parkin.

1974

Fg Off J. V. Farren

Wg Cdr Harris (Captain), Flt Lt McLean, Flt Lt Retallack, Flt Lt Lovett, Flt Lt Currie, Flt Lt Allen, FS Billings, Sgt Green, Sgt Major, FS Robinson.

Flt Lt Davidson (Captain), Flt Lt Roncoroni, Flt Lt Platt, Flt Lt Appleby,

Flt Lt Jones, FS Maselfield, Sgt Brunt, FS Graham, Sgt Torrance, Sgt Hawkins, Sgt Swindlehurst, MEng Jeram.

Flt Lt McLean (Captain), Flt Lt Retallack, Flt Lt Lovett, Flt Lt Currie, Flt Lt Allen, FS Billings, FS Thompson, FS Cross, Sgt Farr-Voller, Sgt Green, FS Sayers, FS Robinson.

Sqn Ldr Clegg (Captain), Flt Lt Pickering, Flt Lt Warburton, Fg Off Ardley, Flt Lt Strickland, Sgt James, MAEOp Ashby, Sgt Sunde, FS Mack, Sgt Scott, Sgt Abbott, MAEOp Vickery, FS Bullock.

Sqn Ldr Taylor (Captain), Flt Lt Green, Flt Lt Matthews, Flt Lt Jones, Flt Lt Molloy, Sgt Andrews, FS Weatherall, Sgt Nockolds, Sgt Price, FS Boxall, Sgt Reid, Sgt Miller, Sgt Chippis

Flt Lt Baker (Captain), Flt Lt Coales, Lt Pfeiffer (USN), Fg Off Davies, Flt Lt Atkinson, Flt Lt Laircl, FS Newton, FS Knight, FS Hofland, FS Harryman, Sgt Rhodes, Sgt Brand, Sgt Mitchell, Sgt Smeed.

Sqn Ldr Coffey (Captain), Flt Lt Boddin, Flt Lt MacRae, Flt Lt Prail, Fg Off Channon, MAEOp Painter, FS Benstead, Sgt Davies, FS Parkinson, Sgt Tatters, Sgt Griffiths, FS Turner.

Sqn Ldr Hynds (Captain), Flt Lt Duthie, Sqn Ldr Raeburn, Fg Off Plater, Flt Lt Evans, FS Quinlan, FS Clarkson, FS Palfry, Sgt Reeves, Sgt Bowyer, Sgt Ricketts, MEng Cole.

Flt Lt Coales (Captain), Flt Lt Horscroft, Flt Lt Warburton, Flt Lt Prail, Flt Lt Channon, MAEOp Painter, FS Benstead, Sgt Davies, Sgt Griffiths, Sgt Richards, Sgt Milne, Sgt Rhodes, FS Turner.

Wg Cdr Harris (Captain), Flt Lt Wainwright, Flt Lt Dickson, Fg Off Sweeney, MAEOp Crouchley, MAEOp Poole, MAEOp Cross, FS Palfrey, Sgt Wishart, Sgt Morrice, MEng Wilson.

Flt Lt Matthews (Captain), Flt Lt Macrae, Flt Lt Green, Flt Lt Jones, Flt Lt Molloy, FS Parkinson, FS Brand, FS Reid, Sgt Nockolds, Sgt Miller, Sgt Price, Sgt Chippis.

Sqn Ldr Clegg (Captain), Flt Lt Wight-Boycott (loaned from 206 Sqn), Flt Lt Wyatt, Fg Off Ardley, Flt Lt Strickland, MAEOp Ashby, MAEOp Vickery, Sgt James, Sgt Sunde, Sgt Scott, Sgt Abbott, FS Robinson.

1977

Flt Lt Wingate (Captain) Plt, Flt Lt Cotton Plt, Sqn Ldr Woolven Nav, Fg Off Eley Nav, Fg Off Orr AEO, MAEOp Murgatroyd AEOp, FS Long AEOp, Sgt Scott AEOp, Sgt Miller AEOP, Sgt Dewar AEOp, Sgt Kirtley AEOp, MEng Davey Eng.

Flt Lt Tench (Captain) Plt, Flt Lt Goddard Plt, Flt Lt Dallison Nav, Sqn Ldr Gardner Nav, Flt Lt McLaren AEO, FS Harber AEOp, FS Whitehead AEOp, FS Kirk AEOp, Sgt Griffiths AEOp, Sgt Lilly AEOp, Sgt Wetherell AEOp, FS Smith Eng.

Sqn Ldr Thomas (Captain) Plt, Flt Lt Fitzpatrick Plt, Flt Lt Muir Nav, Flt Lt Lindsay Nav, Flt Lt Goodman AEO, FS Torrance AEOp, Sgt Warrener AEOp, MSig Rainbow AEOp, MAEOp Murgatroyd AEOp, FS Reeves AEOp, Sgt Abbott AEOp, Sgt Parnell, AEOp, FS Hardy Eng.

Flt Lt Metcalfe (Captain) Plt, Flt Lt Macleod Plt, Flt Lt Thornton Nav, Flt Lt Lindsay Nav, Flt Lt Evans AEO, Sgt Crane AEOp, Sgt Ricketts AEOp, Sgt Swindlehurst AEOp, Sgt Hobbs AEOp, Sgt Thompison AEOp, Sgt Brooks Eng.

Flt Lt Furr (Captain) Plt, Flt Lt Hutchins Plt, Flt Lt Larthe de Langladure Nav, Flt Lt Hill AEO, MAEOp Mabon AEOp, Sgt Loosemore AEOp, MAEOp Hide AEOp, Sgt Cowe AEOp, Sgt Smith AEOp, FS Ripley Eng.

Flt Lt Pyle (Captain) Plt, Flt Lt Hutchins Plt, Sqn Ldr Daish Nav, Fg Off Halliwell Nav, Flt Lt McLaren AEO, FS Shipsides AEOp, Sgt Russell AEOp, Sgt Parnell AEOp, Sgt Cornall AEOp, Sgt Antley AEOp, FS Hardy Eng.,

Flt Lt Pyle (Captain) Plt, Flt Lt Trowbridge Plt, Sqn Ldr Woolven Nav, Fg Off Halliwell Nav, Fg Off McLaren AEO, FS Nockolds AEOp, Sgt Price AEOp, Sgt Cornall AEOp, Sgt Richards AEOp, Sgt Wade AEOp, FS Anning AEOp, Sgt Abbott AEOp, Sgt Chips Eng.

Flt Lt Roncoroni (Captain) Plt, Flt Lt Rough Plt, Flt Lt Muir Nav, Lt Lawler (USN) Nav, Flt Lt Goodman AEO, FS Torrance AEOp, Sgt Warrener AEOp, FS Reeves AEOp, FS Anning AEOp, Sgt Abbot AEOp, Sgt Parnell AEOp, Fg Off Elliot Eng.

Flt Lt Sweeney (Captain) Nav, Flt Lt Wingate Plt, Flt Lt Ironside Plt, Flt Lt Fisher Nav, Fg Off Beamish AEO, MAEOp Hall AEOp, FS Whittaker AEOp, Sgt Ross AEOp, Sgt Smedley AEOp, Sgt Charles AEOp, FS Smeed AEOp, MEng Magnall Eng, FS Stafford A1.M.

Sqn Ldr Brazier (Captain) AEO, Flt Lt Christy Plt, Flt Lt Ironside Plt, Flt Lt Brocklebank Nav, Flt Lt Lambe Nav, MAEOp Cross AEOp, FS Williams AEOp, FS Morrice AEOp, Sgt Smith AEOp, FS Benstead AEOp, MAEOp Perkins AEOp, Sgt McGaw Eng.

Flt Lt Furr (Captain) Plt, Sqn Ldr Elias Plt, Flt Lt Larth de Langladure Nav, Fg Off Larkin Nav, Fg Off Nelson AEO, MAEOp Mabon AEOp, Sgt Ricketts AEOp, Sgt Loosemore AEOp, MAEOp Hide AEOp, MAEOp Strang AEOp, Sgt Cowe AEOp, Sgt Ripley Eng.

Flt Lt Pickering (Captain) Plt, Flt Lt Hutchins Plt, Fg Off Plater Nav, Flt Lt Thornton Nav, MAEOp Pears AEOp, Sgt Griffiths AEOp, MSig Martin AEOp, FS Harding AEOp, Sgt Tatters AEOp, Sgt Thompson AEOp, FS Benstead AEOp, Sgt Brooks Eng.

Flt Lt Furr (Captain) Plt, Flt Lt Gateley Plt, Flt Lt Larthe de Langladure Nav, Flt Lt Matthews Nav, Sqn Ldr Sprosen Nav, Flt Lt Piper AEO, MAEOp Mabon AEOp, FS Long AEOp, Sgt Swindlehurst AEOp, Sgt Cowe AEOp, Sgt Smith AEOp, FS Ripley Eng.

Flt Lt Sweeney (Captain) Nav, Flt Lt Wingate Plt, Flt Lt Zarraga Plt, Flt Lt Cockerill Plt, Flt Lt Fisher Nav, Flt Lt Campbell Nav, Fg Off Beamish AEO, MAEOp Hall AEOp, FS Whittaker AEOp, Sgt Ross AEOp, Sgt Charles AEOp, Sgt Ashby AEOp, Sgt Smedley AEOp, Sgt McGaw Eng.

