

57 & 630 Squadrons' Association



President: Group Captain David Houghton

Secretary: Gordon Lodge
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What a Scorcher - the 2018 Reunion



Once again, the Association enjoyed a weekend of fantastic weather as members gathered at the Petwood Hotel in Woodhall Spa for the 2018 Association Reunion. With the Woodhall Spa 1940s weekend also in full swing, there was lots to see, do and listen to throughout the weekend.

The weekend followed the tried and tested format, with around 75 members and their guests sitting down to dinner on the Saturday night. Our after-dinner speakers included our President who had flown in from Vietnam and OC 57 Squadron, Squadron Leader Mike Waring.



Mike updated members on the Squadron's year and its future development, now that it has taken delivery of the new Grob Prefect training aircraft.

A number of Squadron members accompanied Mike from Cranwell and mixed with Veterans and members in the bar, joined,

as usual, by our Chaplain Richard Benson!



The Raffle and auction conducted by Bill and Ben (our President and Vice-President) raised £1042 for the Association - our thanks to the generosity of those attending, and to the Pantons for donating the taxi Run in Just Jane.

Sunday morning saw around 150 attending the memorial service at East Kirkby, and wreath-laying



at the guardroom memorial. Ice creams were the order of the day afterwards as

the sun continued to blast down.



A flypast by the Battle of Britain Memorial flight Lancaster and a taxi run from 'Just Jane' rounded off a great afternoon.

Sunday evening's dinner



dance was supported by singer Cleo who joined us at short notice after Heather Marie had fallen ill. Cleo was superb and has been booked for next year's dinner/dance.

Next year's Reunion will be on the weekend of Friday 5 – Monday 8 July 2019. Further details and a booking form are at the rear of the Newsletter and also on our website at www.57-630sqnassoc.org



Group Captain
David Houghton

The President's Piece

2018 has been a momentous year for the RAF and, of course, for all those who have served with, been associated with, or are currently part of the Service. For me, the highlight of the 100th Anniversary celebrations and commemorations was seeing 57 Squadron at the heart of the multi-aircraft and multi-formation flypast over Buckingham Palace on 10 July 2018. Elsewhere in this Newsletter OC 57 Squadron talks about that flypast and the Squadron's new aircraft that participated in the event.

Even in the far-flung Socialist Republic of Vietnam (where I am currently serving as the UK's Defence Attaché), we marked the RAF's 100th Anniversary. In our case, we decided to undertake a '100 Nautical Miles for 100 Years' bicycle ride to raise funds for the RAF100 Appeal. Riding through the spectacular countryside West of Hanoi we were greeted warmly by all the locals we met en-route, although I'm sure that they thought we were stupid to be riding up 10% gradient hills (which never seemed to be followed by a

downhill stretch!), in temperatures of +39°C and 95% humidity.

Of course, the other important anniversary for our Association this year occurred on 15 November 2018, which marked the 75th Anniversary of the formation of 630 Squadron. As I have mentioned in the past, we are indebted to OC 57 Squadron for the way in which he ensures that the shared history of 57 Squadron and 630 Squadron is part of the ethos of his squadron – the bravery and legacy of all those who served with 630 Squadron, in the air or on the ground, will never be forgotten.

We are undoubtedly extremely fortunate that our Association has such great links with the current incarnation of 57 Squadron. The role of The Phoenix training the next generation of pilots, ready, willing and able to follow the example set by their predecessors, is critical to the RAF's continued evolution. Thanks to the efforts of 57 Squadron and the innate qualities of the young men and women setting out on their career

in the RAF with The Phoenix, the RAF will continue to be what it has always been – the finest air force in the world.

For those who are unable to attend the Association Reunions or Dining-In Nights, I really hope that this Newsletter, including the information about the events at Woodhall Spa/ East Kirkby, RAF Cranwell and on today's 57 Squadron, will show that the spirit of 57 Squadron and the enduring spirit of 630 Squadron remain in robust health and in safe hands.

