

# **SCORPION NEWS**



**No 84 SQUADRON  
ASSOCIATION  
ROYAL AIR FORCE**

1

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# **No 84 SQUADRON ASSOCIATION, RAF**

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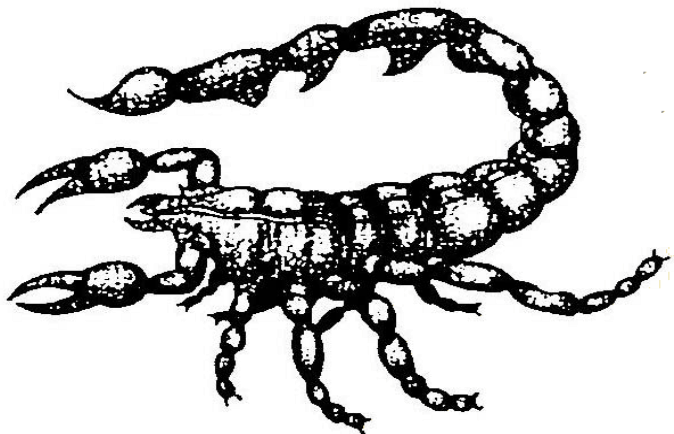
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Views in this publication are those of the individual contributors  
and not necessarily those of the Association or its officers

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## **IMPORTANT INFORMATION**

**“For Information About Reunions and Events,  
Please Use The email Address Below”**

**[events@84squadron.co.uk](mailto:events@84squadron.co.uk)**

## **CHAIRMAN'S FOREWORD JULY 2026**

As I write this at the beginning of July, our Squadron is at a key moment as we turn the page into the new Jupiter era having got through the hiatus period when our Pumas were retired prematurely in March last year. I was very pleased to spend some time with our new OC84, Sqn Ldr Stephen Bradley or “Bradders” as he likes to be known back in February. I visited Benson on 17<sup>th</sup> February spending the morning with Bradders. I was interested to hear the details of his fascinating career to date and he was genuinely interested in the Squadron’s history and the Association. In the afternoon, we moved to RAF Benson itself and I had the opportunity to speak to a number of the key players regarding the Jupiter and RAF Benson’s role in the Jupiter’s deployment to Brunei and Cyprus. Elsewhere in this edition, Bradders introduces himself to the Association and brings us up to date with the Jupiter so far. You can also read a full account of my visit to Benson with some close up pictures of the Jupiter HC2 itself.

In May I was back at RAF Benson to attend their Annual Formal Reception. I like to try to keep the 84 Sqn banner flying, figuratively speaking! It did give me the chance to stay in touch with some of the key players in the Benson Air Wing who have an ongoing role in Jupiter HC2 operations.

Throughout this period, since I last wrote the foreword in January, the Committee has been busy with our ambition to build a new Memorial at the National Memorial Arboretum. Mike Leaming has been leading on this on our behalf and he provides a detailed update elsewhere in this edition. Mike has found a designer who has come up with a compelling and immersive design which the whole Committee immediately understood and thought an appropriate and fitting tribute. We have held a series of Zoom meetings and I even drove out to rural Wales, and very slowly through the towns and villages(!), to visit our President, Reg, to discuss an early impression of the embryonic design. As Mike mentions in his update, we have been working up a plan to raise the considerable funds that will be required and will be looking to every member of the

Association to spread the word to encourage donations from every possible source.

You will recall that the AGM approved an amendment to our Constitution at the last AGM. It re-stated a single Aim and set out a number of Objectives one of which was to “Liaise with other Associations, organisations and agencies that have a link to 84 Squadron, to the mutual benefit of both organisations”. To that end, I made contact with the Worshipful Company of the Makers of Playing Cards, a London Livery Company which dates back to 1628! The WCMPC and the Squadron created an Affiliation back in the early 2020s, when JM was OC84, and results from the Squadron’s use of playing card symbols on Squadron aircraft since the 1920s. The current Master of the WCMPC is Nick Prentice and we met at the RAF Club on 18<sup>th</sup> June. The RAF Club is an excellent venue as it has a superb collection of aviation artwork, stained glass and every Squadron Badge displayed together in a gallery on the first floor. I presented Nick with a copy of *Scorpions Sting* on behalf of the Association and we exchanged information about our 2 organisations. The Company are proud of their affiliation with 84 Squadron and support the Squadron in different ways and make occasional visits to Cyprus. The Committee approved the appointment of Nick as an Associate Member of the Association and I hope we will see him at some of our events in the future. Nick tells me that at the WCMPC Court meeting on 7 July, he proudly reported becoming an Associate Member and gave the copy of *Scorpions Sting* to the Company archives, having read out the Citation that I had added to the book. The Insert read:

***“This copy of *Scorpions Sting* is presented to The Worshipful Company of Makers of Playing Cards  
by the 84 Squadron Association. It is presented as a mark of respect and thanks for your affiliation to our Squadron. They proudly serve as we, their predecessors did, and they continue to write new pages to add to the illustrious story of Service and loyalty, courage and resilience. *Scorpions Pungent*”***

Looking ahead, it is the Squadron's 110<sup>th</sup> Anniversary next year. You will have seen the Mailchimp about our forthcoming invitation to visit the Squadron between 3 – 5<sup>th</sup> March next year to mark the Anniversary, meet our new Squadron personnel and see their new Jupiter helicopters. This has all the makings of a brilliant trip and a fitting celebration of the Squadron's history and ongoing service. If you would like to be part of that visit, please respond soon to [events@84squadron.co.uk](mailto:events@84squadron.co.uk) to let us know. More details about the trip to Cyprus will be released as soon as we have them. Watch out for further Mailchimp's about our evolving plans to mark this significant Anniversary.

As Trevor repeats in his Editorial, the Newsletter is only as good as the articles you send in. Have a look through your photos – what did your time on 84 mean to you? I'm sure the membership would be interested in your time on the Squadron and how it may have shaped the rest of your career. Maybe you have made a visit to a museum and found it interesting – please think about sharing your stories!

If you have any suggestions for events or the working of the Association, please drop me an email to [chairman84association@outlook.com](mailto:chairman84association@outlook.com). I look forward to your continued support of the Association and your help with fund raising for our new Memorial at the NMA. I hope to catch up with you during the year at one of our events.

Hoot 'n' Roar, Paul



## EDITORIAL

Greetings everyone, I trust you have all been warm enough these past few months? My first comment must be an apology, if you find any mistakes in this issue it will be down to the fact that I am now using MS Word, having changed from MS Publisher because it will no longer be supported after September this year.

In this issue you will find various updates about Association activities and visits which we hope **you** will become involved with. The final issuing date of this issue may turn out to be a little late because I have been waiting for articles to come along. As Paul has mentioned in his forward this magazine all depends on you all sending interesting / relevant or personal items in for inclusion. Without you the magazine would not be possible.

My personal status is improving so hopefully we will be able to attend all gatherings etc in the future. Unfortunately, I started having Chemotherapy but had to stop because all my white blood cells were dying, so I started on Immunotherapy which allowed the medication to once again attack my Kidneys. So, that was then stopped, which has unfortunately left me with blisters all over my body and they can last up to 12 months or so, very uncomfortable and sleep debilitating. However, I am still here and rearing to have a go at most things.

Jill and I will be attending the Remembrance Service at Dhekelia again this year, so if anyone has any Teddies they would like to donate to “The Dhekelia Bear Lady” and you are attending the Morley Hayes reunion please bring them along and we will take them out there.

You will find a precis of a members time served on 84 Sqd in this issue, if anyone else feels like sending me a brief description of your tours on 84 please feel free and I will do my best to include them for you.

Throughout this edition you will see various new pictures of the new Jupiter helicopters in Cyprus, I have used them to fill pages etc.

## **EAST BOLDRE Hall – Spiritual home of 84 Squadron**

Michael Husband, Chairman of the East Boldre Village Hall, has been in touch to update us on their exciting refurbishment project.

As you will know 84 Squadron was formed at Beaulieu in January 1917 but is the only serving RAF squadron never to have been based in the United Kingdom. For that reason, it regards Beaulieu as its 'spiritual home' in the UK and there are two retired Standards in Beaulieu Abbey Church. In May 2015, the 84 Squadron Crest was Dedicated into the trust of East Boldre Village Hall and is displayed above the hall's stage. This Crest has been very carefully covered to protect it during the building works.



