

THE FLASH

Issue No. 43

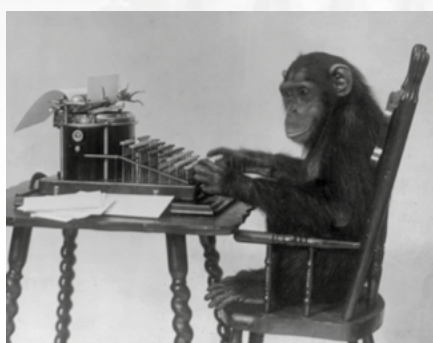
Summer 2026



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Foreword

Since the publication of the last edition of *The Flash*, the RAF Regiment has faced one of the most demanding periods in recent years. Throughout these challenges, both Regular and Reserve personnel have once again demonstrated the professionalism, resilience, and determination that define the Corps.



Time and again, our troops have exceeded expectations, operating with distinction under difficult circumstances and further strengthening the reputation of the RAF Regiment across Defence. Their actions continue to prove beyond doubt that we remain a highly capable and indispensable element of the British Armed Forces.

Recent high-profile operations and media coverage have brought well-deserved attention to the exceptional work often carried out quietly and without recognition behind the scenes. Reaching this point has required serving members to compete, perform, and excel alongside other branches of the Armed Forces in demanding operational environments. Their achievements stand as clear evidence that today's Gunners are every bit the equal of those who served before them, proudly upholding the standards and traditions of the Corps for future generations.

In April, the Association held an interim AGM at RAF Waddington. While many members attended in person, others joined virtually via Microsoft Teams, ensuring wider participation for those unable to travel. This hybrid approach has proven highly effective, allowing members across the Association to contribute fully through discussion, comment, and vote. The event was expertly organised by Yvonne and Alan Pugh of the Lincolnshire Branch, marking the first occasion that a branch

has delivered an AGM on behalf of the Association. Going forward, this model will become standard practice, with the National Management Committee providing strategic direction while branches lead delivery on the ground — giving members a stronger voice and greater involvement in the future of the Association.

We have also seen excellent attendance across a wide range of commemorative and social events, including the St Anne's Rededication, the Marne Barracks Memorial Service, St Clement Danes Founders Day, the Not Forgotten Association Buckingham Palace Garden Party, and the many reunions and gatherings held throughout our community. By the time this edition reaches publication, we will also have commemorated the 25th Anniversary of the Corps Memorial Garden, where the majority of branch standards are expected to parade alongside what promises to be a proud and significant gathering of the RAF Regiment family.

The Association remains fully committed to supporting the needs of its members wherever possible, while ensuring the National Management Committee continues to safeguard and uphold the principles, values, and aims upon which the Association was founded.

Per Ardua
The Editor

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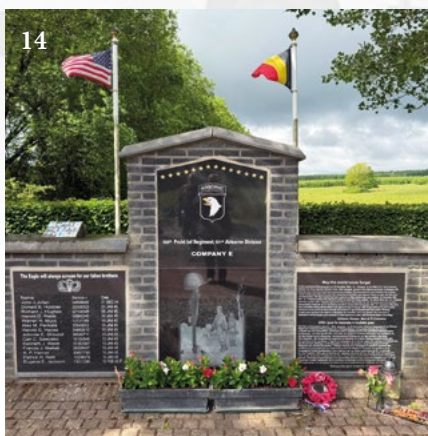
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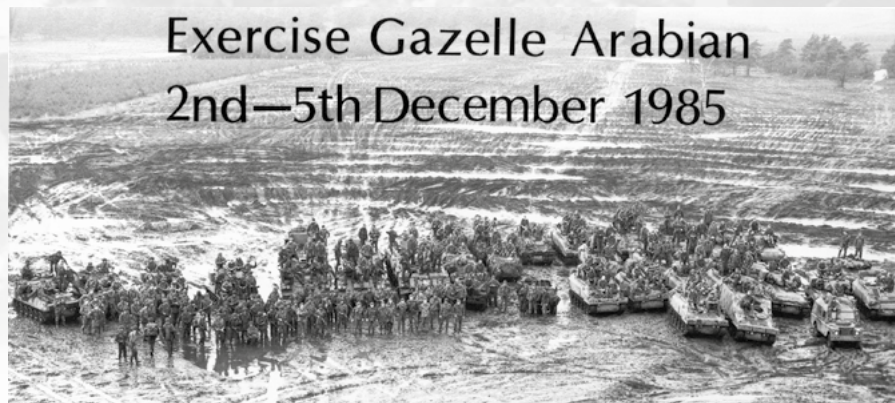
Welcome

Recollections of Exercise Gazelle Arabian 1985

In late November early December 1985 II Sqn deployed to Germany to conduct our annual field firing and scorpion range work at Bergan Hohne Ranges followed by a Harrier Force Exercise and then a joint 1 Sqn, II Sqn and 1 Royal Scots exercise call Exercise Gazelle Arabian 85 on the Saltau Luneburg trg area.

Once we completed the Harrier Force phase, we went into a free manoeuvre phase with both Sqns defending against an enemy onslaught provided by the 1 Royal Scots. II Sqn dug into defensive positions whilst 1 Sqn provided a recce screen forward of II Sqn. During the Exercise I was in the Sqn HQ in the Sultan command vehicle. Along with the Air Adjutant, Jules, the two of us ran the Sqn HQ Flight on a day to day basis. One of our tasks was manning the radio net. It was during this phase that 1 Sqn lost comms with its Sqn HQ. I cannot remember if it was an exercise inject or the 1 Sqn Sultan had become inoperable. The upshot was that we, in the II Sqn HQ, ended up having to manage both Sqn's radio communications. It is difficult enough managing the comms requirements of a single Sqn during an ongoing battle, it is another level altogether running two and having to relay all of 1 Sqns comms downstream and up the chain of command. I was gibbering by the time they got it sorted out.

It was during this phase that we had a bit of stability, and we were able to develop a routine in place and make a few creature



comforts. Out of saplings we made several chairs and a very nice rustic table on which we could put our washing bowls for our morning ablutions and have a comfy seat for when you were not on stag.

As the 1 Scots advanced 1 Sqn was forced to withdraw through II Sqn's positions. The weather was very cold with snow and frozen ground everywhere which just added to the misery and sleep deprivation. Once 1 Sqn moved through our position, they were to move at speed to take up a defensive stance at a reserve demolition of a vital bridge (tank bridge over the main autobahn to Hamburg) they believed that we would then conduct a delaying action against the 1 Royal Scots.

We were about to conduct the first British forces to jump from a Chinook. The concept had been trialled, but no airborne unit had yet jumped operationally from the Chinook to this date. It would also be the first time for the aircrew and dispatchers of 18 Sqn Chinooks. We were to be the first and as such the BBC had sent a camera team and photojournalists to record the jump for posterity.

Unknown to 1 Sqn was that II Sqn were not coming to provide an extra Sqn to defend the bridge, but we scurried off to re-role in the parachute role so we could carry out an airborne assault on the bridge with the 1 Royal Scots in support. The weather at this stage was bitterly cold with snow on the ground and the training area surface was frozen solid. None of us were looking forward to jumping in those conditions considering we were going to be jumping into Schneverdingen DZ which was an area churned up by all forms of tracked vehicle and there were frozen ditches several feet deep all over the DZ. It was feared that

under the current frozen conditions on the DZ that there would be a high rate of injuries. Hundreds of poles marking the plantation areas also had to be removed by trg area staff before the jumps could take place.

