



THE LYNEHAM GLOBE



May 1994

THE LYNEHAM GLOBE

MAY 1994

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On the cover...

Hercules XV306 taken by Sgt R Brewell of MOD PR.

Editorial

You've probably all heard the saying 'flexibility is the key to air power' and undoubtedly it is one of our greatest assets. Our equipment procurement programme aims to foster flexibility and our doctrines are designed to encourage it, but without the people and the training to make it work, it is an empty promise. The Market Testing Initiative (MTI) is possibly the greatest threat to our flexibility that we have ever faced. In the land of the book-keeper, financial prudence is king and the cheapest option is nearly always the preferred one. However, even the Public Accounts Committee, recently questioned the wisdom of applying Market Testing to every conceivable activity. Perhaps they are beginning to see what many of us have already seen, that the short term financial gain of widespread contractorization often results in long term loss to the Service. Despite assurances to the contrary, I still believe that the more Service personnel we lose, the more flexibility we lose. The more flexibility we lose, the greater is the loss to our wartime effectiveness. We must not however write off MTI as a totally negative exercise. If genuine savings can be made or efficiency improved by changes in our working practices, then we should seize the opportunities to do so. If we behave like ostriches and pretend that MTI will go away, the Service will suffer all the more as a result. But it is not only the false economies associated with MTI which threaten the RAF. The very ethos of military service appears to have been lost in the headlong charge towards market testing. The 'finest traditions of the Service' speak of commitment and dedication, of selflessness and a motivation not dependent on financial reward.

If financial constraints become the overriding consideration then we become little more than mercenaries in our own country. Quality is difficult to quantify and financially abstract notions such as loyalty and commitment are doubly so. However, arguing from the emotional standpoint simply won't work. We must be prepared to justify our methods (or change them) if we are to preserve our Service as an effective fighting force. We must meet the challenge of MTI head on - and win!

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Dispute threatens huge RAF order

Defence ministers are facing a row over the replacement for the ageing fleet of RAF Hercules aircraft in one of the biggest equipment orders for the armed forces. The RAF is seeking to replace the Hercules - the workhorse for the British forces in Bosnia - with the C130J aircraft bought 'off-the-shelf' from America in a multi-million pound contract. But the Government is under pressure from the aerospace industry to support an eight-nation consortium which wants British backing for the Future Large Aircraft (FLA) project that it claims would provide 10,000 British jobs over the next 10 years.

The Commons Select Committee on Defence is expected to throw its weight behind the FLA with a report on 30 March calling for the RAF Hercules fleet to be refurbished and the FLA consortium, known as Euroflag, to be given government backing. Malcolm Rifkind, Secretary of State for Defence, threatened to resign if Britain pulled out of the European Fighter Aircraft project, but he has told colleagues he will not resign over the FLA project. He is ready to support the RAF. He does not believe a replacement for the Hercules has the strategic importance of the EFA, a high technology project, capable of defending Britain into the next century.

However, buying from the United States could upset trade and industry ministers, and open the Government to attack from the aerospace industry that it would threaten thousands of jobs. Defence ministers are braced for a cabinet row later this year, when a feasibility study is completed. British Aerospace, which forms the British part of the FLA consortium, is lobbying hard, warning it could damage British participation in civil aircraft projects, such as the future generation of the Airbus.

This article is produced by kind permission of 'The Independent'

Please bring back Fat Albert

Regulars down at the Well Inn at Bulkington, near Devizes nearly choked over their beer when they heard Fat Albert had been banned from the skies over their head. Villagers living near Keevil airfield look upon the RAF Hercules planes - jokingly nicknamed Fat Alberts - as old friends. For years the transport planes from RAF Lyneham have been training on the airfield. But now the planes have been banned from the village skies because some residents said they were too noisy and frightening. Trouble brewed during exercise Roaring Lion when the Hercules flew over the village at night in large numbers. One villager complained the low flying aircraft caused alarm and frightened people, and there were complaints of plaster falling in the church.

Lord Cranbourne, Under Secretary of State for Defence was contacted and flying orders were altered. Fat Albert now does a five degree left turn to avoid the village. But down at the Well Inn, where there is a special Fat Albert corner, crammed with photographs of Hurricanes and even a signed print from RAF Lyneham, they are far from happy. 'People were not alarmed by the exercise. They found it exciting and set alarm clocks to watch it'; landlady Rosie Forsey said. 'The planes are part of our everyday life'. Hercules fan, Richard Jones has grown up with the aircraft. 'We are proud they are training here knowing they are helping in the world's troubled spots', he said. Around 50 villagers asked for the ban to be lifted and have written a special tribute to the planes. But RAF Lyneham spokesman Ted Querzani said it was unlikely the new flight path would be changed. 'It is probably better for safety reasons the low flying aircraft do not fly over homes. We appreciate the villagers' support, but I do not think we can change things back now', he said.

This article is reproduced courtesy of The Wiltshire Gazette and Herald

Have you been to a German hospital?

Investigation of the recent scare in Germany about possible Human Immunodeficiency Virus (HIV) infection of blood and blood products used in hospitals has identified the possible sources of those infected items. If you were treated in a German civilian hospital anytime after 1985 and believe you might have received blood or blood products, there is a slight risk that you may have received infected material.

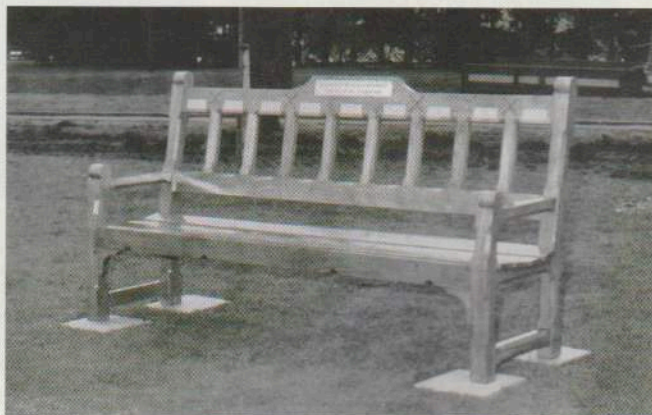
If you think you might be at risk, or if you know of someone else who might be, please consult your doctor. Your doctor is in a position to investigate your medical history and assess the risk, if any, of your having been exposed to HIV during treatment. Advice and any necessary follow-up action will then be offered to you. In the case of someone else about whom you have concerns, you should bring this notice to their attention or alternatively, your medical officer can make contact with them (or their doctor) confidentially if this is appropriate.

XV193 Accident report

The official report into the tragic accident last year which killed all nine crew aboard Hercules XV193 has now been circulating at Lyneham for some time. Unsurprisingly, given the lack of Cockpit Voice Recorder and Flight Data Recorder on the Hercules fleet, the Investigation Board was unable to identify with any degree of certainty the exact cause of the crash. The cause is therefore shown as 'Not positively determined'. Some changes have been made to operating procedures as a result of the investigation particularly where the existing practices may have contributed to the accident. The board was able to discount several possible causes, including structural failure of the airframe.

Memorial

A short dedication ceremony was held in March to mark the completion of a memorial to the crew of XV193. The memorial centres around a traditionally crafted English oak bench which bears nine brass plaques, each inscribed with a name of a crew member. The bench is partly encircled by nine trees which should blossom in May each year. The memorial is situated next to the pathway leading from the Comet gate-guardian towards the Officers' Mess.



Bermuda Triangle - *Don't make me laugh*

(Editor's note: C/T Bagwell of ALSS has sent me his recollection of an incident which occurred on Flight No 4571 during Exercise LEAD BALL during October 1979 when he was a Ground Engineer. I am indebted to him for the story and wish him all the best in his forthcoming retirement.)

We refuelled in Bermuda en route from Gander to Georgetown, Guyana, and took off at 1510. The climbout and cruise was normal for about 45 minutes, then the LORAN suddenly blanked out. The Doppler Radar drifted fully right and the indicated groundspeed ran away. Next the HF, VHF and UHF radios all faded right out. The TACAN and VOR were already beyond range and then the compasses began to diverge. The Stand-by Compass spun uselessly. The weather radar display was just an orange blank and during this time we entered haze, an orange haze, which obscured the horizon and the sun. The sextants were thus rendered useless and soon we were isolated and blind. In 1979, Omega, INAS and SATCOM were only dreamt of on the Hercules fleet. We were lost, but nobody wanted to admit it. The activity at the Nav's desk became frantic until a faint Morse ident from Bermuda was found on the AD360 Radio Compass. As we were not allowed to fly Oceanic without Doppler and Loran, it was decided that we would have to divert, following our only directional reference back to Bermuda. The aircraft was turned around and followed the twitching AD360 needle and ident which, after a while, strengthened and steadied.

Relief

About 100 miles from Bermuda the sky lightened, the horizon and sun became visible, the radios came back in, the compasses realigned, the radar cleared and painted the coastline and everyone breathed a furtive sigh of relief. Safely on the ground at 1705, we discovered that the LORAN failure had been due to the Ground Master Transmitter being shutdown and the Doppler scanner had failed because of a drift-motor burnout. Nobody, especially the two navigators, would admit that anything had been amiss! I believe I know what happened to the flight of US torpedo bombers which disappeared in that area in the 1940s equipped with just a single compass and limited range radios. Bermuda Triangle? I'm not laughing!

Letter to the Editor

Dear Editor,

I have recently moved to Lyneham and although most of the facilities here are very good, I had a lot of trouble registering with a local dentist. The first three local dentists I approached said they would not take on new NHS patients. The Dental Centre at Lyneham tell me they cannot treat dependents and yet I was put in this awkward situation because of my husband's posting. Surely the RAF should do something to help.

Mrs S Wilkinson

Dear Mrs Wilkinson

I am assured that your experience is by no means unusual and that the Ministry of Defence is well aware of the problem. The Association of RAF Wives has recently conducted a survey of dental treatment facilities for dependents and is likely to make the point when representatives meet the Parliamentary Under Secretary of State for Defence and the Air Member for Personnel. It is most unlikely that the existing RAF Dental Branch could treat dependents as it is insufficiently resourced for the job. I understand that senior staff are fighting tooth and nail for better provision.



47 Squadron

And so it is gentle reader that the exploits of probably the best squadron in the world are brought to the attention of the great throng. The brief span since the last article has brought few newsworthy events so it's back to the staple diet of conjecture and calumny.

The Officer Greaves has steered his mighty ship a straight and true course these past months, what a pity then that pilots work in Magnetic. The last dining in night gave several squadron members the opportunity to note that the Boss's office has not moved during the recent changes in the corridor of power.

The general news is of the qualified success of the first ABEX. Poor weather at the DZ meant that despite the Lyneham contingent showing willing and overflying on time we were unable under peacetime constraints to drop the loads. However, had the balloon gone up, (and rapidly sideways), St. George's Cross would soon have flown over Otterburn once more. The squadron seem to have settled all the differences with PTS, in fact the PTS staff seem almost unable to start the day without the friendly grimaces of an early start Herc crew across the Ops desk. The best way out of this version of the Wide Awake Club seems to be to wear a yellow T shirt.

Admit

The happenings on the sections have brought forth the following, (names and indeed events have been changed to protect the innocent and fill the next few paragraphs). The Captains admit to little except the existence of Dave Trott and the fact that Greg Cook will not be in this years CO's cup sumo wrestling team due to injury.

The co-pilots were at lunch when I called during the morning and then again in the late afternoon. The name Andy Robertson had appeared on the board, so either we have a very self-conscious graffiti artist at work or there is a new dynamic accountant in town. On the co-pilot front, Will Steel has left the world of telecommunications reeling. He has single handedly left generations of frequency agile speech garbling equipment obsolete. The one snag being that the only person who can understand him lives in Albania and is controlled from a small podule just outside the orbit of Jupiter.

Long awaited

The long trek to the peoples republic of the centre seat yielded the following. Nige Painter is to get his long awaited toned down T shirt and a new posting, all the way down the corridor. Al Reid not content with winding up Martin Lear to breaking point has inflicted another offspring on a planet still coming to terms with the fact that the Reid line will continue, good luck to all concerned. It was also rumoured that Martin Carbert has become engaged, whether this refers to a stint as the novelty cabaret at the Blue Oyster Club I was unable to tell. It also would appear that Gareth Evans has had to Fablon the peak on his SD hat as the thumb print was beginning to break through.

The loadies section were still adjusting to the shock that their beloved leader Capt Bloodnock (USAF) was going on route, plus ca change... A new leader is on the horizon in the shape of Steve Keen and we shall see what this event brings. In a fit of morality Al Meadows and Phil Smith have named the day, but not thankfully to each other. Scotty Bateman named the time but omitted the date leaving his guests to turn up at the reception at 7pm whenever they could, nice going Scotty.

Revel

Leaving only the Navigators to contend with I returned to the section and gave myself four months leave plus a well deserved Caribbean trainer. We do however revel in the pleasure of welcoming Ian 'Fish' Howells and Pete 'Nigel' Heamon as the two new demons of drift. The rest of the news is sketchy save for Ernie 'The Flying Helmet' Kay, the fastest man in NATO, or at least, on part of the M4. So it is dear reader I leave you with the timeless quote issued by the Officer Barrett when quizzed on the doings of the execs; 'Remember your (ACR)1369 rides on this'.

Top Tips for happy detachments, don't wire a restricted area when you can send a Cable.

