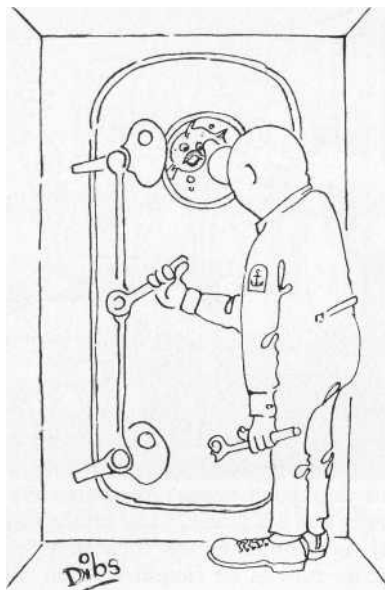


In September (just as we were beginning to get the caisson opening times weighed off) the DED came to an end, and on the 26th we sailed for trials: without leaving 'Y' Unit on the jetty, as had been suggested!

Then followed a Full-power Trial; noise-ranging trials off Portland; and two weeks of tightening-up nuts and bolts and restoring the machinery to a ship-shape condition before returning to Guzz on 9 October.

It was while entering Guzz that a small disturbance in 'B' and 'Y' engine-rooms marked the loss of several blades off their respective propellers as the ship touched the bottom. 21 October saw EAGLE once more tucked into No. 10 dock, after a very disgruntled BULWARK had been pulled out of the dock half-way through her refit, and it was there that EAGLE had to suffer the indignity of being fitted with an odd three-bladed propeller. (It was widely rumoured that whilst the ship was in dock again, FDEO actually found the Golden Rivet - it had popped out of the bottom of one of the avcat tanks.)

A week after entering dock, DBS once again cleared up their spaghetti, the dock was flooded and we were off to the Moray Firth, in the beginning of November, before a visit to Southampton. Southampton holds bitter-sweet memories for the catapult crews, who spent the whole period sorting out



sealing-strip problems on the catapults, but for all the others it made a welcome break from trials and work-ups.

October saw Cdr Howard relieve Cdr Dennison as the MEO and in November many states Amber and Red during the second work-up in the Bristol Channel. It was during one such state Amber that the Maren Department was rocked to its foundations by a young Greenie who came down to the MCR and asked if there were any 'L' defects for him to fix!

After Christmas at home and another AMP, EAGLE sailed for the Mediterranean. First stop was Gibraltar for a quick rabbit-run, but it turned out to be remembered more by the Mareneers for their part in fighting the fire that swept the superstructure of the BYZANTIUM - a Cypriot cargo ship at the detached mole. It was with great enthusiasm (and, no doubt, visions of villas built with salvage money) that the technical boarding parties and HQ1 staff humped tons of foam, hoses, extinguishers, and such like equipment by boat across to the mole. (Talking of salvage money. . .)

And so, via Villefranche with its splendid (but slightly blurred) memories, to Malta. On the way, a full-power trial was held during which 'B' unit struggled valiantly to keep their end up with their three-bladed disadvantage, and the Badgers caught the COD: the 1,000th recovery since the DED.

It was on the way back to Plymouth after the self-maintenance period in Malta that the following conversation took place, the bridge having telephoned the EOOW in the MCR: EOOW (on bridge) - 'Are we in fact doing 108 revs on all shafts?' EOOW (in MCR) - 'Yes, doing 108 on all shafts.' EOOW (after pregnant pause) - 'Well, we are not going as fast as we usually do for 108 revs; can you see if you can do anything about it?'



**Maren 'X' Unit:** \* LMEM Yorky Lamber; MEM Dodger DRODGE; MEM Oscar RIDLEY; MEM Father GOBBETT; LMEM George CARR; MEM Paddy HANLON; JMEM Steve BINNEE; LMEM Jasper COLLIER; JMEM Ganges DAMES; MEM Taff LAKE; LMEM Soapy WATSON; MEM Reg WHITEHOUSE; MEM Quas ABBOTT; LMEM Mick GOODE; MEM George TURNBULL. \*\* JMEM Tiny HAYWARD; MEM Ginge FOSTER; MEM Jim GREEN; MEM Mick WEBBER; JMEM Skin HEASMAN; MEM Dolly GRAY; MEM Robbie ROBERTSON; MEM Lorry LORENTSEN; MEM Dave GUNTER; LMEM Bogie KNIGHT; MEM Patch MORRIS. \*\*\* MEA3(P) Graham STOKES; MECH2 Curly HOWARD; MECH2 Slim MACDONNOUGH; POMEM Max BRAND; MEA2(P) Jock FORRESTER; MEA2(P) Shag TUCKWELL; MECH2 Dicey TRAYNOR; MECH3 Florrie FORD; MEA2(P) General CONEY; MECH2 Speedy SPENCER; POMEM Jan MEEKINS; POMEM George ROUTLEDGE; POMEM Jan THOMSETT; POMEM Steve DYBALL. \*\*\*\* MEA2(P) Reg HARDY; MECH1 Fred GASKILL; MEA1(P) Pete BRYANT; MECH1 Pincher MARTIN; CH.MECH George SCOTT; Lt D. J. CRITCHLEY ('X' UO); CMEM Terry MORIARTY; MEAI(P) Chris HIBBS; MECH1 Bungy EDWARDS; MEAI(P) Dave VINES; POMEM Tug WILSON. \*\*\*\*\* MEM Whisky WALKER; JMEM Buck TAYLOR; MEM Ernie BECKETT; MEM Scouse MCCALLÉN; MEM Dai JENNINGS; MEM Bungy EDWARDS; MEM George BENTON; JMEM 'Big Jock' CAMPBELL; MEM Gibbo GIBSON.

After yet another assisted maintenance period in Devonport (AMP, three small letters, but oh, what a wealth of meaning to the Maren Department), we sailed for the long leg of the commission - to the Far East.

The first run ashore was in Capetown, where all those who had never been before were able to put its reputation for hospitality to the test. By all accounts, it passed the test admirably, and it was with dark rings under the eyes that we sailed for Singapore for ... yes, another AMP.

It was on the passage from Singapore to Sydney that the tragic explosion and fire occurred in the Port Lox plant. To most onboard the prospects of runs ashore in Sydney, Wellington and Fremantle were looking decidedly dodgy; but, in the end, the programme remained unchanged, and it was a question of 'take your jacket off' as the Shipwrights, Greenies and Badgers knuckled down to repair the damage - no mean task, and one which kept everyone busy almost until the second visit to Singapore.

In Sydney, JMEM Slattery, the youngest junior rate onboard, presented the flowers to Elizabeth McCracken when she came onboard: which reminded us that Maren has the youngest junior rate, the oldest junior rate (LMEM 'Sticky' Bunn) and the longest-serving rating onboard (MEM 'Danny' Kay, who has served in EAGLE since July 1965).



'OK, Chief, slap her into third and put your foot down'

After Sydney, the Badgers had to do some quick maths and consulted graphs and tables before recovering and launching some Australian Skyhawks and a Tracker, while on the same day most of them saw their first 'live' barrier run, as we caught a Vixen with a collapsed port undercarriage.

Wellington will never be forgotten for the incredible kindness of the New Zealanders; and Fremantle, the next stop, for the Ship's Company dance. A marked lack of 'birds', especially towards the end of the evening, reduced at least one divisional officer to holding a divisional meeting in one corner of the dance floor. During the flash-up in Fremantle, a request for permission to turn the shafts under steam was sent to the OOW on the quarterdeck. The reply came back: 'Yes, that's OK, but you will only be turning the shafts, not the blades, won't you?'

From Fremantle it was back to the delights of Tiger, Chinky Nosh, and Bugis Street before dodging Typhoons for two weeks and then a 12-day SMP in Hong Kong (or the 'all-time rabbit run'). With the strenuous boat routine and choppy waters the shipwrights, who could appropriately be called 'the splinter section' of the Department, had to take time off from making picture-frames, Ship's crests and cement-boxes to repair the numerous battered Ship's boats. Their diversity of trades after Hong Kong even stretched to catching rats in the potato locker.

It was a long haul from Hong Kong to Durban - fifty-seven days (after the visit to Mombasa had been cancelled) - but it provided opportunities for the white moles of the Maren Department to stretch their legs on the flight deck and catch up with the much-neglected 'bronzing'.

Fifty-seven days at sea is one of the longest stretches that the Big E has ever done without a maintenance period, and so it is not surprising that she needed a rest every bit as much as we did. The rest, if it can be called that, came in the form of a really tremendous visit to Durban over Christmas and the New Year. It is fitting that the last run ashore should have been considered by most of the Department to have been the best ever.

Then we set off for home - and even on the last lap the old girl showed that she still had life in her as she was



**Maren 'Y' Unit:** \* JMEM Alex ALEXANDER; JMEM Frank SLATTERY; JMEM Pete HANDLEY; MEM Stan STANLEY; MEM Mac McKINDOE; MEM Albert COSTELLOE; MEM Phil MCKINLAY; MEM Mick MCCALLION; MEM Ginge WADE; MEM Bing CROSBY; MEM Ginge PICKUP; JMEM Tug WILSON; MEM George MELLETT; LMEM Robby ROBISON; MEM Buster BROWN; LMEM Oily HALFORD. \*\* LMEM Big Robby ROBISON; MEM Fred FREESTONE; MEM Wiggy BENNETT; MEM Badger BROOKE; MEM John BUFTON; MEM Pricey PRICE; MEM Brum MOLESWORTH; MEM Tab HUNTER; MEM Taff HEWETT; MEM Yorky PREECE; MEM Jan COLEMAN; MEM Polly PERKINS; MEM Basher BATES. \*\*\* LMEM Baggy BAKER; POMEM Sam SANSOM; POMEM Spike HUGHES; POMEM Brian HEWITSON; MEA2(P) Don DONALDSON; MECH2 Albert PEARSON; MECH3 Taff EVANS; LMEM Pug PEPLOS; LMEM Pincher MARTIN; LMEM Ian NEAL. \*\*\*\* MEA1(P) Spud MURPHY; MEA1(P) Arty SHAW; POMEM Ken HUMPHRIES. POMEM Bomber WELLS CMEA(P) Dave DA-SILVA; Lt M. J. SHORT (Y U O); CMEM Buster BROWN; MEA1(P) Jim JEFFRIES; MEA2(P) Plod SPRINGER; MEA1(P) Dolly GRAY; MEA1(P) Dick COULSON. \*\*\*\*\* MEM 'H' HAZLEHURST; MEM Tich McKECHNIE; MEM Marty CROSSLEY; MEM Thatcher THATCHER; MEM Cyril JACKSON; LMEM Jock DALY; LMEM Jumper CROSS; JMEM Smudge SMITH; JMEM Waggy WAGSTAFF; LMEM Victor JOHNSON; JMEM Glyn MARK. On Watch: MEA2(P) Geoff ANTCLIFFE; MEA2(P) Brian JENKINS; MECH2 George HODGSHUN; MEA2(P) Spike WHITLEY; MEM Louis SPENCER; MEM Dick COMBSTOCK; MEM Charlie ROBB; MEM2 Scottie SCOTT.