By this stage of the exercise, we were all exhausted and after setting up the leaguer the Sqn Officers and key SNCOs gathered at the back door to the Sultan so that the Boss could give us our orders for the airborne assault. We were all huddled around the Sultan. As normal we were all in CEFO and with our personal weapons, either the SLR or the SMG. Because of the way we were going to be jumping, light scales with no equipment, we had to adapt how we were going to jump with our SLRs. Normally they would be in a weapon pack strapped to the side of your equipment. As we were not jumping with equipment, we decided to use para cord attached to the sling swivel with a loop at the butt to attach to the reserve chute D ring and the barrel would be strapped to your thigh by some webbing. Very Heath Robinson, but it worked. We did not normally use slings on the SLR apart from in Northern Ireland. Each stick also had one gunner who had full equipment to carry radios and GPMG ammunition. After the O Group, and remembering we were very sleep deprived, I looked around for my rifle and could not find it. Panic set in and I was effing and blinding over where my rifle was and who had taken it only to be tapped on the shoulder by one of the blokes to point out that it was slung over my shoulder using the para cord. I was that knackered I hadn't realised I had slung my rifle and could not feel it was I spun around looking for where I thought I might have left it. I was ribbed for that one for years after.



My role was to conduct a night jump with my Scorpion crews so we could recce the route to the start line, set up the start line and then guide the Sqn to the start line once they had completed the dawn jump. The Scorpion crews and I deployed to a sole chinook at about 2 in the morning we collected our chutes and reserves but had not fitted them yet. Unlike the rest of the Sqn, we were not going to be able to get our heads down for a few hours. Despite being totally knackered, as with any jump, no matter how knackered you are before the jump, once you are fitted up with your chute and on your way to the aircraft the adrenaline kicks in and you perk right up, all fatigue disappears. We approached the chinook; it was dark and wet, and the chinook was powered down, so it too was in darkness. We all piled into the rear of the chinook out of the rain, and you could hear chuntering coming from the aircrew. It would appear that the cloud ceiling was well below 500 feet, and they could not take off at night or let us jump in those conditions, so the night jump was scrubbed. The only consolation with the night jump would have been that you could not see what condition the ground was for your landing and given the frozen and extremely cut up state of the DZ we were grateful for that. So off we trudged back to the Sqn and informed the Boss that the night jump was off, and we had to readjust the plan for all of us conducting a dawn jump. This meant that we were able to get a couple of hours sleep in just our green maggots and bivibags. When we went to sleep it was all snow and frozen ground but through lucky happenstance a warm front came through with heavy rain, melted the snow and softened the ground. So many of us woke up surrounded by water, thankfully the bivibags were waterproof.

Before first light we all drew and fitted out chutes and reserves. As this was going to be the first operational jump and the aircrew had only just completed their trg it was decided that we would jump with a max of 7 or 8 in a stick. One of the guys would jump with equipment so each section could have radios and extra ammunition for the GPMGs. The Scorpion crews were to jump first, again, as we had a separate rally reorg point to the rest of the Sqn. We were to make our way south to a small stand of trees where we were to wait for our Scorpions to come onto the battlefield underslung from the Chinooks.

We emplaned into the Chinook. I was number 2 on the first stick. I had wanted



to be number one out on this significant jump for the Regiment and the Chinook Sqn, but the Loadmaster insisted that the bloke with the equipment went first. None of us had ever jumped from a Chinook before and only a few had jumped from the tailgate of an aircraft. Normally we jumped from the side doors of a Hercules or from a balloon, so the jump was all new to us. We were briefed that instead of being as tight as possible when you jumped, we were to spread our elbows and legs out wide and imagine you are spread out on a wide chair. We came into the DZ from the south. It was an overcast day, but the clouds were quite high and visibility was good.

On the approach to the DZ we stood up, hooked up and the order was given to check equipment. You then shuffle up to the Red/Green light and await the instruction to jump. You see that red light come on and hear "Red On" called out. The next thing you will see is the green light come on and the Jumpmaster yelling GO. The aircrew were tentative about dispatching us as it was their first large scale drop and they kept a decent space between us. I saw our number one shuffle up the ramp as he had a ton of equipment strapped to the front of him and he was dispatched by the Loady. I moved up closely behind him as we normally would but was held up by the Loady to get a bit of space between us and was then heard the command GO.

I took a couple of steps to the end of the ramp and then launched myself off the ramp, 800 metres above the Luneburg plain. I was immediately struck by how calm the exit was. Normally you jump into a slipstream of about 120 knots, tailgating you are jumping with the aircraft, so it was just like sitting in a comfy chair. No buffeting, no twists, just the most pleasant jump I have ever done. You could see from this height the amount of water on the DZ. The Luneburg plain is made up of a black fine sandy soil and the water pools looked like silver against the black surface. I noted that I was near to the yellow DZ markers, and I could see a film crew with a large camera on a tripod filming our decent. As I came down, I got closer and closer to the cameraman and eventually landed in a huge run of water from a deep tank track, and I disappeared into a spray of water right by the BBC cameraman and the still photographer.

Looking at the BBC footage afterwards, you see me disappearing into a cloud of very muddy water before emerging to collapse



my chute and released myself from my reserve and harness. I was piss wet through, but I had my wax proof jacket on under my Para smock so upper body wise I was still quite dry. Normally we would gather up our chutes and take them off the DZ but for this jump because it was to simulate an airborne assault as realistically as possible, we left the chutes where we landed. In the end they wrote off all 100 chutes as the Saltau black sand got into every mechanism and stained all the chutes a black colour. The sight of so many deflated chutes on the DZ brought back memories of images of the Normandy and Arnhem DZs. I headed South to set up or rally reorg for the Scorpion crews and to await the arrival of our Scorpions. I set up the troops in all round defence, and we watched the rest of the Sqn jump onto the DZ and head north into the tree line where they would reorg before launching as assault on 1 Sqn.

The sight of the scorpions coming into the DZ underslung from the Chinooks was extraordinary. I had never seen armour coming into battle underslung before. They came in at quite low level from the south and put the Scorpions down near to our rally reorg position. Going in to unhook the Scorpions was like you see in Vietnam war films. Small groups of us running towards the helo, which was hovering above the Scorpion, bent right over against the massive down draft from the twin rotors of the Chinook. The downwash kicked up a mass of sand, stones and water that battered your body and face as you ran into the Scorpion. The Scorpions were attached at 4 points by heavy duty chains which were then attached to the central hook of the Chinook. Once unhooked we had to stow the chains somewhere, so they were dumped on the commander's seat so those of us commanding the Scorpions had a very uncomfortable battle sitting on a mound of very cold, uncomfortable chains.

Once all the Scorpions were landed, we moved off to a flank to provide fire support for the Squadron assault on 1 Sqn's defensive positions around the bridge. Whilst waiting to assault the position 1 Royal Scots mounted a diversionary assault to the rear of the bridge at the same time Harriers screamed in at low level providing air support for the assault. Thus 1 Sqn was met with a two-pronged assault as well as suffering from bombing and strafing runs from the Harriers. Given the nature of the assault, 1 Sqn had no other option than blowing the bridge before being overrun.

RAF Regiment in Yugoslavia WW2:

Uncovering the forgotten role played in supporting the liberation of Yugoslavia 1944-45

This article explores the key and varied roles the RAF Regiment played, as part of a British force, in supporting the Partisans liberation of Yugoslavia from 1944 to 1945.

Introduction

If you Google or use AI tools to find information about the liberation of the Balkans or the key operations that British troops took part in to support the Partisans, it is unlikely you will find anything about the RAF Regiment. This then is about setting the level playing field and even at a summarised level, allowing you to see the key and varied contribution the Gunners of the RAF Regiment made in supporting the successful liberation of Yugoslavia in 1945.

Historical context of the Balkan campaign

In 1942 the German forces had a strong hold on Europe and had given Russia more than a bloody nose. And more than ever, there was a need for a clear joint strategy to defeat the Axis forces. Building on the Anglo-American Strategy, which was agreed at the Washington Conference, a United Nations Declaration was signed in January 1942, between the US, UK, USSR and China. Which provided a coalition and an agreed strategy to defeat Germany and the Axis forces. Key to the strategy, was the aim to 'close and tighten the noose' and continue the development of offensive action to wear down and undermine the German forces.