Flt Lt Pyle (Captain) Plt, Flt Lt Hutchins Plt, Lt Lawler (USN) Nav, Fg Off Halliwell Nav, Flt Lt McLaren AEO, FS Shipsides AEOp, Sgt Russell AEOp, Sgt Parnell AEOp, Sgt Cornall AEOp, Sgt Antley AEOp, FS Hardy Eng.

Flt Lt Milliner (Captain) Plt, Flt Lt Cotton Plt, Sqn Ldr Daish Nav, Fg Off Eley Nav, Fg Off Orr AEO, MAEOp Murgatroyd AEOp, FS Long AEOp, Sgt Simpson AEOp, Sgt Scott AEOp, Sgt Miller AEOp, Sgt Dewar AEOp, Sgt Kirtley AEOp, MEng Davey Eng.

Flt Lt Metcalfe (Captain) Plt, Flt Lt Macleod Plt, Flt Lt Thornton Plt, Flt Lt Lindsay Nav, Flt Lt Evans AEO, Sgt Crane AEOp, Sgt Ricketts AEOp, Sgt Ross AEOp, Sgt Thompson AEOp, Sgt Hobbs AEOp, Sgt Brooks Eng.

Sqn Ldr Thomas (Captain) Plt, Flt Lt Christy Plt, Flt Lt Angus Plt, Flt Lt Brocklebank Nav, Flt Lt Lambe Nav, Flt Lt Bray AEO, MAEOp Cross AEOp, FS Williams AEOp, FS Morrice AEOp, Sgt Crouch AEOp, MAEOp Perkins AEOp, Sgt Price AEOp, MEng MacLaurin Eng.

Flt Lt Tench (Captain) Plt, Flt Lt Goddard Plt, Flt Lt Dallison Nav, Flt Lt Soulsby Nav, Fg Off Nelson AEO, FS Harber AEOp, FS Whitehead AEOp, Sgt Griffiths AEOp, Sgt Wetherell AEOp, Sgt Lilly AEOp, FS Smith Eng.

1980

Officer Commanding: Wg Cdr Moore.

Flt Cdrs: Sqn Ldr Gould, Sqn Ldr Stewart, Sqn Ldr Bruce, Sqn Ldr Marshall, Sqn Ldr MacKenzie, Flt Lt Elliot.

Flt Lt Porter N2, Flt Lt Knowles AEO, MEng Bannister Eng.

Crew Two

Flt Lt Zarraga (Captain) Plt, Flt Lt Cowan Plt, FS Anderson Eng, Flt Lt Davis Nav, Lt Cdr Fischer Nav, Flt Lt Yates AEO, MAEOp Sampson AEOp, FS Fisher AEOp, Sgt Whiteside AEOp, FS Brantingham AEOp, FS Hatch AEOp, Sgt Nash AEOp, Sgt Shaw AEOp.

Crew Three

Flt Lt Angus (Captain) Plt, Flt Lt Wrinch Plt, MEng Robinson Eng, Flt Lt Lindsay Nav, Flt Lt Coleman Nav, Fg Off Reid AEO, MAEOp Webb AEOp, Sgt Crouch AEOp, Sgt Starling AEOp, Sgt McCabe AEOp, Sgt Calmus AEOp, Sgt Patel AEOp, Sgt Crabe AEOp.

Crew Four

Flt Lt Millar (Captain) Plt, Flt Lt Morris Plt, Fg Off Roberts Eng, Flt Lt Reay Nav, Flt Lt Collins Nav, Flt Lt Goodman AEO, FS Torrance AEOp, FS P. Abbott AEOp, FS J. Abbott AEOp, MAEOp Seaton AEOp, Sgt Liston AEOp, Sgt Austin AEOp, Sgt Malpass AEOp, Sgt Feist AEOp, Sgt Ferris AEOp.

Crew Five

Flt Lt Cotton (Captain) Plt, Flt Lt Ward Plt, Sgt Hull Eng, Flt Lt Rooke Nav, Sqn Ldr Marshall Nav, Sqn Ldr Channon AEO, MAEOp Tointon AEOp, Sgt Smedley AEOp, Sgt Warrener AEOp, Sgt Scott AEOp, Sgt Kirtley AEOp, Sgt Houghton AEOp, Sgt Mayne AEOp.

Crew Six

Flt Lt Dixon (Captain) Nav, Flt Lt Deveson Plt, Flt Lt Bowerman Plt, Sgt Flint Eng, Flt Lt Moncaster Nav, Sqn Ldr Campbell Nav, Flt Lt McIntyre AEO, MAEOp Stewart AEOp, FS Jamieson AEOp, Sgt Seward AEOp, FS Wright AEOp, Sgt Hobbs AEOp, FS Bramley AEOp, Sgt Kerr-Sheppard AEOp.

Crew Seven

Flt Lt Austin (Captain) Plt, Flt Lt Roberts, Sgt Gibaud Eng, Flt Lt Teather Nav, Fg Off Hopkins AEO, Sgt Smith AEOp, Sgt Andrews AEOp, Sgt Russell AEOp, Sgt Harker AEOp, FS Long AEOp, Sgt Loosemore AEOp, MAEOp Keating AEOp.

Crew Eight

Flt Lt Davies (Captain) AEO, Flt Lt Macleod Plt, Flt Lt Bodiam Plt, Sgt Flint Eng, Flt Lt Henry Nav, Flt Lt Moncaster Nav, FS Tamblyn AEOp, Sgt Aston AEOp, Sgt Dawe AEOp, Sgt Radley AEOp, Sgt Oates AEOp, Sgt Parnell AEOp, Sgt Gillan AEOp.

1983

Crew One

Flt Lt Verrill (Captain) P1, Fg Off Coote P2, Flt Lt Walker N1, Fg Off Meston N2, Sgt Sweeney Eng Fg Off Bullock AEO, , Sgt Harker S1, Sgt Key S2, Sgt Simmons S3, Sgt Richards R1, FS Flint R2, Sgt Whiteside R3, Sgt Kelly R4.

Crew Two

Sqn Ldr Neal (Captain) N1, Flt Lt Rex P1, Fg Off Whittaker P2, MEng Bannister Eng, Flt Lt Porter N2, Flt Lt Knowles AEO, Sgt Oates S1, Sgt Hayes S2, Sgt Smith S3, MAEOP Murgatroyd R1, Sgt Chick R2, Sgt Monckton R3, Sgt Bodiam R4.

Crew Three

Flt Lt Cooke (Captain) P1, Flt Lt Butler P2, Sgt Casey Eng, Fg Off Kessell N1, Flt Lt Shaw N2, Fg Off Soul AEO, MAEOp Gallagher S1, MAEOP Renshaw S2, Sgt Perks S3, Sgt Cripps R1, FS Patel R2, Sgt

Austin R3, Sgt Lister R4.

Crew Four

Flt Lt Tizzard (Captain) P1, Flt Lt Jupe P2, FS Steele Eng, Flt Lt Rooke N1, Flt Lt Weir N2, Flt Lt Kingett AEO, Sgt Ridley S1, FS Wynne S2, Sgt Crawford S3, FS Short R1, FS Fennell R2, Sgt Griffiths R3, Sgt Nisbett R4.

Crew Five

Flt Lt Collis (Captain) P1, Flt Lt Elliott P2, FS Graves Eng, Flt Lt Hawkins N1, Flt Lt Parker N2, Flt Lt Nelson AEO, Sgt Houghton S1, Sgt Bayford S2, Sgt Mottram S3, Sgt Dawe R1, Sgt Harron R2, Sgt Millbank R3, Sgt Bayne R4.

Crew Six

Capt Ferris (Captain) AEO, Flt Lt Merifield P1, Flt Lt Sefton P2, MEng Salt Eng, Flt Lt Davis N1, Flt Lt Ellis N2, FS Smedley S1, MAEOp Bown S2, Sgt Bond S3, Sgt Seward R1, Sgt Hoole R2, Sgt Bird R3, Sgt Dobinson R4.

Crew Seven

Flt Lt Brown (Captain) N1, Flt Lt Coley P1, Flt Lt Robertson P2, Sgt Robinson Eng, Flt Lt Bostock N2, Flt Lt Pearson AEO, Sgt Thomas S1, FS Traynor S2, Sgt Felton-Aksoy S3, Sgt Holmes R1, FS Rumble R2, Sgt Ramsay R3, Sgt Harwood R4.

Crew Eight

Flt Lt Bufton (Captain) P1, Flt Lt Wren P2, Sgt Davies Eng, Lt McCollum N1, Flt Lt Rafferty N2, Fg Off Hermolle AEO, Sgt Malpass S1, Sgt Rodger S2, FS Ricketts S3, FS Tamblyn R1, Sgt Scott R2, Sgt Phillips R3, Sgt Pinson R4.