**Chippies' Division:** \* MEA(H) WATERS; MEA(H) BRENCHEER; MEA(H) DAVIS; MEA(H) HARDY; MEA(H) BRIMBLECOMBE; MEA(H) BLACKBURN; MEA(H) VEAL; MEA(H) POTTER; MEA(H) HULBERT; MEA(H) MAYS; MEA(H) DONATI; MEA(H) WHITE. \*\* MEA(H) BEAL; MEA(H) ATKINS; MEA(H) COLLEY; MEA(H) MARLOW; MEA(H) CANDY; CMEA(H) GARTELL; S/Lt COWELL; Lt-Cdr WADY; FCMEA(H) HUSBAND; MEA(H) WARD; MEA(H) VOISEY; MEA(H) STORRS; MEA(H) CLEWES; MEA(H) SMITH. \*\*\* MEM BURTON; MEM PRICE; MEM MCINDOE; MEM MCKECHNIE; MEM WATSON; AB BANKS; JS MAULDON; JS MCMURDOE; AB TOZER; AB BRAMMER; AB FERRY; AB BRUCE; AB LACEY; MEM STAPLES.

required to steam at twenty-seven knots for twenty-four hours. Everything, and everybody, got pretty hot, but all went smoothly and she made a great impression all round.

During the last few months of the commission the Maren Training Section managed to put some of the stragglers through the hoop to bring the grand total of those who have qualified for advancement (all rates) to just over 200, not including all those who acquired their boiler watchkeeping certificates and AMCS.

We obviously cannot close without delving into the mine of useless information: 100,000 tons of furnace fuel oil, and 20,000 tons of AVCAT were

burned up, while the evaps managed to push out something over 200,000 tons of fresh water, all since the DED. Come to think of it, the oil companies still owe us 10,407,128 Green Shield stamps from the first half of the Commission alone....

From Hong Kong we were on the way home - but, in spite of this, 'Y' unit still had the dubious distinction of being trailed more miles than any other unit, and had its shaft locked more times than any other unit. Their MEA(P)s spent more hours inside a steam drum at 130°F than any others, but by the end of the Commission the stokers, MEA(P)s and mechanics gave the impression of being the most experienced (or so they say), the fittest, and

perhaps the happiest onboard. They did become, however, prone to break into hysterical laughter occasionally and 'Y' unit officer was heard walking around muttering incessantly something about wishing the wizzer would fall off the end so that he could turn in for an hour or two.

Before long, EAGLE will be no more than memories to all who served in her. For the Maren Department she will conjure up memories of the Auto Controls Workshop, middle watch sarnies, funnel smoke, limers, Harry Boiler Fronty, DCEO's voice, endless RASing, zizz, pipes, bumph, boat routines, painting and cleaning, rounds, the Auto Controls Workshop....



**Badgers Division:** \* MEM MCILROY; MEM TUCKLEY; LMEM DEAN; MEM JACOBS; NILM RUSSELL; MEM DANGAR; LMEM VINN; MEM E. T. JONES; MEM ROBINSON; MEM ANDERSON; MEM A. JONES; MEM HOWARTH; MEM DEMPSTER; MEM J. D. REILLY; MEM PIATOWSKI; MEM WIGZELL; MEM JELLICOE; LMEM R. J. A. BARKER; MEM MCINTYRE. \*\* MEM MILLEN; MEM JENKINS; MEM E. J. JONES; MEM GEEN; MEM GILES; MEM MARGAN; MEM R. A. SMITH; LMEM GRAY; MEM CLIFTON; MEM SKIBINSKI; MEM BLANCHE; LMEM WILSON; MEM DURNFORD; LMEM SAUNDERS; MEM GILL; MEM JOHN; LMEM KELLY; LMEM BRIGGS; MEM DOLLEY; MEM FISHLOCK; LMEM GIBBONS. \*\*\* MEM REFFELL; MEM ATKINSON; MEM MUTTICK; LMEM DENNENY; MEM BEARDMORE; MEM WILD; LMEM RENDELL; POMEM TODD; POMEM STRUTTON; POMEM NEWLANDS; POMEM MOULD; POMEM STOKES; LMEM WHITTHREAD; LMEM P. BARKER; MEM FULLARTON; MEM FRASER; MEM SAMS; MEM LEACH; MEM LONG. \*\*\*\* MEM LECKENBY; MEM NICOLL; POMEM ELDER; MEA(P) FRIER; MEA(P) LAY; MECH WARK; MECH JOINER; MEA(P) MOYLE; MEA(P) VAUGHAN; MEA(P) STUBLEY; MECH WILBRAHAM; MEA(P) ROGERS; MEA(P) STAPLETON; MEA(P) VOISEY; POMEM BRAZIL; POMEM MCGLOIN; POMEM GALLACHER; MEM MANSFIELD; MEM BROTHERS. \*\*\*\*\* MEA(P) ELLIOT; MECH LUNN; CMEM THOMSON; CMEM BRAY; S/Lt WARD; Lt-Cdr TEAPE; Lt WILLINGALE; S/Lt RAPKINS; CMEA(P) OLD; MEA(P) GRABHAM; MEA(P) PARKINSON. \*\*\*\*\* MEM ADDIS; MEM FILLINGHAM; MEM COUNIHAN; LMEM BOYD; LMEM KING; MEM MORTON; MEM MILLER; MEM CUSSELLE; MEM M. REILLY; MEM DANIELS.

# THE AIR ENGINEERING DEPARTMENT

The role of the AED is to co-ordinate the maintenance of the squadrons, support them and provide a link with the ship.

The responsibilities of the department include Aircraft Control on the flight deck and in the hangars; Safety Equipment; Air Engineering Services and Support; Air Ordnance; Air Electrical and Air Electronic Workshops. AED also co-ordinate and control the numerous engineering reports and returns made by the squadrons.

**Aircraft Control** is the section of the department where the link-up between the squadrons and the ship is the most obvious. In addition to being responsible to the AED, the section has responsibilities to the Air Department and co-ordinates all movements of aircraft and equipment on, around, and to and from the flight deck and hangars. 'If asked a question you should know the answer' seems to be the key to success for the section's members with the divers problems and requirements that are thrown in their direction there are times when making the flying programme work is the least of their problems.

Backing up the Aircraft Control section are the **Hangar Parties**. These are the men who are responsible for the security and safety of everything in

the hangars. Their primary job is the movement of aircraft in the hangars so that serviceable aircraft are available at the lifts to go on deck and spaces are available for unserviceable aircraft that require to be worked on in the hangars. This requires a considerable amount of organisation and co-ordination. The ultimate test of this organisation came when the ship's port liquid oxygen plant caught fire and the hangars had to be emptied of aircraft 'at the rush'. This was achieved in a most professional manner, very quickly, with no fuss and no damage to aircraft.

Also working in the background of the hustle and bustle of flying stations is the **Safety Equipment Section**, which is responsible for servicing the parachutes and life-rafts (with their associated survival packs) and working the miracle of actually putting quarts into pint pots. The majority of the equipment used is serviced every fourteen weeks, so the task is almost non-stop when considering the 56 ejection seats of the jet squadrons, 15 static seats of the Gannets and 24 static seats of the Sea Kings, not forgetting also the SAR Wessex Flight.