There remained though a difference of opinion amongst the Allies, around strategic priorities. The US favoured an invasion of Northwest Europe, while the UK and Russia favoured a multi-front battle of attrition against the Axis forces. The invasion of Northwest Europe became the agreed priority, and the Mediterranean campaign was placed on a lesser footing, such that some called it the "Cinderella" front. As such, the level of resources allocated to this front would be restricted and in particular to the Balkans, it meant a reliance on building the Partisans up to be the main ground force fighting the Germans. Though clearly they lacked any air power.

RAF Regiments Role in the Liberation of Yugoslavia

The Balkan Air Force (BAF) was formed in June 1944, initially to create streamlined air support for the Special Operations Executive (SOE) missions in the Balkans. Based at Bari airport, Italy, it was formed as a subordinate arm of the Mediterranean Allied Air Force (MAAF) and was composed of air forces from Britain, South Africa, Greece, Italy and Yugoslavia. It played a critical role in weakening the Axis forces in the Balkans and demonstrated the strategic value of co-ordinated air operations in a guerrilla war setting.

1321 Wing, RAF Regiment was attached to BAF and initially set its headquarter up at Bari airport. Though the responsibility for the RAF Regiment squadrons, in supporting the liberation of Yugoslavia would later, in

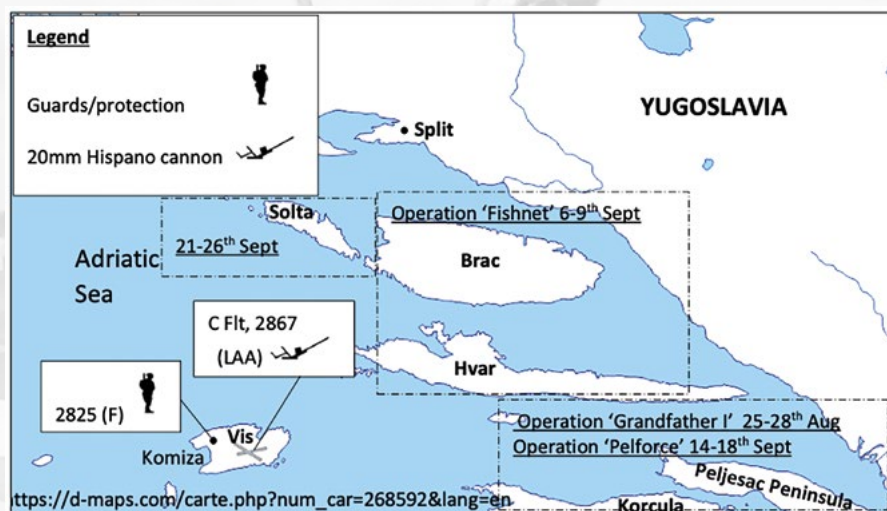
September, transfer to the newly formed 1328 Wing HQ. The island of Vis was Tito's (Yugoslav Partisan leader) stronghold and although small, the landing ground on the island was the nearest launchpad available to the British forces to provide fighter support to the Partisans. The task with initially protecting the landing ground at Vis, came down to a single flight from 2867 (LAA) squadron, with their 20mm Hispano cannons. They arrived on the island in June and soon learnt how nervous the Partisans were allowing the British to get too close to their operations. Arriving on the island in July, 2825 (F) Squadron was soon employed, working with the Special Boat Service (SBS) and Royal Artillery (RA) units, providing gun party protection, supporting the Partisans in their attacks on the German Army garrisoned on the islands surrounding Yugoslavia. The key gun party protection taskings for the squadron in September included Operations 'Fishnet', 'Pelforce' and 'Grandfather I' as shown in the map below. Supporting these operations on the surrounding islands and other ad hoc raids, lasted until around October 1944.

At the same time the Army withdrew from the island of Vis and 2825 (F) Squadron became responsible for the domestic and logistical operation of the island, including the administration of POWs.

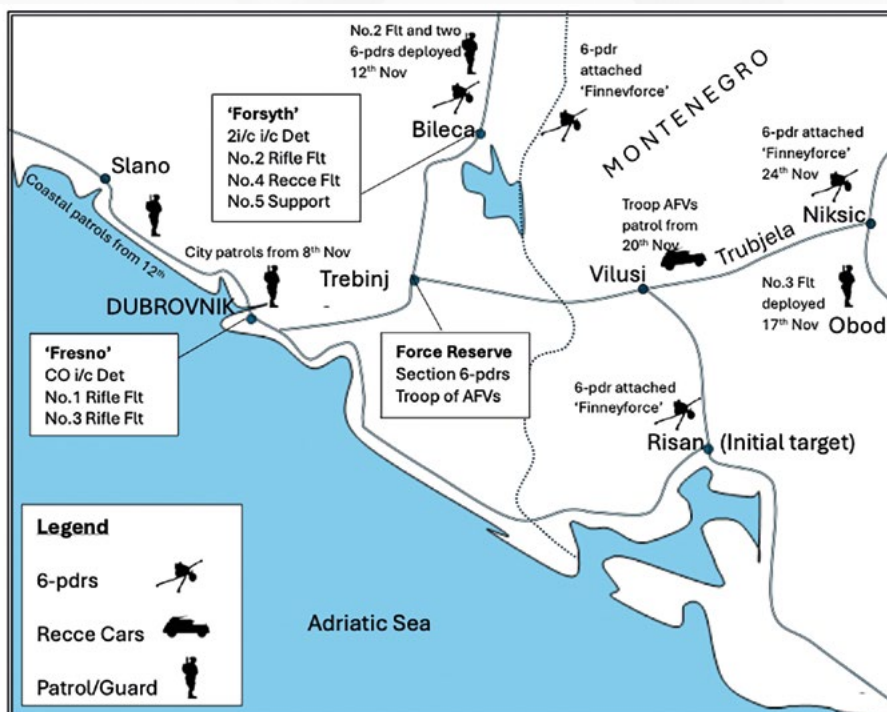
October also saw the arrival of 2923 (LAA) Squadron to Vis, with their twelve 40mm Bofors guns for airfield defence, which replaced the flight from 2867 (LAA) Squadron. But with only four of the twelve guns needed to defend the landing ground, the squadron soon took over garrison duties. 2825 (F) Squadron were busy during

the month split between garrison duties and operational taskings including protecting the gun parties in Operation 'Farrier' and on the Partisan assault on the island of Split. In November the squadron moved to Dubrovnik on the Yugoslavian mainland, as part of 'Floydforce' and attached to 'Finneyforce', making full use of the field squadrons composite makeup and its available weaponry/assets. They initially provided patrols in the city and on the coastal roads, but were also tasked with using their 6-pdr anti-tank guns and a rifle flight to block the retreating German army. Their 6-pdrs guns were also augmented into the Army gun parties, shelling the key German stronghold of Risan and utilising the Otter recce cars in patrolling large areas of the countryside. All aimed to frustrate the Germany armies retreat from Albania and Greece.

The beginning of 1945 saw 2914 (LAA) and 2771 (F) Squadrons, as part of Operation 'Accomplish', land on the Yugoslavian mainland, at Zadar. They were tasked with protecting the landing ground near Prkos. While in March 'Celyforce', a paratrooper trained composite force made up of Gunners from 2771 and 2721 (F) Squadrons, was repurposed and attached to 1328 Wing HQ. Now known as the Wing Special Duties section, they were attached to the SBS and was tasked with carrying out operations on German held islands in the Northern Adriatic. In April they established their base on the small uninhabited island of Unie and undertook several operations, independently, on the islands of Cherso, Levra and Lussino, before returning to Zadar, at the end of the month. Later, attached to the SBS, they returned to Bari on the Italian mainland. And in May with the cessation of the war the squadrons reorganised and prepared for their move to Austria.