I remain ineffably yours,

Boris

New balls please

Watched by parents and pupils from St Nicholas Special Needs School, a team of intrepid squash players from 47 Squadron held a 24 hour squash marathon in late March to raise funds to equip a minibus. The minibus for St Nicholas Special Needs School in Chippenham will be of great benefit to the pupils and will help provide regular trips to the swimming pool. The team of six players (plus reserve) raised more than £1,000.

In December 1992, the Squadron also raised £1,000 towards the minibus by rolling a barrel of beer (which they later drank!) from South Wales to Lyneham. On this occasion it's more a case of 'new balls please!'

Thrift shop

The RAF Lyneham Thrift Shop is a charity organisation run by the wives of servicemen past and present. Last year we raised over £1,000 for many worthy causes. The Thrift Shop, which can be found next to the Naafi in Preston Lane, is open for business on Tuesday mornings, Thursday mornings and afternoons, and on the first Saturday of each month. Almost any item in good condition will be re-sold. Ninety per cent of the proceeds are returned to the owner with the remaining 10 per cent donated to charity. Anyone who has goods to sell, is looking for a bargain or would like to give up an hour or two of their time each week is welcome to call in and see us. Enquiries to Sue Saunders either at the Thrift Shop or on Bradenstoke 891216.

New boss for 57(R) Squadron

Wg Cdr John Wilson, seen here taking over control of 57(R) Squadron from Gp Capt Angus Morris earlier in the year, returns to Lyneham after a seven year absence. Wg Cdr Wilson has previously served at Lyneham on 70 Squadron, 30 Squadron and 242 OCU, and recently returned from an exchange tour at Headquarters Air Mobility Command in the USA. Gp Capt Morris leaves for a staff appointment at SHAPE in Belgium. The handover took place outside the new 57(R) Squadron building in which, incidentally Wg Cdr Wilson had a hand when he was on 242 OCU as the Sqn Ldr Exec in 1983.



Avionics Flight make donation to charity

On 7 February, Avionics Flight presented a cheque for £500 to their adopted charity, the Sadler Child Development Unit at Swindon's Victoria hospital. As well as the cheque from the Station Charities Board, the Flight was able to arrange the donation of a computer from the Swindon based Intel Corporation. Members of the Flight are hoping to raise more funds for their adopted charity in during 1994.



Eating for a healthy heart

What we eat is a powerful key to health. Our bodies want to be well but often our eating habits create problems that could be avoided. This is because some substances in food are changed by the body's chemistry into other substances which have undesirable effects. Fat is one of those substances, it is a silent but serious trouble maker for the heart and blood vessels. Fat can be transformed into excess cholesterol, too much in the blood can narrow and block arteries leading to heart disease. The amount of cholesterol we produce depends on several factors but mostly on the type of fat we eat. Cholesterol levels vary from one person to another. Just by limiting our fat intake we can begin to have control over our cholesterol.

Healthy eating for a healthy heart need not be dreary or expensive - it's about feeling well and staying healthy, not just about slimming or heart disease. It means eating more of many popular foods that help our health, which makes it easier to eat less of fatty and sugary foods.

No food is forbidden and variety is important; just eat more of some foods, less of others. Starchy foods like bread, potatoes, pasta, cereals and rice are all good for us. They are not just stodge but provide protein, B vitamins, minerals and fibre as well as energy.

We should eat plenty of vegetables and fruit because they provide protective vitamins, minerals and fibre with little fat. We should aim to eat some vegetables or fruit at every meal.

Other foods to eat freely (but you do not need large amounts) are lower fat dairy foods, all fish, chicken and turkey, lean meat and all kinds of beans. These all provide protein, B vitamins and for beans and lentils, fibre. Foods like biscuits, sweets, chocolate, pastry, spreads, butter, crisps, ice cream, meat pies, jams and puddings are foods we should regard as occasional foods as they are usually high in fat and sugar or both. We should enjoy them sparingly or as occasional extras.

Full fat dairy foods, meat with more fat, cheese and eggs and some nuts are high in some vitamins and minerals but also high in fat, saturated fats. We all need a little fat but eating less than most of us do at present reduces the risk of heart disease.

Good health is one of the most precious things you can have, if you are fit and healthy you are free to enjoy life to the full. All of us will benefit if we eat more vegetables and fruit, eat more carbohydrates - bread, cereals and potatoes and if we cut down on fat, sugar and salt, helping prevent heart disease. The amount of salt most of us eat can encourage high blood pressure, which can increase the risk of heart disease. As most of us eat more salt than we need it has been omitted from the following recipes. If you require seasoning use a LO salt substitute.

Maximise your chance of living a long and healthy life, start now by deciding to eat the right foods and also making time for exercise.

Grilled Tandoori chicken

Serves four

4x200gm	chicken breasts
250ml	low fat plain yoghurt
2 tblsp (30ml)	lemon juice
1 tsp	grated fresh ginger
2	cloves garlic crushed
1 tsp	castor sugar
1 tsp	paprika
1/2 tsp	ground cummin
1/2 tsp	ground coriander
1/2 tsp	turmeric
pinch of chilli powder	

Recipe can be prepared a day ahead

Combine yoghurt, juice ginger, garlic, sugar, paprika and spices in a bowl. Add the chicken and turn to coat in the marinade; refrigerate for several hours or overnight.

Grill chicken, brushing with marinade, until browned on both sides, cooked through and tender.

Approx 4.6 Grm of fat per serving

Vegetable fried rice

Serves four

2	large eggs lightly beaten
2	onions chopped
2	cloves garlic crushed
2	tsp grated fresh ginger
4	tblsp (60ml) water
3	carrots grated
1	red pepper chopped
4	zucchini (courgettes) grated
2	stick celery finely sliced
8oz	cooked rice
4 tblsp (60ml)	salt reduced
	Soy Sauce

Cook eggs in a nonstick pan until set, turn and cook on other side, remove from pan and roll and chop. Combine onion, garlic, ginger and water in a pan and cook over heat until onion is soft. Add carrots, pepper, zucchini and celery, cook for 2 minutes. Stir in rice, sauce and chopped egg and stir over heat until heated through.

Approx 6.6 grm of fat per serving

Puzzle answers

From the March issue

● The spotter saw the following aircraft: Hercules, Tristar, Tornado, Nimrod, SeaKing, Buccaneer, Andover, Bulldog, Jaguar, Sentry, Chipmunk, Islander.

● The Hercules' destinations were: America, Germany, Norway, Cyprus, Gibraltar, Falklands, Belize, Turkey, Canada, Sardinia.

V I G R E C E S E W A L
 A M E R I C A Z A K A O
 W G R I T R I N S Y C N
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 T A N B R I S T D M A N
 A F Y O C U A U I E N A
 L F R A R N C R N X D L
 B T E P E W C K I I L K
 E G Y P P R A E A C B L
 R C M O S C O Y J A F A
 T G I B R A L T A R B F

● There are 16 triangles including the big triangle.

● The missing number was 23.

What's free and fun?...

Yes, free admission to this year's Station Families Day on 25 June.

● Make a note in your diaries of what will undoubtedly be the highlight of the year's giddy social whirl.

● Fun for all the family, stalls too numerous to mention, a funfair and some aeroplanes for the secret spotters among you.

Remember... 25 June.

Cpl Glenn and his 'bright idea'

In March Cpl Martin Glenn of the Avionics Flight received a cheque from Wg Cdr Trevor Kirby. The cheque, for £25, was an incentive award for a 'good idea' submitted by Cpl Glenn under the Inventions and Technical Suggestions Scheme. His idea was to devise a new repair scheme for Night Vision Goggles which was simple and innovative. Indeed, the Ministry of Defence Support Authority for the equipment has tasked the manufacturer of the goggles with incorporating Cpl Glenn's idea. Smart thinkers, such as Cpl Glenn, can be financially rewarded for their bright ideas. If you have an idea of how to save the RAF money or make it run more smoothly then speak to a flight commander and make your submission. (RAF GAI 5063 describes the Inventions and Technical Suggestions Scheme).



57(R) Squadron

Q How many psychiatrists does it take to change a light bulb?

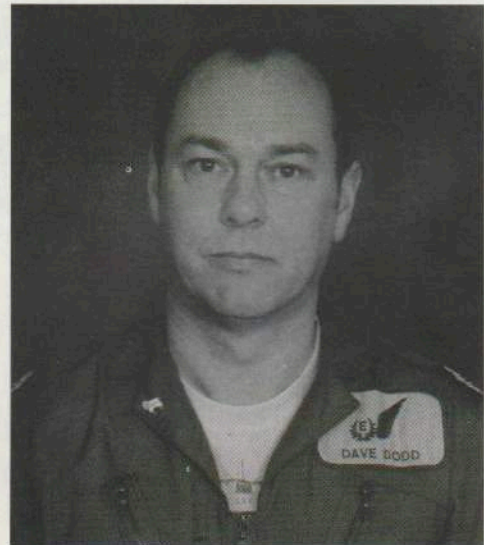
A Only one, but the lightbulb has really got to want to change.

That's the mandatory joke out of the way, now for the serious stuff. As you read this missive the rigours of the move to Jurassic Park will be a dim and thankfully distant memory. During the move we occupied most of the cardboard boxes in the Western hemisphere. Rumour has it that, in the light of the 'RAF spends £10,000 on curtains scandal', there is a government inquiry as to why we had a new HQ built when there were perfectly adequate cardboard boxes available.

Now that we are firmly ensconced in our new luxury apartments the bun fight can really start. The number of supplications to the boss for more office space has been surpassed only by the waiting list to join the lunch time knitting circle. The shortest waiting list however, was the request for a six month holiday to the Bosnian division of the Conversion navigators office. Even as we speak the lucky winner, Robbie Walker, will be bronzing himself near the Adriatic while we slave over hot dopplers.

The to-ing and fro-ing scene will witness the imminent departure of two illustrious leaders; Martin Davis and Arthur Kingdon. We all know when these sad farewells will take place, but if any one knows where they are posted to, could you please contact Innsworth. On a larger, if not grander scale, 57 Squadron will bid a fond adieu to the present Conversion course. 132 Course will be unleashed on an unwary world but I am not sure who to feel sorry for; the students or the squadrons.

This issue's competition is to identify how many of the new dress rules the former member of the OCU (name withheld to protect his career) is breaking. As a clue, I have it on good authority that he wasn't on flying duties on the day of the photo. Answers on a postcard.



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24 Squadron flag waving flag stop

'Flag Stop' has long been used among the RAF air transport fleet to indicate a short refuelling stop. The phrase stems from the days of Empire, when such stops were used to show a British presence (flying the Union Flag). 24 Squadron recently had the opportunity to resurrect this concept, in a modern context, while on a task around Africa.

The crews planned route took them to such places as Dar-es-Salam in Tanzania, Harare in Zimbabwe and the island republic of Sao Tome, a former Portuguese colony in the Equatorial Gulf of Africa. When the Defence Liaison Officer from the British Embassy in Angola, Colonel John Crompton, heard that an 'Albert' would be in the area, he requested that it should 'bend in' to Luanda, Angola's capital. Little did the crew realise what was in store!

Swarms

The airfield at Luanda was interesting enough; almost every spare corner was in use for parking aircraft, ranging from modern military and civil transports, through MiG and Sukhoi fighters, to swarms of Hip helicopters. Many of the aircraft looked, hopefully, as if they had seen the last of their flying days. However, the reception from the Angolan Air Force was astonishing. First came a series of formal introductions, through a Portuguese speaking interpreter, to the Base Commander, Colonel Carlos Pinos, and some 20 of his senior officers. Once the introductions were over the 24 Squadron crew gave their hosts a short tour of 'Albert'. The Angolans reciprocated with tours of their Casa 212 and An-26 transports. These latter aircraft were equipped with external bomb racks. More evidence of two decades of internal fighting could be seen in the large numbers of spent bullets still littering the airfield.

At this stage language difficulties diminished somewhat, as a number of the Angolan pilots had recently trained on the C-130 in the USA, in anticipation of the Angolan Air Force buying the Hercules. Most of the Angolan pilots were Russian trained, but their air force now conducts its own training using PC-7 and PC-9 turboprop aircraft.

Formalities

Business over, the Angolans provided an excellent, if rather different, buffet lunch on their crewroom patio. The formalities were completed with a speech from their Base Commander, and the presentation of an African wood carving to our crew. Unprepared for such hospitality, Mike Eacopo felt duty bound to pillage his co-pilots flying suit to present our host with a 24 Squadron badge in return. Finally Colonel Pinos insisted (honestly) on giving the crew a short bus tour of Luanda, and a visit to the beach.

Luanda, with over one million of Angola's eight million people, has much potential splendour. However, much is unfinished and in disrepair. As one resident put it, in 20 years of civil war they have had other matters to take their attention. Nonetheless, the beach with its golden sand, palm trees, tropical sunshine and cool Atlantic water was just what a weary Ascoteer needed to refresh the parts other flag stops cannot reach before setting forth on the next leg of the journey.