Uncrewed

Wg Cdr Earl CO, Sqn Ldr Wight-Boycott OC 'A', Sqn Ldr Dixon Nav Ldr, Sqn Ldr Carroll, Sqn Ldr Aram AE Ldr, Flt Lt Threapleton Eng Ldr, Fg Off Smale Nav, Sgt Parnell AEOp, Flt Lt Henry Nav, Flt Lt Ward Plt, Flt Lt Christy Plt, Sgt(W) Riste Adjutant, SAC Fernie Sqn Ck.

1984

Crew No 1 - Nimrod Mk 2

Flt Lt M. Verrill (Captain) P1, Fg Off C. Coote, Fg Off J. Kessell, Fg Off J.M. Meston, Sqn Ldr G.D. Aram, Sgt C.L. Sweeney, Sgt D. Hyams, FS R.J. Flint, Sgt A.M. Kelly, MAEOp D.H.R. Jones, Sgt Harker, Sgt R.A. Key, Sgt J. Simmons.

Crew No 2

Sqn Ldr A.E. Neal (Captain) N1, Flt Lt A.J. Rex, Fg Off C.L. Whittaker, Flt Lt D.W. Knowles, MEng K. Bannister, MAEOp D.E. Murgatroyd, Sgt B.M. Monkton, Sgt M.R. Lister, Sgt C.M.E. Bodiam, Sgt S.T. Oates, Sgt P.L. Hayes, Sgt M.D. Smith.

Crew No 3 - Nimrod Mk 2

Flt Lt R.J. Wren P1, Flt Lt R.A. Butler, Flt Lt A.F. Walker, Flt Lt K.W. Shaw, Fg Off G.D. Soul, Sgt K.C. Casey, Sgt D.P. Cripps, FS R.C. Patel, Sgt B.L. Austin, Sgt W. Nisbet, MAEOp A. Gallagher, MAEOP R.W. Renshaw, Sgt P. Holdway.

Crew No 4 - Nimrod Mk 2

Flt Lt T.W. Tizzarrd (Captain) P1, Flt Lt D.B. Jupe, Flt Lt S.G. Rooke, Sqn Ldr C.J. Lawrence, Fg Off C.T. Bullock, FS P.C. Steele, FS R.T. Short, FS R.S. Fennell, Sgt K.S. Chick, Sgt C.D. Griffiths, Sgt R.J. Parnell, FS D. Wynne, Sgt M.A. Felton-Aksoy, Sgt J. Perks.

Crew No 5 - Nimrod Mk 2

Flt Lt P. Merifield (Captain) P1, Flt Lt T.J. Elliot, Flt Lt P.J. Hawkins, Flt Lt D. Barker, Flt Lt A.F. Nelson, MEng Williams, Sgt R.A. Dawe, Sgt R.J. Harron, Sgt J.M. Millbank, Sgt J.T. Bayne, Sgt M.C.

Houghton, Sgt D.J. Bayford, Sgt D. Mottram.

Crew No 6 - Nimrod Mk 2

Capt L.A. Ferris (Captain) AEO, Flt Lt N. Coley, Flt Lt J. Sefton, Flt Lt M. Rafferty, Flt Lt H.W. Ellis, MEng T. Cruden, Sgt M. Seward, Sgt P. Hoole, Sgt J. Bird, Sgt E. Dobinson, FS E.J. Traynor, MAEOp T.R.I. Bown, Sgt M. Bond.

Crew No 7 - Nimrod Mk 2

Flt Lt C.L. Davis (Captain) N1, Flt Lt N.D. Robertson, Flt Lt I. Gillespie, Flt Lt S.P. Bostock, Flt Lt J.P. Pearson, FS A.W. Graves, Sgt G.H. Holmes, FS T.K. Rumble, Sgt D.G. Ramsay, Sgt J .S. Harwood, Sgt R.K. Thomas, Sgt R.E.T. Crawford, Sgt M.D. Fort.

Crew No 8 - Nimrod Mk 2

Flt Lt K.D. Bufton (Captain) P1, Flt Lt I. Campbell, Lt A.L. McCollum, Sqn Ldr P.M. Dixon, Fg Off M.A. Hermolle, Sgt A. Davies, FS C.W. Tamblyn, Sgt S.A. Scott, Sgt G.E. Phillips, Sgt D.N. Pinson, Sgt P.R. Malpass, Sgt J.P. Rodger, Sgt K.P. Ricketts.

Uncrewed

Wg Cdr D.L.T. Earl OC, Sqn Ldr A.B. Wight-Boycott OC'A', Sqn Ldr G.D. Aram AE Ldr, Flt Lt M.R. Threapleton Eng Ldr.

1986

Crew No 1 - Nimrod Mk 2

Flt Lt P.J. Hawkins (Captain) N1, Flt Lt N.D. Robertson, Flt Lt P.J.Turner, Fg Off S.P. Hayes, H.A.W.G. Millar, FS P. Johnson, Sgt J .T. Bayne, Sgt J. Bird, Sgt G.T. Cox, FS K.P. Ricketts, Sgt R.A. Key, Sgt R.A. Higgins, Sgt P.F. Regan.

Crew No 2 - Nimrod Mk 2

Sqn Ldr A.S.C. Culbert (Captain) P1, Fg Off I.M. Campbell, Sqn Ldr K.B. Taylor, Fg Off J.M. Meston, Sqn Ldr J.C. Davies, Fg Off P.A. Coulson, Sgt J.M. Millbank, FS A.R. Loosemore, Sgt D.N. Pinson, Sgt R.J. Lear, MAEOp A. Gallagher, MAEOp R.W. Bramley, Sgt M.A. Felton-Aksoy.

Crew No 3 - Nimrod Mk 2

Flt Lt J. B. Kessell (Captain) N1, Flt Lt R.J. Wren, Flt Lt M.J. Chatterton, Flt Lt A.D. Harkness, Fg Off A.D. Harris, FS K. Nurse, Sgt M.R. Lister, Sgt K.S.R. Chick, Sgt W. Nisbet, Sgt M.H. Lloyd, Sgt P.L. Hayes, FS M.D. Smith, Sgt P.J. Deeney, MAEOp C.E. Birnie.

Crew No 4 - Nimrod Mk 2

Flt Lt D.P. Jupe (Captain) P1, Flt Lt N.C. Eden, Flt Lt M.S. Rafferty, Sqn Ldr R.J. Hall, Fg Off C.M. Seaton, Sgt N. Paull, FS R.S. Fennell, Sgt C.D. Griffiths, Sgt M.P. Hammond, Sgt N.W.G. Lammond-Lowson, Sgt D.J. Bayford, FS P. Holdway, Sgt A.J. Perks, Sgt B. Dobson.

Crew No 5 - Nimrod Mk 2

Flt Lt R.A. Butler (Captain) P1, Fg Off I. W. Ferguson, Lt P.J. Sisa, Fg Off R.C. Slater, Fg Off A. Steel, Sgt P.C. Winner, Sgt A.M. Kelly, Sgt E. Dobinson, Sgt R. Hinchley, Sgt I.W. Smith, Sgt M.C. Houghton, Sgt D. Mottram, Sgt G.R. Pratt, Sgt D.J. Turner.

Crew No 6 - Nimrod Mk 2

Flt Lt J.L. Porter (Captain) N1, Flt Lt C.H. Coote, Flt Lt N. Hatfield, Fg Off A.M. Smale, Flt Lt V. Dobby, FS P.C. Steele, Sgt P. Hoole, Sgt G.E. Phillips, FS N.H. Jamieson, Sgt M.D. Fort, Sgt N.J. Stokes, Sgt C.T.E. Kneen.

Crew No 7 - Nimrod Mk 2

Flt Lt G.D. Soul (Captain) AEO, Fg Off C.R. Whittaker, Flt Lt B.V. Chimes, Flt Lt K.W. Shaw, Flt Lt A.W.M. Skinner, FS S.F Richardson, Sgt J.S. Harwood, Sgt P.D. Hyams, Sgt R.C. Boatman, Sgt M. Bond, Sgt M.D. McNulty, Sgt L.F. Barrett.

Crew No 8 - Nimrod Mk 2

Sqn Ldr W.J. Seymour (Captain) P1. Fg Off D. Wickham. Flt Lt S.P. Bostock. Flt Lt D. Barker, Flt Lt D.E. Thorne. FS S.A Scott, Sgt C.M.E. Bodiam, FS R.C. Patel, Sgt G.N. Carter, Sgt J.P. Rodger, FS R.A. Wilkinson, Sgt J. Simmons, Sgt M.A. Walker.

Uncrewed

Wg Cdr A.W. Garroch OC, Flt Lt D.W. Knowles, MAEOp D.H.R. Jones, FS D.G. Ramsay.

1988

Officer Commanding: Wg Cdr A.B. Wight-Boycott,

Flt Cdr: Sqn Ldr S. Parfitt, AE Ldr: Sqn Ldr D.W. Knowles, Flt Cdr Trg: Sqn Ldr B. Wallace, Flt Cdr Admin: Sqn Ldr M. Rodgers.

Crew 1

Flt Lt A. Barr (Captain) P1, Flt Lt S. Loney P2, Sgt C. Cooper Eng, Flt Lt P. Basey N1, Fg Off C. Jones N2, Flt Lt V. Dobby/Sqn Ldr Jenkins AEO, Sgt N. Lamond-Lowson R1, Sgt G. Crosby R2, Sgt G. Ormrod R3, Sgt K. McDermid R4, MAEOp R. Bramley S1, Sgt M. Fort S2, Sgt J. Morris S3, FS P. Atkins S4.