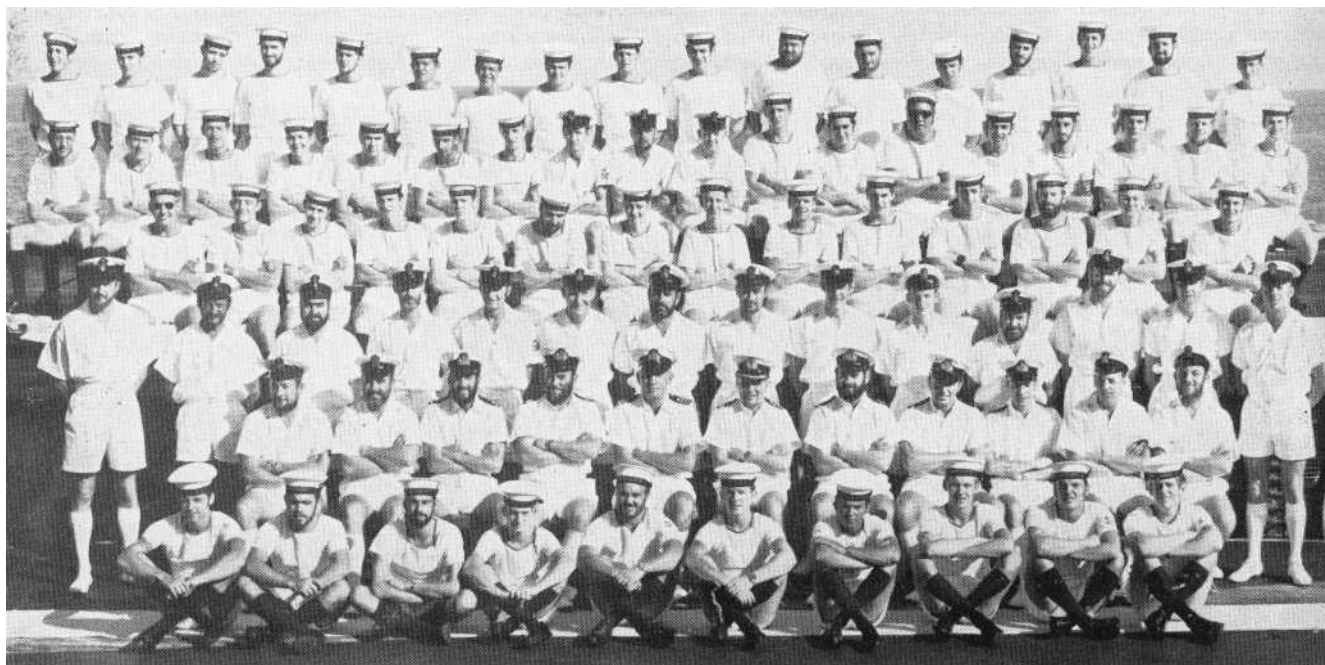
The **Air Engineering Services** section is responsible for the direct services from the ship to the squadrons

on the flight deck and in the hangars. These include fuel, air, electricity and also the filling of liquid oxygen packs for the use of heavy breathing Vixen and Buccaneer aircrew and providing gaseous oxygen for the more sedate Gannets. The section also provides hydraulic pressure by means of a ring main with 24 consoles to facilitate the ground testing of aircraft hydraulic systems.

Other direct services come under the collective heading of **Ground Equipment**. This covers a multitude of items, including the supply and servicing of 9 mechanical handlers, 17 power-driven hydraulic rigs, 50 jacks and 22 replenishment cans and trolleys.

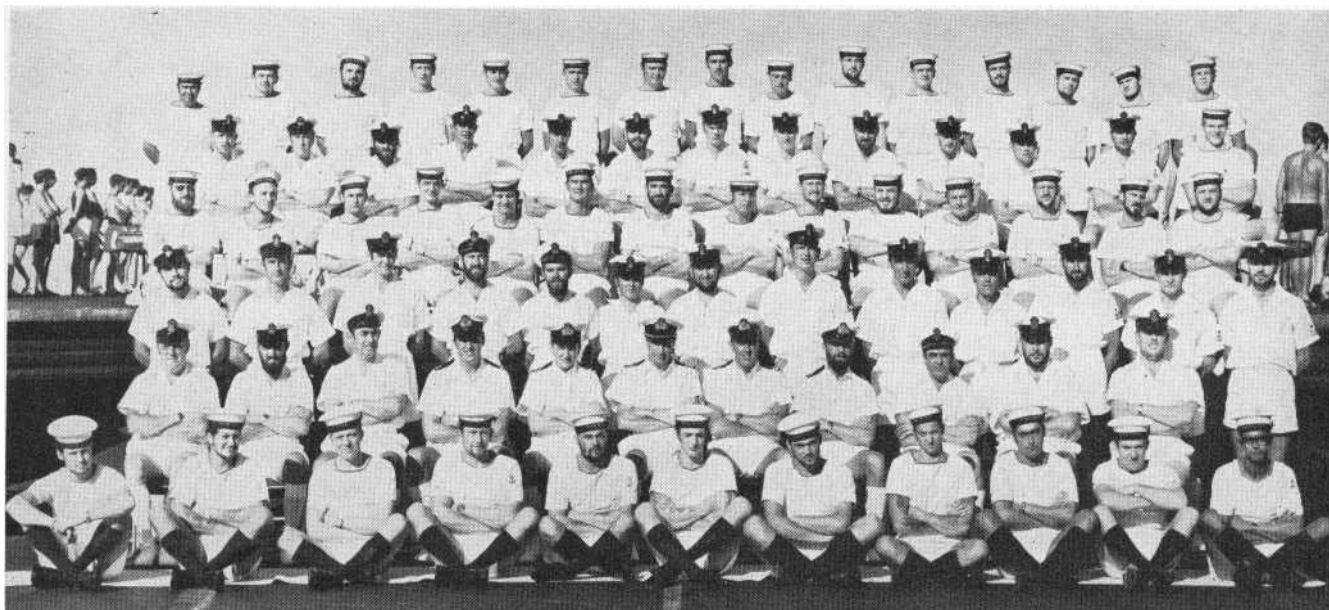
The section is also responsible for the maintenance of the ship's motor transport (three Land Rovers) and also the crash and salvage equipment, including Jumbo - the large, yellow mobile crane.

The **Support Section** of AED provides support for the squadrons while they are away from their parent station. Although squadrons are considered fully equipped and self-contained units, to enable them to be fully independent would mean a vast increase in the size of each squadron. As each squadron's basic requirements are the same, this service can be condensed into this one



**Air Engineering Department - Services; Support; Safety Equipment; Aircraft Handlers:** \* NAAH HARRISON; NAAH COPELAND; LA HARRIS NAAH BEARD; NAAH WHITE; NAAH SOANES; NAAH BOWMAN; LA CAHILL; NAAH WOOD; LA NEWSOME; LA PRING; LA MCQUAID; NAAH STEVENS; LA ELLIS; NAAH DUNNE; NAAH AHERN; LA MEENAN. \*\* LAM COLLINS; NAM RYAN NAM BALDRY NAAH STEWART; NAM HILL NAM TITT; NAM WOOD; POAF ACTON; POAF PESKETT; POAH HIGGINS; NAM PETERS; NAM JOHNSON; LAM BRETTILL; NAM GRODEN; LA SEALY; NA HILL; NAM NA RIPLEY; EMA BUTLER. \*\*\* LEM(A) DALE; NAAH CURD; NAAH CARUANA; NAAH CURLING; NAAH MCCONNELL; NAAH THOMPSON; NAAH MCQUIRE; NAAH PALMER; NAAH THOMPSON; NAAH COOKE; NAAH FLICK; LAM SYMES; NAM COSTON; LAM Cox. \*\*\*\* POAF ROWE; POAF ECCLES; POAF MONAHAN; AM2 BOHILL; POAF ALEXANDER; CAF NEWHAM; AM1 LIDDLE; CAA TRAPNELL; AA1 SINCLAIR; AA1 DAVEY; CAF KELLY; AA1 JOHNSON; AM1 WEIR; POAF OLIVER. \*\*\*\*\* AM1 YOUNG; AM1 THOMPSON; S/Lt D. MCFADZEAN; Lt B. GODEFROY; Lt-Cdr J. N. NUTTALL; Cdr J. E. HOMMERT; Lt G. L. STEPHENSON; S/Lt P. J. MOLLOY; S/Lt J. S. CANT; CA MANSLEY; AA1 YOUNG. \*\*\*\*\* LAM REDMAN; NAM WILSON; NAM TAYLER; NAM BREMNER; LAM MCNALLY; NAM DEANS; NAM PUHLHOFER; NAM ROUND; LAM EVANS; LAM CLARKE.





**Air Engineering Department: Ordnance - Electrical - Radio - Guided Weapons:** \* LAM(O) PRESTIDGE; NAM(O) MITCHELL; EM(A) BIDDER; REM(A) REEL; LEM(A) FALLON; EM(A) SMITH; REM(A) TIMOTHY; LAM(O) BALDWIN; LAM(O) MARSH; REM(A) DABELL; AB SIMMONS; LAM(O) GARNER; NAM(O) REYNOLDS; OEM(A) KNOX; LAM(O) WHITWAM. \*\* RELMN2(A) SAUNDERS; ELMN1(A) CUFF; POEL(A) LILLEY; POEL(A) WHITWORTH; OELMN2(A) DAVEY; ELMN2(A) SWAN; POEL(A) FURNEAUX; POEL(A) CHILTON; POEL(A) SMITH; POAF(O) JAMES; POEL(A) JONES; POEL(A) COOPER; NAM(O) CLAKE. \*\*\* EM(A) GAWTHROPE; REM(A) CURTIS; LREM(A) McEWEN; EM(A) BLOOR; REM(A) WHOTTON; EM(A) HAMILTON; LREM(A) PARRY; LAM(O) HUTCHESON; LEM(A) DAVISS; LREM(A) MORRISON; LAM(O) HUFTON; OEM(A) PITT; NAM(O) DAVIES; EM(A) LEE. \*\*\*\* REA1(A) WARD; REA1(A) POTTER; REA1(A) EDGINGTON; ELMN1(A) CAMPBELL; REA1(A) CROOKS; REA2(A) JOHNSON; POEL(A) WHITE; EA2(A) GLASS; POEL(A) TITLEY; POAF(O) OLIVER; POAF(O) ALEXANDER; EA2(A) STURGESS; RELMN2(A) GRANT. \*\*\*\*\* CEL(A) HOLLAND; CRELMN(A) EVANS; CREA(A) ROBBINS; Eng S/Lt R. S. LANGTON; Lt-Cdr R. M. KENNEDY; Cllr D. A. JONES; Eng Lt J. CHAMBERS; Eng S/Lt J. F. B. GALE; CELMN(A) MARRIOTT; CAA(O) HUGHES; COEL(A) CARROLL. \*\*\*\*\* NAM(O) McGUINNESS; LAM(O) DEACON; OEM(A) DUNNINGTON; LAM(O) KINCH; LAM(O) CLARK; NAM(O) AMSCHL; OEM(A) STOCKDALE; NAM(O) COLLIER; NAM(O) SCOTT; LOEM(A) KENNEDY; LAM(O) FORSTER.

section. It provides a large workshop facility including hydraulic bay; tyre bay; expert welding; sheet-metal repairs; fitting and turning; and a section which has had a steadily increasing task - the engine repair section.