Finally, I send my very best wishes to all Association Members and their families for a peaceful and happy 2019 from an enduringly hot, humid, chaotic, smog-bound but fascinating Hanoi. I look forward to seeing all those who can make it at our next Dining-In Night at RAF Cranwell or at the Association's Annual Reunion in July 2019. Until we meet again, my very best wishes to you all.

From the Secretary



Gordon Lodge

Well I think this is my 17th year with the Newsletter and changes are afoot. Production methods have to change due to access to printing and the costs involved. With the development of our new website this is the primary future communication method for the Newsletter and for any interim messages and

news. Tony Gunby, our Vice President and 'Webmaster' has agreed to take on editorship of the Newsletter and I know would welcome any articles or stories from you.

As we move inevitably towards more and more electronic communications, I am concerned that

'Donations' may decrease as we reduce the requirement for postal forms. I must thank Members for their continued support with Donations, and some legacies, over the years. These in no small way have contributed to the strength of our accounts and provide a firm financial footing for our future.

In Memoriam

Sadly, we continue to lose many friends through the inevitable passage of time but who will remain in our memories for many years:

Paul Dalseg - mid-upper gunner in the aircraft in which Gordon's father was navigator. Paul survived the crash and became a Prisoner of War, subsequently surviving the Long March. He returned to Canada after the War and came to many Reunions.

Stan Griffith-Jones - attended many Reunions and had a memorable sense of humour fueling several late nights in the Petwood.

Allan Payne - one of the original founders of the Association and a stalwart on our Committee for many years.

Maureen Stevens - who with her husband 'Stevie' was a great supported of the Association, and became friends with many attending our Reunions over the years.

Other members lost since our last report:

Fred Cole, Hazel Millet, Keith Payne, Tony Weller, Herbert Clark

We will remember them



Money Matters



The Association does not charge a membership fee and therefore relies predominantly on the generosity of Members, their relatives and friends who make donations throughout the year. The Reunion Raffle and Auction also contribute welcome income - this year a total of £1042.

During the past year, the Association also gratefully

received a total of £1495 in donations.

Total outgoings of £2699 were primarily connected to the Reunion and the costs associated with distribution of the Newsletter.

The annual accounts are presented to, and approved by, Members at the annual Reunion. As at 1 September 2018, the Association account

stood at £6542 credit.

If you would like a copy of the accounts please contact the Treasurer (Treasurer@57-630sqnassoc.org).

You can also contact the Treasurer, or the Secretary (secretary@57-630sqnassoc.org) if you would like to discuss legacies.

Privacy -Your Rights



"...we will never share your data without your consent..."

The Association takes your privacy seriously. New data protection legislation came into effect in May 2018 which enhances your protection.

As a member, you have shared limited personal information with us which allows us to communicate effectively.

For some members, this information is incomplete and those of you to whom this applies will have received a separate letter with your copy of this Newsletter which asks you to help fill in the gaps.

There has been lots of neg-

ative press reporting lately about website and data security. While we can never be absolutely certain that our website will not be compromised, we have invested in a website which enjoys the most up-to-date secure platforms and software.

Most importantly, you can be assured that we will never share your personal information without your consent and nor do we use it for 3rd party marketing.

The Association's Privacy Policy sets out your rights under the new laws and is available via our website.

If you do not want us to retain your information, you can request that we delete it from our records – see the Privacy Policy for how to do this. That is your right, but without this very limited personal information, we would be unable to communicate with you and sadly have to cancel your membership as a result.

To make a request, or to ask any questions about what information we hold and your rights, contact the Association's Data Protection Officer at privacy@57-630sqnassoc.org

Research



Air Commodore
Wendy Rothery

Interest in and enquiries about 57 Sqn and 630 Sqn have continued at pace throughout the last 12 months, prompted no doubt by the RAF Centenary and the opening of the International Bomber Command Centre and Memorial in Lincoln.

These have included letters and emails from relatives, academics involved in research, and members of the public who have tended graves or become interested in knowing more about individuals and crews from 57 Sqn and 630 Sqn.

I was delighted to hear from a lady whose Grandfather flew the DH4 on 57 Sqn in 1917, and to meet Carmen at the annual reunion in July when we discovered that her Grandfather had been on 57 Sqn at the same time as mine and that they had flown on the same operational missions!