Crew 2

Flt Lt R. Slater (Captain) N1, Flt Lt S. Gray, P1, Fg Off I. Sutton P2, FS S. Sheldon Eng, Fg Off B. Hargrave N2, Fg Off R. Wade AEO, FS A. Loosemore R1, Sgt R. Croy R2, Sgt M. Treece R3, Sgt M. Moncur R4, Sgt P. Deeney S1, Sgt P. Regan S2, Sgt K. Temple S3, Sgt G. Hanson VR.

Crew 3

Flt Lt A. Harris (Captain) AEO, Flt Lt A. Kettles P1, Fg Off I. Pell P2, Flt Lt R. Rowlands Eng, Flt Lt A. Deas N1, Fg Off R. Noel N2, Sgt I. Smith R1, Sgt I. Hawksworth R2, Sgt A. Batchelor R3, Sgt M. Hennessey R4, Sgt L. Barratt S1, Sgt R. Sumner S2, Sgt R. Lewis S3, Sgt K. Richmond S4.

Crew 4

Sqn Ldr M. Rodgers (Captain) N1, Flt Lt B. Chimes P1, Fg Off D. Gilbert P2, Sgt J. McIntosh Eng, Flt Lt A. Wilson N2, Flt Lt R. Richards AEO, Sgt W. Nisbet R1, MAEOp D. Hattrick, R2, Sgt P. Holt R3, Sgt I. Tregellas R4, Sgt R. Higgins S1, Sgt B. Dobson S2, Sgt E. Dunning S3.

Crew 5

Flt Lt M. Verrill (Captain) P1, Fg Off I. Madgwick P2, FS N. Paull Eng, Flt Lt P. Marks N1, Flt Lt S. Rooke N2, Flt Lt A. Steel AEO, Sgt R. Lear R1, Sgt G. Maving R2, Sgt P. Barlow R3, Sgt A. Baston R4, Sgt D. Mottram S1, Sgt C. Short S2, Sgt S. Bowyer S3.

Crew 6

Flt Lt N. Hatfield (Captain) P1, Flt Lt D. Longhurst P2, Sgt J. Law Eng, Flt Lt S. Hayes N1, Flt Lt S. Fowler N2, Flt Lt H. Millar AEO, Sgt R. Hinehley R1, Sgt R. Boatman R2, FS P. Warrener R3, Sgt M. Crawford R4, Sgt C. Kneen S1, Sgt P. Burge S2, Sgt I. Wood S3.

Crew 7

Fg Off I. Ferguson (Captain) P1, Flt Lt D. Lee P2, FS P. Johnson Eng, Flt Lt A. Skinner N1, Sqn Ldr B. Wallace N2, Fg Off A. Russell AEO, MAEOp N. Jamieson R1, Sgt G. Carter R2, Sgt D. Cocker R3, Sgt I. Cross R4, Sgt N. Stokes S1, Sgt C. Gimenez S2, Sgt A. Rouse S3, Sgt K. Ward S4.

Crew 8

Sqn Ldr S. Warren (Captain) P1, Flt Lt S. Brennan P2, FS K. Nurse/ FS D. Ryder Eng, Lt R. Meier (USN) N1, Flt Lt D. Howell N2, Flt Lt K. Ridley AEO, FS S. Scott R1, Sgt G. Dack R2, Sgt D. Goldthorp R3, Sgt M. Dolman R4, FS A. Wilkinson S1, Sgt D. Turner S2, MAEOp P. Abbott S3, MAEOp K. Edwards S4.

Uncrewed

FS M. Smith AEOp (S), *Sgt Cripps, Sgt C. Griffiths AEOp, Sgt M. Felton-Askoy AEOp (S), Sqn Ldr D. Knowles AE Ldr, Sgt M. Bond AEOp (S), Sgt E. Dobinson AEOp (R), Fg Off I. Torrance P, Sgt J. Bayne AEOp (R), Sgt D. Pinson AEOp (R), Sgt M. Walker AEOP (S), Sgt G. Pratt AEOp (S).

1989

Officer Commanding: Wg Cdr A.B. Wight-Boycott.

FC OPS: Sqn Ldr M. Rodgers (Nav Ldr), AE Ldr: Sqn Ldr D. Knowles, (DES): Sqn Ldr Stewart, FC Trg: Sqn Ldr S. Parfitt (Plt Ldr). FC Admin: Sqn Ldr Rees, Eng Ldr: Fg Off Nelson.

Crew 1

Flt Lt A. Kettles (Captain) P1, Flt Lt K. Loosely P2, MACR S. Sheldon Eng, Flt Lt S. Rooke N1, Fg Off P. Munro N2, Fg Off T. McLaren AEO, MAEOp D. Hattrick R1, Sgt G. Maving R2, Sgt M. Fleming R3, Sgt S. Ingram R4, Sgt G. Pratt S1, Sgt J. Parsons S2, Sgt M. Tagima S3.

Crew 2

Flt Lt K. Ridley (Captain) AEO, Flt Lt S. Gray P1, P2, Sgt M. Emmott Eng, Flt Lt A. Wilson N1, Flt Lt B. Hargrave N2, Sgt B. Boatman R1, Sgt N. Treece R2, Sgt M. Moncur R3, Sgt S. Finley R4, MAEOp P. Abbott S1, Sgt J. Morris S2, Sgt K. Temple S3, Sgt G. Hanson VR.

Crew 3

Flt Lt A. Deas (Captain) N1, Flt Lt D. Lee P1, Flt Lt J.B. Woolridge P2, Sgt J. McIntosh Eng, Lt J. Anderson N2, Fg Off E. Traynor AEO, Sgt A. Batchelor R1, Sgt M. Hennessey R2, R3, Sgt S. Eyre R4, Sgt R. Sumner S1, Sgt R. Lewis S2, Sgt D. D'Rozario S3, Sgt M. Hunter S4.

Crew 4

Flt Lt D. Gilbert (Captain) P1, Flt Lt P. Cunningham P2, Sgt C. Cooper Eng, Flt Lt S. Fowler N1, Fg Off R. Noel N2, Sqn Ldr H. Stewart AEO, Sgt D. Ormrod R1, Sgt P. Holt R2, Sgt I. Tregallas R3, Sgt P. Hooper R4, Sgt R. Higgins S1, Sgt B. Dobson S2, Sgt G. Stokel S3.

Crew 5

Flt Lt J. Nash (Captain) N1, Flt Lt D. Longhurst P1, Sqn Ldr S. Rees P2, Fg Off J. Nelson Eng, Flt Lt S. Hayes N2, Fg Off R. Forbes AEO, Sgt P. Barlow R1, Sgt A. Baston R2, Sgt G. Graham R3, R4, Sgt M. Walker S1, Sgt C. Short S2, Sgt G Anderson S3, FS J. Perks S4.

Crew 6

Flt Lt. G. Pell (Captain) P1, Flt Lt M. Verrill P2, Sgt D. Garven Eng, Fg Off C. Jones N1, Flt Lt P. Couper N2, Fg Off J. Nash AEO, FS P. Warrener R1, Sgt M. Crawford R2, Sgt S. Morris R3, Sgt C. Gimenez S1, Sgt I. Wood S2, Sgt K. Ward S3.

Crew 7

Flt Lt A. Skinner (Captain) N1, Flt Lt R. Furr P1, Fg Off I. Madgwick P2, Sgt N. Rimmer Eng, Flt Lt R. Fullerton N2, Sqn Ldr D. Knowles AEO, MAEOp N. Jamieson, R1, Sgt D. Cocker R2, Sgt I. Cross R3, Sgt K. McDermid R4, Sgt P. Burge S1, Sgt E. Dunning S2, Sgt T. Rouse S3.

Crew 8

Flt Lt P. Basey (Captain) N1, Flt Lt S. Brennan P2, Sgt D. Rimmer Eng, Flt Lt N. MacKenzie N2, Flt Lt T. Purnell AEO, Sgt G, Crosby R1, Sgt D. Goldthorp R2, Sgt M. Dolman R3, Sgt S. Braithwaite R4, Sgt D. Turner S1, Sgt S. Bowyer S2, Sgt N. Richmond S3, MAEOp K. Edwards VR.

Uncrewed

Sqn Ldr S. Parfitt Plt Ldr, Sqn Ldr M. Rodgers Nav Ldr, Flt Lt R. Slater Dep Nav Ldr, MAEOp P. Atkins Sqn WO, Sgt G. Cripps Eng, Sqn Ldr D. Knowles AE Ldr, Sgt W. Nisbet AEOp (R), Sgt N. Stokes AEOp (S).

Registry

Sgt R.D.S. Campbell, Sgt W. Gibb (WRAF), SAC D. Morgan.

1990

Officer Commanding: Wg Cdr A. B. Wight-Boycott.