RAFR Units on the Island of Vis and key taskings for 2825 (F) Squadron - Aut to Sept 1944



2825 (F) Squadrons deployments as part of 'Floydforce' and 'Finneyforce' - November 1944

Conclusion

This article shows you that the RAF Regiment isn't just about airfield defence and the grit and determination of the Gunners on the ground showed their versatility time and time again. And proving that they were a key contributor to the liberation of Yugoslavia. Per Ardua

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Message from Corps Warrant Officer



WO Cashmore

It's been a very busy but productive 9 months since I took on the role of Corps Warrant Officer. My primary aim once settled in was to visit our people, the regular & reserve Force Elements, those under different command structures, such as 22Gp and of course our veterans.

Of the latter group, it's been quite interesting chatting about what has changed since you were serving and what our troops are doing today and preparing for tomorrow. What I will state is, the Corps is in a good place and is, as relevant today as it was when I joined in the late 80s, thanks to our people's ability to embrace technology and one of the reasons for reverting to our founding name, The RAF Regiment.

Guardians of the Skies: The RAF Regt's Evolving Role in Modern Defence

The RAF Regt continues to stand at the forefront of protecting the RAF's global operations, adapting to emerging threats and expanding its capabilities to meet the demands of modern warfare. From countering uncrewed aerial systems to securing strategic locations in challenging environments, the Corps versatility and professionalism remain vital to the UK's defence posture.

Counter-Uncrewed Aerial Systems (C-UAS): Meeting the New Threat

One of the most significant "good news stories" within the RAF Regt has been the specialist Counter-Uncrewed Aerial System (C-UAS) units under the command of No 2 C-UAS Wg. Troops from across 34 Sqn, 63 Sqn (KCS) and 609 RAuxAF Sqn have delivered both kinetic and non-kinetic effects across several strategic locations around the Broader Middle East (BME). As drones become increasingly prevalent on the modern battlefield, posing risks to airfields, personnel, and critical infrastructure, the RAF Regt has taken a leading role in developing and deploying advanced capabilities to defeat emerging threats. *Breaking* - what was once the reserve of pilots, the Corps now has several Aces having defeated multiple one-way attack drones during the recent conflict in the BME.

Autonomous Collaborative Platforms (ACP): The Future of Modern Warfare

The RAF Regiment is actively engaged in the development and integration of Autonomous Collaborative Platforms (ACPs) to enhance operational effectiveness alongside Combat Air. *STORMSHROUD* is a pioneering, uncrewed electronic warfare (EW) drone operated by Gunners from 1 Sqn. Designed to fly ahead of crewed platforms such as F-35 and Typhoon, it acts as a "stand-in jammer" to disrupt, deceive, and blind enemy radar and Integrated Air Defence Systems. Sqn personnel will be trained to operate in small teams and in high threat environments improving survivability and lethality of RAF Crewed aircraft.





Operating in the High North: Strategic Presence and Challenges

The High North (HN) has emerged as a region of increasing strategic importance, with its unique environmental challenges and geopolitical significance. Leading the way for HN is 5 FP Wg comprising of 51 Sqn (with 15 Sqn aligned to the next iteration) and our RAF Regt Cold Weather Warfare Instructors, all of whom recently conducted their annual Arctic Warfare training to enhance their operational capability at Evenes NATO Airbase, Norway. Operating in temperatures of -21c, our people demonstrated their ability to operate effectively in extreme conditions, providing Enhanced Force Protection and supporting NATO's broader security objectives.

NATO Commitments: Strengthening Alliances

As a key contributor to NATO's collective defence, the RAF Regt plays an essential role in multinational operations and exercises. Its expertise in FP provides an ability to project air and space power securely across Europe and beyond. Through close cooperation with allied forces, the Regt helps to maintain interoperability and readiness, reinforcing the UK's commitment to NATO's mission of peace and security. II Sqn recently integrated with 4 Ranger (Ranger Regt) and 42 Commando (Royal Marines) to form the UK's contribution to NATO's Special Operations Forces (SOF).

Protecting RAF Akrotiri: A Strategic Stronghold

RAF Akrotiri in Cyprus remains one of the RAF's most strategically important overseas bases, serving as a hub for operations across the Middle East. The RAF Regt's role in protecting this vital asset cannot be overstated. Tasked with securing the base against a range of threats, the Resident Field Sqn (a rotation between 1, 15 and 51 Sqn) ensures that RAF Akrotiri continues to support critical missions, from intelligence gathering to humanitarian assistance, with confidence and resilience.

The RAF Regiment Association: Preserving Heritage and Supporting Today's Regiment

The RAF Regt's adaptability and dedication underpin its enduring success in protecting the RAF's global interests. Whether countering new technological threats, operating in challenging environments, or strengthening international partnerships, the Regt remains a vital guardian of the skies. Through continued innovation and the support of the RAF Regiment Association, it stands ready to meet the challenges of today and tomorrow.

As I draw to a close, I look forward to continuing our strong bond, attending the next AGM and of course sharing a pint and a story with you all, stay safe.

Per Ardua



RAF Force Protection Wing defends Camp Bastion during Taliban attack

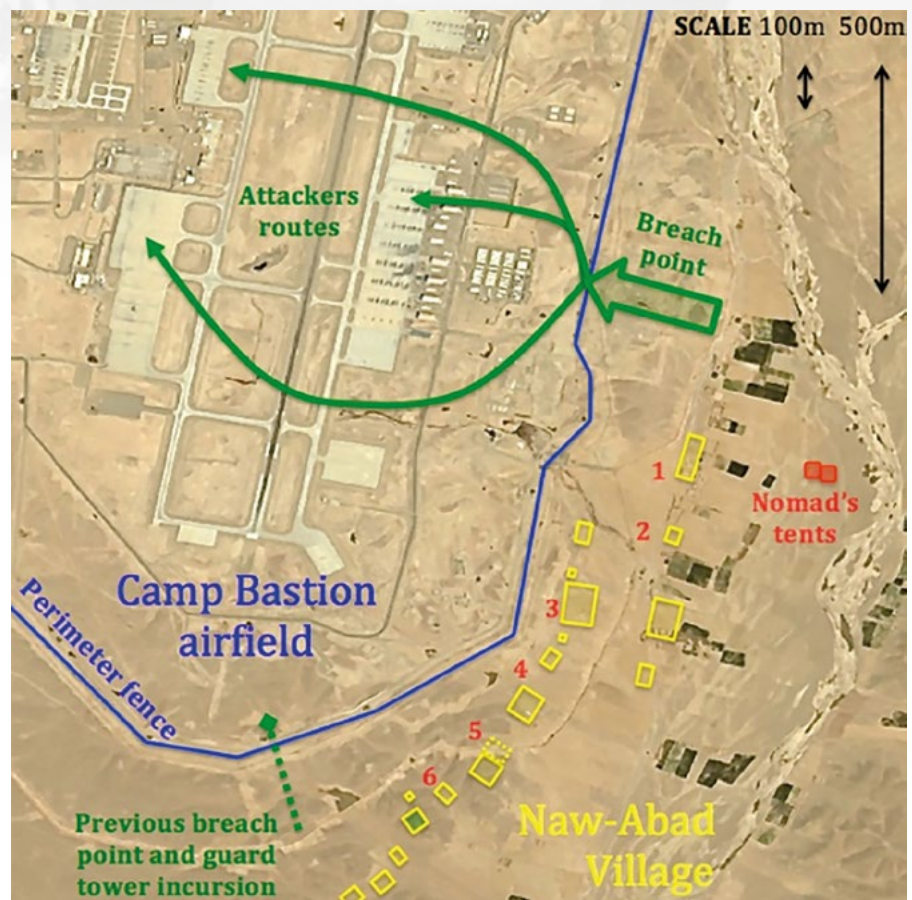
Members of No 5 RAF Force Protection Wing, working alongside the US Marine Corps (USMC), have spoken about quickly regaining control of Camp Bastion Airfield following an insurgent attack, killing 14 and capturing one of the enemy.