Responding to these enquiries is not only a pleasure but it is a huge privilege to be able to give people more information about their relatives and, in many cases, to keep memories alive.

I was also delighted to meet up with Steve Stevens DFC in February, who featured as one of 100 RAF heroes in the RAF Centenary Celebrations <https://m.facebook.com/royalairforce/posts/10156391007179885>



The main purpose of my visit, in addition to catching up with Steve, was to listen to a recording he had made in the aftermath of a bombing raid on Essen in July 1943 while serving with 57 Sqn. Thrilled at finding such a rare piece of archive material, I arranged for the broadcaster Dan Snow to interview Steve and capture the story of the raid. Dan posted two podcasts about Steve on his History Hit website under the title: 'The Unheard Tapes of Bomber Command with Steve Stevens'.

One of the podcasts is a download of Steve's 35 minute recording; the other is the TV interview Dan did with Steve at his home in March, in which he asks Steve about the recording and how it came to be made. To hear Steve's recording, you need to access Dan's website <https://www.historyhit.com> and go to the podcast at <https://www.acast.com/dansnowshistoryhit/theunheardtapesofbombercommandwithstevestevens>

To watch Dan's interview with Steve, go to <https://tv.historyhit.com/watch/30755757> You will be in for a treat. At the age of 96 Steve has made a unique contribution to the history of 57 Squadron and Bomber Command more generally.

Steve was one of the WWII Veterans who were given unique early access to the International Bomber Command Centre (IBCC) in Lincoln on 19 January before it opened to the public on 12th April.

Located on Canwick Hill, overlooking the City of Lincoln, the aim of the IBCC is to tell the personal stories of members of Bomber Command, ground crew and civilians impacted by the bombing campaigns during the Second World War. The centre will also provide a comprehensive record of the role of Bomber Command's squadrons and digitally display historical documentation and photographs relating to the activity of Bomber Command.

The city of Lincoln was selected for the location of the IBCC because 27 RAF Bomber Command stations (over a third of all Bomber Command stations) were based in the county during World War II. The large amount of airfields led to Lincolnshire being nicknamed "Bomber County".

Research (continued)



Within the grounds of the IBCC the Spire Memorial was erected on 10 May 2015, reflecting the connection to Lincoln Cathedral.

A view of Lincoln Cathedral, a prominent landmark for aircrews, forms an important part of the vista from the centre of the Memorial Spire. Created out of Corten A weathering steel, it is based on the dimensions of the wingspan of a Lancaster bomber, being 102 ft (31.09 m) high and 16 ft (5 m) at the base.

The spire is encircled by walls carrying the names of all 57,871 men and women who gave their lives while serving in or support-

ing Bomber Command. It is the only place in the world where all these losses are memorialised.

The centre has already collected more than 800 personal experiences of Bomber Command veterans from around the world, as well as from civilians impacted by the bombing campaigns and those recording the impact on Lincolnshire of having so many RAF personnel arrive.

You can find more details at <https://internationalbcc.co.uk/> I would encourage you to visit and to contribute to the archive collection.

A further highlight of the RAF Centenary celebrations was the commissioning of a new piece of choral music which included some poetry vignettes marking key moments in the RAF's history. One of these was a tribute to a 57 Sqn crew who ditched on the night of 21/22 June 1944 following a bombing raid on Wesseling. The Pilot was Flt Lt 'Nick' Nicklin RNZAF, the Navigator my grandfather, Flying Officer Bill Martin, and the Flight Engineer, Sergeant Geoff Copeman, whom many of you will know.

The poem written in tribute to the crew's actions that night was penned by my husband, Dai, who also sang with the London Concert Choir when the new work was performed for the first time.