Genuine

Despite the language and cultural differences the Angolan Air Force were keen to show their genuine friendship to fellow 'truckies'. There is no doubt that any Lyneham crew passing that way in the future will be well received. Certainly for our crew it was a flag stop to remember. The crew were; Sqn Ldr Mike Eacopo, Flt Lt Mark Evans, Flt Lt John Maynard, Flt Lt Rob Kevan, Flt Lt Manny Harbron, Fg Off Tim Vaughan, MEng Gary Vince, FS Graham Morgan, Sgt Shaun Chant and Sgt Doc Mann. With them were Sgt Kev Leeks and Sqn Ldr Jeremy Barwell (Ground Engineers), and from Ops Wing Sqn Ldr John Barass and Flt Lt Stu Snedden.

Famous agony aunt

Dear Famous Agony Aunt

I feel I must write to you to explain my problem and seek your help. I am a member of HM Forces currently based at RAF Lyneham in Wiltshire. My problem is this; I can't seem to make friends. I think I am rather attractive, people do stare at me. I am an avid train spotter, and I often try and engage my colleagues in the joys of a thermos of coffee and a notebook on railway platforms on a Sunday morning. I know anoraks and drainpipe jeans are not everybody's taste in fashion, but I don't believe in following the herd. I am an individualist. No matter how hard I try, I can't make friends. I believe I am a pleasant person but for some reason people won't give me a chance. Please help me, I'm starting to feel my trains aren't enough, and I'm very lonely.

Dear Lonely of Lyneham

Well, we do have a problem, don't we luvvie. My advice to you is 'get a life', and I have some information to help you achieve this aim. What you need is WINGS: Wonderfully Interesting Nightlife and Great Satisfaction and I know where you can go to get this: 'The Pegasus Club' which I believe is only a few steps from your block. They have so much to offer you. There are disco's every Thursday night. Lots of young people congregate at these disco's in a relaxed atmosphere. You should make a friend or two there. They are refurbishing the NAAFI so it will be a nice place to 'let your hair down' so to speak, and I believe a new bar will be opening soon, 'Chesterfields'. It's an all ranks pub; what a nice atmosphere to take your new friends into, no trains there to disturb you. What about the fast food area? You and your new found friends can have a meal and talk in a very informal atmosphere. Dearie, there is always the committee if you feel you need more scope to make friends, lots of young ladies and gentlemen attend meetings, usually every second Wednesday of the month. They are always looking for new members.

The Pegasus Club support a charity called 'Marden Court'. This is an old people's home. They invite them to Lyneham for bowls afternoons, and for tours around the station and shopping in Swindon. Recently some members of the committee presented a cheque to the home from the club, which will buy a few luxuries for the people of the home.

I believe it's the Summer Ball on the 24 June, just a few weeks away. There's going to be a live band called 'Atlantic Sail Blues', cheap alcohol, a free drink on arrival, a fork buffet, and lots more besides. Luvvie, the ticket price is only £4 if you buy beforehand and £5 on the night, rather cheap considering all the friends you will make.

Well I hope I have been of some assistance to you, but if I were you I would reconsider the anorak, the hood could get you into trouble. I have enclosed a leaflet on 'how to avoid being a dweeb'. I hope this will help you.

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Palm Tree Ponderings



No sooner did the Boss arrive on the Squadron than he disappeared for a few months. Rumour has it that Geneva is bristling with Spanish 'blondes' seeking well-groomed English gents amassing vast allowances in Swiss bank accounts. Enjoy it while you can!

Back on the home front the Squadron has seen a few of the more familiar faces move on: Pete Knapp takes to a hole in the ground under

'Naphill' (the rest of us can all feel much safer knowing that RAF Ops at Strike is in safe hands). The Bowling Club will miss your support but I'm sure we will see you about the station from time to time. BA Robertson is rolling up his sleeves and donning a beret before chasing IOT cadets at Cranwell. Dean Plumb now takes up the slot of captain leader and promises 'nothing will change! The leader will do as many Pond Crossings and JACIG trips as possible' Thanks BA for all your Palm Tree offerings over the last couple of years especially the last sentence in the spring edition. Other changes include: Laurie Ramage, Bob Smalldon, Ian Hamilton and Bob Jones to the OCU, Bert Weedon and Phil Oakes to CFS, Phil Whitcombe and Nick 'Lofty' Andrew to Ops, Tony Simpson to Boscombe and Doc Livingstone moves to 70. Alex Grunn finally gets his call to squeeze into a Tucano at Linton and Miles Davey goes for a brain change (hope to see him back on 30 in the right hand seat).

Much to the surprise of Salisbury Plain, the first Mineval of the season featured 30 Squadron running the Keevil detachment. OB had his first chance to be a Station Commander, while a very cold but dry Cunny didn't miss the opportunity to throw the odd snowball. Ray Evans and crew linked up with 208 Squadron during their final tanker trail on the way back from Gibraltar. It's a sad day for all Buccaneer fans, truly one of the best aircraft the RAF has operated now retires.

On the social scene, the long awaited darts tournament was finally held with no surprises as to the result. Dale 'Jockey' Sargisson took everyone else to the cleaners, better luck next time Les. Well done to the ladies for their Quiz Night performance, next time the girls on LXX better look out!

The Squadron Go-Karting day produced mixed fortunes for the 7-4 on-favourite Tom Lee, as Rob Bailey (from 47) romped home. I thought this was a 30 Squadron day out?). The bowling evening produced a very close finish with Pete Knapp eventually taking the top position. Remember Boss, it helps if you remove your finger from the ball as it hurtles down the alley.

The Squadron Rugby team survived the first round of the CO's Cup with a decisive 28 - 0 victory over EES. Unfortunately MT proved too strong in the next round winning by 12 - 0.

'Down Under' Al Lawer takes up post as OC1312 leaving the Artful Dodgers to run the Squadron. Don't worry, Boss, everything is under control and the squadron couldn't be running more smoothly.

Finally Asil Nadir makes good! A recent phone call from his secret base in Cyprus revealed the whereabouts of Mark Purse and his crew. Their disappearance for two weeks was marked with the only comment of 'we had to come back when the money ran out!' (Why did it last that long?)



Anarchy in Albuquerque. The Palm Tree Gang - from left Ian Hamilton, Sean Harrigan, Tom 'General' Lee, Paul Cox with a complete stranger. Photo by Momma Feelgood's fantasy photo parlour.

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Maternity options - your choice

For those pregnant ladies among you or for those thinking about starting a family, Dr Sian Edwards reviews the maternity options available.

One of the first things that you will do once you discover that you are pregnant is to visit your GP. One of the subjects that he will want to discuss with you is where you are going to have your baby. While most women automatically assume that they have to have their baby in hospital, this is not necessarily true, and in fact a number of options are open to women in this area.

I will begin with hospital deliveries. Most doctors agree that the best place for a mother to have her first baby is in hospital. The reason for this is that it is very difficult to predict how a labour will proceed if you have no previous yardstick to measure it by. If your first labour and delivery were normal then the chances are that any subsequent ones will be. There are three different options available with a hospital delivery, namely Shared Care, G.P. Unit, and Domino Delivery.

Shared Care

Shared Care is by far and away the most common type of maternity care. Your antenatal care is shared by your GP and Community Midwife and an obstetrician at the local hospital (eg Princess Margaret Hospital (PMH), Swindon or Royal United Hospital, Bath). You are 'booked-in' for delivery at the local hospital and are looked after during labour by a team of hospital based midwives. After your first baby it is normal to stay in hospital for between four and seven days (more if you have a Caesarean section) although for second and subsequent babies you can be discharged in as little as six hours. This type of care is ideal for mothers with antenatal problems who are deemed 'high risk' and for those people who prefer to have all the high tech back-up in case they should need it. It has to be said that although the doctors and midwives do their best to give you the antenatal care and delivery that you want, these hospitals are big, busy places and it is easy to feel that you are just another mum on the conveyor belt and that your wishes are swallowed up by the general routine of the hospital.

It is therefore important to find out beforehand what choices are open to you so that you will be able to make an informed decision when the time comes.

GP Unit

Many large District General Hospitals like PMH have a GP unit attached to their maternity unit. Your GP or Community Midwife looks after all your antenatal care and you will be delivered in the local GP unit.

This has the advantage of giving much more personal care and avoiding the hours of waiting at antenatal clinics (it also avoids the parking problems at PMH!) yet you have the full back-up of the hospital available should things not go according to plan. There are

also GP Units at Chippenham and Malmesbury Hospitals where your GP will look after your antenatal care, however, if problems arise during labour, Chippenham and Malmesbury do not have the immediate consultant back-up or Special Care Baby Units necessary so you would have to be transferred to the Royal United in Bath.

Domino Delivery

Domino stands for 'domiciliary in-out' and means that you are looked after antenatally by your GP and a team of Community Midwives. When you are ready to deliver, a Community Midwife assesses you at home then when you both feel the time is right, she will take you into hospital, deliver the baby, then return you home several hours later. To many people this sounds ideal, but in reality I have found that it doesn't actually exist in our local area, probably because there are too few Community Midwives to provide this type of care. The closest you will get to a Domino delivery is GP Unit care with a six hour discharge.

Home delivery

It is a little known fact that every woman has the right to have her baby at home should she so wish. As the law stands, a woman is obliged to inform the authorities that she is pregnant and if she wants a home birth, the Supervisor of Midwives for her District Health Authority is legally obliged to allocate a midwife to her for the delivery. However, most sensible people listen to what their GP has to say first! Home birth is not a good idea for the first time mother for reasons described earlier, however, if you have already had a normal pregnancy and delivery, are fit and healthy and have the necessary support and facilities at home then there is no reason why you can not have a home birth. The problem most people have is finding a GP who is happy to attend a home birth. In fact, as far as I am aware, there are only two in the Swindon area, and only one (Dr. Rod Houseman, Link Surgery) who is happy to deliver at Lyneham. If you wish to have a home birth then you can ask your GP to transfer you to a home birth GP for the duration of your pregnancy although it is up to the GP whether or not he will accept you; he is not obliged to do so.

Personal experience

Having already had two normal pregnancies and deliveries in a large District General Hospital (Doncaster) and finding the Domino option unavailable, I decided that a home birth was for me. I expected to encounter all sorts of difficulties but I found the whole process of arranging a home birth surprisingly easy. The Medical Centre at Lyneham couldn't have been more helpful (particular thanks must go to Dr John Russell). During my pregnancy I was looked after by Dr Rod Houseman and Sister Binnie Upham whom I got to know well. We had plenty of time to discuss what sort of delivery I wanted and how they could help me achieve it. Contrary to popular belief, there is no need for copious quantities of hot water and towels during a delivery, the midwife brings all her equipment with her. My only advice is to cover the carpets with plenty of clean newspaper (rather than try to explain the stains to the Families Officer!). In the event, I had a perfectly normal delivery (even though I was two weeks late). Pain relief was provided by gas and air (four cylinders!) although I could have had pethidine if I had wanted it. Gareth Morgan Edwards was born at 7.33am weighing 9lbs 3½ oz and by 8am everything was cleaned up and cleared away and he received his first visitors while dad made breakfast for the midwives!

In summary, if you are registered with the Medical Centre at Lyneham, then you automatically have shared care with PMH. The Medical Centre can not provide GP Unit, Domino or home births due to operational considerations. They are happy, however, to refer you to other GPs who can provide alternative types of care.

If you live in the Swindon area, you have the choice of shared care, GP Unit delivery, or a home birth. If you are in the Chippenham or Malmesbury areas you may have shared care at Bath, GP Unit care at Chippenham or Malmesbury, or a home birth.

Finally, whatever type of maternity care you choose it is best to find out as much information as you can so that together with the medical staff you are able to make informed decisions to achieve the delivery that you want.



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SSAFA Social Worker

Since the SSAFA Social Work office opened at RAF Lyneham in October 1990 well over 1,000 families and individuals have received help and advice from the social worker, Yvonne Janson. Thankfully not all these people have called into the office on the same day although it occasionally feels that way!

The above number of people whom we have endeavoured to help may cause some of you a certain amount of surprise. Although the existence of the social worker is not supposed to be a well-kept secret the matters discussed within the office or when Yvonne visits families at home are respected with total confidentiality. If this wasn't the case then people would not be still walking through the door!

The range of problems with which the social worker deals is quite extensive although the bulk of the work remains in the area of relationship counselling. In order to try and achieve the best for people coming to the office Yvonne has established good working relationships with a wide variety of individuals and agencies. This is to everyone's benefit - after all, if you need help then it's better to know that you're asking the right person!

To give some idea of the other problem areas in which advice is available, look at the following:

'My marriage is breaking up and I don't want it to.'

'My partner is having an affair.'

'I feel so fed up all the time. Nothing seems to go right'

'The children are driving me crazy'

'Do you know anything about childminders'

'I'm not coping with my divorce very well'

'I don't know who else to talk to.'

Yvonne's experience is fairly wide ranging having worked in child guidance, hospital settings, with Local Authority teams, day centres for people recovering from mental illness and with other voluntary organisations before coming to SSAFA. She even presented a radio programme with Johnnie Walker for nearly two years on Family Matters! If Yvonne doesn't know the answer then she'll certainly know a body who will!

Anne Yeoman is the SSAFA Social Work Secretary and she has been in post for over three years. A vote of thanks is due to Anne for her hard work and dedication - this is about as public as I can make it!

For those of you who still don't know, the office is at 20 Teal Avenue - above the Child Health Clinic. The phone number is 890381 (station number) ext 7120. The office is manned Monday - Friday 8.30 - 12.30 when either Yvonne or Anne will try to deal with your request. The social worker works full time but may be harder to get hold of in the afternoons - try leaving a message on the answerphone which operates on the above number. We'll get back to you as soon as possible.