Crew 1

Flt Lt S. Rooke (Captain) N1, Flt Lt I. Sutton P1, Flt Lt K. Looseley P2, MEng S. Sheldon Eng, Fg Off P. Munro N2, Fg Off T. McLaren AEO, MAEOp D. Hattrick R1, Sgt G. Maving R2, Sgt M. Fleming R3, Sgt S. Ingram R4, Sgt G. Pratt S1, Sgt J. Parsons S2, Sgt M. Tagima S3.

Crew 2

Flt Lt K. Ridley (Captain) AEO, Flt Lt S. Gray P1, Fg Off A. Gray P2, Sgt M. Emmott Eng, Flt Lt A. Wilson N1, Flt Lt B. Hargrave N2, Sgt B. Boatman R1, Sgt N. Treece R2, Sgt M. Moncur R3, Sgt S. Finley R4, MAEOp P. Abbott S1, Sgt J. Morris S2, Sgt K. Temple S3, Sgt G. Hanson VR.

Crew 3

Flt Lt E. Traynor (Captain) AEO, Flt Lt D. Lee P1, Flt Lt B. Wooldridge P2, Sgt D. Garven Eng, Fg Off R. Noel N1, Sqn Ldr N. Ayres N2, Sgt A. Batchelor R1, Sgt M. Hennessey R2, Sgt S. Eyre R3, Sgt R. Sumner S1, Sgt R. Lewis S2, Sgt D. D'Rozario S3, MAEOp D. Tennant S4.

Crew 4

Flt Lt D. Gilbert (Captain) P1, Flt Lt P. Cunningham P2, Sgt C. Cooper Eng, Flt Lt B. Robb N1, Lt J. Anderson N2, Sqn Ldr H. Stewart AEO, Sgt D. Ormrod R1, Sgt P. Holt R2, Sgt I. Tregellas R3, Sgt P. Hooper R4, Sgt B. Dobson S1, Sgt G. Stokel S2, Sgt R. Higgins S3.

Crew 5

Flt Lt J. Nash (Captain) N1, Flt Lt D. Longhurst P1, Fg Off S. Prior P2, Fg Off J. Nelson Eng, Fg Off I. Howells N2, Fg Off R. Forbes AEO, Sgt P. Barlow R1, Sgt A. Baston R2, Sgt G. Graham R3, Sgt C. Short S1, Sgt M. Walker S2, Sgt B. Anderson S3.

Crew 6

Flt Lt G. Pell (Captain) P1, Fg Off P. Hamer P2, Sgt J. McIntosh Eng, Fg Off C. Jones N1, Flt Lt P. Couper N2, Fg Off J. Nash AEO, FS P. Warrener R1, Sgt M. Crawford R2, Sgt A. Morris R3, Sgt C. Gimenez S1, Sgt I. Wood S2, Sgt K. Ward S3, Sgt M. Hunter S4.

Crew 7

Flt Lt A. Skinner (Captain) N1, Flt Lt R. Furr P1, Fg Off I. Madgwick P2, Sgt N. Rimmer Eng, Flt Lt R. Fullerton N2, Fg Off K. Hughes AEO, Sgt D. Cocker R1, MAEOp N. Jamieson R2, Sgt K. McDermid R3, Sgt P. Burge S1, Sgt E. Dunning S2, Sgt T. Rouse S3.

Crew 8

Flt Lt P. Basey (Captain) N1, Flt Lt S. Brennan P1, Sqn Ldr S. Parfitt P2, Sgt D. Rimmer Eng, Flt Lt K. Gray N2, Flt Lt T. Purnell AEO, Sgt W. Nisbet R1, Sgt D. Goldthorp R2, Sgt M. Dolman R3, Sgt S. Braithwaite R4, Sgt D. Turner S1, Sgt S. Bowyer S2, Sgt N. Richmond S3, MAEOp K. Edwards VR.

Uncrewed

Wg Cdr A. B. Wight-Boycott OC, Sqn Ldr S. Rees Plt Ldr, Sqn Ldr M. Rodgers Nav Ldr, Flt Lt R. Slater Dep Nav Ldr, Sgt G. Cripps, Sgt G. Crosby, Sgt N. Stokes, Sgt I. Cross.

Registry

Sgt R. Campbell, SAC D. Morgan.

1992

Officer Commanding: Wg Cdr C. P. Igoe.

Crew 1

Flt Lt R. Noel (Captain) N1, Flt Lt K. Looseley P1, Fg Off G. Dack P2,

Sgt D. Hopkins Eng, Flt Lt N. Speakman N2, Flt Lt R. Forbes AEO, Sgt M. Hennessey R1, MAEOp A. Loosemore R2, Sgt M. Chaplin R3, Sgt M. Meleady R4, MAEOp D. Muir S1, Sgt K. Ward S2, Sgt M. Hunter S3, Sgt P. Andrews S4.

Crew 2

Flt Lt B. Wooldridge (Captain) P1, Fg Off A. Gray P2, Sgt M. Emmott Eng, Flt Lt K. Gray N1, Sqn Ldr S. Williams N2, Flt Lt M. Andrews AEO, Sgt P. Holt R1, Sgt S. Finley R2, Sgt A. Morris R3, Sgt D. Newth R4, MAEOp P. Abbott S1, MAEOp W. Halley S2, Sgt D. D'Rozario S3, Sgt G. Anderson S3, Sgt G. Hanson VR.

Crew 3

Flt Lt R. Furr (Captain) P1, Flt Lt J. Bowland P2, Sgt P. Heaton Eng, Flt Lt P. Munro N1, Fg Off F. Mitchell N2, Sqn Ldr R. Loynes AEO, MAEOp R. Fennell R1, Sgt S. Eyre R2, Sgt M. Stephens R3, Sgt D. Isaac R4, Sgt L. Hallinan S1, MAEOp D. Tennant S2, Sgt R. Williams S3, Sgt P. Cox S4.

Crew 4

Flt Lt D. Griffiths (Captain) N1, Fg Off S. Prior P1, Flt Lt P. Merifield P2, Sgt S. Newman Eng, Flt Lt J. Pritchett N2, Fg Off K. Mulgrew AEO, Sgt M. Fleming R1, Sgt P. Hooper R2, Sgt M. Widger R3, Sgt M. Crawford R4, FS N. Stokes S1, FS J. Perks S2, Sgt J. Campbell S3, FS P. Harker S4.

Crew 5

Flt Lt B. Robb (Captain) N1, Sqn Ldr J. Horrocks P1, Fg Off B. Watson P2, Flt Lt M. Westbury P3, Sgt N. Rimmer Eng, Flt Lt J. Ager N2, Flt Lt J. Gill AEO, Sgt A. Baston R1, Sgt S. Ingram R2, Sgt G. Graham R3, Sgt N. Hagen R4, Sgt C. Short S1, Sgt J. Morris S2, Sgt A. Pearce S3, FS B. Ashby S4.

Crew 6

Sqn Ldr D. Jenkins (Captain) AEO, Sqn Ldr S. Smith P1, Flt Lt I. Sutton P2, MEng S. Sheldon Eng, Sqn Ldr C. Davis N1, Flt Lt C. Counter N2, MAEOp F. Antley R1, Sgt I. Tregellas R2, Sgt S. Braithwaite R3, Sgt D. Irvine R4, MAEOp I. Brantingham S1, Sgt G. Stokel S2, Sgt K. Temple S3.

Crew 7

Flt Lt C. Jones (Captain) N1, Flt Lt I. Madgwick P1, Flt Lt M. Smith P2, Sgt D. Garven Eng, Lt J. Verfuth N2, Flt Lt K. Hughes AEO, Sgt M. Moncur R1, Sgt A. Dyer R2, Sgt I. Murray R3, Sgt F. Lacey R4, Sgt S. Bowyer S1, Sgt E. Dunning S2, Sgt T. Rouse S3, Sgt G. Wooley S4.

Crew 8

Flt Lt I. Torrance (Captain) P1, Flt Lt F. Steele P2, Sgt A. Chapman Eng, Flt Lt R. Fullerton N1, Flt Lt I. Howells N2, Flt Lt C. Seaton AEO, Sgt S. Davies R1, Sgt M. Crawford R2, Sgt M. Sprigg R3, Sgt A. Denton R4, Sgt M. Tagima S1, Sgt R. Lewis S2, Sgt I. Wood S3, MAEOp K. Edwards VR.

Uncrewed

Wg Cdr C. P. Igoe, Sqn Ldr N. Ayres, Sqn Ldr G. Porter, Flt Lt J. Nelson, MAEOp J. Smeed, Sgt M. Lister, FS A. Batchelor, Fg Off K. Loader

Registry

Sgt R. Campbell, SAC(W) J. Timson

1995

Officer Commanding: Wg Cdr A. W. J. Stewart.

Crew 1

Flt Lt D. White (Captain) P1, Fg Off R. Marshall P2, Sgt I. Woolley

Eng, Flt Lt F. Mitchell N1, Fg Off J. Henderson N2, Flt Lt T. Yates AEO, Sgt M. Mcleady R1, Sgt M. Marle R2, Sgt D. King R3, Sgt A. Bain R4, FS A. Canton S1, Sgt P. Andrews S2, Sgt M. Wood.