A-Able

*Job done, the bomber heads o'er sea for home,
Seven give silent thanks for brief respite
From deadly flames aloft and guns below,
Then battle-damaged Merlins falling quiet,
Lancaster descending into the gloom,
A single engine not enough to keep
Them up, yet gives the precious gift of time.*

*The dread order sounds: "Prepare to ditch!"
And young men scramble to complete their drills.
Skipper calmly calls the dwindling height
To darkest meeting with the North Sea's swell.
Shattering, hissing impact, silence, then
Stirring within a broken bird, emerging
Into night seven dazed and bloodied men.*

*Afloat in flimsy raft they watch, watch
Dimly as faithful mount slides to the deep.
Alone, wet, cold and far from safety's catch.
But with day's glimmer also glimmers hope.
Dashed hopes as airborne searchers move away,
Only to rise as engines near and eyesight keen
Spies single flare and turns their glorious way.*

*Salvation overhead, they wave and cheer,
They're found! "Help coming" blinks the signal lamp.
And from the East a rescue launch appears,
Survivor's joy and swift return to camp
To find new absent friends, belongings packed.
Others that night had paid a heavy price.
Six dozen empty chairs, six dozen eggs un-cracked.*

The full story of that night's mission, as told by my Grandfather, is below.

Research (continued)



On the night of 21 June 1944, Lancaster Mk III ND 471 "A-Able" of No 57 Squadron took off from RAF East Kirkby as part of a raid on an oil plant at Wesseling, Germany. It did not return, though its crew did. Its navigator was Flying Officer William Fisher Martin, who for his actions on this and other missions was awarded the Distinguished Flying Cross. These are Bill Martin's memories of that flight.

"We huddled together in the rocking dinghy, seven very scared, very wet and very much at sea airmen. We watched with a sense of loss the large starboard wing of good old A for Able sinking lower in the water. She had carried us safely through our last 15 ops and she was now going down into the depths of the North Sea. It had all happened very quickly."

"It had been a tough one, with four separate attacks by a rocket-firing night fighter and we were thankful when we safely crossed the Dutch coast and headed out to sea. Suddenly, A for Able started to swing round back towards the East."

Both starboard engines had stopped. The Flight Engineer soon found that fuel tanks which should have contained over 200 gallons were now empty. The port inner engine also stopped and the last remaining engine was coughing badly. The Engineer changed the cross-feeds to the main tanks and all 4 engines burst into life briefly before 3 of them stopped again. The fuel supply lines had clearly been damaged by flak encountered near the Dutch coast.

"The Skipper's voice came quietly to us over the intercom. "Prepare to ditch." A few minutes while everyone collected their remaining wits about them and made their respective preparations. I hastily fixed our position and passed it in message form to the Wireless Operator, who had immediately commenced distress signals."

"All too soon came the dreaded order "Ditching stations!" We took off our harnesses, inflated our Mae Wests and scrambled back to our crash positions. "Escape hatches off!" "1000 feet", "500 feet", "200 feet", "Prepare for impact!" – we braced ourselves for the smack. Crash – and then oblivion! When I scrambled to my feet the water was up to my knees and Snowy the Bomb Aimer was thrusting the dinghy packs into my hands. In pitch blackness I stumbled to the upper escape hatch and thrust them up into the awaiting hands. I scrambled up through the hatch and breathed a sigh of relief as I saw the Skipper crawling along the top of the cabin. We were all out then? Onto the wing – already awash – then into the dinghy."

"Slowly we quieted ourselves and tried to take stock. The Skipper's face was a mess, he was bleeding freely and was a bit dazed. Someone fumbled in the darkness for the first aid kit. Then we realised there was more water in the dinghy than we would like. Snowy tore off his flying boot and we began to bale. Eventually we got organised, rigging the mast for the portable radio transmitter and turning the handle, which gave us a ray of hope. The occasional wave broke over us and soon we were cold and miserable and feeling very sorry for ourselves. Dawn came slowly, after we had been in the water for nearly 3 hours."

"At about 8 o'clock, we were roused by the sound of engines and saw, low and well to the South, a couple of aircraft speeding Eastwards, probably off to photograph the damage we had done the previous night. Time dragged by until we heard engines again and saw a large aircraft below cloud and well to the South. Miserably we watched it turn away and disappear. Later we heard it again and I took the flare pistol from my battle dress. As it turned some distance from us I fired off a cartridge. It carried on. They hadn't seen it!"