**The 84 Squadron Crest  
centre stage at East Boldre  
Village Hall**

The Village Hall is the last surviving WW1 Airfield building on the Forest and important community space. It is undergoing a major refurbishment having successfully raised over £450,000. This has been possible by grants from a number of local and national organisations including £100,000 from the Community Lottery Fund; £25,000 from Hampshire County Council; £100,000 from the Community Infrastructure Levy and £5,000 from the Beaulieu Beaufort Foundation. Events such as book sales and community initiatives raised another £45,000.

The builders moved in at the end of January, Lord Montagu patron of the hall was at the project launch and said ***“I am pleased to see this building which has significant historical interest and is at the heart of the community being given a new lease of life. The refurbishment will benefit everyone who uses the hall in the future”.***

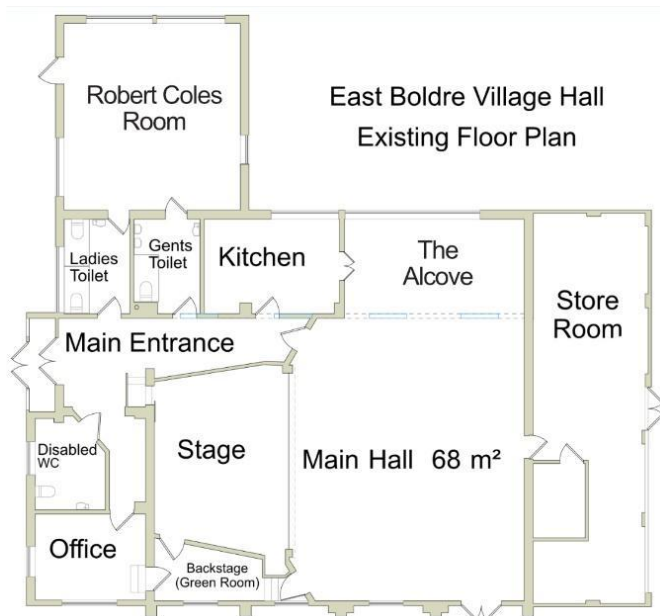


Left to right: 3 representatives from Westmade Builders Ltd who are the contractors for the building work; 3 of the Village Hall Trustees - Gina Antczak, Patron Lord Montagu, Michael Husband and Michael Upton



**Lord Montagu lending  
a hand!**

**Reconfiguration of the main area will enlarge the seating capacity  
by almost 50% as shown on the following floor plans:**



**Existing floor plan**



### Proposed floor plan

The project will also transform the building with a much-improved external appearance, and internal changes will allow a broader range of activities to be provided. Planned features include new kitchen and toilets and upgraded stage facilities with projection and sound for films and talks. The hall is used for a wide variety of events including a series of talks organised by local aviation historian Marc Heighway which are always sold out within a couple of hours.



**Proposed elevations showing the improved kerbside appearance. The hall is a focal point in the village and seen from the main road.**

**The first job was to remove asbestos from the wall that previously separated the hall from a large store room.**



**The internal wall has been stripped, reconfiguring the space will facilitate a much larger seating area.**



**The donkeys enjoying a snooze while the builders are hard at work!**

Mike Husband said *“the Trustees are thankful to all the volunteers who have assisted to date for the help and time they have invested. He also thanked all the hall users who are managing the disruption so well. We know that the waiting will be worth it. The hall will feel warmer, lighter, more comfortable, user-friendly and above all, more welcoming. We look forward to inviting everyone back when the hall re-opens.”*

The hall is expected to re-open during Summer 2026. We will keep you updated.

Follow progress on Facebook - East Boldre Village Hall.