One aspect which is sometimes welcomed is the **Inspection Section** or 'The Friendly Policeman', whose main aim is to ensure correct standards and practices are maintained by the squadrons and by the AED itself. This section also provides the expertise as far as flaw and crack detection is concerned, using the very latest methods available.

Last but not least, in the Support Section is the **Head 'bunf' Office**, co-ordinating all the many records, returns and information required by those in their many offices in UK.

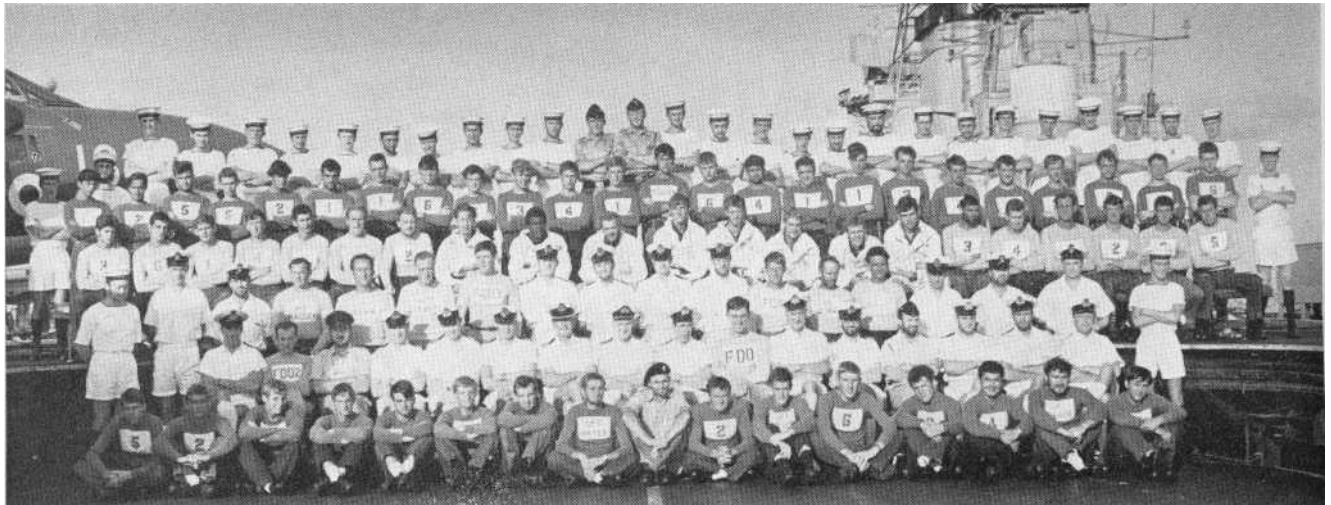
Fifty people work in the **Electronics Maintenance Room (Air)** and its associated departments and yet it is a place about which an alarming number of visitors have said 'I never knew it existed'. Situated at the rear end of the lower hangar, behind two small doors, the normal work in the EMR involves the maintenance of electronics and radar from all types of aircraft. In addition, the EMR has been responsible for the repair of watches; cameras; copying machines; typewriters, etcetera - just another of those back-room sections which go unnoticed but is essential for EAGLE'S operational efficiency and the effectiveness of her aircraft.



**Safety Equipment Section:** \* NA GRODEN; LA EVANS; NA PITTS; NA WALKER; LA THOMAS. \*\* LA KLAR; CA MANSLEY; Lt-Cdr NUTTALL; LA SEALY.

Finally, let us not forget that aircraft and all their associated equipment are only platforms from which to launch weapons. The **Air Ordnance and Weapons Section** is responsible for servicing the squadrons' armament equipment and ejection seats. Although

the armourers have been depleted in numbers, and face redundancy on the ship's return to Portsmouth, they have shown loyalty, professionalism and enthusiasm of the same calibre as the rest of the AED right up to the end of the commission.



**Air Department:** \* LA HALES; LA HOWIS; LA ANDERSON; NA FLETCHER; NAGOALBY; NA PENMAN; NA HART; NA MCCULLOCH; LA SHERBURN; NA; NEEDHAM; LA MITTON; Pte COX; CPI MORRISON; NA CROWN; NA HALLAM; NA GRIFFITHS; NA ROWLEY; NA MCCULLOUGH; NA SHAW; LA RAESIDE; LA SIMPSON; LA BALSTON; NA CUNNINGHAM; LA PRIESTLEY; NA WILSON; LA SQUIBB; NA HARDYMAN. \*\* NA SWAFFIELD; NA LAING; NA MARR; NA MARRISON; NA POET; NA JACKSON; NA HODGSON; NA GILCHRIST; NA HOSKING; NA MOWAT; NA CULLEN; NA DRAPER; NA CARROTT; NA BODNARCHUK; NA BLUNDELL; LA DEWIS; NA KEENAN; NA CONNER; NA JONES; NA CAMPBELL; NA TURNBULL; NA MULHERN; NA GRIFFIN; NA HAY; NA PATCHING; NA FORD. \*\*\* LA MARSHALL; LA HORSPOOL; LA HATHWAY; LA PERRY; LA DALY; LA GRAINGER; LA WOODHEAD; LA FRASER; NA BARCLAY; NA YOUNG; NA RUSHFORTH; NA MARRIS; NA KORTH; LA HOWELL; NA HEAD; LA SLOMAN; LA BAILEY; LA FURNISS; LA DAVIS; LA RICHARDS; LA BLACKER. \*\*\*\* PO GRIFFITHS; PO SMALLLEY; PO WILSON; CA EVISON; Lt GLENNEN; Lt GOMM; Lt FULLER; Lt BATES; Lt RAINE; S/Lt PARRACK; PO BUNN; PO BARNETT; FCPO COLLINS; PO KNIGHT; CA MILLER. \*\*\*\*\* LA DEBENHAM; CA JENKINS; Lt BEATTIE; Lt HARDAKER; Mjr CRICHTON; Lt-Cdr FRASER; Lt-Cdr WALSH; Lt-Cdr GRIER-REES; Cdr YOUNG; Cdr DACAM; Lt-Cdr PINNEY; Lt-Cdr THORPE; Lt-Cdr PORTWINE; Lt-Cdr SIDFORD; Capt SCARLETT; Lt LAURIJSEN; Lt SULLIVAN; Lt HAWKINS; NA WINTER. \*\*\*\*\* NA WALSHAW; NA DOCHERTY; NA IRWIN; NA McFARLANE; NA BISHOP; NA MARSHALL; NA KEDDY; NA WILLIAMS; Sgt JOHNSON; NA KEIRLE; NA MCPHERSON; NA HALES; NA BAMFORTH; NA McENANEY; NA ROBERTS; NA SMITH.

## AIR DEPARTMENT

The Ship's Air Department is headed by Commander (Air), Commander B. G. Young, RN, and consists of the Flight Deck Handling Parties plus a pot-pourri of smaller sub-sections (Photographic, Meteorological; Operations, and so on). We were first flung together in those far-distant days of Autumn 1970 during the work-ups in the Moray Firth and in the Bristol Channel. Everyone was given a chance to find his feet - not to mention his sea-legs! Since then we have not looked back and, although names and faces have changed, the initial impetus has never worn off and the value of the work-ups has come to be appreciated by all.

The department as a whole is made up of 20 officers and 112 ratings. The **Flight Deck Party** accounts for four of the officers and 73 ratings. They provide the expertise and manpower required for the positioning and moving of the aircraft on the flight deck. For those interested in statistics this commission has seen about 3,700 launches and arrested landings, although not all of these were by *EAGLE's* aircraft. In the spring of 1971 we recovered and launched a Trader aircraft from the *USS FRANKLIN D. ROOSEVELT*, and whilst we were exercising off the coast of Australia in the summer we had Skyhawk and Tracker aircraft of the Royal Australian Navy operating from our deck: a good demonstration of operational flexibility. The Flight Deck

*forty*

Parties work even when there is no actual flying taking place, and it is worthy of note that quite often, while a lot of us have been tucked up in bed, they have been working away on the roof preparing for the following day's flying.

Needless to say, all this activity on the flight deck has had to be preserved for posterity. Did you know that every launch and recovery is recorded on cine film by a photographic rating from the roof of Flying Control? Any event on board of particular interest is attended by a photographer, and there has always been a comprehensive selection of stills of all the places we have visited and all the things we have done available from

the **Photographic Section**. Every time we enter a harbour a colour cine film is taken for use by the *UK TV* news.

A good example of action photography was the rescue by helicopter of 41 members of the crew of the *SS STEEL VENDOR* when she ran onto a reef during a typhoon in October 1971. Some of the pictures taken from the air of that rescue would do any newspaper proud, and they were circulated to the international press by the Associated Press network. (*See page ten.*)

The weather we have experienced during this commission has not always been calm. Typhoons Elaine, Faye and Gloria in the South China Sea were only part of the story, and the **Meteorological Office** has certainly had its

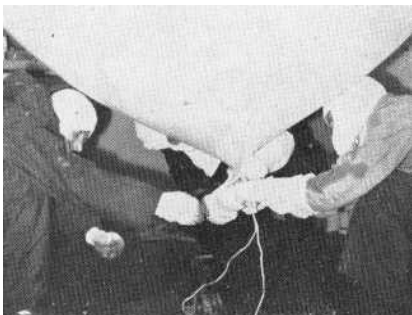


*Skyhawk launch*



*The Flight Deck parties ready for any eventuality as a Sea Vixen with a faulty wheel assembly makes the only 'barrier landing' of the Commission*

moments. Ironically, the worst weather we encountered was off Land's End in the autumn of 1970 when force 11 winds were recorded. Even though the normal jokes are cracked about the weather men the forecasting in EAGLE has been most accurate. We have not been able to change the weather but have always had plenty of warning to lash and stow when storms have been on their way. In addition to the routine weather forecasting for the ship, the Met Office has often had to produce individual long-range weather briefs for our aircraft making long-distance flights for mail, transfer of men in compassionate cases, or the collection of stores.