Yvonne Janson
SSAFA social worker

PS. Lyneham is still almost unique in having its own station dedicated qualified social worker (although by the time you read this there may be a few other stations in receipt of such a service). Lyneham was the first station to have a social worker (although there have been three advisers who have covered larger areas) and there is currently one other social worker based at RAF Marham.

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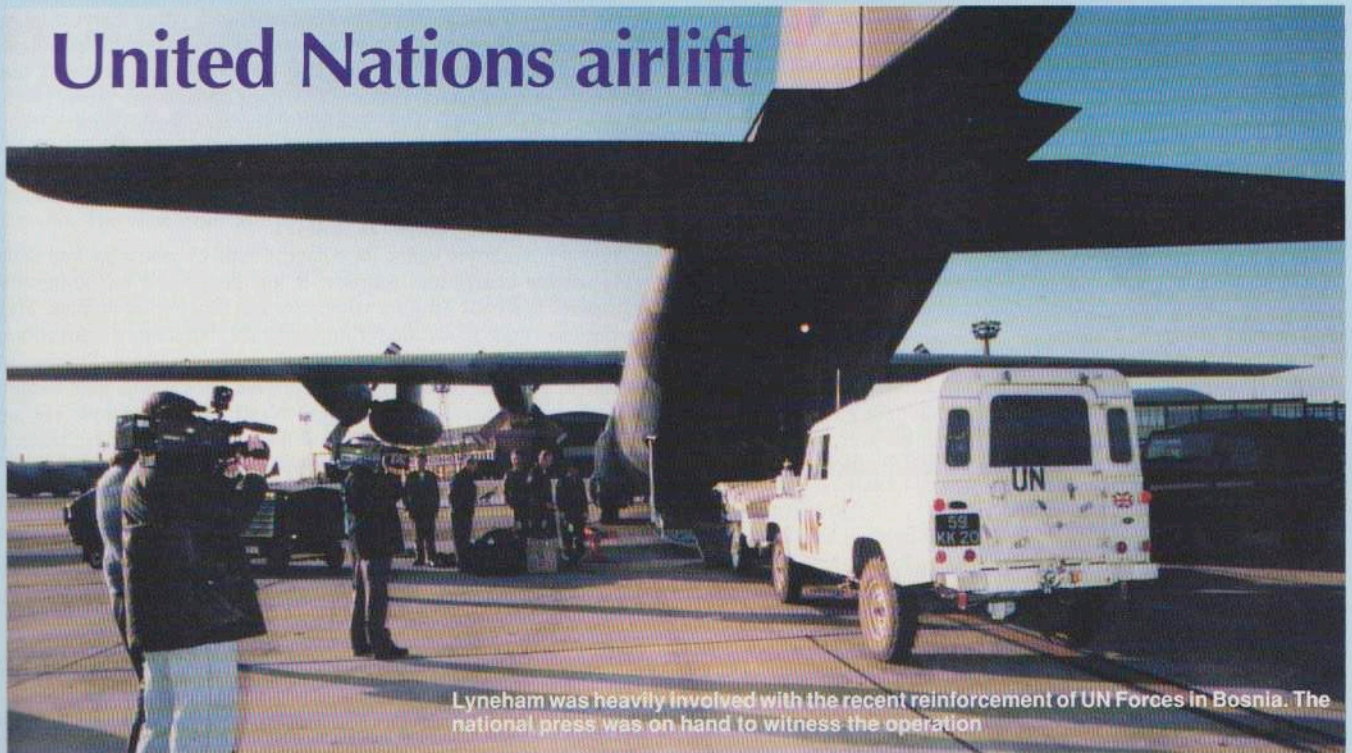
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Lyneham caterers excel

The abilities of five Lyneham caterers was recognized in a competition held in February this year. The awards were given by the prestigious Salon Culinaire International de Londres. FS Tony Rowley's beautifully sculpted miniatures greatly impressed the judges who awarded him the Gold Award for Miniatures. Tony also received a Certificate of Merit for works in marzipan. The inter-service 'Cook and Serve' certificate of merit went to Cpls Kath Mossom and Phil Stevens, and the Silver Award for Junior Cook and Serve went to SAC(W) Elaine Waller and SAC Steve Marchant.



United Nations airlift



Lyneham was heavily involved with the recent reinforcement of UN Forces in Bosnia. The national press was on hand to witness the operation

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See wonderful Wiltshire

There are quite a few interesting places quite close to Lyneham. Here are just a few.

If you know of somewhere worth visiting, why not tell the editor. The best suggestions will win a bottle of wine!

2. Atwell-Wilson motor museum (7 miles)

Tel 0249 813119. Open Mon-Thur 10-5, Sunday 11-5. Adults £1.50, Children 75p.

Rolls Royces to Cadillacs, Model T Fords to Little Singers, you'll find them all and a lot of others too at the Atwell-Wilson Motor Museum, Calne.

5. Avebury Stone Circles (14 miles)

Free Admission, Open Daily.

Unlike Stonehenge, you can wander freely among the great stone circles and earthen ramparts of Avebury which were constructed between 2,500 - 2,000 BC. Children love the space and walking around the outer circle expends quite a bit of energy!

5. Aveby Museum (14 miles)

Tel.0672 3250. Open Daily 10 - 4. Adults £1.30, Children 65p.

The Alexander Keiller Museum (to give it its proper name) contains many of the relics and antiquities which have been excavated from Avebury over the years. Although small in size, the museum offers a fascinating insight into the archaeology of Avebury and its ancient inhabitants.

5. Avebury Great Barn Museum (14 miles)

Tel. 0672 3555. Open 10 - 5.30 (11 - 4.30 Sundays). Adults 95p, Children 50p.

The Great Barn contains a variety of exhibits and also hosts demonstrations of traditional and country crafts.

5. Avebury village (14 miles)

The village itself lies partly within the stone circle. As well as an old Manor House and church, the village has antique shops, gift-shops (including a National Trust shop), and a pub (The Red Lion) which serves wholesome pub food but which can be overcrowded in the tourist season. A large, well signposted free car park is a short walk from the village.

8. Barbury Castle (15 miles)

0793 845346. Admission Free. Open Daily.

Built between 700BC and about 43AD the Iron Age hill fort of Barbury Castle was a refuge against attack by marauding European Celts long before Maastricht was even thought of. It can be a somewhat bleak and windy place but it is excellent for flying kites, superb views of Swindon, and walking the dog if you aren't that interested in its history. Good car-parking facilities make Barbury Castle an excellent starting point for those wishing to stroll along the Ridgeway. Reach

Barbury Castle through Wroughton village and drive past the impressive gate guardian at RAF Wroughton hospital.

13. Biddestone village (14 miles)

Situated between the A4 and the A420 west of Chippenham, Biddestone is an old Wiltshire village complete with village green, thatched houses and duck pond. The White Horse Inn offers wholesome pub food. Less touristy than Lacock or Castle Combe it could be a good place to stop for lunch if you are visiting Corsham Court, Sheldon Manor or Castle Combe.

1. Bowood House and gardens (9 miles)

0249 812102. Open 11 - 6.

Although Bowood is virtually on our doorstep, surprisingly few Lyneham folk seem to have visited it. It is a major stately home worthy of a visit in its own right, but for those of you who want a little more, it has a well-stocked garden centre, gift shop, restaurant, adventure playground and extensive landscaped grounds. No dogs allowed. From mid-May until the end of June, the breathtaking Rhododendron Walks are open (enter from the A342 Devizes Road). Swaths of bluebells carpet the woodland and the rhododendron blossoms make stunningly colourful displays. Bowood also sports a rather nice golf course. If you prefer a pub lunch rather than eating in the restaurant, then any one of three nearby pubs can provide excellent food and drink. On the A5 (heading towards Chippenham) is the Lysley Arms, in Derry Hill itself is the Landsdowne Arms (with pleasant views of the Avon Valley if you sit outside), and further along the A342 towards Devizes the George Inn is situated in the picturesque village of Sandy Lane.

15. Castle Combe village (16 miles)

A most picturesque Wiltshire village, Castle Combe is packed with olde worlde charm and tourists. It has been used on numerous occasions as a back drop for television and film period dramas. The trustees do a good job of controlling unsightly 20th century innovations and not one television aerial can be seen in the village. Parking is available at the top of the hill and the walk back seems a lot longer than the stroll down to the village! Nearby Castle Combe racing circuit provides thrills and spills for those who like their excitement on wheels. Reach Castle Combe by following the A420 out of Chippenham then take the B4039 through Yatton Keynell.

3. Cherhill (10 miles)

On top of Cherhill overlooking the A4 east of Calne is the well known local landmark, the Landsdowne Monument. Erected in 1845 by the Marquess of Landsdowne in honour of his ancestor Sir William Petty. On the slope beneath the Landsdowne monument is a white horse, carved into the hillside in 1780 by Dr Christopher Alsop. Dirtier in appearance than many of Wiltshire's white horses, it is known locally as the 'Black Horse'. Leave your car in a lay-by and enjoy a bracing walk to the top to savour the view and afterwards,

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See wonderful Wiltshire

savour a pint of Courage in the Black Horse Inn, which also serves good pub food.

9. Coate Water Country Park (16 miles)

0793 490150. Open daily. Entry Free. (Car Parking Charge). Numerous events take place in the Country Park throughout the year. Lodged between Swindon's south east corner and the M4, Coate Water park is ideal for picnics with boisterous youngsters.

12. Corsham Court (16 miles)

0249 712214. Open daily 2-4.30 except Mondays and Fridays. Adults £3, children £1.50.

Ethelred, Saxon King of Wessex was the first recorded owner of Corsham Court and ever since then the house has grown and been enriched by its owners. Since 1745 it has been owned by the Methuen family and now houses one of the most fascinating art collections in the country. Paintings by Van Dyck, Rubens, Caravaggio, and other Great Masters too numerous to mention adorn the walls of this beautifully kept house. Furniture by Chippendale and Sheraton, decor by Adam, and gardens by Capability Brown make Corsham Court well worth a visit. Corsham Court lies just off the A4, three miles west of Chippenham.

6. Hackpen Hill (19 miles)

Turning eastwards off the A4361 (Avebury - Wroughton road) opposite the Broad Hinton turn off takes you up Hackpen Hill. You can't mistake it, because approaching the top of the hill, the road jinks first left and then right around yet another White Horse.

The small car park at the top of the hill straddles the prehistoric motorway known as the Ridgeway on the edge of the Marlborough Downs. The view from here over the Avon valley is superb and well worth the detour. For those more energetic souls, it is a short (two miles) walk from here along the Ridgeway to Barbury Castle. If you are feeling peckish after your outing then try the Crown Inn at Broad Hinton for an excellent bar snack or something more substantial!

11. Lacock village (15 miles)

Lacock (pronounced Lay-cock) is undoubtedly one of the prettiest villages around and like Castle Combe features on many picture postcards. Somewhat larger than Castle Combe, it has a good variety of craft shops, Inns and points of interest.

The Fox Talbot museum of photography is located at the gates of the nearby Lacock Abbey (in case you don't know, William Fox Talbot virtually invented photography). The Fox Talbot Museum

can be contacted on 0249 730459 and is open daily from 11 - 5.30.

11. Lacock Abbey (15 miles)

0249 730227. Open daily except Tuesdays 1 - 5.30. The Abbey, founded 1232 has been the home of the Talbot family since the dissolution of the monasteries in 1534.

10. Lydiard House and country park (7 miles)

0793 770401. Open Daily. Free entry to park (except parking fee). Entry to house 50p.

A wide variety of events take place in Lydiard Park throughout the year. An adventure playground and lots of open space is ideal for energetic children. The park is located on the Western side of Swindon, just north of the M4.

14. Sheldon Manor (13 miles)

0249 653120. Open on Sundays, Thursdays and Bank Holidays. 2 - 6. Just outside Chippenham off the A420 is Wiltshire's oldest Manor house, Sheldon Manor. Lived in since 1282 it still feels very much like a welcoming family home and apart from the house itself, the catering is rather nice, ranging from genuinely home-made lunches to fresh cream teas and 17th century dishes.

4. Silbury Hill (13 miles)

Beyond the site of the old airfield at Yatesbury as the A4 descends from Cherhill Down, in the hollow and nestling next to the road, looms the mysterious and ancient Silbury Hill.