Website - East Boldre Village Hall

Donations gratefully received via Just Giving East Boldre Village Hall

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### **Request for information**

I have been contacted by a lady whose late Aunt corresponded with Alan Limbert who was an RAF pilot in Malaysia and then a civilian pilot with Japan Airlines. My correspondent recalls seeing a request for information about Alan Limbert in our Scorpion News magazine in about 2020. She thinks it may have been someone called Sarah asking for her father George Hickson. She has numerous newspaper cuttings about Alan Limbert kept by her late Aunt. If anyone is looking for information about Alan Limbert would they email me, using my:

**[chairman84association@outlook.com](mailto:chairman84association@outlook.com)** email address and I will pass on the message to this correspondent.

**Paul Critchley, Chairman.**

***Request for any information please! Found in July 2020 edition.***

***We have had a request from George Hickson’s daughter Sarah asking if anyone knows the whereabouts or has any information about an Alan Limbert who was a contemporary of Georges. If anyone knows anything at all would they please let me know and I will put them in contact with Sarah. Many thanks.***

## **Touch of Gallantry**

During the Italian Airforce's attacks on the British 'August convoy' to Malta in 1942, the two crewmen of a Junkers 87 was forced to abandon their aircraft over the sea. Happily, their dinghy went with them, but their safe bale out was of small consolation. They were a tiny dot in the vast expanse of the sea and they knew that relatively few crewmen in their position were ever found and rescued.

The hours slipped away and, with them, their hopes. Then, just at sunset, a German rescue seaplane appeared on the horizon. It came closer and closer, then passed by and flew off into the distance. It had not seen them. Almost at that moment a Bristol Beaufighter appeared overhead. They had been discovered, but by the enemy!

The Beaufighter pilot had also seen the German aircraft and set off in pursuit. Surely, he would not attack a rescue aircraft? On the other hand, one sometimes heard that these aircraft took advantage of their immunity to fly more warlike missions.

From the dinghy they saw the Beaufighter catch up with the German aircraft, then pull in front of it, forcing it to change direction. When the floatplane was redirected onto the right course, the Beaufighter then led it back towards the dinghy. Only when the seaplane had alighted beside the Stuka crew, and taken them on board, did the Beaufighter leave the scene, rocking his wings in salute as it departed.

After the war, the Stuka pilot tried, with the help of the RAF's Air Historical Branch, to trace the British pilot. He succeeded, only to learn that this man, a holder of the DFC, had later been killed in action.



Account given by Gen.  
Francesco Cavallera, in 'Out of  
the Blue' by Laddie Lucas

## **Spring Meet 2026 by Keith Edwards**

The Spring meet this year was at the South Yorkshire Air Museum, Doncaster on 25th April. A few Assn members decided to make a weekend of it and booked in to the Premier Inn Doncaster South. We met up on the Friday night and had a few drinks and a pleasant meal together. Joining us for dinner was Alan Beatie the head of the museum, who was to be hosting our visit.

On Saturday morning, we made the short walk to the museum entrance. There we met other Assn members who were visiting for the day. We were met there by both Alan and Bill Fern our hosts for the day. We were then escorted into the museum, passing several aircraft exhibits and entered a briefing room where we had a welcome cup of coffee. We were given a short brief about the history of the museum and the continuing work that it is doing to preserve and display aircraft. Keith Edwards was delighted to meet again an ex-SAR navigator, Peter Pascoe. Keith and Pete last flew together at RAF Valley in the early 1970's. Although now in his 90's Pete is a volunteer at the museum and is full of enthusiasm and humour.

We were then divided into two groups and escorted around the museum. Although relatively small in size the museum is full of very interesting aircraft exhibits. We were also shown areas where the work continues in restoring old aircraft for future displays. The area of most interest to us was the one that is dedicated to 84 Squadron. Pride of place is XP345, an ex-B Flight Whirlwind, resplendent in its United Nations livery. Martin Kaye once again sat in the right-hand seat of the old lady, the first time that he had done so since piloting her many years ago at Nicosia. Also on display is the flight deck section of an 84 Squadron Beverley.





**XP 345 Inside the Hangar**

After a thoroughly enjoyable tour, we all met up again in the cafeteria for a superb buffet lunch. Following our leisurely lunch, we slowly split up and went our separate ways, saying goodbye to those of us who were returning home. The rest of us walked back, via the museum gift shop, to the hotel for some well-earned refreshments.