Crew 2

Flt Lt S. Smirthwaite (Captain) P1, Flt Lt G. House P2, Sgt J. Cooper Eng, Flt Lt T. Monk N1, Flt Lt S. Adkinson N2, Flt Lt C. Kneen AEO, Sgt I. Murray R1, Sgt N. Hagen R2, Sgt M. Utting R3, Sgt A. Wheatstone R4, Sgt R. Williams S1, Sgt J. De-Vry S2, MAEOp W. Halley S3, FS G. Hanson VR.

Crew 3

Flt Lt G. Staunton (Captain) N1, Flt Lt J. Bowland P1, Flt Lt A. Cant P2, FS A. Jacobs Eng, Capt D. Butler N2, Flt Lt J. Spencer AEO, Sgt D. Irvine R1, Sgt R. Wingate R2, Sgt S. Donohoe R3, Sgt K. Jones R4, MAEOp B. Lloyd R5, Sgt G. Stokel S1, PO M. Kennie S2, Sgt A. Thomas S3.

Crew 4

Flt Lt B. Watson (Captain) P1, Flt Lt G. Bullick P2, Sgt D. Pym Eng, Flt Lt A. Wilson N1, Lt J. Pestovic N2, Flt Lt D. Cooke AEO, Sgt F. Lacey R1, Sgt D. Goldthorp R2, Sgt E. Watkin R3, Sgt S. Oglesby R4, Sgt J. Campbell S1, FS P. Hayes S2, Sgt M. Cowling S3.

Crew 5

Flt Lt K. Mulgrew (Captain) AEO, Flt Lt N. Williams P1, Flt Lt C. Poppleton P2, Sgt A. Davies Eng, Flt Lt P. Couper N1, Flt Lt C. Jones N2, Sgt M. Chaplin R1, Sgt A. Smith R2, Sgt S. Boon R3, Sgt J. Brewster R4, Sgt G. Woolley S1, Sgt S. Page S2, Sgt B. Edmunds S3.

Crew 6

Flt Lt S. Watson (Captain) N1, Flt Lt G. Dack P1, Flt Lt S. Brown P2, Sgt A. Chapman Eng, Flt Lt D. McCormack N2, Flt Lt P. McMillen AEO, MAEOp M. Franks R1, Sgt D. Newth R2, Sgt A. Denton R3, FS M. Seward R4, MAEOp D. Muir S1, FS P. Harker S2, Sgt R. Allmond S3.

Crew 7

Flt Lt B. Dalton (Captain) P1, Flt Lt S. McQuade P2, Sgt R. Green Eng, Flt Lt N. Speakman N1, Fg Off P. Lapham N2, Flt Lt G. Dodwell AEO, Sgt D. Isaac R1, Sgt M. Stephens R2, Sgt S. Few R3, Sgt S. Whaley R4, MAEOp I. Brantingham S1, Sgt K. Brunsden S2, Sgt W. Evison S3.

Crew 8

Flt Lt R. Ross (Captain) P1, Flt Lt D. Audet P2, Fg Off N. Courtaux Eng, Sqn Ldr S. Williams N1, Flt Lt J. Jones N2, Flt Lt R. Cowe AEO, Sgt S. Gwinnutt R1, FS P. Stitson R2, Sgt M. Sprigg R3, Sgt P. Vincent R4, Sgt D. Baker S1, Sgt G. Banstead S2, Sgt E. Masson S3.

Crew 9

Flt Lt I. Marshall (Captain) N1, Flt Lt A. Ross P1, Flt Lt P. Taylor P2, Sgt A. Fisher Eng, Flt Lt A. Skinner N2, Flt Lt B. Searle AEO, Sgt A. Dyer R1, FS A. Kennedy R2, Sgt I. Cross R3, Sgt D. McPherson R4, Sgt K. Temple S1, FS A. Graham S2, FS G. Pratt S3.

Uncrewed

Wg Cdr A. Stewart OC, Sqn Ldr N. Goodenough, Sqn Ldr J. Kessell, Sqn Ldr D. Milne, Sqn Ldr N. Smith, FS P. Whitham, FS T. Tregale.

Registry

Sgt S. Pepper, SAC J. Allan.

1997

Officer Commanding: Wg Cdr G.R.R. Porter.

Crew 1

Flt Lt C. Poppleton (Captain) P1, Flt Lt P. Waugh P2, FS M. Robb Eng, Flt Lt R. Hands N1, Flt Lt A. Mack N2, Sqn Ldr G. Moss AEO, Sgt A. Smith R1, Sgt M. Marle R2, Sgt D. McPherson R3, Sgt P. Vincent R4.

FS T. Tregale S1, Sgt B. Dobson S2, FS M. Tull S3.

Crew 2

Flt Lt P. Taylor (Captain) P1, Sqn Ldr I. Torrance P2, Sgt M. Blythe Eng, Flt Lt S. Adkinson N1, Flt Lt J. Williams N2, Flt Lt J. Spencer AEO, FS S. Williams R1, Sgt M. Utting R2, Sgt E. Watkin R3, Sgt S. Oglesby R4, FS G. Pratt S1, Sgt J. De-Vry S2, MAEOp A. Davies S3, FS G. Hanson VR.

Crew 3

Flt Lt N. Williams (Captain) P1, Flt Lt G. Oliphant P2, MEng S. Sheldon Eng, Sqn Ldr M. Hawley N1, Flt Lt J. Thomson N2, Flt Lt G. Dodwell AEO, FS J. Kennedy R1, FS M. Seward R2, Sgt J. May R3, Sgt M. Cameron R4, Sgt S. Page S1, Sgt W. Evison S2, Sgt M. Fort S3.

Crew 4

Flt Lt J. Bowland (Captain) P1, Flt Lt N. Farmer P2, Sgt A. Fisher Eng, Fg Off J. Henderson N1, Wg Cdr G. Porter N2, Flt Lt C. Timbrell AEO, Sgt D. Goldthorpe R1, Sgt S. Donoghue R2, Sgt K. Jones R3, FS J. Dodds R4, FS J. Campbell S1, FS P. Harker S2, Sgt A. Anderson S3.

Crew 5

Flt Lt P. Couper (Captain) N1, Flt Lt P. Tett P1, Flt Lt M. Smith P2, Sgt R. Green Eng, Flt Lt J. Jones N2, Flt Lt C. Kneen AEO, Sgt A. Denton R1, Sgt N. Hagen R2, FS M. Lister R3, Sgt J. Brewster R4, Sgt P. Andrews S1, MAEOp D. Penlington S2, Sgt B. Edmunds S3.

Crew 6

Flt Lt S. Watson (Captain) N1, Flt Lt A. Hughes P1, Flt Lt G. Hill P2, Sgt G. McQuade Eng, Flt Lt D. McCormick N2, Sqn Ldr P. McMillen, MAEOp I. Dewar R1, Sgt S. Whaley R2, MAEOp B. Lloyd R3, Sgt K. Fitton R4, MAEOp D. Muir S1, FS J. Rodger S2, Sgt M. Cowling S3.

Crew 7

Flt Lt C. Jones (Captain) N1, Flt Lt G. House P1, Flt Lt R. Marshall P2, Sgt D. Pym Eng, Flt Lt E. Paton N2, Flt Lt G. Kilkenny AEO, Sgt I. Cross R1, Sgt D. King R2, Sgt S. Bulleyment R3, Sgt D. Coward R4, Sgt K. Brunsden S1, Sgt S. Gallagher S2, Sgt J. Embury S3.

Crew 8

Flt Lt D. Cooke (Captain) AEO, Flt Lt S. McQuade P1, Fg Off B. Wilson P2, Sgt A. Davies Eng, Flt Lt P. Lapham N1, Flt Lt P. Witts N2, Sgt D. Newth R1, Sgt M. Sprigg R2, Sgt A. Bain R3, Sgt T. Gilbert R4, MAEOp W. Halley S1, Sgt G. Banstead S2, Sgt E. Masson S3.

Crew 9

Flt Lt A. Skinner (Captain) N1, Flt Lt A. Cant P1, Flt Lt S. James P2, Flt Lt N. Courtaux Eng, Fg Off A. Roberts N2, Sqn Ldr B. Dryburgh AEO, Sgt R. Wingate R1, Sgt S. Few R2, Sgt A. Wheatstone R3, FS M. Bond R4, FS P. Hayes S1, Sgt R. Allmond S2.

Uncrewed

Sqn Ldr J. Johnston, Sqn Ldr G. Hillman, Sgt A. Thomas, Sgt M. Wood.

Registry

Sgt S. Pepper, SAC K. Thomson.

2000

Officer Commanding: Wg Cdr C. J. Birks.

Crew 1

Flt Lt J. Williams (Captain) N1, Flt Lt S. Rolfe P1, Fg Off J. Mason P2, Sgt D. McLean Eng, Flt Lt A. Foley N2, Flt Lt G. Kilkenny AEO, FS M. Bond R1, Sgt M. Cameron R2, Sgt J. Teasdale R3, Sgt R. Faulding R4, FS G. Bell S1, Sgt D. Cowling S2, FS R. Walker S3.