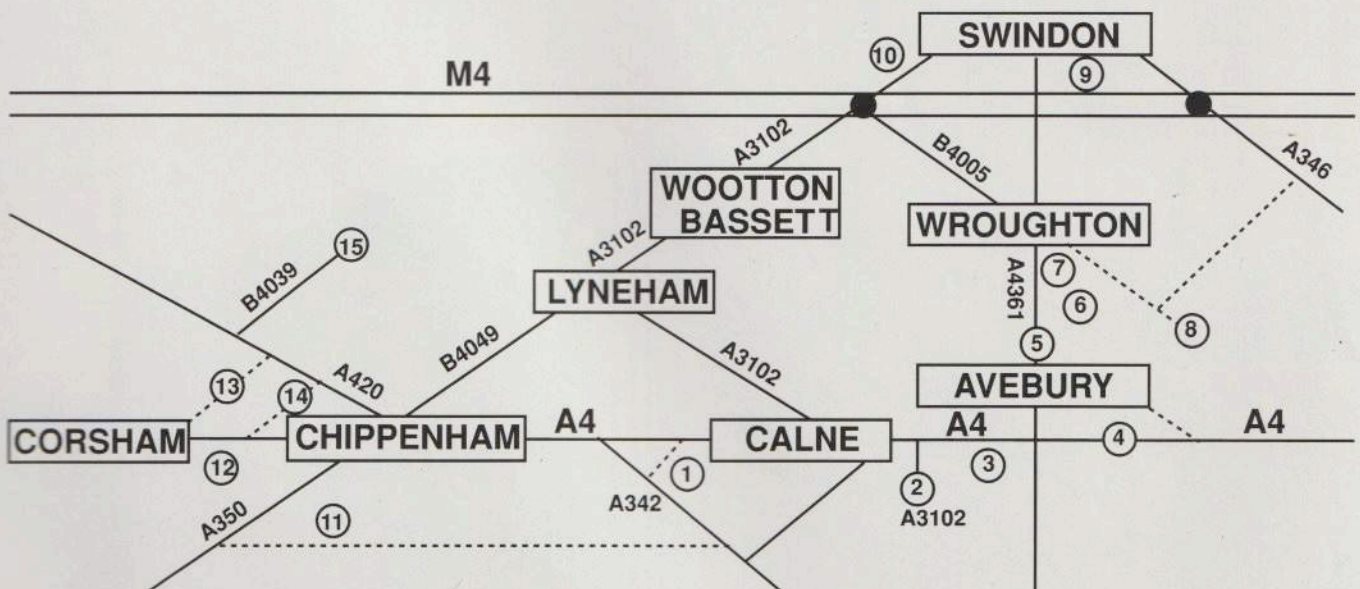
Why Stone Age man constructed Silbury Hill is still uncertain and it is hard to understand what inspired our ancient ancestors to build this immense conical hill.

After viewing the hill, why not drop in at the Waggon and Horses Inn for a tasty meal and a pint of Wadworth's 6X. This 16th century coaching inn has a fair sized children's play area at the back and also does a mean chilli pie!

7. Wroughton Science Museum (11 miles)

Wroughton is where the Science Museum keeps some of the larger exhibits which will not fit in its London premises. These include a wide range of aircraft and heavy road vehicles. The museum only opens its doors to the public on occasional weekends and it looks as though it will remain closed for most of 1994 while renovations are being carried out.

The entrance is about one mile north of Wroughton village off the A4361 Wroughton - Avebury Road.



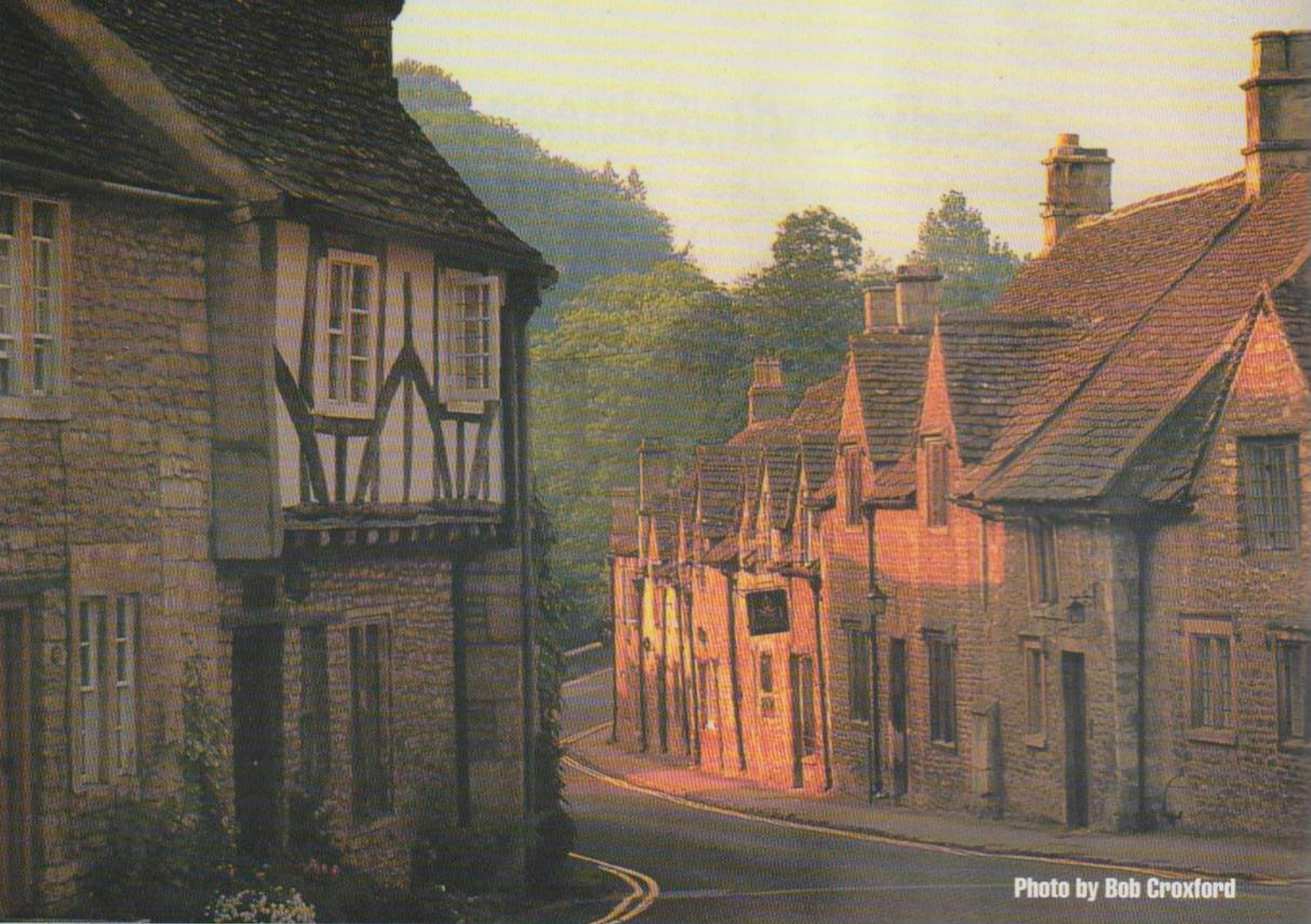


Photo by Bob Croxford

Wonderful



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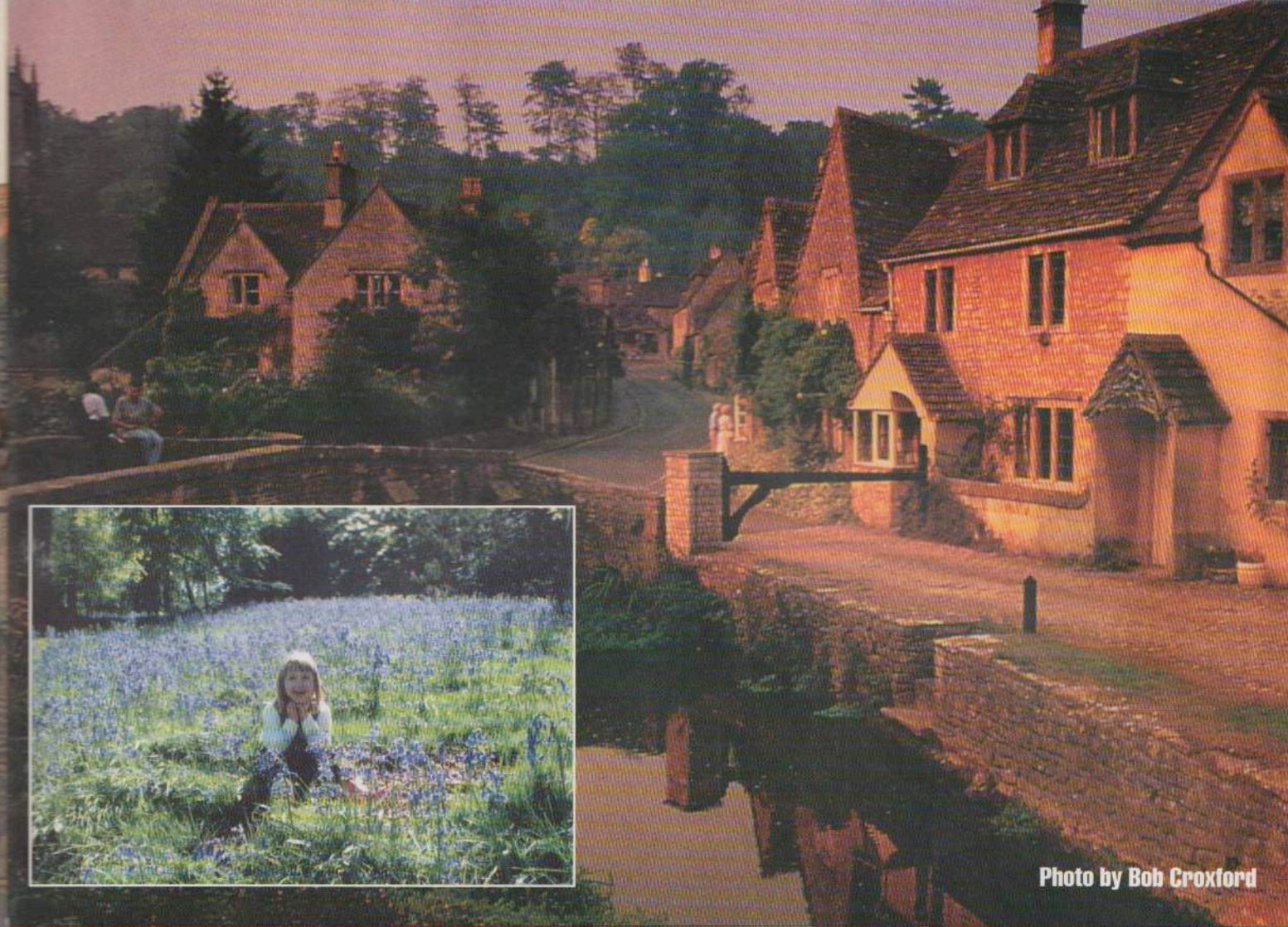


Photo by Bob Croxford

Wiltshire

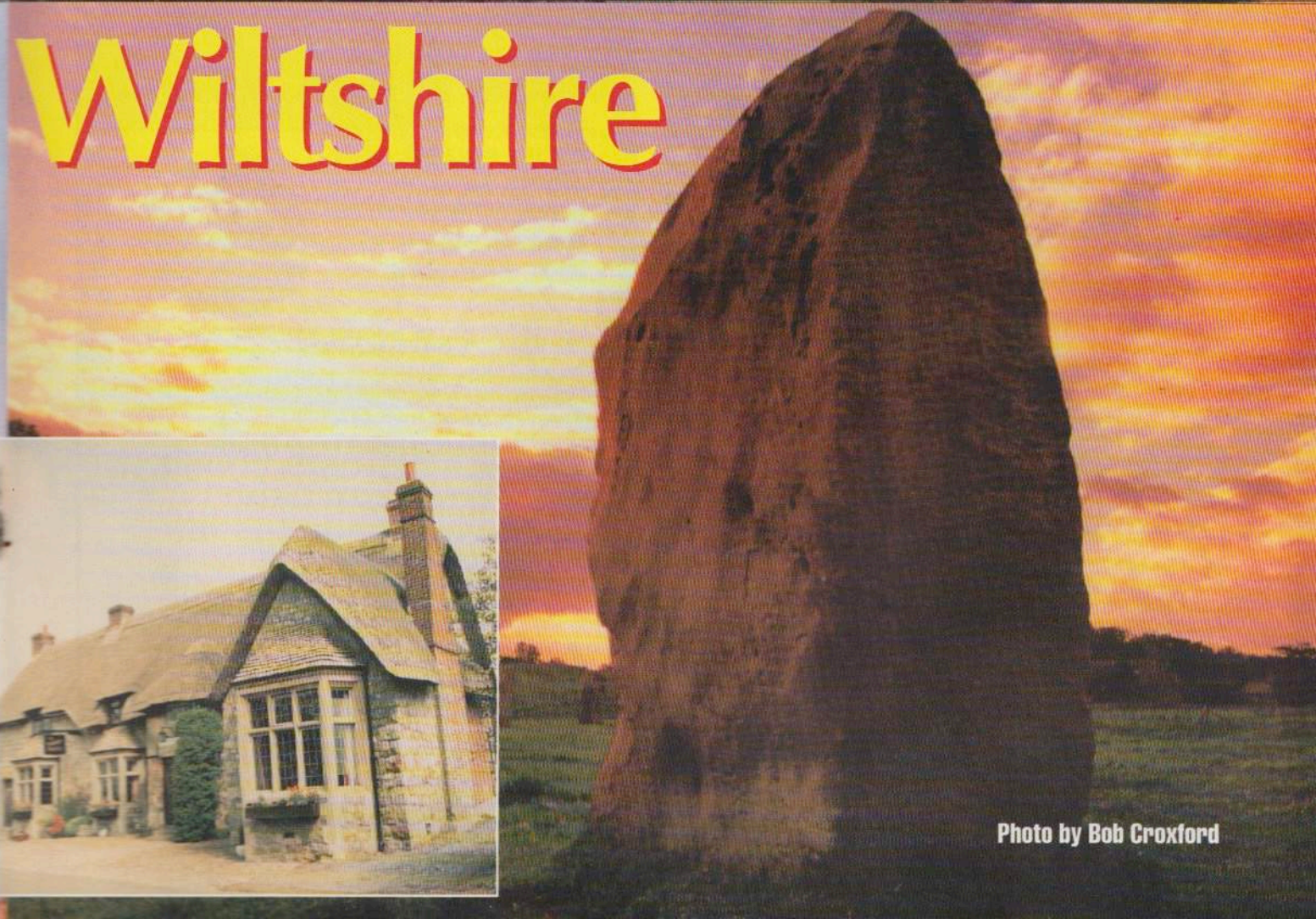


Photo by Bob Croxford

Have you ever caught anything down route?