**Flightdeck section  
of 84 Squadron  
Blackburn Beverly**



**Recently Finished  
Restoration  
Bristol Sycamore**

## **Excerpts from the Diaries of David Broadhead** **Compiled by Chaz our Wonderful Archivist**



As some of you may have seen, the archives obtained the Diaries and Photo album of 1067294 AC1/LAC D.J. Broadhead, covering the period of his wartime service. Some of them are incomplete or damaged, due to the travails of active service in unforgiving climates.

For the purpose and ease of reading, I have cherry picked the entries as I don't think you would enjoy reading of weeks spent at sea or in transit. Also, be warned that the Diaries are written in the habit and prose of the time, so there may be some words and phrases that are deemed unacceptable in this day and age. All entries are shown as written in the Diaries.

For background, David was from Batley, Yorkshire, married to Ida, who appears under several different references throughout the Diaries, so I guess that he was a little older than some of his comrades.

The Diaries and Photo album came from David's Great-Niece Jane, who was clearing her late mother's effects. She doesn't have many memories of him, as he died when she was quite young, so I'm keeping her in the loop as and when I find things that she may appreciate.

So, let us start where the Diaries begin. David has completed his training and is currently at RAF West Kirby, awaiting posting.

## 1941

Friday 14<sup>th</sup> March. Still at West Kirby. Went to see if there was a letter from Ida, very disappointed. Had my name called for Wilmslow.

Note: - Wilmslow was the overseas Dispatch centre for Canada and Africa, responsible for kitting and dispatching airmen overseas.

Tuesday 18<sup>th</sup> March. Stood about the square all day, got browned off. Went to bed at 9, got up at 10:15 for supper, set off at 12 o'clock and travelled through the night to Glasgow.

Wednesday 19<sup>th</sup> March. Arrived at Glasgow 12 o'clock went on ship at 2:10. Was billeted on G Deck. Had a look round the tub not bad for a troopship.

Monday 24<sup>th</sup> March. Set sail at 10 o'clock at night. Nothing exciting happened during the day. Fine weather but a bit dull.

Tuesday 25<sup>th</sup> March. Convoy of about 20 ships and 2 Cruisers and 5 Destroyers. Rough weather, some of the boys were sick during the day.

Note: - Convoy WS7 to the Middle East. 21 Troopships. Escot consisted of the following at various points, the battleships Nelson and Rodney, 3 Cruisers and 12 Destroyers.

Friday 28<sup>th</sup> March. Still rather cold weather, sat on deck all day. Two of the ships left the convoy this morning with the Rodney (note: - Actually HMS Nelson)

Friday 9<sup>th</sup> April. We arrived at Freetown about 11:45. The niggers were soon round the boat wanting to sell us things also diving for 6d and pennies. It is very interesting.

Saturday 12<sup>th</sup> April. I was Mess orderly today. It is not my turn. Great thunder again. The weather is quite rough today and is making some of the boy's sick.

Memo. Next week we get our money changed into African coinage for Cape Town.

Note: - the Diary notes that this date is the anniversary of the battle of Shaibah 1915!

Wednesday 16<sup>th</sup> April. Washing day. Washed all my things. Half the convoy left for Cape Town, we are going on to Durban.

Saturday 19<sup>th</sup> April. Arrived in Durban at about 10 o'clock. The niggers were fighting for pennies that we threw over the side. It looks a nice place and we are all ready for going ashore. We are supposed to be here five days. O BOY what a time we will have, I hope!

Monday 28<sup>th</sup> April. I forgot we got paid another Pound on Saturday. That is £2 we have had since we came on the boat.

Friday 2<sup>nd</sup> May. Told today on parade that we shall have to take our money in on Sunday afternoon. I noticed today that some of the ships had left us.

Saturday 3<sup>rd</sup> May. Bought in plenty of stock of cigarettes today. We shall be going up the Suez Canal on Monday morning.

Memo. This must be a dangerous area because the ships are going in single file three miles apart.

Monday 5<sup>th</sup> May. Well, this is the last day on the ship. We have travelled about 20,000 miles altogether, we are supposed to land at the beginning of the Suez Canal at Port Suez.