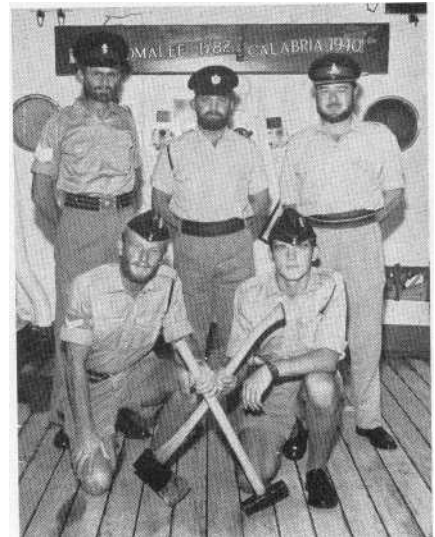
*Many hands make light work - the met staff prepare a balloon*

Apart from producing our No 1 popularity programme *Eagle Round-up* on the Main Broadcast every day, the Operations Section has gone to great lengths to ensure that we don't run

out of such things as FFO, AVCAT, strops, and, oh yes, beer! (So all those Replenishments at Sea were not just coincidental as some of us thought!) The Operations Team has religiously produced Flying Programmes and has planned our programme down to the finest details such as flying bread, mail and movies around the fleet. In fact, the Operations Desk looks more like a travel agency than anything else. Everyone on board has to thank the team for keeping us regularly supplied with mail in whichever part of the world we have been operating. Just think how grim life would have been without all those frequent letters from home.

In addition to (allegedly) getting more than their fair share of mail, the **Carrier Controlled Approach Team** has 'done its thing' at regular intervals. Along with 'talkdowns' in foul weather, all-night recoveries to the deck are made by the CCA, and each landing is personally debriefed by the pilot, the landing safety officer and the talkdown controller. The CCA team also man the safety cell in the operations room and the local controller's position in flying control. Rumour also has it that the Air Traffic Control Officers have also organised ( ? ) the Ship's transport; the Air Office; the Chinese laundry crew and the Ship's furniture and 'rabbit' store.

The Air Department also plays host to the British Army's contribution to EAGLE as far as the **Carrier Borne**

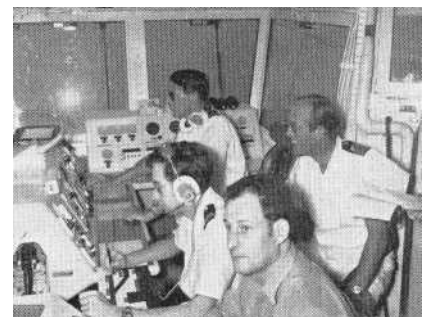


**63 Carrier-borne Ground Liaison Section:**

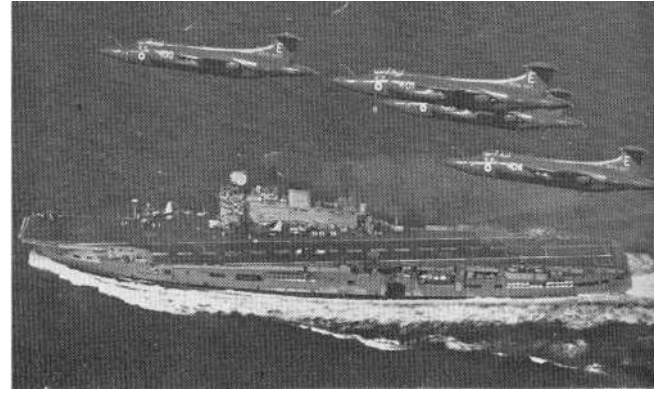
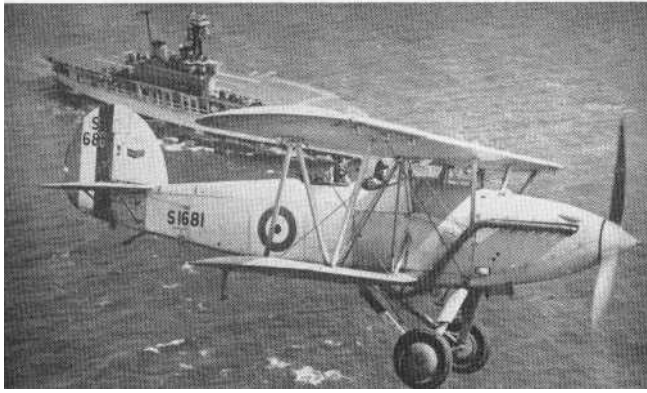
\* Sgt JOHNSON; Captain SCARLETT; Major Crichton \*\* Cpl Morrison; Pte Cox.

**Ground Liaison Officer** and his men are concerned. Apart from their great love of initials and their normal duties (co-ordinating army support exercises, forward air control and rangework), they have spent many hours working for the THRASH (Telephoning Homes, Rendering All Sailors Happy) organisation which comes into its own during our visits to foreign ports. The ship has been inundated with many private invitations which were received in South Africa, Australia and New Zealand. The CBGL team is also responsible for the topographical map store and they are certainly well prepared, having at any one time over twelve tons of maps available - more than 150,000 sheets.

Every empire has its Mecca and ours is naturally enough the **Flying Control Position**, otherwise known as FLYCO or the First-Floor-Front. Contrary to popular opinion, naval airmen do not remove their shoes on entry and advance on their knees ... not quite! From here every launch and recovery is supervised; the end-result of the work that is going on behind the scenes all the time.



*Flyco*



A Hawker Osprey Mark 1 of 800 Squadron flying past HMS COURAGEOUS in 1933, and a section of four Buccaneers overfly 'Mother' in 1971

## 800 NAVAL AIR SQUADRON

As the premier squadron in the Fleet Air Arm, 800 has probably featured more than any other squadron in books of commissions. It is hard to believe that (short of a major reversal of defence policy) this is to be 800's final appearance.

It started way back in 1933 flying the Hawker Nimrod and Osprey. There were twelve aircraft then (nine Nimrods and three Ospreys, at an approximate cost of £8,000 each), thirteen officers and about fifty ratings. Between 1933 and the present day, the squadron has flown thirteen different types of aircraft. It has been based on eleven different aircraft carriers, and HMS EAGLE has been 'Mother' since 1964. Seven parent air stations have hosted us, the longest host being Lossiemouth, where we have been since 1959.

In actions, 800 has won its spurs on numerous occasions. To prove the point: it has been awarded eleven battle honours, four more than HMS EAGLE, which has a history dating back to the seventeenth century; the other squadrons embarked can only muster twelve honours added together.

Here we are now, some forty years after we started, with fourteen Buccaneer S2s at a cost of approximately one million pounds each, enough to buy a squadron of Nimrods at 1933 prices. During this commission we have averaged 30 officers and 230 ratings, over four times as many as the original squadron.

With the demise of the fixed-wing carrier, and more especially that of HMS EAGLE, 800 slides, albeit not quietly, into oblivion, leaving the role of the teeth of the Royal Navy to our arch friendly rival 809 Squadron.

What about this last commission? Love is a four-letter word, so is Wren or Spey. Ever since the arrival of the

former, we have had nothing but trouble with the latter. Lt-Cdr Dickie Wren took over from Big Joe Billingham in January 1971: shortly afterwards we had our first engine 'failure'. By the time we arrive home one year later in January 1972 we estimate we will be well over the 100-mark in engine failures. This approximates to one engine for every two flying days, the worst case being of six in one day. This is neither the time nor the place to labour the point, but it can be justifiably said that this is the one factor that has dominated 800 throughout the commission. Nevertheless, the fact that we *have* fulfilled our commitments and we *are* a fully operational squadron must be entirely due to the maintainers, who have worked doggedly through long frustrating hours to keep the aircraft in a serviceable state. Not only have they maintained the aircraft, the most praiseworthy fact is that they have somehow managed to maintain their equanimity.



Celebrating the fiftieth change

Enough on engines!

The squadron re-embarked in January 1971 for the third work-up prior to moving south to the sunnier climes of the Western Mediterranean. Apart from the aforementioned *bete-noir*, which occasioned Buccaneers to be spread liberally around our various diversions, events progressed as planned. Lts Lockley and Hill decided that a variance of Uckers, Boo-style, was in order, and both ended up with a double ECU change. Fg/O Walmsley tried to prove King Canute wrong and ended up wet. Our erstwhile Monte Carlo rally team of Lts Reardon and Collins mistook a brick wall for a road, carrying out considerable damage to the wall. Were there a prize for the greatest number of injuries during this period, the aircraft would only beat the aircrew by a short head.

The last week in March and first week in April saw Buccaneers in various states, and via various routes, returning to Lossiemouth for a well-deserved leave. Following a month's good day and night flying at Lossiemouth, we re-embarked all fourteen aircraft at the end of May and, after five days in the Channel, set off southwards for our Oriental cruise.

We had the odd day's limited flying before and after a week's sojourn in Capetown, but it was not until the Ship arrived off Penang in early July that we were able to get down to concentrated flying again. However, enough is enough, and we were all glad to get to Singapore a week later, with the lucky ones disembarked to RAF TENGAH.

To say we left our mark in Singapore would be the understatement of all time. The H1-F1 industry would have quite happily gone into voluntary retirement; red hats at CHANGI pool became a legend in their own time; the girls at the Hyatt saw the same lecherous faces all night,





*Evening land-on*

every night; and Jimmy kept us a permanently reserved table in Bugis Street. Even the Boss splashed out and bought a camera, although at the time of going to print its main driving force, a cockroach, is way behind on its FLEXOPS.

We left Singapore and started chasing winter around the Southern Hemisphere. The weather became less reliable than the engines, and many good flying periods were completely lost through high winds and heavy swell.