If you fancy a bit of fun down route... Take a bike to Ascension Island the next time you are there and cycle to the top of Green Mountain. We did and I can tell you that whizzing down at the speed of heat is sheer exhilaration, but watch out for the 20 or so hairpin bends. And here's a top tip; when you reach the bottom don't touch the wheel rims, they'll be red hot (unless you're lunatic enough not to have used the brakes!). After copious sunbathing, swimming and boules, we paid £10 each to be taken out fishing by one of the St Helenian fishermen who live on the island. The boat could not be described as the height of fishing technology, being barely long enough for six people and having a single dilapidated engine and two distress radios. However, the engine started first time and for the next 20 minutes we plodded through a light chop to take up station a mile off shore. With the racket and the diesel fumes from the engine subsiding, we rode at anchor in 400ft of water and heaved a bucketful of chum over the side together with three baited hooks and then sat down to wait. And wait we did!

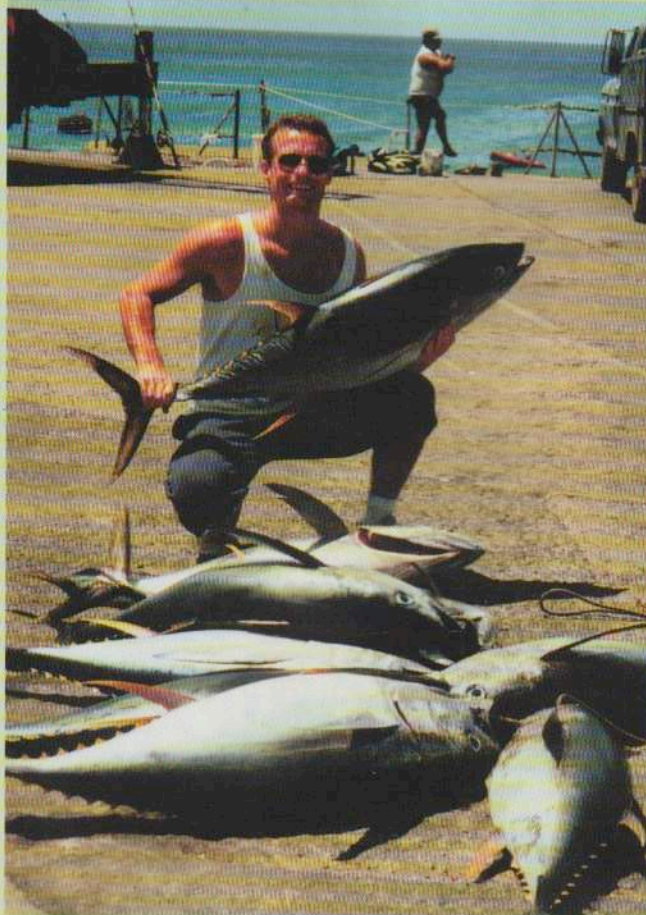
For an hour we saw the odd shark and turtle swim by but caught nothing. Then, with an almighty scream from the reel, we had our first fish - a 50lb tuna! (I should say, after 20 minutes hard battling we had our first fish, because believe me, these fish don't just wave a white flag and jump into the boat. As soon as they're hooked, they take off for the mid-Atlantic and then it's a straight competition between them and your biceps.) At one stage we had a fish on each of the three lines which caused pandemonium in the boat! We finished with a total of 10 tuna which left very little room in the boat for us! Inevitably there were a few that got away; most of which were probably whahoo (a large Barracuda-like fish which simply bites through all but steel fishing line). Now came the problem of what to do with all this fish. Two hours of gutting and filleting reduced the fish to 300lbs of succulent tuna meat, nearly a thousand steaks in all! Some we left with the Mess at Travellers Hill, the rest we froze, packed with dry ice and despatched to in-flight at Brize Norton on the Timmy schedule. (We needed an export licence which we obtained from the Administrator's Office in Georgetown.)

My family are now well used to tuna pie, tuna curry, tuna fish cakes... On the way back to Lyneham, we followed two F3s into Porto Santo where, as luck would have it, airliners were arriving thick and fast having diverted from Funchal (on the main island of Madeira) due to excessive crosswinds there. Imagine our dismay

when all the hostesses came to stay at our hotel. But that's another fishy story... Isn't it Eng?

Prior to this route, the only thing I'd caught down route was a cricket ball during an impromptu match against a Victor crew on Ascension Island some years ago!

C G Hopwood



1993 Sports Personality



Flt Lt Tiny Spires received his award for Station Commander's Cup Sports Personality for 1993. The Cup was presented by Gp Capt Angus Morris on his last day as OC 57(R) Squadron.



THE LYNEHAM GLOBE



No 1 A composite from editions of Lyneham Globe from 1959

A Single Team— A Single Purpose

by

The Commanding Officer—

It is my great pleasure to introduce to you "THE LYNEHAM GLOBE." This is your own newspaper, which has been launched in order that each of you might become acquainted with the men and events that make up the daily life of Royal Air Force, Lyneham.



Station Commander,
Group Captain R. E. Craven,
O.B.E., D.F.C.

(Photo by Staff photographer.)

"THE GLOBE" makes no pretence of rivalling "The Times" or "The Daily Mirror"; though global by name, it is deliberately parochial in outlook. This is a large and busy Station and the greater proportion of Officers, N.C.O.s and men rarely meet. This newspaper will provide the means whereby we can all feel that we belong to a single team bent to a single purpose.

We face challenging times. In Transport Command as a whole, and on this station in particular, the coming months will bring with them new aircraft, new buildings and new techniques. You and I are charged with matching these physical developments with all the imagination and vigour that we can muster.

I am very proud to have taken command at a time like this and with us lies the opportunity to further enhance the high reputation built up by our predecessors.

I wish "THE GLOBE" all good fortune; may it gain and hold the interest and affection of the men of Lyneham.



Britannia handover at Lyneham. Log book handover of 636 by Mr Unwin of Bristols.
(photo courtesy of Evening Advertiser.)

Comets and Britannias To Be Named After Stars and Constellations

THIS decision was taken after approval had been given by the A.O.C. in C. Transport Command. The naming of aircraft is of course nothing new for Lyneham and the painters are now busy putting some of the following names on the aircraft.

COMET

Aquila	Corrus	Pegasus	Sagittarius
Apheus	Cygnus	Perseus	Taurus
Columba	Orion		

BRITANNIA

Alphard	Antares	Capella	Rigel
Aerux	Arcturus	Denabola	Sirius
Atria	Argo	Hadar	Spica
Adlara	Avior	Polaris	Schedar
Aldebaran	Bellatrix	Procyon	Vega
Altair	Canopus	Regulus	

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ROVERING

*

CALLING all young men between the ages of 18 and 24 years! What do you do on a Wednesday evening? Are you, or have you been a Rover or Rover Squire? Have you ever thought of becoming a Rover?

There is nothing childish about Rovering. In fact, just the reverse. It offers a way of life that is a little different from the normal run of things, a life of purpose, achievement, adventure and the opportunity to prove yourself to yourself.

The 1st Lyneham Scout Group is lacking a Rover Crew, so how about starting one here? Yatesbury has one 30 strong. For further information about Rovering, proposed meeting times and place, etc, contact the G.S.M. of 1st Lyneham, Ch./Tech. Symonds, at Tech. Ops.

LARGE LIFT BY BRITANNIA

DURING the period December 8th—14th, a Britannia (SPEC 6040) captained by Fg. Off. Whiteight and Plt. Off. Haley, transported 1,231 passengers between Lyneham—Luqa—Idris—El Adem—Alconbury respectively.

An interesting feature of this operation was that a total of 1,179 passengers were moved in eleven lifts. The A.Q.M.S.'s who were responsible for the passengers' comfort were Sgts. Fisher, Ashbolt and Winstanley.

NEW AIR SUPPORT GROUP FOR TRANSPORT COMMAND

THE Air Ministry announces that a specialist tactical transport group is to be established shortly to plan and control all tactical transport operations, particularly those concerned with Army Support.

This Group will form part of R.A.F. Transport Command with a Commander of Air Vice-Marshal rank, and with some staff posts specifically allotted for Army officers. It will be designated No. 38 Group, a title made famous in the war years in airborne and army support operations. Its headquarters will be located close to the H.Q. of Transport Command and of the Army Strategic Reserve.

Army formations will have in the Group one specialist Commander with whom they can deal directly on all Army air transport support matters. Members of the staff of the Group will be available if required to assist Commanders-in-Chief overseas to control major tactical transport support operations in their theatres.

99 SQN. CREW BRING MR. AMERY HOME

FOLLOWING his talks in Cyprus with the Cypriot leaders the Colonial Under-Secretary, Mr. Julian Amery, flew home with his 6 advisors, in a Britannia on February 10th, after his departure had been twice delayed due to last minute attempts at mediation.

The crew of the Britannia (XM 518) was Flt. Lt. Musgrove (Captain); Flt. Lt. Brown (Co-Pilot); Flt. Lt. Jenkins (Navigator); Fg. Off. Wood (Engineer); M./S. Wood (Signaller); Sgt. Currie (A.Q.M.).

After the second delay, of 7½ hours, the Britannia took off from Nicosia at 2130 hours (local), reaching Mr. Amery's destination at Gatwick at 0245 hours on 11th February. The aircraft landed at Lyneham at 0430 hours.

During its week in Cyprus the Britannia was with a Conversion Unit Detachment and was employed on training flights.

TOBRUK REVISITED

NINETEEN years ago Air Vice-Marshal Peter Wykeham, then a Squadron Leader, baled out of a Hurricane after a dog-fight over Tobruk. However, he continued to command his squadron—No. 73, the only remaining fighter squadron in the fortress—and only left when his last aircraft had been destroyed.

He has just returned to Tobruk for the first time since those hectic days.

As Air Officer Commanding No. 38 Group, the R.A.F.'s new tactical transport group, he is a joint commander of Exercise "Starlight."

Air Vice-Marshal Wykeham, who holds the D.S.O. and bar, the O.B.E., the D.F.C. and bar, the A.F.C., the United States Air Medal and a Danish award, is, at 44, the youngest Air Vice-Marshal in the R.A.F.

NOT quite so daring as some of our previous pin-ups, but certainly one of the loveliest. She is ANNE AUBREY breathtaking star of "Let's Get Married." (As if anyone needed asking!).



V.I.P.s. THROUGH LYNEHAM

Air Vice Marshal McDonald and his wife, arrived at Lyneham on the 11th August, and Air Marshal Sir Hugh Patch departed on U.D.C.032 on the 12th August.

SMALLER CHEVRONS FOR W.R.A.F.

In future N.C.O.s. in the Women's Royal Air Force will wear chevrons of smaller dimensions than those worn by members of the Royal Air Force. The chevrons will be two inches long compared with the former four inches.

FLIGHT RECORDER

"Midas" aircraft flight recorder which can quickly determine the cause of crashes and save thousands of pounds on maintenance, has been taken off the secret list. It is backed by the R.A.F. and M. of S.

SUPER TERMINAL TO COST £135,000

A NEW terminal building for passengers and freight is to be built at R.A.F. Station Lyneham at an estimated cost of £135,000. Work will start early in the New Year and the building is expected to be ready by Christmas, 1960.

It will be one of the finest buildings of its type in the Royal Air Force and provide facilities comparable with those at London Airport.

The building to be constructed on the airfield apron will house under one roof the station headquarters, operations section, a cargo-handling section, a custom's hall and a passenger section with a lounge and restaurant.

SCATTERED

At present these sections are scattered all over the station and coaches and trucks have to meet the aircraft to transport the passengers and cargo to the various sections. When the new terminal building is completed, the aircraft will be able to taxi up to it and discharge its cargo and passengers.

The project is part of an extensive rebuilding programme for the station which started a few years ago with the erection of a new officers' mess, airmen's mess and guardrooms.

AIRFIELD HOTEL

A large airfield hotel is planned for the future for passengers staying on the station overnight. At the moment accommodation is being used at a disused landing ground at Clyffe Pypard 8 miles away. There are also plans for a new sick quarters and sergeants' mess.

Lyneham is Transport Command's main station in the British Isles and each year its Comet and Britannia fleets carry thousands of personnel of all three services all over the world.

ASTRA PRESENTS

On Monday only, November 2nd, "Merry Andrew" will be screened starring Danny Kaye.

Tuesday, November 3rd, will present the Lyneham Film Society's first show "He who must Die."

Wed. and Thurs. November 4th and 5th, we have the return of the 'horrors.' Coupled with "Night of the Blood Beast" is, "The Terror Strikes."