Tuesday 6<sup>th</sup> May. Handed all our hammocks in Etc. heard later that we had to stop on the boat for another day or two. There is the Queen Mary and the Princess Elizabeth here and a lot more.

Wednesday 14<sup>th</sup> May. Went to Alexandra. Went to the cabaret shows and saw some good Egyptian dances. Some very nice girls there, some were half caste, but they had lovely figures.

Friday 16<sup>th</sup> May. Paraded at 8:30. Some blokes from Crete came in and looked worn out, dressed in anything they could find. We went to the village of Aboukir.

Thursday 29<sup>th</sup> May. Harold Edwards, Les Kaye and Les Haywood left for 148 Squadron at Truea. V Palton is left at Aboukir. I am leaving for 84 Squadron at 1:15. I do not like this breaking up of the gang.

Friday 30<sup>th</sup> May. We arrive at Aqir (two of us) at 10:30 to learn that 84 Squadron have left for Triga, Iraq, where there is plenty of bombing. We are to follow in a plane later on. (This could be a local name for the landing ground coded H4).

Note: - David spent some time playing catch-up, including some time attached to a Gloster Gladiator squadron servicing commando, at forward refuel/re-arm sites.

Wednesday 25<sup>th</sup> June. The remains of 84 Squadron came today and we went on to Damascus to an aerodrome that we had just captured (Mosul). We are here as a refuelling base and we expect plenty (unreadable due to water damage) every day. The fighting is (unreadable due to water damage)

Thursday 26<sup>th</sup> June. We got established today. The French must have left in a hurry, there is clothing and stores all over the place. There is a Junkers bomber (actually a Heinkel 111, Scorpions sting p49), a glider and a French light plane. There is shrapnel everywhere.

Friday 27<sup>th</sup> June. We got machine gunned today at dawn, it was awful. We jumped out of bed. They riddled one hangar. There is bullets all over the place. There is two enemy planes supposed to be deserting to our side and we think it is these who changed their minds.

Friday 25<sup>th</sup> July. Reported at orderly room today. I have been attached to 'B' Flight with Pacey and Stava. The Pilot Officer is a fine fellow and I think I shall be OK. I posted a letter to my Darling today and also the old Brother.

Note: - I believe he is referring to LAC T Passey, who was last seen in Changi 9<sup>th</sup> February 1943

Saturday 26<sup>th</sup> July. Commenced work at 5:15. We changed Tail Wheels on four Blenheim's, finished at 11:30 had Dinner and a rest, then a shower. I was going into Mosul but changed my mind as it is much too hot at present.

Memo: - Get another 11 a day pay here compensation for the intense heat. We have a boy to look after us as well, it is not at all bad.

Wednesday 30<sup>th</sup> July. Work at 5:15. The Sergeant gave me a Blenheim no. 35 to service, but it crashed in the morning by coming too low and killing (unable to read due to water damage) no one was dead.

Friday 1<sup>st</sup> August. Went to work as usual. We have heard we are going to Shaibah in the Persian Gulf. There is a piss up on Saturday to celebrate the opening of the canteen. But I am not going. I got a letter from my Darling today that was written to me on Wednesday 16<sup>th</sup> July.

Friday 8<sup>th</sup> August. Started work at the usual unearthly hour of 5:15. Heard some of the kites going to Shaibah. The Germans have two Squadrons in Iran and we are sending 19 kites there to be ready for an attack.

Sunday 24<sup>th</sup> August. Started work at 8:30. A Russian plane came and landed. It was taking some important documents to a secret destination. We talked to a Russian airman and he seemed a very decent bloke. We have heard that we are going to start a blackout. I'm going to the pictures tonight.

Note: - Preparation for the Anglo-Soviet Invasion of Iran. Operation Countenance 25<sup>th</sup> August to the 17<sup>th</sup> September 1941, mostly unopposed, Iran occupied by Russia and the British Commonwealth until 1946.

Thursday 4<sup>th</sup> September. It is just a year today since I joined the R.A.F. I had a celebration, had it in the canteen, Steak, Kidney, Chips and Tomatoes, Lemonade and then to the pictures.