For those not suffering from the after-effects of a boxing match, and who could get ashore, Sydney proved as hospitable as ever. There followed a

week's very successful flying during which time some were introduced to the terrors of flying from the deck at night.

Our next port of call, Wellington, turned out to be perhaps the highlight of the commission. The 'Great Escape' took place, and the aircrew for one were noticeable by their absence, being scattered all over the North Island. Nothing was too much for the locals, and whether it was pig-hunting, bare-back riding or other diversities, our strangest whims were eagerly met.

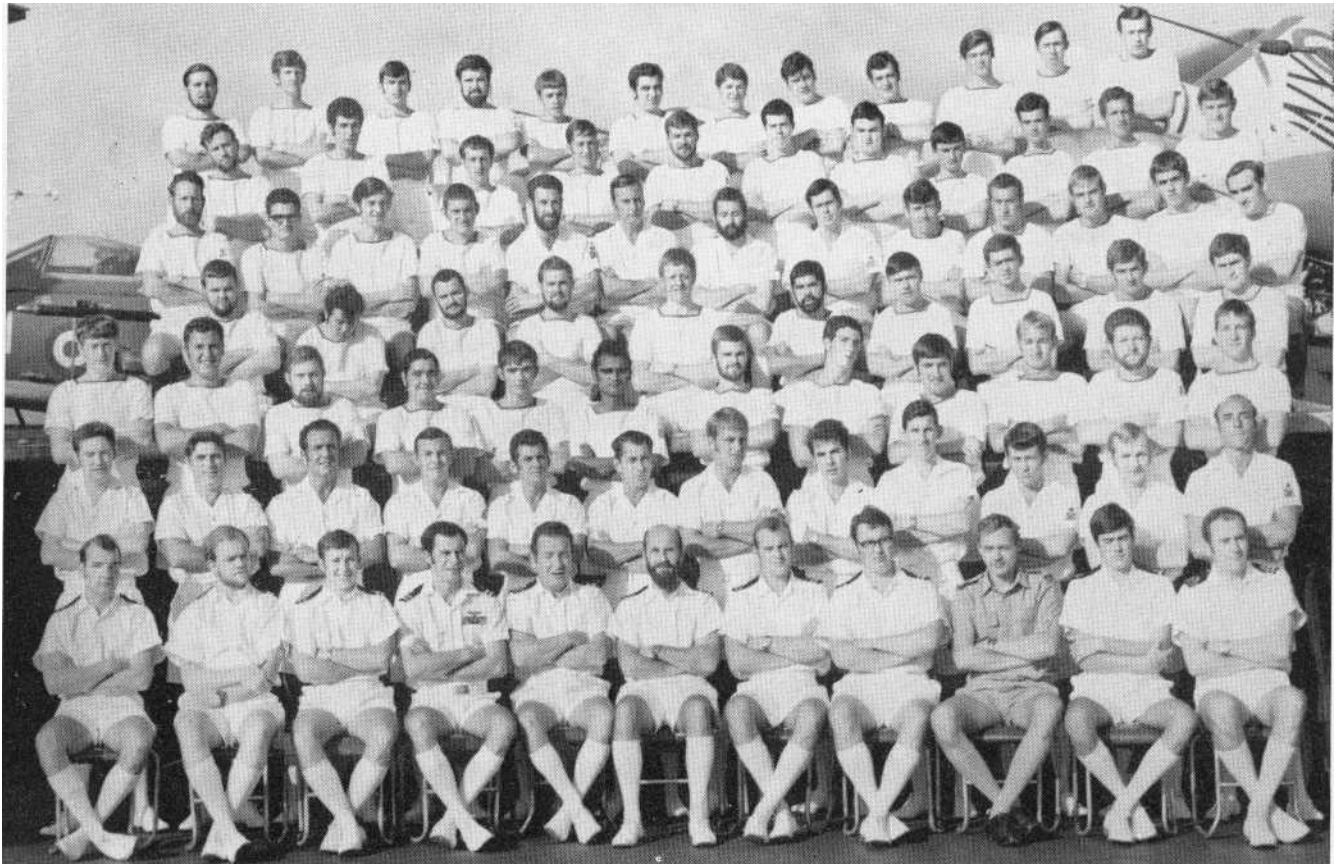
The planned flying between New Zealand and Fremantle was again dogged by weather and, to a lesser extent, serviceability. After Fremantle, however, the Gods were in our favour and a few much-needed flying days were achieved whilst in transit to Singapore. On 19 July we disembarked six aircraft to TENGAH, which now belonged to the Singapore Air Force, and spent two weeks morning and night flying, and, of course, revisiting old friends and places of enjoyment.



*In and out the houses*

The most intense and productive flying period of the commission was planned to take place off the Philippines in October. This was hampered by the presence of three females called Elaine Faye and Gloria, who were about as feminine in temperament as a vitriolic kai-tai.

Hong Kong is a favourite haunt for the sailor, and we were not disappointed. Some people more fortunate than others had their wives out and little was seen of them for two weeks.



**800 Naval Air Squadron - White Watch:** \* LA Topsy TURNER; NAM(AE) Paddy HOUSTON; LEM(A) Ken ALDER; LA Ginge WALSH; EM(A) Fitts FITTON; EM(A) Paddy POLLOCK; NA Tex SHAW; NA Ken LLOYD; NA Duncan McDONALD; NA Jan COLE; NAM(AE) Pete FULLER; NA Gerry LONIE. \*\* LREM(A) Ginge BEADLE; LREM(A) Dabs DABREO; LAM(AE) Brian GALLIGAN; LAM(AE) Mac McLAUGHLAN; LAM(O) STEVENSON; NA Eric HABEL; NA Dumpy BROGAN; L/Wtr Colin BROWN NA Albert TONGS; NAM(AE) Pete O'MALLY; NA Speedy WALKER. \*\*\* LEM(A) Tony WILKINS; LSA Scott CURRY LAM(AE) Ken BARKER NAM(AE) BROWN; NA GARDINER; POEL(A) Lofty COURT; POAF(AE) Terry CROWTHER; AA2(AE) Brad BRADSHAW; AA2(AE) Ian LOWRIE; LAM(AE) Rodge BARKER; NAM(AE) NAM(AE) Al NEVETT; REM(A) Dougy LEAL; NAM(AE) Les IVESON; LAM(AE) Mac McNEIL. \*\*\*\* REM(A) Paul MYATT; EM(A) Andy FLEMING; EM(A) Jim CAMPBELL; NAM(AE) Mac McGUINNESS; NAM(AE) Ginge BROMLEY; OEM(A) Mac MCSWEENEY; NAM(AE) Paddy GALLOWAY; NAM(AE) Scouse KELLY; NAM(AE) Oily HOYLE NAM(AE) Tess O'CONNOR. \*\*\*\*\* REM(A) Steve PLATTS; NA Al BATTY; LA Jim SPEIRS; LAM(O) Bomber BROWN OEM(A) Sharky WARD LREM(A) Fred SHIBOO; NAM(AE) Stew FORBES; NAM(AE) Tony ELDRED; LA Taff EVANS; NAM(AE) Smudge SMITH; LAM(O) Dave SYMINGTON; REM(A) Mel PEARSON. \*\*\*\*\* AM1(AE) Andy McMAHON; AA1(AE) Zoose HOLLIMBY; CEL(A) Ken STOYLES; REA2(A) Malcombe LIDDLE; REA1(A) Jim SMART; AM1(AE) Roy COOKS; ELM2(A) Scouse DEARY; OELM1(A) Reg JOBLING; RELM2(A) Shep WOOLEY; AA2(AE) Dave FORSYTHE; ELM2(A) Dennis DEARING. \*\*\*\*\* Lt I. G. MILNE; Lt M. J. PRIESTLEY; Lt D. H. J. OWEN; Lt D. D. HILL; Lt-Cdr I. A. CAMPBELL; Lt-Cdr R. WREN (CO); Lt A. S. LEEMING; Lt M. B. TATTERSALL; F/O R. P. KEMP; S/Lt A. H. DAVIES; Lt T. W. LING.

We left there for a whole six weeks at sea en route to Mombasa. There was an amazing lack of razor-blade usage on board, and facial growth appeared everywhere, except for CAA Jackson who was told to shave off by the PMO and then the next day told to grow it again.

Apart from the fact we were at sea the whole time, November turned out to be the best month of the commission. We flew well over 300 hours and dropped the greatest weight of bombs since the TORREY CANYON episode. There was no let-up on engine failures and general serviceability, but the boys in the shed did their stuff and kept the birds in the air.

At the beginning of December the Iranians decided to show a bit of political aggression, which was enough to keep us in the vicinity of the Persian Gulf and cancel our visit to Mombasa. The Durban visit was not endangered and we duly arrived there after fifty-

six days at sea, on 22 December. Christmas away from home and families is never ideal, but, if we had to do it again, Durban would indubitably be the squadron's choice. The hospitality we received was boundless and, with no imminent flying period, everyone had the opportunity to take some leave and get in some genuine R and R. The squadron disbanding party at the Athlone Hotel was generally held as being the best thrash of the commission, and everyone from the Boss downwards got as wet outside as they did inside. Many were sorry to leave Durban but, having rounded the Cape, we are now heading northwards on the final leg and look forward to a welcome homecoming at the end of the month.

800 Squadron has not just been active in the flying sphere on board. The Family Edition Of EAGLE EXPRESS is dispatched, thanks to Fleet Chief Lockwood and his team of stalwarts in the Staff Office. Radio 4XO has two

keen volunteers in Lt Dick Stephenson and King EL Nevitt. Lofty Court, Slatts Slater and Shep Shepherd do their thing with various noise-making pop-groups. The way he sells horses, Nick Toner should get a job at any bloodstock auctioneer's. 800 ran the EAGLE AID PROGRAMME in Wellington and was highly successful thanks to Fleet Chief Lockwood and his band of volunteers.