Crew 2

Flt Lt G. Oliphant (Captain) P1, Flt Lt G. Cothill P2, Sqn Ldr G. Laing P3, Sgt M. Blythe Eng, Flt Lt J. Thomson N1, Flt Lt C. Perks N2, Flt

Lt C. Kneen AEO, FS J. Dodds R1, Sgt J. Brewster R2, Sgt M. Nightingale R3, Sgt W. Cowan R4, Sgt M. Fort S1, Sgt C. Brown S2, Sgt P. Taylor S3, FS G. Hanson VR.

Crew 3

Flt Lt N. Stokes (Captain) AEO, Flt Lt A. Ross P1, Flt Lt C. Melen P2, FS I. Kelly Eng, Lt Cdr R. Stocking N1, Sqn Ldr R. Atkins N2, FS M. Seward R1, Sgt J. May R2, FS S. Bailey R3, FS P. Stitson R4, Sgt B. Dobson S1, Sgt A. Clarkson S2, Sgt A. Anderson S3.

Crew 4

Flt Lt B. Wilson (Captain) P1, Flt Lt J. Dunning P2, Sgt M. Henderson Eng, Flt Lt A. Roberts N1, Flt Lt M. Blackburn N2, Sqn Ldr E. Traynor AEO, FS P. Salway R1, Sgt D. Coward R2, FS P. Briggs R3, Sgt T. Aldous-Ball R4, FS M. Tull S1, Sgt J. Embury S2, Sgt A. Bell S3.

Crew 5

Flt Lt A. Parry (Captain) N1, Flt Lt D. Staines P1, Flt Lt R. Dibden P2, Flt Lt N. Courtaux Eng, Sqn Ldr J. Lawson N2, Fg Off D. Crawford AEO, Sgt S. Whaley R1, Sgt I. Muir R2, Sgt S. Flavell R3, Sgt D. Gall R4, Sgt M. Wood S1, POG. Flannery S2, Sgt D. Bailey S3, FS S. Smith S4.

Crew 6

Flt Lt J. Jones (Captain) N1, Flt Lt J. Stevens P1, Flt Lt C. Daykin P2, FS M. Robb Eng, Flt Lt D. Williams N2, Fg Off N. Eccleshall AEO, Sgt S. Bulleyment R1, Sgt S. Oglesby R2, Sgt S. Holden R3, Sgt J. Gresswell R4, Sgt M. Kennie S1, FS C. Short S2, Sgt. Stewart-Smith S3.

Crew 7

Flt Lt A. Hall (Captain) N1, Flt Lt S. James P1, Flt Lt S. Ross P2, Sgt A. Fisher Eng, Flt Lt J. Truesdale AEO, Sgt A. Bain R1, Sgt S. Bevan R2, Sgt M. Lean R3, FS M. Dolman R4, MAEOp D. Penlington S1, Sgt D. Young S2, Sgt D. Miles S3.

Crew 8

Flt Lt R. Marshall (Captain) P1, Flt Lt D. Mason P2, MEng K. Nurse Eng, Flt Lt S. Johnson N1, Flt Lt S. Abra N2, Flt Lt T. Croydon AEO, Sgt A. Wheatstone R1, Sgt C. O'Donnell R2, Sgt C. Kingston R3, Sgt S. Eydmann R4, Sgt S. Gallagher S1, Sgt N. Hartley S2, MAEOp A. Davies S3.

Uncrewed

Wg Cdr C. Birks OC, Sqn Ldr D. White, Sqn Ldr D. Holmes AE Ldr, Sqn Ldr K. Girdwood, Sqn Ldr R. Atkins Nav Ldr.

Registry

Sgt G. Reid, SAC R. Massey.

2003

Officer Commanding Wg Cdr A D Fryer

Crew 1

Flt Lt Dunning P1 (Capt), Sqn Ldr Laing P2, Sgt Fellows Eng, Flt Lt Melville N1, Sqn Ldr Devenish Nav Ldr & N2, Flt Lt Irvine AEO, FS Wyatt R1, FS Hagen R2, Sgt Roberts R3, Sgt Flavell R4, Sgt Bell S1, FS Tregale S2, Sgt Banford S3.

Crew 2

Flt Lt Cothill P1 (Capt), Flt Lt Fleckney P2, Sgt Cox Eng, Flt Lt Redican N1, Fg Off Watkinson N2, Fg Off Scarrat AEO, MACR Harrison R1, Sgt Faulding R2, Sgt Cowan R3, Sgt Westwell R4, MACR Short S1, PO Chambers S2, Sgt Bailey S3.

Crew 3

Sqn Ldr Lunnon-Wood P1, Sqn Ldr Thomson P2, Flt Lt Stewart P2, Sgt McLean Eng, Flt Lt Williams N1 (Capt), Flt Lt Wrigley N2, Flt Lt Kneen AEO, Sgt Nightingale R1, Sgt Eydmann R2, Sgt Evans R3, Sgt

Griffin R4, FS Temple S1, Sgt Simpson S2

Crew 4

Flt Lt Chrichton P1, Fg Off Evans P2, MACR Nurse Eng, Flt Lt Madden N1, Flt Lt Cox N2, Flt Lt Williams AEO (Capt), Sgt Muir R1, Sgt Kingston R2, Sgt Wetherell R3, Sgt Salway R4, MACR Tagima S1, Sgt Bedford S2

Crew 5

Flt Lt Ross P1 (Capt), Fg Off Kane P2, Sgt Anderson Eng, Flt Lt Nightingale N1, Fg Off Myhill N2, Flt Lt Crawford AEO, Sgt Teasdale R1, Sgt May R2, Sgt Flavell R3, Sgt Jackson R4, FS Hemmingfield S1, Sgt Miles S2, Sgt Myhill S3.

Crew 6

Flt Lt Bowell P1 (Capt), Flt Lt Slack P2, Sgt Henderson Eng, Flt Lt Currie N1, Flt Lt Hanson N2, Flt Lt Walker AEO, Sgt Coward R1, Sgt Hayward R2, Sgt Niven R3, Sgt Thomson R4, Sgt Clarkson S1, Sgt Gavin S2.

Crew 7

Flt Lt Earl (RAAF) P1 (Capt), Flt Lt Wilcox P2, Sgt Barnes Eng, Flt Lt Couper N1, Lt Gordon (USN) N2, Flt Lt Truesdale AEO, FS Marle R1, Sgt Gall R2, Sgt Gresswell R3, FS Wright S1, Sgt Taylor S2, Sgt Andrews S2.

Crew 8

Flt Lt Daykin P1, Flt Lt Birchall P2, Sgt Proctor Eng, Flt Lt Perks N1 (Capt), Flt Lt Butler N2, Flt Lt Pilkington AEO, MACR Briggs R1, Sgt Medonald R2, Sgt Doherty R3, Sgt Gormley R4, FS Campbell S1, Sgt Winship S2.

Squadron Training Team

Flt Lt Thomas Nav, Flt Lt Ouston AEO, MACR Bailey R, MACR Pratt S.

Uncrewed

Wg Cdr Fryer (OC), Sqn Ldr Parry (FCO), Sqn Ldr Ward (FCA), Sqn Ldr Rolfe (Plt Ldr), Sqn Ldr Allen (AE Ldr), Flt Lt Tickle, FS Smith.

Administration/Operations

Sgt Reid, SAC Todd

APPENDIX XI AIRD WHYTE AND FINCASTLE COMPETITION WINNING CREWS

AIRD WHYTE

1955
Flt Lt Pearson (Captain), Flt Lt Fairbairn, FS Whiter, Fg Off Gardner, Fg Off Skelton, Sgt Hall, Sgt Bawdon, Sgt Booth, Sgt Kennedy, Sgt Rich, FS Barnes, Sgt McCormick.

1969
201 Squadron was awarded the Aird Whyte on the basis of photographically assessed day and night bombing results.

1971
Flt Lt J. Morris RAAF (Captain), Flt Lt M. Willis, MEng Ripley, Flt Lt K. Lamb, Fg Off P. Burdekin, Flt Lt G. Allen, MAEOp J. Greig, Sgt M. Graham, FS Stewart, Sgt B. Tabor, MAEOp G. Bolton, Sgt K. Boxall.

1975
Flt Lt Matthews (Captain), Flt Lt Macrae, Flt Lt Green, Flt Lt Jones, Flt Lt Fryett, FS Hide, FS Reid, FS Nockolds, Sgt Price, Sgt Miller, Sgt Charles, Sgt Chipps.

1976
Flt Lt Green (Captain), Flt Lt Pyle, Lt (USN) H. Smith, Sqn Ldr Woolven, Fg Off McLaren, FS Nockolds, FS Benstead, Sgt Price, FS Reid, Sgt Miller, Sgt Wade, Sgt Chipps, Sgt Jennings.

1978
Flt Lt McLaren (Captain), Flt Lt Cotton, Flt Lt Curnow, Lt Cdr (USN) Lawler, Fg Off Halliwell, Sgt Ross, Sgt Parnell, Sgt Russel, Sgt Cornwall, FS Antley, Sgt Jamieson, MEng Hardy.

1979
Flt Lt D. Angus (Captain), Flt Lt A. Cowan, Flt Lt P. Dixon, Fg Off S. Brown, Fg Off J. Reid, MAEOp I. Kitchingham, Sgt M. Crouch, Sgt R. Starling, MAEOp G. Copsey, Sgt D. Calmus, Sgt H. Leyland, Sgt A. McCabe, MEng A. Robinson.