Tuesday 9<sup>th</sup> September. Started packing up today for another move. We have an idea where it is. We think it is Singapore. Went to the pictures at night to see Storm in a teacup. (1937 Vivian Leigh and Rex Harrison)

Friday 12<sup>th</sup> September. Heard today that I have passed my exam and got my pay increased by 5/- per week. O Boy. Work as usual today.

Saturday 13<sup>th</sup> September. Started work at 5. Did a daily inspection on the C/O's kite. (C/O Wg Cdr Boyce). Saw him off to Anzara. Went on the garry to the station with Sonug Smith.

Friday 26<sup>th</sup> September. Went into Hospital this morning with Sandfly. Had a nice bed and feel very tired. Slept all day and had some powders.

Note: - David spent some time in hospital and the Squadron moved along.

Saturday 4<sup>th</sup> October. Got informed today that a signal has been sent for me to go to Habbaniya to join the Squadron, Thank Goodness. I reported to the orderly room for instructions. I think I shall be going tomorrow. I drew my rifle from the armoury this morning.

Friday 17<sup>th</sup> October. One of the Blenheims crashed on the drome and caught fire. No one hurt. It was Coates Kite, poor old Bernard was in a cold sweat. (AC1 Bernard Coates last seen Batavia 7th September 1943)

Tuesday 21<sup>st</sup> October. I got a kite today T856 and what an old wreck it is! (Blenheim IV T1856) We are sending it back to maintenance for overhaul. I am working on Dusty Millers kite, working afternoons now. (Sgt W Miller captured, left Bandoeng October 1943)

Thursday 23<sup>rd</sup> October. Work very hard today. Got a new kite 3733. (Blenheim IV R3733) The Kites are going to the Western Desert on a bombing expedition. The rest of us are staying here.

Sunday 2<sup>nd</sup> November. Day off today. Played football in the afternoon. Also got notified that my exam results had come through and I was an AC1.

Monday 10<sup>th</sup> November. We left this morning and flew to Cairo, landing at Heliopolis aerodrome. It was very rough. We had lunch there and then flew to the Western Desert near Tobruk. We stayed the night. (David and his comrades had been sent 140 miles too far, they should have gone to Amiriya near Alexandria!)

Thursday 13<sup>th</sup> November. Arrived at Amiriya. B.A. camp but we can go into Alex. Work ever day in the afternoon. The kites are all here and the rest of the Squadron. We went into Alex tonight and had a wet, we got back at 12.

Sunday 23<sup>rd</sup> November. Set off at 6 o'clock for the desert, 14 waggons, arrived about 100 miles from Tobruk at 6 o'clock (LG116). Pitched camp. The kites are coming in on Monday.

Saturday 29<sup>th</sup> November. Work again. Squadron Leader Passmores kite came back with a hole through the mainplane. They had been strafing jerry troops at Tobruk. We had a feast at night in the tent, fruit and Mutton and some bottles of beer.

Friday 5<sup>th</sup> December. Another lot went up to the front. I expect going any time soon at all now. We are still doing daily inspections on the kites and refuelling's.

Wednesday 10<sup>th</sup> December. We did get off this morning at 6. On the way we passed a number of wrecked jerry machines.

Thursday 11<sup>th</sup> December. Well, here I am. We have to dig our own dugout in the sand. We dug one for the two of us. We are only about 50 miles from Tobruk. (LG75)

Saturday 13<sup>th</sup> December. B Flight are setting out today to the front. (to Gambut) We are going in 10 lorries. We have to pack our own tent. We shall be sleeping on the desert. We passed hundreds of jerry tanks on the way there as there has been a terrific battle here. A lot of graves of Italian and German soldiers.

Tuesday 16<sup>th</sup> December. Arrived at El Adem, an evacuated Italian aerodrome. We have to be careful not to tread on 'Alitened' mines. All the buildings are blown up- the enemy have only been out of the aerodrome 3 days!

Thursday 18<sup>th</sup> December. We have orders to retreat 30 miles as we are too near the front for a bomber squadron! We set off this morning by lorry again over the blue to another jerry landing ground called Gambut. There are a lot of wrecked jerry machines on the drome. We put our tent up today. The aerodrome is full of German mines. The South Africans are setting them off, all the noise is terrific. The ground is very hard here.