"Shortly before noon it reappeared and I waited until it seemed near enough and fired off another cartridge. Again it turned away and we sat back, our hopes dashed. Then it turned and, this time, seemed to head straight for us. I reloaded hastily and fired again, and this time there was no mistake. They had spotted us! Scrambling to our feet we cheered and waved as they banked and flew over us. A bigger dinghy was dropped and inflated on impact. We paddled over to it and climbed aboard. It was wonderful, the lift in morale, once we felt safe."

"The aircraft kept station above us for about an hour before signalling by lamp: "Help coming". Soon after, we saw the bow waves of a naval vessel approaching"

Research (continued)



When they boarded the rescue launch they had been afloat for 12 hours. An investigation revealed that their emergency calls had not been heard and that they had been lucky to have been rescued so soon. The aircraft that spotted them was on a separate mission looking for dinghies that had been dropped the previous day, but once they were seen the air-sea rescue system swung quickly into action.

On the afternoon of the flight, the crew had done the usual pre-ops check flight, a short trip to make sure that everything was working correctly and flown early enough to allow the engineers to fix any snags. It was a bright, sunny day, and the trip was uneventful. After they had made their way back to their parking spot, the pilot made an unusual decision that was to prove vital for their safety. He decided they should practice their ditching drill.

Ignoring the hoots of derision from their colleagues and groundcrew in the June sunshine, they went through the ditching routine, even extracting the dinghy from the fuselage and carrying it out onto the wing. The Skipper could not explain why he decided to run the drill but, when debriefed, the crew attributed their safe escape to the fact that they had just practiced for the event. It was a message quickly passed to other bomber units.

The Wesseling raid itself was a disaster for 5 Group; of 133 aircraft that got airborne from their English bases, 37 were lost, mainly due to night fighters that intercepted the bomber stream over Holland. 200 men lost their lives, 44 became prisoners of war and 9 evaded capture. RAF East Kirby alone lost 12 aircraft that night. A-Able's crew was the only one to return.

Flight Lieutenant William Fisher (Bill) Martin DFC RAF

News from the Frontline



Squadron Leader
Mike Waring

2018 has been an exciting year all round, with the Royal Air Force celebrating its centenary in spectacular fashion and 57 Squadron starting a new chapter in its delivery of Elementary Flying Training (EFT) as part of the Military Flying Training System (MFTS), a partnership between the Ministry of Defence (MoD) and appointed Service Providers.

57 Squadron has seen its biggest change for some years, with 2018 marking the end of Tutor operations and the transition to the Grob 120TP Prefect. This transition necessitated a squadron move from the somewhat outdated hangar/operations building on Rauceby Lane into the new purpose-built Sykes Building located on RAFC Cranwell West Camp. It has taken a while but the modern/austere building is starting to feel like an RAF squadron home again. Whilst such major changes have resulted in many

challenges for all concerned, the Squadron is well positioned, as we near the end of our first year under the MFTS contract, to face the challenges that remain.

The delivery of EFT using the Prefect aircraft is part of a wider program aimed at updating UK Military Flying Training, a



Grob G 120TP 'Prefect'

program that involves the introduction of a partnerships between the MoD, Ascent and Affinity. Ascent, a Lockheed Martin/Babcock joint venture, is the consortium responsible for the design and delivery of training (ground training, operations and flying training), whilst Affinity manages

News from the Frontline (continued)

and maintains the Prefect aircraft we use. MFTS has changed the way 57 Squadron delivers flying training; the introduction of ground-based training equipment and glass cockpit aircraft will better prepare our students as they progress through their flying careers onto ever more complex aircraft. The EFT syllabus we deliver has also seen the welcome re-introduction of aerobatics, a key component for the development of aircraft handling skills and self-confidence in the air. These developments should lead to improved quality of training, and have been well received by all personnel involved.

57 Squadron is also responsible for; Multi-Engine Lead-In to prepare students for the Multi-Engine training on the Phenom; Basic Fast Jet Lead-In to prepare students for the new Texan TR6; a Fixed-Wing refresher course for fixed wing pilots who have been out of the cockpit for extended periods and former Rotary pilots; and Weapon Systems Officers (WSOs, previously known as Navigators) 'training' to expose new WSOs to the airborne environment and develop their Airmanship. The breadth and scope of the 57 Squadron task has certainly expanded!