We have also made our mark in just about every sport on board. Colin Scully, Pincher Martin and Scouse Deary all represented the Ship at soccer; whilst at cricket we had Robin Cox, Dick Stephenson, Spud Tate, Tugg Wilson and Eddie Race all pounding that funny little red ball around aimlessly with a piece of wood. Our swimmers were Nige Garbett, Tiny Marshall and Chris Walsh, who all played water-polo for the Ship. Scott Curry, Malcolm Beech-Allen, and even the Senior Observer, when he could



**800 Naval Air Squadron - Red Watch :** \*NAM(AE) Scouse HARRISON; NAM(AE) Taff MORGAN; REM(A) Brian PETRIE; NAM(AE) Chris WALEH; NAM(AE) Bob HETHERINGTON; EM(A) Brian MASSIE; NAM(AE) Al PACKER; LEM(A) Paddy NELSON; LAM(AE) Bill GRAINGE; LREM(A) Windy WINDSCHEFFEL; NAM(AE) Jock MCGREGOR; LAM(AE) Nobby CLARKE. \*\* NAM(AE) Joe AITKEN; LREM(A) Alec GAULD; LAM(O) Colin SCULLY; LAM(O) Chico KERR; NAM(AE) Geordy HADDON; NAM(AE) Paddy HOSKER; NAM(AE) Mario DE-MARCO; LEM(A) Keith DUGAN; NAM(AE) Tony WIFFIN; NAM(O) Scouse ALDRED; NAM(AE) Tam BAIN; NAM(AE) Ron LEWIS; EM(A) Scouse HUSSEY. \*\*\* LM2(A) Lee HAZELWOOD; EA2(A) Pete MORRIS; LM2(A) Andy RUSSELL; EA2(A) John WEIR; AM2(AE) Tammy ADAMS; POEL(A) Ian DuNCAN; POAF(AE) Pat PATERSON; CEL(A) Innes GRANT; POAF(AE) Paddy DOWLER; POAF(AE) Henry WALES; OELM2(A) Dave MORTON; POEL(A) Jess JESSETT; POAF(O) Bungy EDWARDS; POAF(AE) Ivor MILSOM; POREL(A) Pete MINTER. \*\*\*\* EM(A) Scouse MCWILLIAMS; NAM(AE) Tommy SMYTH; NAM(AE) Scouse BOWNESS; EM(A) Ian PARK; NAM(AE) Duncan LEECH; REM(A) Dinger BELL; NAM(AE) Les SLATER; LAM(AE) Taff PERKINS; NAM(AE) Nigel GARBETT; NAM(AE) Steve JONES; NAM(AE) John LAWS. \*\*\*\*\* POEL(A) Mick JAYNE; AM1(AE) Paddy HOOD; AM2 Mick WILLOUGHBY; POAF(AE) Al Summers; AA2(AE) Basher BATES; AA2(AE) Fred GRIFFIN; LM1(A) Sid CLARK; POREL(A) Andy AVERY; POREL(A) Red SKELTON; CAM(O) Mac MACKENZIE; CEL(A) Brian REEVE; REAI(A) Jan Toms; POREL(A) Dave CHRISTIE. \*\*\*\*\* POREL(A) Shep SHEPHERD; RELM1(A) Dennis BROOKS; CEL(A) Peter KEMP; AM1(AE) Don SMITH; CEA(A) John FEWSTER; AM1(AE) Nick TONER; CAF(AE) Tom MARGETSON; AA1(AE) Dave NIVEN; CAF(AE) Paddy JACKSON; EAI(A) Hugh MALTBY; REAI(A) Nag PRIVETT; RELM1(A) Cyril CRAW. \*\*\*\*\* CAF(O) Doug DALTON; F/O J. D. WALMSLEY; Lt P. A. J. COLLINS; Lt A. G. FRANCIS; Lt-Cdr P. T. LIBBY; Lt-Cdr J. L. WILLIAMS; Lt C. R. W. MORRELL; Lt R. A. LOCKLEY; Lt R. P. COX; FCREL(A) Arthur LOCKWOOD; CAA(AE) Colin JACKSON.

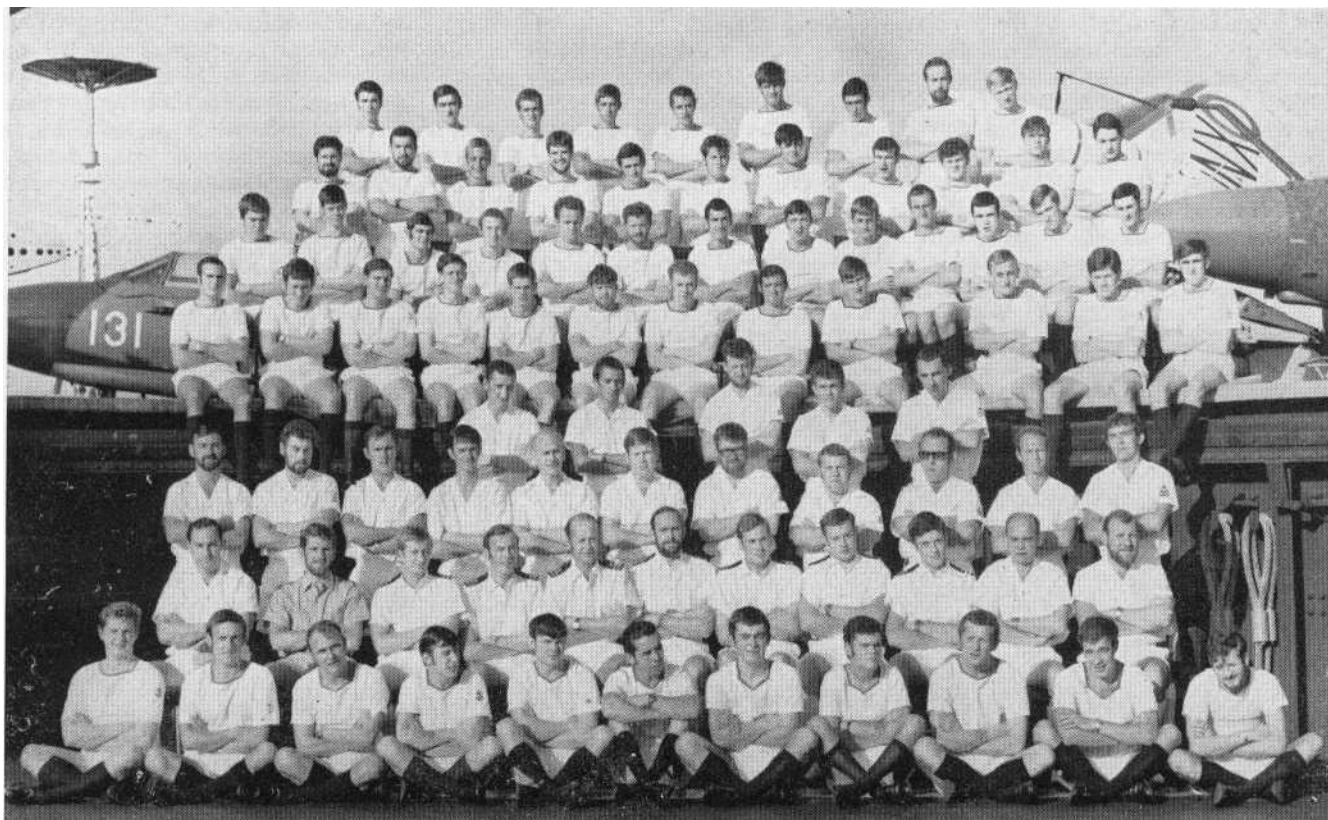
summon the energy, were seen to pound little white balls around aimlessly on the hockey pitch. One could go on naming people endlessly, virtually everyone had something to offer in one sphere of life or another; however, we have to draw the line.

Let us close with a few simple facts. This year we have flown about one million miles; that equates to forty times around the globe or to the moon and back twice. We have used about 2,000 tons of fuel, which would keep an avcat-driven car going for about 1,500 years at 10,000 miles per year. We have dropped over 2,000 bombs and over 3,000 rockets on poor unsuspecting targets.

Well, that just about wraps it up. It has been an often testing but successful commission. Just about everything that could go wrong, went wrong; yet we came out of it with flying colours and a sense of pride in our achievement. We would thank everybody who has been in this final commission of the premier squadron and wish them the very best for the future.