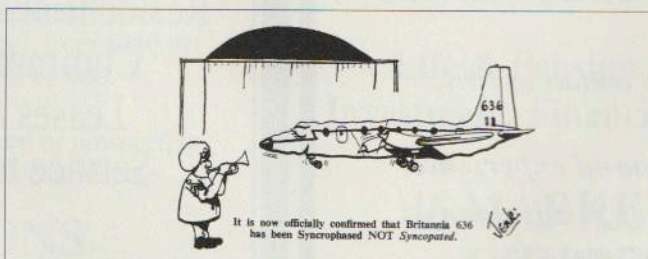
November 6th and 7th—"Light in the Forest" and "Sign of Zorro." (All Disney Show)

Sunday only, November 8th, Robert Taylor stars in one of those 'earthy' type films, "The Power and the Prize."

Mon. and Tues. November 9th and 10th, "Liane, Jungle Goddess" will be screened as the main feature, coupled with, "Nudist Paradise."

"When the Station Commander's away..!"

AN unwelcome visitor to the Station Commander's quarter on the night of the 6-7th August was a fox which made off with one mother Muscovy Duck, thereby depriving eleven newly hatched ducklings of a mother's love. It is not expected that the Group Captain will be recalled from Cornwall, where he is on leave, to deal with the emergency. A foster mother (Mrs. Barnard) is dealing adequately with the situation.



It is now officially confirmed that Britannia 636 has been Synchronised NOT Syncopated.

STAFF

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Ops Wing round up

As the new Ops Wing correspondent, over the last few months I've been contemplating how to spice up the Ops column. For maximum exposure I did consider including some close-ups of Sharon Stone, or, for our female readers, a pull-out pin up of Fg Off Richie Alborough; stud extraordinaire so I'm told (though mostly by him!) Unfortunately neither have any connection with Ops (of the flying kind!) and no doubt Editor Edwards has better things to do than to start pressing his No. 1s this weekend. Anyway, I've got your attention - a bit of titillation usually works wonders.

On a similar subject (a very tenuous link for those who know her!) I also thought of giving her a regular feature to ATC star performer Flt Lt Clare Owens, OiC Saddle Club. Not only has she single-handedly fenced a paddock, built stables and grovelled to the execs, but she's finally got the club a horse! A saddle club with a horse - now there's a novelty! However, since she's probably writing her own article she's not getting any more of my precious space.

Talking of RAF(W)s, as a result of all the posting changes ATC is now almost bursting at the seams with lumpy jumpers. 'What?' I hear you cry; 'All that 'totty' under one roof!'

By the way, before you all (well, probably not that many of you) rush to complain about such a sexist remark I'm one of them. In fact, somebody once calculated that if a bra from each of them was laid clipper to clipper on the ground they would stretch from one end of the runway to the other; (monster cups from Scotland providing additional cover across the thresholds!)

Another warped mind suggested that it might be possible for Lyneham to construct its very own elasticated barrier, courtesy of M & S. The mind boggles; Hawk pilots would be queuing to divert to Lyneham with engine failure - it brings a whole new dimension to the phrase 'gagging for it!'

Ops have also had to wave goodbye to one pair of ATC sideburns. SATCO Cowell has retired to face Civvy Street, forge links with the local Young Farmers and cultivate his vegetables. (...Ooh, what a perfect opportunity to take a swipe at Ops; probably more trouble than it's worth though ...) Anyway, all the very best to both Sue and Robin.

New bod on the block is SATCO Quin. Having kicked the civvies out and hot-footed it back from Boscombe Down, Ops now eagerly await the return of those hairy little legs scurrying up and down the Lyneham football pitches. We also wonder how ATC's suntanned Schwarzenegger (Cpl H) is settling in on the 47 Squadron Ops desk. Do you 47 Squadron guys know that there are 57 uses for the cleaning rod of an AK47, that combat boot leather is tough enough to withstand a high velocity round from a water-pistol, or that the SAS can skin a guinea pig with their toenails? No? Well, soon you will ... Mind you it could be considered a fair swap for the industrious Flt Lt Fowler, who has seen the light and joined Ops' band of merry men.

My apologies to Ops Squadron if this article seems a little biased towards ATC, hopefully by the next issue my undercover worm will be well and truly established in the terminal buildings, ready to spoon feed scandal down the landlines. (Flt Sgt North beware!)

Finally, just a quick plug for the ATC Pimms and Plants stall at the Station Families Day on 25 June. Best of luck to the 'chosen one' who has to grow the daisies, unpack the Pimms, face the wrath of the public when the ice runs out, and who had better not be me!

Grovel to all Aircrew - An ATC plea from the bottom of our chinagraphs.

For those of you who have not yet read SROs (or have no

intention of ever doing so...) a note to inform you that due to the refurbishments to improve communications in the tower, ATC radar will temporarily move residence between mid May and August. Unfortunately, despite bids for a transfer to the Algarve and requests for a special detachment to the Tibetan Highlands for SATCO, we've all ended up with a Portacabin in the ATC car park. The local and ground controllers will be remaining huddled at the back of the glass tower; however do be cautious of downwind calls 'three ahead', two of them are likely to be shaving chips on the controller's pinboard ...

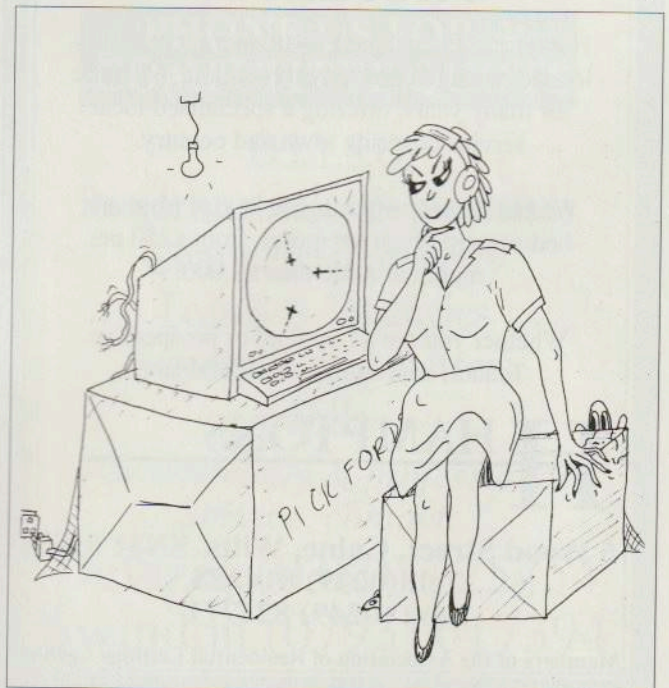
In order to please AOC MATO, who is desperately trying to reduce unnecessary chitchat on the radios it is hoped that we won't have to introduce the phrase 'limited service due to refurbishment.' A slight digression, but if you haven't heard the rumours, last year big cheese MATO sent a team of sleuths to investigate ATC services throughout the UK. Having quizzed aircrew of all shapes, sizes and denomination of rank, and taking into account a variety of extraneous circumstances, to cut a long epic short, they finally agreed that (oh no, I can't put it off any longer) ATC talk too much. Sniffle, sniffle... All that street cred lost in one fell swoop.

Implicitly

It was however, most pleasing to learn that the growbags trust ATC so implicitly that they actually want us to narrow the gaps in the sky; a reduction of lateral separation from five to three miles was proposed. Now, it has been suggested (by personage of questionable repute), that even when ATC aim for five miles, we only ever get three miles separation. Thus, if we only had to aim for three miles... boy, oh boy, would we have some fun; 'we' being the ATC fraternity! Best you guys start to practise looking through those little glass rectangles at the end of your noses!

To return to the matter in hand, throughout this period of refurbishment, please have a little (more!) patience. In response to popular demand our buddies at Brize should be taking the MEDA, practice diversions will be curtailed and controller training will be suspended because 'we're all going on a summer holiday ... sho be do be do ...!

Ellery



Good idea

Got a good idea? Cpl Duncan Curtis of the Propulsion Repair Flight had one. Appreciating the need for improvement in maintenance activities, he used his initiative and produced an innovative design for a Turbine Support Fitting. The Fitting was manufactured and proved effective in improving maintenance flexibility and reducing manhours. Cpl Curtis is pictured receiving an interim award of £40 from Wg Cdr Trevor Kirby OC Engineering Wing, as part of the Inventions, Technical Suggestions and Awards scheme.



HM Customs and Excise

After a long gap pen at last meets paper or in this case finger presses keys - that's another story however and a good excuse for any mistakes made!

Nothing witty in this report, not as far as we are concerned anyway, but I have no doubt that the aircrew will be falling over with mirth and passengers not far behind when the word gets out. What it is all about is that *Customs are changing their traditional procedures!* We the Customs will shortly be attending the office on a selective basis choosing which aircraft/crew/passengers we wish to deal with personally.

What this basically means is that if we are not here and you are returning to Lyneham after a gruelling trip to the 'New World' including that enforced long delay in Bermuda the last thing you crew will want to do is a personal assessment of what you owe the Queen for the assorted lawnmowers, barbecues, golf clubs, extra bottles and other assorted nicknacks you have purchased with your hard earned allowances! However the powers that be have decided this is what you will do in the absence of a Customs Officer.

To add to your absolutely honest declaration you will then be required to attach either a cheque or complete that part of the form giving credit card details and post it in the box provided. What happens when a crew member, whose bank has decided is too much of a risk for a Blankety Blank cheque book and pen/credit card etc, and has bought his Mum something special from the USA/Gulf has yet to be decided.

General

Other point. There will be Customs attendance at the Office in the Terminal Building 9 - 5 Monday to Friday for all the general queries and clearances. Yet to be fully agreed are such matters as urgent clearances of freight eg DAC, Priority 1 AOG etc. These are being negotiated by the concerned parties at the moment and before the inauguration of this new scheme final details of an agreed working practice covering aircrew passengers and freight will be published and available in the various squadrons/sections.

Immigration. The Home Office Immigration Service have now taken on all immigration matters here at Lyneham and hopefully all outstations and aircraft captains have been advised of their responsibilities in such matters. A/C Captains if you are unsure please contact us re what you must not do or let the Immigration Officer catch you doing!

There are bound to be some problems at the outset but I am sure that between us all these will soon be resolved. Please bear with us in the early days.

David Rowell

Terminal thrills

Sqn Ldr Brierly (left) tries to contain his excitement as the 'new' passenger terminal is opened and movements staff discuss how to crush a selection of passengers' luggage.



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1994 RAFWSA Ski Championships

'A Massif amount of snow'



In the starting gate, poles in front like Ski Sunday, the only sound the 'trois, deux, une, ... allez' countdown of the French Start Official for the RAF Winter Sports Association (RAFWSA) Individual Special Slalom. In front of me lay a 504m long course meandering through more than 50 Special Slalom Gates and dropping 168m down the steep stadium course in Flaine. As I rocked back and forth at the start of my first ever RAFWSA individual race I tried to figure out what I was doing there, but more of this nightmare later.

The story started back in June 93 when Lyneham won the Dry Slope Ski Championships. Spurred on by this first victory for some time, 34 personnel from RAF Lyneham left for the 1994 RAFWSA Ski Champs at 0245hrs on 15 January 94. It was almost 32 because having left for a one week route to Las Vegas, USA, on 3 January, I managed to land back at Lyneham at 2100 on 14 January. After some hurried packing my co-pilot and I made the transport for Gatwick and so started two great weeks of skiing and racing.

The 1994 Ski Champs took place in Flaine, France from 15-29 January 94. The aims of the championships are to raise the standard of competitive skiing in the RAF and to facilitate the transition from recreational skiing to ski racing by providing tuition and the appropriate training. Simultaneously the championships provide an ideal chance to learn to ski, with all standards of skiers being welcome from the RAF, WRAF and their dependants. The cost as always was very modest, at around £360, with a range of accommodation and transport available to suit all budgets. With over 1,000 personnel taking up the favourable terms for ski passes, insurance, accommodation, transport and some ski lessons all the places were filled. Flaine was used for the fourth year in a row and although it has more than its fair share of concrete in its construction, it is between 1600 and 2450m high, so the snow should be good - and it was, much to our relief after last years poor sprinkling. However this year the skiing within Flaine's high bowl was superb, with its links around all of the Grand Massif resorts of Les Carroz, Morillon, Samoens; or, as they were more frequently pronounced by the less bilingual for the last four years, Lez Carrot, Marillion (as in the pop group) and Salmon-ends.

After a very smooth arrival in Flaine (for all those who had not been up



since 1200hrs the previous day) we discovered the best snow conditions for 10 years. Indeed we managed a full afternoons skiing before we unpacked!

The first event was to teach our beginners how to ski. After two hours I was convinced that it was an elaborate hoax, that they could all ski, so they were let loose on the slopes. Fortunately, since they had been taken from 0 to 60 on day one, they then did not find their beginners lessons as demanding as some had first thought. At the end of the two weeks I think it fair to say that all our beginners could ski, some of them quite well but more importantly they were enjoying themselves. For the rest of us the first event was the STC and SC Championship Giant Slalom races. Unlike previous years, there were two runs of a Giant Slalom and not a Giant and a Special Slalom (no doubt you have watched the Winter Olympics and now know the difference but if not then its the number of gates vs the gradient of the slope and having a ski style like Tomba). The reason for the change was the thought that this would be easier for the average station skier and no one was going to disagree since the GS is more fun and less prone to falling over.