Ab-initio student output this year has been low given the primary focus has been on converting Qualified Flying Instructors (QFI) from the Tutor to the Prefect. Squadron QFIs have also been busy developing the Fast Jet Lead-In and Multi-Engine Lead-In course syllabi. March 2018 saw the graduation of the last 4 students to be trained by 57 Squadron using the Tutor; 2 (Royal Navy) officers were streamed Fast Jet and will continue their training at RAF Linton on Ouse, and 2 (RAF) officers were streamed Remotely Piloted Air System and will continue their training in the USA before returning to the UK. At the time of writing, our first cohort of EFT students on the Prefect are all progressing well and are scheduled to graduate in November 2018.

57 Squadron QFI numbers have been rising throughout the year as staff complete the Prefect conversion courses run by 'C Flight'. Confusingly, C Flt appears as a 57 Squadron flight but has its own Officer Commanding and is therefore not under my

command. Work is in progress to assign the unit its own squadron badge.

57 Squadron now holds 7 fully trained QFIs, with 10 more due to finish in late 2018/early 2019. Although QFI student training progress has been affected by fluctuations in aircraft availability and runway resurfacing works at RAF Cranwell, the Squadron is well positioned for the planned increase in ab-initio student pilot throughput in 2019 and beyond.

57 Squadron hasn't just been focused on the delivery of its flying training task. Much like the rest of the RAF, the Squadron has jumped headlong into the RAF centenary celebrations that have taken place across the country. Many of our recent students have been involved in centenary parades, the 'RAF100 Aircraft Tour' [acting as WWII aircrew] and the RAF100 Dining-in Night at College Hall Officers' Mess.

Without a doubt, the highlight of 57 Squadron's participation in the celebrations were the Royal Flypast over Buckingham Palace on 10 July 2018 and the parading, by Flt Lt Paul Twedde, of the 57 Squadron Standard on Horse Guards Parade. Many of my staff and students took up the opportunity to attend the RAF100 day celebrations in London where they eagerly watched 3 of our Prefect aircraft make their mark as part of the larger formation flypast.

Two of 57 Squadron's future QFIs, Flt Lt Paul Laugharne and Flt Lt Chris Carrington-Smith, conducted much of the planning for the Prefect element of the flypast and were lucky enough to have a bird's eye view on the day. Regrettably, I was still being trained up on the Prefect and therefore missed out on the opportunity to participate in the flypast. However, I did get to witness it on the Mall with my wife, a fantastic spectacle and one I am sure you were all proud to witness too.

57 Squadron also continues to play an active part in RAF Cranwell Station life. Many of the Squadron's personnel have competed in the monthly Commandant's Cup sports events. Currently, the Squadron sits in 3rd place overall having won the cricket and been runners-up in the football; only 2 more events remain and the Squadron is poised to steal 1st place!



prepare students for the new Texan TR6; a Fixed-Wing refresher course for fixed wing pilots who have been out of the cockpit for



News from the Frontline (continued)

Squadron personnel also competed in Service or Inter-Station level events: Lt Matt Harding RN (Royal Navy Judo Championships), Fg Off Alex Farronds (RAF Judo Championships) and Flt Lt Ollie Whyatt (Inter-Station golf) to name just a few.

Despite a busy year for all, the Squadron continues to contribute to the 57 & 630 Squadrons' Association, a link that we are all proud to maintain. In March,

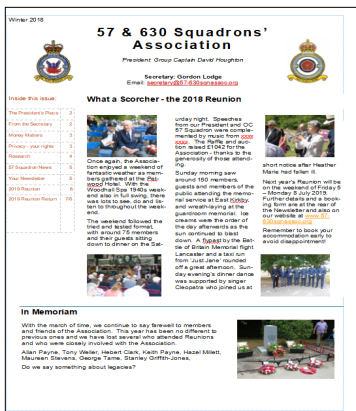


Association members were invited to attend the 57 Squadron 'End of Another Era' Dining-in Night, marking the end of Tutor flying on the Squadron.