1981
Flt Lt Bodiam (Captain), Flt Lt Brown, Flt Lt Holder, Flt Lt Tizzard, Flt Lt Steer, Fg Off Eling, Sgt Smedley, Sgt Ridley, Sgt Houghton, Sgt Warrenner, Sgt Scott, MAEOp Tointon.

1987
Flt Lt Shaw (Captain), Fg Off Ferguson, Flt Lt Barr, Flt Lt Coulson, Flt Lt Richards, MAEOp Jamieson, Sgt Carter, Sgt Maving, Sgt Cocker, Sgt Bond, Sgt Barrett, Sgt Gimenez, Sgt Short.

1988
Flt Lt Harris (Captain), Flt Lt Verrill, Sqn Ldr Wallace, Flt Lt Deas, Sgt I. Smith, Sgt Hawksworth, Sgt Batchelor, Sgt Hennessey, Sgt Barrett, Sgt Sumner, Sgt Burge, Sgt Cooper.

FINCASTLE

1970
Flt Lt K.D. Merrett (Captain), Flt Lt J. T. Baker, Sqn Ldr D. Emmerson, Fg Off M.J. Russell, Flt Lt J.H. Beesley, MAEOp R.M. Strang, FS D.F. Cook, FS R.W. Dines, Sgt K.E.H. Hollands, Sgt P.W. Hatch, Sgt D.H.R. Jones, Sgt R.E. Horton.

1975
Flt Lt Matthews (Captain), Flt Lt Macrae, Flt Lt Green, Lt (USN) H. Smith, Flt Lt Fryett, FS Reid, FS Hide, FS Benstead, FS Nockolds, Sgt Price, Sgt Miller, Sgt Chipps.

1976
Lt (USN) H. Smith, Flt Lt Pyle, Flt Lt Trowbridge, Sqn Ldr Woolven, Fg Off McLaren, FS Nockolds, Sgt Price, Sgt Cornall, FS Reid, Sgt Richards, Sgt Wade, Sgt Chipps, Sgt Jennings.

1981
Despite winning the Aird Whyte, 201 Squadron did not represent the RAF this year in the Fincastle competition.

1987
Flt Lt Shaw (Captain), Fg Off Ferguson, Flt Lt Kettles, Fg Off Basey, Flt Lt Coulson, Flt Lt Richards, MAEOp Jamieson, Sgt Carter, Sgt Maving, Sgt Cocker, Sgt Bond, Sgt Barrett, Sgt Gimenez, Sgt Short.

2002
Flt Lt Melen (Captain), Flt Lt J. Mason, Sgt Cox, Flt Lt Perks, Flt Lt Redican, Flt Lt Pilkington, MAEOp Briggs, FS Stitson, Sgt MacDonald, Sgt Doherty, FS Campbell

In 1983 (Flt Lt Collis), 1989 (Flt Lt Slater), 1993 (Flt Lt Andrews) 1999 (Flt Lt Henderson) and 2002 (Flt Lt Melen), 201 represented the RAF in the Fincastle despite not having won the Aird Whyte. The Aird Whyte was actually won by the OCU which is disbarred from competing in the Fincastle competition, so the runners up participate instead.

APPENDIX XII COMMANDING OFFICERS AND BASES

NAME	DATE	LOCATION	DATE
Sqn Cdr A. M. Longmore, CGB, DSO	15.10.14	Gosport, England	15.10.14
Sqn Cdr R. M. Groves	19.1.16	Newcastle (Det. Fit)	18.11.14-2.2.15
Sqn Cdr F. K. Haskins	23.4.16	Dover, England	15.1.15
Sqn Cdr R. S. Dallas	14.6.17	St Pol (Dunkirk), France	26.2.15
Major C. D. Booker	1.4.18	Fumes, Belgium	10.6.16
Major C. M. Leman	18.8.18	Chipilly, France	15.2.17
Sqn Cdr D. G. Donald DFC AFC	1.1.29	Bellevue, France	11.4.17
Sqn Cdr E. F. Turner AFC	20.1.30	Bailleul, France	1.6.17
Sqn Ldr C. G. Wigglesworth AFC	8.5.33	Middle Aerodrome (Bray Dunes), France	2.11.17
Sqn Ldr J. D. Breakey DFC	1.4.35	Dover, England	10.12.17
Wg Cdr J. H. O. Jones	20.8.37	Tetegham, France	16.2.18
Wg Cdr C. H. Cahill DFC AFC	1.2.39	St Marie-Cappel, France	27.3.18
Wg Cdr C. S. Riccard	14.8.40	Fienvillers, France	28.3.18
Wg Cdr W. G. Abrans	9.4.41	Noeux, France	12.4.18
Wg Cdr J. L. Crosbie	23.12.41	St Marie-Cappel, France	20.7.18
Wg Cdr J. B. Burnett	19.8.42	Poulainville, France	6.8.18
Wg Cdr R. E.G. Van Der Kiste DSO	4.5.43	Noeux, France	14.8.18
Wg Cdr K. R. Coates	15.7.44	Baizieux, France	19.9.18
Wg Cdr J. Barrett DFC	22.2.45	Beugantre, France	14.10.18
Wg Cdr J. W. Louw OBE DFC	21.8.45	La Targette, France	27.10.18
Wg Cdr W. H. Tremear	19.2.46	Bethencourt, France	22.12.18
Wg Cdr J. L. Crosbie	5.5.47	Lakedown, England	15.2.19
Sqn Ldr D. H. F. Horner DFC	1.9.47	Disbandment	31.12.19
Sqn Ldr R. C. L. Parkhouse	27.1.49	Calshot, England	15.1.29
Sqn Ldr H. A. S. Disney	7.2.50	Invergordon, Scotland	26.9.38
Sqn Ldr P. A. S. Rumbold	2.11.50	Caishot, England	7.10.38
Sqn Ldr R. A. N. McCreedy OBE	11.11.52	Longhope, Orkneys	6.6.39
Sqn Ldr D. W. Bedford	24.12.54	Lerwick, Shetlands	17.6.39
Sqn Ldr D. G. G. Baird	19.12.55	Calshot, England	7.7.39
Wg Cdr J. G. Roberts DFC DFM	10.10.58	Sullom Voe, Shetlands	7.8.39
Wg Cdr A. C. Davies	18.8.59	HQ at Invergordon, detached to Sullom Voe	6.11.39
Wg Cdr R. B. Roache DFC	5.9.61	Castle Archdale, Northern Ireland	1.10.41
Wg Cdr P.G. South	29.6.63	Pembroke Dock, South Wales	3.4.44
Wg Cdr W. S. Northcott DFC	15.3.65	Castle Archdale, Northern Ireland	3.11.44
Wg Cdr N. Jones	3.10.66	Pembroke Dock, South Wales	27.7.45
Wg Cdr G.A. Chesworth DFC	30.8.68	Calshot, England	1.4.46
Wg Cdr J.B. Duxbury MBE	1.3.71	Caishot, England	1.4.46
Wg Cdr J. M. Alcock	8.10.71	Pembroke Dock, South Wales	19.1.49
Wg Cdr J. H. Harris	6.12.73	Disbandment	31.1.57
Wg Cdr J. Morris	22.8.75	St Mawgan, England	10.10.58
Wg Cdr P. M. Stean	10.9.77	Kinloss, Scotland	14.3.65
Wg Cdr C. T. Moore	3.9.79		
Wg Cdr P. N. Presland	14.9.81		
Wg Cdr D. L. T. Earl	2.9.83		
Wg Cdr A. W. Garroch	27.9.85		
Wg Cdr A.B. Wight-Boycott	13.7.88		
Wg Cdr C.P. Igoe	13.12.90		
Wg Cdr A.W.J. Stewart	23.10.93		
Wg Cdr G.R.R. Porter	14.6.96		
Wg Cdr C.J. Birks	4.12.98		
Wg Cdr A.D. Fryer	2.7.01		



'GUERNSEY'S GIRL II'

The cover picture is a reproduction of an original painting by Flt Lt Neil Foggo (retired). Flt Lt Foggo served on 201 Squadron as an Air Electronics Officer. The painting was commissioned by Wg Cdr Andy Fryer, OC 201 Squadron from July 2001 to December 2003, as a gift to the Squadron, and depicts a typical scene of a Nimrod MR2 of 201 Squadron conducting surface surveillance operations over the Gulf of Oman under Operations VERITAS and TELIC. The Squadron was heavily involved in these operations over an extended period, beginning in September 2001. This particular aircraft (XV241) was given the name 'Guernsey's Girl II' in reference to the close links the Squadron has with the Island of Guernsey. The original 'Guernsey's Girl' was christened during the 1991 Gulf War.





ON THE STEP

ON THE STEP

THE OFFICIAL HISTORY OF NO 201 (GUERNSEY'S OWN)
SQUADRON, ROYAL AIR FORCE - SECOND EDITION

THE OFFICIAL HISTORY OF NO 201
(GUERNSEY'S OWN) SQUADRON,
ROYAL AIR FORCE

SECOND EDITION