As always my instructions were simple:

Rule No 1 = Stay on your feet (skis!)

Rule No 2 = Ski through all the gates

Rule No 3 = Ski as fast as possible and finish whilst observing rules one and two.

With two RAF Squad skiers in our team we stood a good chance of success - providing rule one was obeyed! The three best combined times over the two runs were to count so a fall on either run would be - a fine of six beers! The incentive seemed to work and as the slope slowly turned icy, then very icy our first three skiers in the A, B and C teams raced well leaving the rest of us to survive and finish in case of any disqualifications. Lyneham had the best results in recent years with the A team second, the B team 15th and the C team 32nd. In all 210 skiers started the 34 gate course over a vertical drop of 200m. The full results were:

Team No	Name	Position	Time
A1	Phil Barton	11	2.09
A2	Spence Wild	2	2.03
A3	Chris Longman	35	2.29
A4	Tim Hebborn	77	2.40
A5	Mike Davidson	138	3.07

Team No	Name	Position	Time
B1	Carl Hodgson	34	2.29
B2	Ian Wright	96	2.46
B3	Nick Andrew	43	2.31
B4	Andy Slater	98	2.47
B5	Jim Phillipson	141	3.11

The C team was Steve Bethell, Tony Bryan, Howard Appleby, Gareth Parsons and Wally Price all of whom ran in the SC race over a different course and gained some valuable race experience ie exactly how fast you can go before falling over! As you probably realise skiing early was an advantage and more pleasant!

The STC Race team results were as follows:

1st	Kinloss	A	6.34
2nd	Lyneham	A	6.43
3rd	Brize Norton	A	6.48
15th	Lyneham	B	7.47
32nd	Lyneham	C	9.25

Both the A and B teams made it to the ASSCO Cup competition, a combined STC and SC event with the top 30 teams in the RAF competing. Both Jim and I had done our job of ensuring a time for the teams (something Lyneham had failed to do in the past) by tobogganing our way down the slope and we gracefully retired as only four skiers were required on the combined GS and SS ASSCO competition run over two runs of each discipline. If we had any luck in the previous competition it started to run out in this one. As the spectacular picture shows Phil Barton clipped a gate, lost a ski and had to finish the race on one ski and was disqualified. Luckily for us during the previous two days I had been Chief of Race and after a 100FF note (on which you had to write your protest) was presented to the jury, Phil was reinstated but some valuable time had been lost over the leaders. The fact that despite the fall Phil's time was still better than most of the racers did not help. Our second blow came in the Special Slalom which always sorts the snowploughers from the Tombas! The race slowly became a lottery with disqualification and fallers abounding and despite our A3 skier falling at the top of the final run we still managed a creditable sixth which was a shame after all the effort put in by both teams. Our B team, one of only five B teams to make it to the final also had some trouble but finished a creditable 20th. A good effort all round, well done to Spence, Phil Chris and Carl of the A team and Nick, Tim, Andy and Ian in the B team.

The sunny weather of the first week slowly gave way to more mixed weather in the second which provided yet more snow. The second week always starts with the RAFWSA individual Championships. The blue ribbon event, the Down Hill, was cancelled owing to the inclement weather as was the Super G. However the Individual GS over a 330m drop went ahead, with 52 gates on the piste. Phil, Spence, Chris and Tim all made the 'cut' but the most notable point was Kate Davidson doing a fine job as a forerunner on the first run being only a few seconds off the pace and a bad job as a fore-faller on the second - longer skis and tighter bindings next time dear!

The final event staged was the skiing fraternities equivalent of the

Grand National - the Individual Special Slalom. It had snowed overnight which meant that our first task was to sidestep up the 504m long course bashing down the snow between the gates which were already in place. By the time the race started we were already cold and wet. After the first 30 skiers went down, as predicted, there were deep ruts and by the time I started the course it resembled a miniature version of the winter Olympics bobsleigh track more than a ski slope. Undaunted and using a reserve parachute I and 45 other of the 120 starters managed to toboggan down the first run and make it past the photographer. Only Gary and myself stood at the top for the start of the second run, a feat that many of the squad had failed to achieve... Which is where we came in to this article. Unfortunately for me my second run lasted all too briefly. As the tails of my skis had not yet left the last gates rut, the fronts had entered the next. The net result was my exit piste-right on one ski... Oh well so much for trying to be a hare!

On the social side we had five birthdays while in Flaine as well as a team meal. Several other skiers took the chance to learn snowboarding while others were trying to put together enough huskies to pull a sledge. My warnings that snowboarding would not help their skiing were upheld by one station in a lesson which finished with a dislocated shoulder and a broken wrist. All this only goes to prove that skiing is an adventurous sport and we finished with a medical bill for two strained knees, a fractured wrist, a broken thumb and a strained chest! On top of this is the constant danger of avalanches (which closed one run). Indeed we were lucky not to lose one intrepid soul who disappeared while mono-skiing off piste - blissfully unaware of the ever-present danger of snow holes!

All our skiers took advantage of the free three = three hour ski lessons, with some managing a few more. Next year, should they be invited back, they will be moving up a group or two in some cases.

The future

The future: The 1994 Ski Championships were one of the most successful ever. Our A Team was second in STC; our beginners showed some good determination in the beginners race, if not a little too much speed, and Spence Wild was chosen for the inter-services and was awarded an RAF colour. I am sure that we have several skiers at Lyneham reading this article who are of the standard required to represent the station next year at the championships and this year in June at the Dry Slope Ski Championships. All interested parties should contact me by memo stating their ski experience and availability for a proposed Exped Lynski 94 to Tignes in December and the 95 Championships which should be in Les Arcs in January. Success at these events depends on having all our skiers fit, (the lunch time training sessions in the gym are recommended), and trained. Please read SROs for details. My thanks to all those who participated in the 94 Championships and who made them so enjoyable.

Flt Lt Mike Davidson

OIC Skiing and Winter Sports

LXX Squadron (Captains)

The team

Flt Lt Nick Andrew 30 Squadron

Cpl Howard Appleby GEF

SAC Phil Barton Role Eq

Cpl Dave Bayliss AES

Fg Off Steve Bethell 47 Squadron

Cpl Tony Bryan MTSS

Flt Lt Mike Davidson LXX Squadron

Cpl Kevin Davis GEF

JIT Paul Eardley ALSS

Flt Lt Dave Fryer 30 Squadron

Fg Off(W) Karen Hanley ATC

Cpl Tim Hebborn BLSS

Flt Lt Carl Hodgson LXX Squadron

Cpl Chris Longman ALSS

Cpl Gareth Parsons GSES

Flt Lt Jim Phillipson LXX Squadron

FS Wally Price BLSS

Cpl Mark Ratcliffe EES

Flt Lt Andy Slater LXX Squadron

Sgt Chris Tomlinson LXX Squadron

J/T Martin Treen ALSS

Flt Lt Andy Vaughnley LXX(Squadron

Flt Lt (W) Bev Wheller ATC

Sgt Spence Wild 30 Squadron

Flt Lt Ian Wright 47 Squadron

World Cup bobsleigh

SAC(W) Michelle Coy from Lyneham's Clothing Stores has represented Great Britain and the RAF in two-'man' bobsleigh events. She competed in the newly formed Ladies World Cup circuit at Winterberg, Germany, during January where she drove her sled to ninth place. Along with SAC(W) Kerry Ross who was also based at RAF Lyneham until recently, Michelle formed part of the RAF's four-woman 1993/1994 bobsleigh team. (See photograph on previous page.)

Fencing team success

A three-man team from RAF Lyneham achieved success in the 1994 Strike Command Fencing Championships held at Cosford in February. Lyneham's A Team are now Strike Command Champions, with Lyneham B Team coming in a creditable sixth. In all, seven fencers represented Lyneham at the championships, they were:

Flt Lt Davy (47 Sqn), Sgt Barnes (57R Sqn) J/T Widdowson (ASF) J/T Priest (ASF) J/T Saunders (BLSS) J/T Marriot (AES) SAC Naim (ASF).

Individual placings were as follows:

Sabre: Priest (2), Barnes (16), Widdowson (19).
Foil: Davy (2), Widdowson (last 16), Priest (last 16).
Epee: Davy (3), Priest (10), Widdowson (12).

Anybody wishing to find out more about fencing should contact either the OIC, Flt Lt Davy, on ext 7140, or his deputy, J/T Widdowson on ext 7473.

Mark will do 'Iron Man' for charity

Sergeant Mark Wyatt, aged 29, an RAF Regiment instructor at RAF Lyneham, is training hard for a sponsored 'Ironman' Triathlon in May 1994. All the cash he raises will be for charity. An 'Ironman' triathlon is the ultimate endurance test and this event which will be held in Lanzarote involves a 21 mile swim in the Atlantic Ocean, a 112 mile cycle ride over the lava fields which dominate the island and a full 26+ mile marathon. This will be Mark's second attempt at the full triathlon. His last, in Holland, took him 12½ hours but he expects this one, because of the heat and hilly terrain, to take at least two hours longer. His chosen charities are the Great Ormond Street Hospital and an African Rhino Trust and he hopes to raise well in excess of £1,000 for them. Mark's training routine is frightening. He swims three times a week up to 180 lengths at a time interspersed with sprint sessions. Cycles one long ride a week of up to 60 miles, several short rides of 15-20 miles and extended time on an exercise bike. His running follows the same pattern of about 50 miles per week and increasing with a fortnight to go he will tick over with short events in each discipline.



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 THE CONTINUING STORY
 OF A WEST COUNTRY
 TRANSPORT STATION
 PART TWO

FLT. LT. COOLE HAS ARRIVED AT THE AIRCRAFT, WHERE HE IS TOLD THAT THERE IS A SLIGHT DELAY IN LOADING A NEW STAFF CAR FOR THE UKBAGS DETACHMENT IN BEEBEAZE.

SCT. MUMFIT, THE DUTY UKBAGS EXPERT, COMES ALONG TO SOLVE THE PROBLEM.....

THE TROUBLE IS THE OTHER CARGO'S IN THE WAY..... CAN'T DRIVE HER STRAIGHT IN. DON'T WORRY THOUGH, WE'VE GOT A SCHEME TO DEAL WITH IT.

Oh... ABOUT 15 MINUTES. THEY'RE JUST DERJELLING IT NOW.

OK... NOW LONG WILL IT TAKE YOU?

15 MINUTES LATER.....

THERE WE ARE THEN..... ALL LOADED. JUST NEEDED A BIT OF EXPERTISE!..... JUST ONE THING THOUGH — THERE'S SOME CARGO FOR GLANDER RIGHT AT THE FRONT OF THIS LOT..... MY TEAM WILL HAVE TO COME WITH YOU TO DEAL WITH IT!

SIGH..

CAN WE GET STARTED THEN?

YUP! I'LL JUST ADD THE EXTRA SIX BLOKES FROM UKBAGS TO THE PASSENGER LIST AND WE'LL BE HOT TO TROT!

A FEW MINUTES MORE AND.... (TURNING N°3)

OOOPS! STOP-START!

WHAT'S UP NOW!

N°3 PROP'S FALLEN OFF!

YOU SURE IT'S NOT JUST A FAULTY GAUGE?

NO, I CAN SEE IT LYING ON THE GROUND FROM HERE!

OK THEN GO, GET ON TO ENGINEERING AND ASK THEM TO SEND OUT AN ENGINES EXPERT.

CH. TECH SPANNER ARRIVES....

...IT'S EASY ENOUGH TO FIX — TROUBLE IS, ALL THE SPARES ARE STOCKED AT SAXA WARD.

WELL CAN'T YOU REPAIR THE OLD ONE THEN?

YES — BUT I'LL HAVE TO COME WITH YOU TO CHECK IT AFTER EACH FLIGHT!

FAIR ENOUGH! THE CO PILOT BETTER GET SOME MORE CASH!

FLY OFF BURKE, THE CO PILOT, GOES TO THE IMPREST OFFICE....

OK FELLAH — TELL US AGAIN HOW YOU TOOK THIS TAXI FROM THE APRON TO THE SQUADRON BECAUSE OF A SHIFT CHANGE AT THE COACH POOL!

LOOK, I'M SORRY TO BOTHER YOU BUT WE'VE GOT SOME EXTRA MEN COMING ON OUR FLIGHT — COULD I HAVE SOME MORE CASH?

SURE BUD! SEE THE NEW BOSS, HE'LL FIX YOU UP!

OVERDUE LETTER OF AUTHORITY

DOLLARS MARKS £

GROANS

MORE CASH? WHY CERTAINLY! I HAVE GREEN ONES, BLUE ONES, ORANGE ONES, LOVELY PINK ONES — WHICH WOULD YOU LIKE?

ER... (COUGH).... WHAT THE BOSS MEANS IS, YOU CAN HAVE SOME MORE — BUT ONE OF US HAD BETTER COME ALONG TO SEE THAT YOUR ALLOWANCES ARE ADEQUATE! VOLUNTEER.

FLY SAFELY

CH

FLY OFF BURKE - ADM

HOW MANY MORE WILL FIND AN EXCUSE TO JOIN THE FLIGHT? WILL OUR HEROES EVER SET OFF FOR GLANDER? DON'T MISS NEXT MONTH'S INSTALLMENT!