Friday 14 September fifteen heavily armed insurgents dressed in US Army uniforms and armed with PKM general purpose machine guns, AK-47 rifles and rocket-propelled grenades broke through perimeter defences and initially targeted tower guards with heavy fire. Tragically two US Marines were killed.

Subsequently they attacked the USMC flight line, damaging infrastructure and AV-8B Harrier jump jets. The RAF Force Protection Wing based at Camp Bastion was quick to react, deploying forces throughout the camp, with 51 Squadron RAF Regiment pushing out onto the airfield and the RAF Police from the Bastion Security Squadron maintaining security around key installations throughout the camp.

The RAF Regiment gunners' aim was to reclaim control of the airfield. Supported by several different direct fire weapons, and co-ordinating the assault with members of 2/10 Battalion US Marine Corps, they moved methodically across the airfield engaging in various fire fights as they dealt with pockets of resistance over a period of some four hours.

Flight Lieutenant Andy Beney was the Force Protection Wing's battle captain located in the Operations Room during the incident.



Map of Bastion Attack

He said:

Everyone responded decisively, situational awareness was quickly established, and we were quick to deploy the necessary assets to deal with the attack as effectively as possible.

Sergeant Al Bedford was the RAF Regiment incident controller in the Operations Room at the time of the attack. He said:

We were attacked from multiple firing points; however, we quickly co-ordinated

ground troops and air assets to suppress the enemy and then utilised those assets to clear the airfield of any remaining insurgents. We also co-ordinated medical support to the gunners on the ground and ensured resupply was timely, allowing the lads to maintain their momentum.

Sergeant Roy 'Doc' Geddes was tactical commander of an RAF Regiment Flight consisting of 30 gunners on the airfield during the attack. He was himself injured during the assault, sustaining fragmentation injuries from a rocket-propelled grenade:



Members of the RAF Regiment conduct a routine patrol near Camp Bastion (library picture) [Picture: Corporal Mike Jones RAF, Crown copyright]

I was the Quick Reaction Force commander when we responded to the attack,” he said.

As I moved onto the airfield, I could already see some Harriers on fire. We were soon engaged with the enemy who used small arms fire and rocket-propelled grenades; however, my gunners were quick to react and returned fire, suppressing the enemy position. Sergeant Geddes was awarded the Military Cross and Corporal Lee a Mention in Despatches.

After the initial fire fight, 51 Squadron regrouped. Commanded by Squadron Leader Kev McMurdo they then systematically moved through the airfield ensuring that they cleared all the surrounding buildings and hangars. Assaulting one insurgent position and clearing the Harrier parking area, any remaining insurgents were dealt with quickly and effectively.

Co-ordinated by the Force Protection Wing’s Tactical Air Control Party, UK Apache helicopters provided overwatch to the gunners on the ground, suppressing a number of insurgent positions.

The successful operation had secured the airfield by the early hours of the morning, quickly allowing normal operations to resume.

Sqn Ldr McMurdo, Officer Commanding 51 Squadron RAF Regiment, said:

The gunners did an outstanding job dealing with the insurgent threat. The squadron reacted swiftly and decisively which prevented the insurgents crossing the airfield. The incident was contained quickly allowing normal air operations to resume shortly after the attack.

Group Captain Jeff Portlock, Bastion Base Commander, said:

This was a significant attack on Bastion. The response of the RAF and USMC force protection personnel and firefighters was highly professional and courageous. Through their efforts insurgents were contained and the damage limited. Our thoughts are with the families of the two USMC personnel who died.

He added:

Bastion was quickly back to full operational capability, and we continue to support ISAF operations on the ground throughout the region.

[sic Gov UK]



Royal Air Force Regiment Gunner Corporal Kurt Lee during his tour in Afghanistan [Picture: Crown copyright]



Sergeant Geddes was awarded the Military Cross





1 Sqn Reunion – York
28th February 2026



Battle of the Bulge Tour 2026

Following the successful 2025 tour of the First World War battlefields, the Riders Branch decided to hold another tour this year focussing on the locations of the fighting that occurred during the Battle of the Bulge in the Ardennes during the Winter of 1944/45.

A gite was booked in the town of La Roche-en-Ardenne and arrangements were made to engage the services of Frank Gubbles, a highly respected and knowledgeable guide, to show us some of the significant battle sites. As part of his credentials, Frank had amassed a wealth of information gleaned from interviews with veterans who had served with the 101st Airborne Division. He was also closely involved with the cast and production team of the *Band of Brothers* during the making of that miniseries and the author of the book upon which it was based.

A total of 14 Riders Branch members, family and friends, on 10 bikes and a trike, met up in Ashford on the 7th of June having travelled from across the country. The adventure started with a journey on the Shuttle through the Channel Tunnel and then onward through France and Belgium. It was a pleasure to leave the autoroutes and descend into the steep wooded valleys of the Ardennes and to enjoy riding the sweeping bends. La Roche-en-Ardenne is a picturesque small town popular with tourists, whose needs are well catered for by plentiful cafes, restaurants and bars. The gite in which stayed was situated by the river with panoramic views of the local area. It was previously a hotel that provided good facilities, apart from the bedrooms, most being on the small side with little storage.

Our battlefield tour started on the 9th of June across the border at Hollerath Knie in Germany, where we met our guide. This location was the start of the offensive, which was intended to punch through the Allied lines and capture the port of Antwerp. Choosing a gap in the Siegfried Line, the Germans pushed on into Belgium with a force of 250,000 men and panzers catching Allied forces by complete surprise. Strategically, the German's preferred line of advance was through the North of the Ardennes, as the most direct route to



Bikes outside La Vue

their objective. However, because of the strength of the opposition, they were forced to take what was designated as the Central route in the direction of Bastogne. We followed the German armoured thrust into the Ardennes, stopping at notable conflict points with the US Army. A particular poignant stop was in Bagniez, which was the location of the highly controversial and infamous Malmedy massacre where 84 US prisoners of war were murdered by the SS. Later we visited La Gleize, where a King Tiger Tank reminds visitors of the might of that fighting machine, and then onward for short distance to Stoumont, where the 1st SS Panzer Division, commanded by General Peiper, was stopped by elements of the US 119th Regiment and 823rd and 743rd Tank Destroyer Battalions.

After a day of rest, we continued the tour with a 30 minute ride to the RV in Bastogne at the Patton Memorial. We followed the course of the battle at several locations around the outskirts of the city. We first went to the Bastogne War Museum with the impressive star shaped memorial



Group arrived at La Vue, La Roche-en-Ardenne



The memorial to the fallen of E Company, 506th Parachute Infantry Regiment, 101st Airborne Division

bearing the names of the US states. It was in an elevated position which enabled us with Frank's narrative to visualise the progress of the advancing Germans. This was followed by visits to significant battle locations including the villages of Foy and Noville, which were the scenes of very heavy fighting and, according to our guide, are fairly accurately depicted in the *Band of Brothers*, with some minor Hollywood tweaks. We looked at positions occupied by 101st units in wooded areas often separated from the Germans by just a few yards. Digging in was difficult because of tree roots and shells exploding in the tree canopy caused a major splinter hazard. Back in Bastogne we paid a visit to the Seminary School, which was used by the US Army as a medical facility. Two Belgian civilian nurses worked in the hospital, but tragically one of them was killed by enemy action. It was also the scene of a major explosion, when a truck carrying anti-tank mines was hit by a German shell, killing 13 soldiers.