It was absolute pleasure to host 15 members of the Association, and special thanks must go to FS Len Manning who regaled us with incredible stories of his time on the Squadron in WWII. The next 57 Squadron Dining In Night is scheduled for March 2019, precise date to follow in due course. The Squadron also sent a selection of students to the 57 & 630 Squadrons' Association Reunion Dinner and Memorial Service in July, an event thoroughly enjoyed by all who could attend. With the increasing influence of civilian organisations in the RAF, MFTS being a case in point, our link with the Association is integral in reinforcing the history, spirit and ethos of 57 and the RAF to the students, in the RAF, MFTS being a case in point, our link with the Association is integral in reinforcing the history, spirit and ethos of 57 and the RAF to the students, long may the relationship continue.

Your Newsletter and Your Website

We hope you like the new format of the Newsletter and its slightly earlier publication this year.



Taken together, these factors have persuaded the Committee that the time is right to embrace the new technology and reduce our future costs by focusing our communications efforts through the website.

Therefore, this will be the final Newsletter that is produced and distributed in hard copy. From 2019, we want to encourage all Members to view or print the Newsletter via the website.

However, we recognise that some Members do not have access to a computer, or a friend or family member that is able to print the Newsletter for them.

So if you want to receive a hard copy in black and white, please contact the Secretary and we will arrange for this to be produced and delivered to you.

The Association's Website was relaunched after a complete overhaul last year. Around 100 hours of development

work was put into the new site and many more by your Webmaster as



he wrote, and re-wrote, some of the stories which you will find there.

Within the Forums area, there is a User Guide for the Website which explains how you can contribute directly to what is being displayed.

We get around 150 'hits' on the website each month, many as a result of Google searches. New stories, updates and news are the lifeblood of the website, so we would welcome any ideas from Members about new stories or articles that we could publish.

2019 Association Reunion

July 2019

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
27	1	2	3	4	5	6	7
28	8	9	10	11	12	13	14
29	15	16	17	18	19	20	21
30	22	23	24	25	26	27	28
31	29	30	31	1	2	3	4

The 2019 Association Reunion will be held over the weekend of Saturday 6 July and Sunday 7 July.

The weekend will follow the usual format with support from 57 Squadron and the Standard Party on the Sunday.

It would be good to see more Members and their guests at all of the functions over the weekend. In particular, if you only plan to attend the Sunday ser-

vice, why not think about staying for the Dinner/Dance that evening - you will enjoy it.

As an incentive, costs for next year's reunion functions have been capped at 2018 prices!

Further details are below and a Reunion Form is included at the back of this Newsletter. These are also available online via the website. **Please submit your returns to the Secretary by 30 April 2019.**

Saturday 6 July - Petwood House Hotel

- 2.30pm Afternoon tea
- 7.00pm for 7.30pm Dinner – dress lounge suits/blazers

Sunday 7 July - East Kirkby/Petwood House Hotel

- 11.45am Memorial Service in Hangar – medals may be worn
- 57 Squadron Standard Party
- Memorial - Last Post & Laying of Wreaths
- 3.00pm BBMF Flypast at 3.00pm
- 7.00pm for 7.30pm Informal Dinner Dance

Accommodation and Function Rates

Petwood House Hotel Residents

4 Nights

B&B, 2 restaurant dinners, 2 function dinners (Sat & Sun) £410 pp

3 Nights

B&B, one restaurant dinners, 2 function dinners (Sat & Sun) £315 pp

2 Nights

B&B (Fri & Sat), one restaurant dinner, and one function dinner £210 pp

B&B (Sat & Sun), 2 function dinners £215 pp

1 Night

B&B and function dinner £115 pp

Non Residents

£45 pp for each function dinner

Stop Press

57 Squadron Tie



The Association and the Squadron have agreed to collaborate on production of a new 57 Squadron silk tie. Further details will be posted on the website once delivery time-scales have been confirmed with the supplier. Each tie is expected to be priced at £16 plus P&P. There will be a relatively limited stock available, so watch out for further news to avoid disappointment.