*Buccaneer tanker giving fuel to a Sea Vixen on combat air patrol over the Indian Ocean*



**800 Naval Air Squadron - Blue Watch:** \* NAM(AE) Mick SHANLEY; NAM(AE) Dave LEES; REM(A) Rosco Ross; REM(A) Brian COPPARD; LAM(O) Bill SCOTT; LAM(AE) Tiny MARSHALL; NAM(AE) Jimmy SHAND; Std Cameron McDoNALD; Std John JOHNSON. \*\* LREM(A) Keith KIRKLAND; LAM(AE) Simmo ROYAL; EM(A) Keith RODCERS; REM(A) Alec DUNN; NAM(AE) Mac MACLEAN; OEM(A) Mac McDDONALD; NAM(AE) Jim MURISON; Std Nick NICOL; Ck Chris CAVANAGH; Std Andy LE GOAZIOU; Std Marty ALLESTON. \*\*\* EM(A) Jonah JONES; NAM(AE) Robbie ROBERTSON; NAM(AE) Bagsey BAKER; NAM(AE) Mick BRINKLEY; L/Std Boggy BRUCE; NAM(O) Ginge MOLLISON; NAM(AE) Charlie ALLPORT; LAM(O) Pincher MARTIN; NAM(AE) Happy HAPGOOD; LAM(O) John HALLAM; Ck Jimmy GREEN; NAM(AE) Scouse YARWOOD; EM(A) Mick DILUCIA. \*\*\*\* OEM(A) John HEMINGSLEY; NAM(AE) Allan HARDEN; LAM(O) Jan McKIRDY; Std Paul CHAPMAN; NAM(AE) Tim MAEL; LREM(A) Fred HAYNE. EM(A) Ginge MUIR; NAM(AE) Mel LEACH; REM(A) Tony CAMMACK; LAM(O) Eddy RACE LAM(O) Ginge DICK; LEM(A) Tommo THOMAS. \*\*\*\*\* POAF(AE) Ken BULLER; REA2(A) Derek TATE; POAF(AE) Buck TAYLOR; POAM(AE) Trevor JAMES; REA2(A) Wurzell STENTIFORD. \*\*\*\*\* CREL(A) Neil PURGE; AA2(AE) Mick WOTTON; AA1(AE) Bob BROAD; AA1(AE) Brian DAVIES; AM1(AE) Mick WILLIAMS; EA2(A) Jim WILSON; LM2(A) Ginge COOKE; AA2(AE) Mick WARNES; POEL(A) Chick HAYES; OELM2(A) Graham SEDDON; POAM(AE) Nibbs FARMER. \*\*\*\*\* AM1(AE) John TIGWELL; F/O M. D. BEECH-ALLEN; Lt M. J. CUNNINGHAM; Lt M. J. MASON; Lt W. R. H. NEILSON; Lt-Cdr J. J. R. TOD; Lt S. J. KERSHAW; S/Lt R. D. STEPHENSON; Lt C. CULLEN; EA1(A) John CRAGGS; RLM2(A) Jim BATCHELOR. \*\*\*\*\* LAM(AE) Trev REES; LAM(AE) Bill GAW; LAM(AE) Mac McDONALD; LEM(A) Gass GORRY; LAM(AE) Jacko JACKSON; Std G. B. FERGUSON; Ck John BLAKEY; Std Alan SCOTT; Std Fred Guy; Std Peter WRIDE; Std Ron Ross.



## 826 SQUADRON

On 25 March, 1970, the Squadron left EAGLE with Wessex HAS Mk. IIIs destined for Culdrose. On 2 June, 1970, the Squadron recommissioned with 6 Sea King HAS Mk. Is, and the work-up commenced.

The aircraft was put to the test operationally in the CASEVAC role when the Master of the AGIOS GIORGIOS was lifted off his ship near Bishops Rock and flown to Penzance Hospital for medical treatment.

The Squadron enjoyed a change of scenery in August when four aircraft flew to Bergen in Norway for Exercise VENDETTA ALPHA, when the aircraft were employed in the anti-submarine and anti-fast patrol boat roles in conjunction with British and Norwegian forces. After a very enjoyable fortnight in Scandinavia, the Squadron returned in time for the Squadron Operational Readiness Inspection. During the work-up, 826 were 'privileged' to become the first to carry out a 'wheels up' landing. The Squadron finally embarked in EAGLE at the beginning of November and spent the remainder of the period prior to Christmas exercising from both EAGLE and RFA TIDEPOOL.

After re-embarkation, 826 enjoyed the delights of Gibraltar, Malta, Villefranche and RAF hospitality at LUQA; this was interspersed with the ship's ORI; CASEXES with the nuclear submarine WARSPITE; and trying to be film-stars for a Westland's film team.

The ship sailed home for Easter and,



*The Squadron disembarks*

as usual, we disembarked to Culdrose. After the leave period, apart from continuation training the Squadron started in another film; collected the Kelvin Hughes Trophy for accuracy in submarine attacks; and carried home a sick Whirlwind helicopter. One of our 'lighter' moments occurred during a demonstration for the Royal College of Defence Studies, when an African General inquired, 'How does the radar shine under water?' The Squadron is still looking for an enlightening answer.

At the end of May we re-embarked again and the ship sailed for the Far East, but not before we had lifted Spey engines to the ship from RAF ST MAWGAN for our sick Buccaneers. Our first call was at Ascension Island where the 'Flying Chacons' of 826 ferried some 100 passengers. One Sea King took on

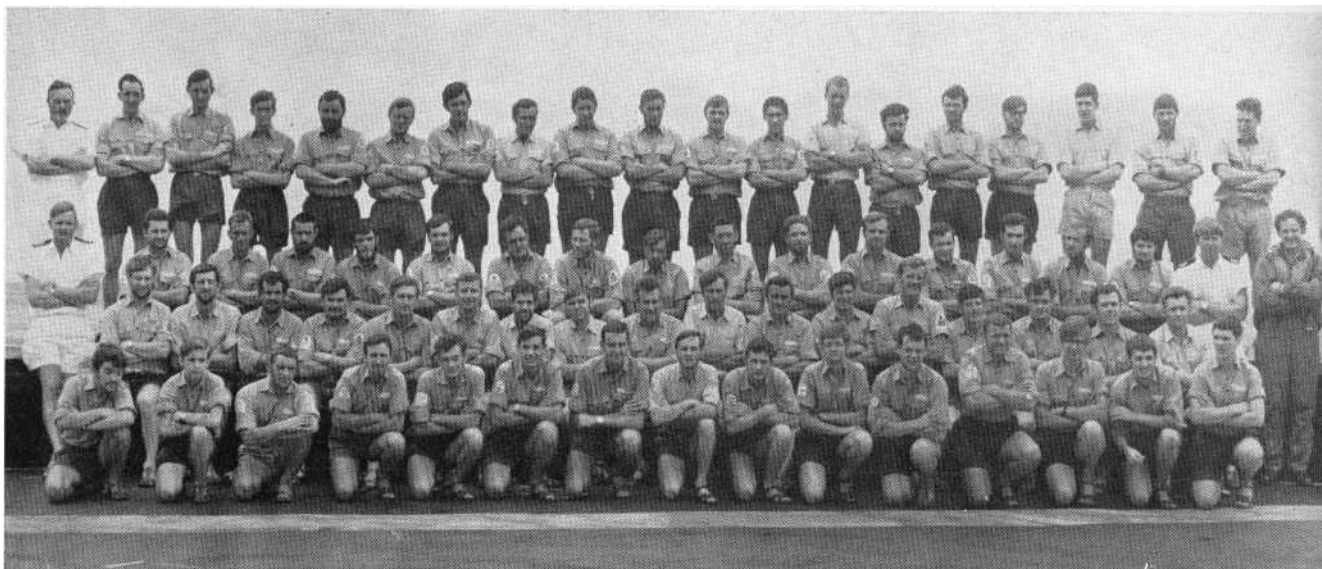
an even more rustic guise and was used to move topsoil to an experimental farm on the top of Ascension's Green Mountain. On the same day, Chief TASI 'Sugar' Bush logged his 2,000th flying hour.

The voyage to the Far East continued and, after a pleasant visit to Capetown, the ship headed for Penang, off Malaya. It was here that the Sea King was given its first-ever practical test of operating in tropical conditions and lived up to all expectations. Thence to Singapore where HMS SIMBANG became our home for the duration of the visit.

After leaving Singapore for Australia, HMS ALBION was privileged to operate four of our Sea Kings during Exercise ROUND-UP, where we flew seventy hours in one and a half days. The next port of call for the ship was Sydney, but again 826 were working, this time with our salesman's hats on, disembarking to RANAS NOWRA for three days of submarine exercises demonstrating the virtues of the Sea King to the Royal Australian Navy.

We reluctantly left Sydney to take part in Exercise SOUTHERN CLIME I and again showed off our expertise to the Australians. SOUTHERN CLIME II, the follow-up exercise, was brought to a grinding halt almost before it began, because of the worst winter storm for some years; however, this did not prevent the ship entering Wellington, New Zealand, for the official visit.

After a fast passage to Fremantle, four aircraft disembarked to RAAF PEARCE for a week before the ship



**826 Naval Air Squadron:** \* Lt J. B. SARGENT (DAEO); Std Bill BAILEY; LA Tomo THOMAS; L/Wtr Mac MCINTOSH; LREM Gerry CAULFIELD; LA John HILTON; LAM John CORDNER; LAM George CASPER; NAM Ian FULTON; EM Jan PRATT; Ck Smudge SMITH; LSA Colin BONE; NAM Jan COWEN; NAM Bomber BROWN; NAM Luke LUCAS; NAM Keith STROUD; Std Rocky HUDSON; PO A1 PRICE; CPO Jan HowE. \*\* Lt-Cdr H. B. TATTON-BROWN (AEO); PO Jack NEWSON; LEM Percy GARRETT; LAM Dixie DEAN; LREM Bob HUNT; POAM John CLARKSON; POAF George GOLDSMITH; POEL Passer HILL; AA2 Robbie REASON; POREL Lofty HERRIDGE; POAF Brian HOUGHTON; LEM Brian ASTON; LA John WATT; LREM Bert RING; LAM Jacko JACKSON; NAM Mick LUMSDEN; Lt C. C. COOTE (AE03); AA1 Geoff KEY. \*\*\* EA2 Paul COFFIN; ELMN2 Dasher DE CENT; POAF Tony ENGLAND; POREL Ted SHORNEY; AMN(O) Peter CURTIS; AMN1 Bill DAVISON; CEL Plum PLUMMERIDGE; AMN1 Ron HOULCROFT; CAA Neddy SPARKES; RELMN1 Bob SAVAGE; CREL Frank PRITCHARD; EA1 Tony BARTLETT; REA2 Mick CRABTREE; REA2 Robert BRIMSON; POEL John GOODALL; POAF Pete LILLEY; LAM Bat MASTERSON. \*\*\*\* Std John ELLERY; NAM Titch MOYES; EM Jock GRANT; REM Mick STURMEY; EM Slinger WOOD; NA Gary JONES; REM Steve DYSON; EM Bob SHARKEY; EM Al BARKER; NAM JoCk MILNE; Ck Les HERWARD; NAM Alfie POTTER; NAM Waggy WAGSTAFFE; Std Dave QUARTERMAN; Std Jim ROLLINGS.