Steve Mason at the house in Bastogne visited by Hitler in 1940



Ian Harvey by a "Dragons Tooth" on the Siegfried Line

The final day's tour again started in Bastogne and went outward to Bizory, the scene of a battle involving the 501st Parachute Infantry Regiment, followed by a visit to their monument in Mont. Afterwards we focussed attention on the 506th PIR area and their defensive actions in Noville. Close to the church was a memorial erected by the community bearing the names of 8 men, including the parish priest, who were executed by the Gestapo in reprisal for the village giving hospitality to US forces following their liberation. The German cemetery is located in Recogne just outside the village of Foy, where the bodies of 6807 soldiers are interred. It was created in the 1950s and made possible by a major financial donation from Volkswagen. It is a very sombre and dark place, with small plain headstones marking graves with multiple occupants. It contrasted starkly with Commonwealth War Grave cemeteries with their careful landscaping and individual headstones bearing personal family messages. Later we took in various other sites of significance, including Kessler Farm where the 327th Glider Infantry Regiment received a German officer carrying a white flag and a message calling for the surrender of the 101st Airborne, which led to the famous "Nuts" response from General Mc Auliffe. The day ended at the Bastogne Barracks, which is now a military vehicle renovation workshop and visitor information centre. On our last day in the Ardennes,



The group by a Tiger Tank in La Gleize



The Memorial to the US POWs murdered by the SS known as the Malmedy Massacre

on the recommendation of our tour guide, many of the group made a trip to the 101st Airborne Museum located in Bastogne. Although relatively small it housed some very interesting exhibits, including full size tableaux depicting life for the soldiers on both sides and the civilian population.

Throughout the 3 days of the tour, Frank talked about the conditions endured by the troops on the ground, who experienced hardship and deprivation caused by the extreme cold, lying snow, fog, inadequate clothing and poor rations. He introduced several stories about the actions of individual US soldiers. Those personalities included Jim "PeeWee" Martin, who served in G Company, 3rd Battalion, 506th PIR and notably saw action near Recogne. Although only 106 lbs he made up for his lack of stature with his actions, earning a Bronze Star and Purple Heart. He lived to the age of 101, which was his ambition as a staunch member of the 101st Airborne. Also mentioned was George Jackson, who served in the 326th Airborne Engineer Battalion, attached to the 101st Airborne. He joined the division after they returned to England from Normandy and fought on the frontline during the Battle of the Bulge. He was wounded on Christmas Day and survived the war with a piece of shrapnel embedded in his body. His unit received 2 Presidential Citations, the Croix de Guerre and the Netherlands Orange Lanyard.



The USA Memorial at the Bastogne War Museum



The Group at Bastogne Barracks

Technician 4th Grade Truman Kimbro of C Company, 2nd Engineer Combat Battalion, attached to the 2nd Infantry Division was posthumously awarded the Medal of Honour for placing mines directly in the path of advancing German armour at a key crossroads.

The Battle of the Bulge lasted 6 weeks and fighting was fierce and brutal. Many thousand Allied and German soldiers and Belgian civilians were killed and wounded and numerous towns and villages laid to waste.

The group left La Roche on Monday 15th June, en route for Calais and the Channel Tunnel. We spent our last night together in Ashford before going our separate ways home.

In finishing this piece, I want to place on record my appreciation and that of the rest of the group for the planning and organisational efforts of Steve Mason and his partner Rachael. The highly successful and enjoyable tour was made possible by their dedication and constant care throughout the time we spent together. We both greatly appreciated the company and friendship of our fellow tourists. The group bonded really well and we had some great moments of humour and banter.

Alex Hargreaves



The German Cemetery at Recogne

Cyril Birkbeck - A brief history RAF Volunteer Reserve

Cyril was born in 1907 in West Malling in Kent and, as a child moved to Sauchiehall Street in Glasgow.

From Sauchiehall Street the family then returned to Walderslade, Chatham. Kent. His first job (at a very young age) was a 'Boot Boy' at Oakwood House, Maidstone. Oakwood House was built around 1869 and was owned by the Wigan family until the late 1940's.

A Boot Boy, was, historically the lowest-ranking male household servant and carried out, in addition to cleaning, polishing and maintaining footwear, other menial tasks, including running errands and assisting senior servants.

It is quite possible that Cyril's tasks were more onerous than being a Boot Boy as WW1 was at its height and there would be demands by the Military for all male servants of a certain age to be 'called up' thus increasing demands on the remaining servants.



Cyril Birkbeck

Having survived the tasks of being a Boot Boy, one assumes that as soon as he was old enough, he would seek employment elsewhere.

So, after leaving Oakwood House, Cyril became an employee of Reeds Paper Mill at Aylesford Kent, where he remained until joining the RAF Volunteer Reserve in 1940 at the age of 33 years old. The form he signed was headed-

'ROYAL AIR FORCE VOLUNTEER RESERVE.

NOTICE PAPER.

DURATION OF THE PRESENT EMERGENCY

Signature of Man receiving the Notice Paper...(C Birkbeck)

'NOTICE to be given to a Man at the time of his offering to join The Royal Air Force Volunteer Reserve'.

Item 10 inside the form lists his occupation as-Packer Paper Mill.

Having signed the form on the 9th of July 1940- his service in the RAF commenced from the 18th of July 1940- 8 days later.

He now known as Gunner 1355010 Birkbeck C.

As little is known about his health or personal circumstances prior to his volunteering for the RAF in July 1940, however, it is quite possible that, due to his age, and too old to become aircrew, he was posted to the RAF Regiment when, after **Basic Training** and **Weapon Training**, he was sent to an airfield where he would serve as part of ground defence of the airfield.

Basic Training -

All RAF recruits were posted to RAF West Kirby for basic training.

West Kirby opened as No.5 Recruits Centre on the 25th of April.

According to a secret document published in December 1941 by the Director of Ground Defence. Royal Air Force dictated- 'All Ranks Working Dress' was Army Khaki battledress and Army pattern equipment, this can be seen the photo of the Flight Squad below, although the beret badge worn in the photo below was the RAF Kings Crown badge.

RAF Gunners pay grade was 'Group V' ie 2 shillings a day and eligible for re-classification on the basis of proficiency and training.



Elements of training were-

Intensive Drill and Physical Training -

Training was rigorous and fast-paced. Recruits underwent intense daily drilling to prepare them for discipline and movement-often referred as "foot slogging".

Ground Defence Focus -

Due to the threat in 1940-initial training for airmen included basic weapon training on rifles and Bren guns, defence of airfields, and, in some cases instruction on ground mounted weapons.

'Bully' and Discipline -

Training involved high levels of "bull" and strict, often harsh discipline from NCOs. Training lasted for 6 weeks. On completion of their training the Gunners were awarded their 'Trade' badge- worn on the left upper sleeve of the tunic; it was worn prior to the official formation of the RAF Regiment in 1942.



Ground Defence Units

Before the official formation of the RAF Regiment in February 1942, airfield defence was a patchwork of various units as training in 1940 for the RAF Regiment was very decentralized.

Station Defence Wings

Individual RAF stations formed their own 'Defence Wings' or 'Ground Defence Squadrons'.

Ad-hoc Training

Recruits often received rudimentary infantry instruction from Army personnel of RAF instructors, focusing on local airfield security rather than specialized combat.

A diary according to Gunner 1355013 Birbeck C.

Amongst Cyril Birbeck's personal archives of his experiences during WW2, there is a small pocket 1945 Diary-although there are very few pages in this Diary (9 pages) - Cyril

has, very kindly, listed information about his 'life' in the RAF Regiment starting with his 'postings' -

The first Posting is RAF North Luffenham (dated 5/2/41). RAF North Luffenham was built as a training airfield opening in 1940 and taken over by 5 Group RAF Bomber Command. With his limited weapon training one can assume that Gunner Birbeck was part of the RAF Ground Defence Unit, defending the airfield against Luftwaffe attacks with rifles and Bren guns....

(By January 1942 there were 150 RAF ground defence squadrons and 335 independent anti-aircraft flights deployed on RAF stations on the British Isles. They had been formed during 1941 in response to the enemy threat to RAF airfields and manned by NCO's and aircraftman mustered as ground gunners).