RAF Cranwell Dinner



As we were about to go to print on this Newsletter, OC 57 Squadron has confirmed that Association members and their guests are once again invited to join the Squadron at a Dinner Night to be held at the RAF College Cranwell on Friday 22 March 2019. Further details will be published on the website as soon as they become available.

And finally..... Your Association Needs You

I am indebted to the many contributors to this Newsletter who have taken the time to provide me with words and photographs. I hope that you agree that the result is a great read!

In the same vein, we endeavor to publish new stories, and updates to older ones, whenever we can on the website. Often, the basic information that form these stories comes from amateur researchers, many of who have no direct link with either 57 or 630 Squadron. However, I know that we are only scratching the surface and bringing you a very small percentage of the stories that must exist.

Our newsletter and the website play an important role in providing Association members and the general public with information about current activities and events, but also in building and safeguarding a valuable research archive which will remain available for many years to come.

So I want to sign off this 2018 Newsletter with a little challenge to all Members - old and not so old.

Is there a story from your time on 57 or 630 Squadron that you would be willing to share? It might be one relating to flying, to your time as part of the groundcrew team, or a social event. It might be about Squadron personnel - there have always been 'characters' on the Squadrons (although squadron commanders are not keen on having too many of them).

Perhaps you are interested in tracking down a former colleague or family member. Maybe there is something more generally that you think Association members would be interested in hearing about.

Whatever it may be, please get in touch with me and let's discuss how we might develop a story, or a Forum debate. You don't need to be an accomplished author and I would be delighted to help you develop the story for publication.



Tony Gunby

57 & 630 Squadrons' Association



57 & 630 Squadrons' Association – Committee Members

President:

Group Captain David Houghton

Vice-President/Webmaster:

Group Captain Tony Gunby

Secretary:

Gordon Lodge

Membership Secretary:

Wing Commander Mike Bracken

Information Officer:

Air Commodore Wendy Rothery

Treasurer:

Clare Gillard

Following a discussion between interested parties at RAF Scampton in 1977, the 57 & 630 Squadron's Association was formed and on 7 October 1979, the memorial to 57 and 630 Squadrons was dedicated on the former site of the RAF East Kirkby guardroom.

The Association provides former members of these two historic squadrons, their families and friends, with a forum through which to honour and remember those that have served with one of the squadrons. It also maintains the link between the two squadrons and their wartime airfield base at RAF East Kirkby which, for over 20 years, has been home to the Lincolnshire Aviation Heritage Centre. The association is fortunate to remain closely linked with today's 57 Squadron based at RAF College Cranwell. The Association holds a Reunion over the first weekend of July each year, in Woodhall Spa/East Kirkby, Lincolnshire.



57 & 630 Squadrons' Association - Reunion 2019

Surname		First Name (s)	
Address		Telephone No	
		Email	
	Squadron No		

Staying at the Petwood, function costs included and charged to room	
Function	No attending
Dinner (Sat 6 July)	
Informal Dinner (Sun 7 July)	

Staying elsewhere, cheque to Association when submitting Reunion form			
Function	Cost pp	No attending	Total Cost
Dinner (Sat 6 July)	£45.00		
Informal Dinner (Sun 7 July)	£45.00		
Sub Total			
Donation to Association funds			
Total Enclosed			

Memorial Service – Sun 7 July	Number in your party attending

Signature:.....

If you require a receipt, please enclose a stamped and addressed envelope with your reservation form and cheque.

Petwood residents will have function (s)) charged to rooms, however any donations would be appreciated prior to the Reunion.



57 & 630 Squadrons' Association - Reunion 2019

Special Requirements	
Names of party – Surname and First name	
Number of vegetarian meals required for party	
I wish to sit with	
I require additional facilities (e.g. wheelchair)	
Any other remarks	

Payment

Petwood residents will have function (s) charged to rooms. Those staying elsewhere should send cheques to the Secretary, Gordon Lodge, **NO LATER THAN 30 April 2019**.

Donations to the Association, in addition to function costs, are always gratefully received.

All cheques should be made payable to '**57/630 Squadrons' Association**'

Gordon Lodge
28 Ghyllwood Drive
Bingley
BD16 1NF
Email: secretary@57-630sqnassoc.org