With the formation of the RAF Regiment in February 1942, (and the adoption of RAF Blue uniforms and shoulder 'flashes' denoting the RAF Regiment), the task of creating a new operational structure in the middle of a war in which practically every resource was in short supply was a formidable one, but it was tackled with diligence and energy under the new management. The existing 150 ground defence squadrons and the 335 AA flights were renumbered as RAF Regiment units and reorganised and trained for their new combatant roles. Unit establishments were revised and equipment and weaponry updated wherever possible in order to meet the requirement to deploy field squadrons at 147 RAF stations and anti-aircraft flights at 329 airfields.

The first RAF Regiment wing commanders on operational units were authorised as early as March 1942 when these posts were established where two or more regiment squadrons were deployed.

The RAF Regiment established training schools for airman and NCOs at Filey-Whitley Bay-Ronaldsway-Locking and Hednesford. According to Gunner Birbeck's diary he reported for a course at RAF Filey on the 12/5/42.

The next entry is RAF Regiment-Bicester on the 7/9/42 for Browning machine gun training-followed by a further course on the 16/2/43 on Aircraft Spotting. Battle Training at No-3 RAF Regiment School for Ground Defence Training. 17/4/43.

This course lasted typically 6 weeks and was noted for its rigorous training; it included -

Assault courses-navigating barbed wire entanglements and rope bridges.

Field craft-instruction in camouflage and night operations.

Weaponry and Tactics- training on machine gun tactics, fighting patrols and anti-gas measures.

On the 9/11/43 he was posted to No-2837 Squadron. No-2837 Squadron RAF Regiment was a Light Ant-Aircraft unit associated with RAF Eastchurch and RAF Twinwood Farm.

He returned to RAF Regiment Filey for a NCO's Basic Training Course on the 9/12/43. Returning on the 10/2/44 for an Instructors Course which he passed and became a Corporal.

On the 9/9/44 Posted to No-2811 Squadron. No-2811 Rifle Squadron was posted to NW Europe November 1944 and listed the following locations as quoted in Cpl Birkbeck's Diary-Mons-Malmedy-Laroche-Morville-Ardenne-Weikersheim-Scheede-Ghent-Disbanded March 1946.

The core responsibility of 2811 Squadron was the defence of RAF's 72 Wing, with its forward radars and wireless interception units against enemy ground and low-level Luftwaffe air attack. C Flight 2742 Sqn were ordered forward on the 17th December to reinforce 2811 Rifle Squadron and 2804 Armoured Car Squadrons which formed 72 Wing's covering force, enabling the technical units and their Regimental squadrons to fight their way through the confused situation which developed to the west of Bastogne as German special forces in American vehicles and uniforms spread alarm and despondency in what had been the rear area.

Following on from the last two paragraphs, Corporal Birbeck kept two diaries of his time with 2811 Squadron as he travelled through Belgium-France and Germany.

The Diaries are titled 'Travel Extracts' and 'Overseas Diary'- they record his personal feelings and observations of the countryside he travelled through and the people he met, combined with how the rapid advance of the Allies through Germany impacted 2811 Squadron.

History Bites

RAF Belton Park

Belton Park was established in 1942 as the Royal Air Force Regiment Depot, for training RAF Regiment personnel in airfield defence. Belton Park is located 2 miles (3.2 km) north of the centre of Grantham. The site of the Depot was on farmland on the opposite side of Londonthorpe Lane from the Park.

As early as the 1920s the RAF had formed small airfield defence units but traditionally the role of ground defence had predominantly been handled by detachments of regular army personnel.

In the Second World War it became evident in the aftermath of the Dunkirk evacuation that the army did not have the resources, personnel or expertise to continue



Early revue parade 1942

supporting the growing number of UK and overseas RAF airfields and the decision was taken to form a dedicated RAF defence force.

In January 1942 King George VI signed a Royal Warrant for "a Corps formed as an integral part of the RAF", and the RAF Regiment was born.

The first Depot was opened in RAF Hunmanby Moor with instructional staff

seconded from the Brigade of Guards and the Royal Marines. The Depot moved to Belton Park in 1942.

During the First World War Belton Park had been a training centre for the Machine Gun Corps and had housed and trained 18,000 men. During 1914 and 1915, a railway connection was built between the East Coast Main Line and Belton Park; known as the Belton Park Military Railway, it closed in 1921, two years after training at Belton Park had ceased. During the First World War the hundreds of temporary wooden huts had been built over the Belton Park Golf Course's fairways and a highly detailed map of the site remains on display in the current golf course clubhouse.

RAF Belton Park closed in 1946, and the headquarters and depot of the RAF Regiment were combined and relocated to RAF Catterick where they remained until 1994 when they relocated to its current home at RAF Honington.



Marshal of the Royal Air Force Viscount Trenchard inspecting men of the Regiment at their Depot at Grantham



Thompson machine gun training

Unveiling memorial for the Gunners killed in the IRA attack on May 1, 1988

1 May 1988. A black day in the history of the municipality of Bergen. A car bomb exploded in the parking lot opposite the Bacchus nightclub in Nieuw Bergen.

Two Gunners from 1 Sn RAF Regiment – John Dunn Baxter (21) and John Miller Reid (22) – were killed in the explosion. A third serviceman was seriously injured.

The attack by the IRA (Irish Republican Army) had a major impact on the community. In addition to the shock of the attack, there was extensive glass damage to the town hall and surrounding homes, 45 homes were evacuated, and there was a large-scale deployment of fire brigades, police, and other emergency services. Despite this impact, there is currently no physical memorial site to commemorate the victims of the attack. The Bergen Municipality Veterans Foundation is changing that.



In collaboration with the municipality, they are placing a memorial plaque at the town hall. The plaque not only commemorates the RAF Regiment Gunners but also honours the emergency services involved. The memorial plaque was held on: Friday, May 1, 3:00 PM (gathering from 2:45 PM)

Bergen Town Hall (on the Albert Heijn side) A delegation of veterans and of the firefighters who were on duty at the time will be present at the unveiling of the memorial plaque. You are cordially invited to attend this special occasion.



Masonic Rocks a New Beginning

There are a number of serving and retired Rocks that have joined another brotherhood Freemasonry. Personally, I joined the masons after I left the Corps in 2002, as it provided me with a new community that I had missed from my days in the mob. Yes, we all know there are some who think we are some dark and secret cult, well for a start no self-respecting illuminati new world order would let me be a member. Being a Mason doesn't give you an advantage in any circumstances.

Over the time I've been involved with the RAF Regiment Association and attending events such as the Tower of London, St Annes and AGM, I've met with fellow ex rock masons. Often, we would discuss why there was not a RAF Regiment Lodge, as other units such as the Royal Air Force, Parachute Regiment and Royal Marines have dedicated Lodges (the Parachute Regiment recently had a RAF Regiment member as its leader). The main driving reason for creating a new lodge is the need for continuing the esprit de corps that we enjoyed when serving.



Joining a military masonic lodge offers veterans and serving personnel a unique opportunity to preserve the camaraderie, discipline, and structure of military life while transitioning into civilian society. It creates an environment of mutual trust where members can share experiences and support charitable causes.

So, what do Freemasons have in common?

I suggest that it's very much the shared values of integrity, kindness, honesty, fairness and tolerance, which encompass and embrace the fundamental principles of good citizenship in all walks of life:

Integrity: We say what we mean and when we make a promise, we keep it.

Kindness: We believe in playing a key role in our communities – we willingly give time and/or money to assist those not as fortunate as ourselves.

Honesty: We pride ourselves on transparency. Not only are we completely free to acknowledge our membership, but we are also encouraged to do so.

Fairness: We treat everyone as equal – we listen to others, explore our differences and work to find the common ground.

Tolerance: We show respect for the opinions of others and behave with understanding towards others.

Currently there are approximately 70 lodges in Britain that can be regarded as military lodges – 60 English, 2 Irish and 8 or so Scottish. The term military means that they retain an ethos and culture of the Armed Forces of the Crown, which in practical terms means that about 60% of the membership, should be servicemen or veterans. The two Irish military lodges are today also the last remaining travelling lodges.

No 322 Lodge Glittering Star warranted in the 29th of Foot (Worcestershire's and Sherwood Foresters) on 3rd May 1759 travels across the land during its Masonic year. No 295 St Patrick's is the last truly regimental lodge of the Royal Dragoons (formerly the 4th/7th Dragoon Guards. During their recent operational tour in IRAQ, they held 3 meetings in Basra. There is also a Circuit of Service Lodges which comprises 24 Lodges: 3 Naval, 11 Army (HAC, REME, R Sigs, RA, Special Forces, Airborne Forces, Middlesex Yeomanry, Imperial Yeomanry, RAMC, Infantry and RLC), 3 RAF and 7 Combined Service. It also has its own installed masters lodge – Victoria Rifles, which was a famous dying lodge, saved just in time for its 150th anniversary. Adding our Corps to this list of illustrious institutions would enable Rocks to be a member of their own lodge.

Work has begun on forming a new traveling Masonic Lodge that will meet 4 times a year at locations throughout the United Kingdom. We have created a WhatsApp and Facebook group to canvass opinion on what our potential membership wants the lodge to achieve. To date we have 45 rocks interested in forming the lodge and on the 30th of May 2026 we met at United Grand Lodge of England at Great Queens Street, London to sign the petition to start the of our own lodge named Per Ardua Lodge. We have a good Corps of experienced masons to start the lodge but more importantly we have many younger members wanting to be actively involved.

In summary, the main objective of the lodge is to provide the camaraderie and mutual support that was part of military life in a civilian environment. The lodge will be a

place where everyone is equal or on the square as we say regardless of the military rank that had or still hold.

We will meet around the UK, so members will not have to travel far to attend meetings. We also want to attract new members that can benefit from the fellowship freemasonry can bring.

If you are interested in joining the lodge as an initiate or joining member email either collinsg@btopenworld.com or seanlinard@gmail.com

We look forward you joining us as a brother, Per Ardua



PER ARDUA LODGE



Black Eagle Dinner Reunion

In May 1982, during the Falklands Conflict, 63 Squadron RAF Regiment landed at San Carlos attached as it was at the time to 5 Infantry Brigade. The Squadron's mission was to provide short-range air defence for the Harrier Forward Operating Base at Port San Carlos.

Shortly after the Argentinian surrender on 14 June 1982, the Squadron's officers held a dinner in a Basic Shelter at their base at Black Eagle camp.

This year is the 44th anniversary of the end of the Falklands Conflict and the Squadron officers, joined on this occasion by their wives, held a Black Eagle Dinner Reunion at The Swan at Streatley. During the afternoon they took a short cruise on the River Thames, recalling their three-week voyage on the QE2 to the Falkland Islands back in 1982. In the evening the officers and their wives held a formal dinner followed by the taking of port which had been bottled in 1982.

The following morning, 14 June 2026, the officers and their wives attended the annual thanksgiving service at the Falkland Islands Memorial Chapel, Pangbourne.



Falklands Dinner in 1982



All Officers – L to R are Stephen Taylor, Richard Woodard (photographer of 1982 picture), Richard Meyer, Ian Loughborough, Mark Nash, Martin Hooker (Guest), David Niblett (attached to Squadron for Operation Corporate) and David Buckle. Unfortunately Warrant Officer Peter O'Callaghan is no longer with us and Jon Wilde could not attend. Both were in the original Photo



The officers attending the Service at Pangbourne



Group Photo – All those attending the dinner



All Aboard – Cruise on the Thames

Roll of Honour

Mr Carney	Phillip G	27 December 2023	S&W Wales
Mr Bennett	Desmond	October 2024	Oxford
Mr Goreham	Michael	11 January 2025	Norfolk
Mr Sanderson	George	21 December 2025	Catterick
Mr Talbot	Garrie	23 December 2025	London
Mr Raynor	Keith	23 December 2025	Non Member
Mr Steele	Joe	25 December 2025	Non Member
Mr Sustins	Harry	26 December 2025	Non Member
Mr Thompson	George	30 December 2025	Non Member
Mr Kilcourse	David	31 December 2025	Non Member
Mr Clark	Ronald	31 December 2025	Non Member
Mr Jacobs	Gordon	01 January 2026	Non Member
Mr Kennedy	Ron	09 January 2026	Non Member
Mr Bedford	Graham	15 January 2026	Non Member
Mr Rose	Derek	19 January 2026	Lincoln
Mr Jepson	Mike	13 February 2026	Non Member
Mr Cooper	Keith	19 February 2026	Catterick
Mr Atherton	Graham	22 February 2026	Lincoln
Mr Panell (BEM)	Gordon	05 March 2026	Non Member
Mr Evans	Gethin	11 March 2026	Catterick
Mr Bailey	Niklas	24 March 2026	Non Member
Mr Hillsey	Brian	03 April 2026	SDBB
Mr Thorn	Tim	19 April 2026	Non Member
Mr Coull	Graham	30 April 2026	Non Member
Mr Rooke	Laurie	04 May 2026	Norfolk
Mr Benn	Frank	10 May 2026	Non Member
Mr Cullen	Andy	11 May 2026	Non Member
Mr Stitt	Alfred J	15 May 2026	Catterick
Mr Hempstock	Kelly	21 May 2026	Non Member
Mr Palfrey	Ian	22 May 2026	Non Member
Mr Campbell	Donald	26 May 2026	SDBB
Mr Coles	John	06 June 2026	HQ Roll
Mr Fell	Paul	Unknown	Non Member
Mr Roberts	Graham	Unknown	Non Member
Mr Dominey	Mick	Unknown	Non Member
Mr Giles	Thomas	Unknown	Norfolk
Mr Dawson	David	Unknown	Norfolk
Mr Bates	Geoffrey	Unknown	Norfolk
Mr Higgins	Arthur	Unknown	Norfolk

New Arrivals

Mr Reeves	Terence	Norfolk
Mr Hillman	John	Lincoln
Mr Hall	Peter J	HQ Roll
Mr Brockbank	Phil R	HQ Roll
Mr Devine	Andrew P	Scotland
Mrs Hillman	Allyson	Lincoln
Mr Parker	Phillip	Scotland
Mr Watson	Michael W	HQ Roll
Mr Gamblen	John A	S W Wales
Ms Cracknell	Vellela	Somerset, Dorset, Bristol & Bath
Mr Harrison	Stephen D	HQ Roll
Ms Fennelly	Kate K	Riders/Lincs Branch
Mr Sillence	David	Somerset, Dorset, Bristol & Bath
Mr Williams	David J	London
Mrs Williams	Karen K	London
Mr Drew	Stephen C	HQ Roll
Mrs Drew	Maxine	HQ Roll
Mrs Merrygold	Suzanne	HQ Roll
Mr Palmer	Steve F	Riders Branch
Mr Harrison	Tim J	Lincoln
Mr Pegler	Russell	HQ Roll
Ms Trafford	Victoria	HQ Roll
Mrs Jamieson	Laiyee L	HQ Roll
Mrs Lloyd	Rebecca L	London
Mrs Plank	Helen	London
Mr Reeves	Antony	HQ Roll
Mrs McNulty	Suzanne	Scotland
Mr Vickery	David J	Riders Branch
Mr Denyer	Adrian	HQ Roll
Mrs Herschell	Karen	Norfolk
Miss Mckain	Sarah	Riders Branch
Mr Scarff	Robert	Catterick
Mr Macdonald	Alex	London
Mrs Hargreaves	Ann	Catt/Riders
Mr Hyde	Simon	Birmingham
Mr Kirk	John N	Catterick
Mrs Kirk	Jill	Catterick
Mr Mccaw	Andrew C	Riders Branch
Mr Whitehead	Lance	HQ Roll
Mr Buckley-Humphries	Ray	London
Mr Wood	Michael J	Riders Branch
Mr Kent	Adam D	Riders Branch
Mr Hiner	Ian	Scotland
Mr Wanbon	Alan N	Catterick