This is the end of the excerpts for 1941. In the back of the Diary is a list of friends from that year.

There are 2 names from the entries for this year who haven't appeared in this text.

LAC G Edwards Missing after the evacuation of Kaladjati March 1942

LAC S Coleman last seen Changi 30 March 1945

## **1942**

At the front of the 1942 Diary are the names and addresses of friends: -

B. Coates address in Leeds (previously mentioned, last seen Batavia 7 September 1943)

C. Cummings address in Aberdeen (A.C. last seen Tjilatjap 4 March 1942)

M. G. L. Wilkinson address in Sheffield (A.C. Evacuated on the Yoma)

## **IN THE DESERT**

Friday 2<sup>nd</sup> January. We are definitely going today or tomorrow morning. My Machine got shot up today. But I repaired it. No one was hurt. The base party set off this afternoon.

Note: - The Squadron relocated to Heliopolis during this period via Bardia and Fort Capilso

Friday 9<sup>th</sup> January. Worked down the hangar today, we are going to the Far East to fight the Japs now. I am going to fly there by Blenheim. I went into town again at night to a show etc. etc.

Saturday 17<sup>th</sup> January. On the ship today. We set sail at 2 o'clock from Port Tuffini at the entrance of the Suez Canal. I am on the first deck down. It is a boat of about 7000 tons called the Yoma. We are sailing first to Aden and then to Singapore. Slept in a hammock at night.

Note: - Convoy JS1 to Aden, then to Columbo. Escort lead HMS Cornwall. The Yoma was also carrying members of 211 Squadron.

Thursday 5<sup>th</sup> February. They thought they sighted a submarine today but it was a false alarm of course. There is 9 ships in the convoy and 1 Cruiser. We also got two Submarine chasers with us for part of the trip.

Note:- Convoy JS1 Columbo -Batavia. HMAS Hobart (light Cruiser) takes over from HMS Cornwall. HMS Exeter joins Wednesday 11<sup>th</sup> February.

Friday 13<sup>th</sup> February. We are going to land tomorrow, so we have heard! I am going to have a bath and shave today and pack my kit. We are landing tomorrow at Oosthaven/Sumatra



**Of the men shown in this picture with David, those with the mark on their helmet did not make it out of Sumatra/Java.**

Sunday 15<sup>th</sup> February. We heard this morning that the japs have landed on the island and are advancing fast. We are being given 50 rounds of ammunition and we are waiting orders what to do---?

Monday 16<sup>th</sup> February. We are having to going to an aerodrome, 200 men with rifles and we have to hold it against the Japs till the Australians relieve us! The people are evacuating the island like the devil! I hope they take us off in time or else we shall have had it.

Note: - The next part was written across multiple days, when you read it, you will realise why.

Tuesday 17<sup>th</sup> February. We evacuated the aerodrome at 6 o'clock. The Japs were only about 30 miles away. There was things that happened today that I could not possibly put in this diary but that will never forget those Jap Paratroops.

Note: - The Imperial Japanese Army Air Force Parachute regiment TEISHIN SHUDAN carried out the attack, as usual, they were considered an elite fighting unit. All the buildings were burning and the docks on fire when we left. We left on the Silver Larch, and it was full of evacuees, women, children and troops. We commandeered all motor cars and lorries for the boys and where we had finished with them we drove them into the sea and wrecked them. It was something I will never forget. Note: - I think this was written a few days later, as the narrative timeline isn't right, but this is how it was recorded by David.

Note: - the evacuees from Batavia were landed on Java, where it seemed to them that it was going to be a permanent base.

Thursday 26<sup>th</sup> February. Well, I am leaving 84 Squadron after 12 months with them. There is about 100 of us and we are waiting for transport to the docks and then we don't know where we are going to from there.

Note: - as usual, this didn't come to pass, as David was among the 124 survivors being moved on from the holding camp on Java.

Monday 2<sup>nd</sup> March. We heard today that the Japanese had landed troops close to the port we were to sail from. Bags of panic. The C/O told us to save our kit and take only essentials. He read a list of 100 men who had to go immediately down to the docks in the available waggons. Thank God I was one of them.

Note: - After some travails, David's group made it off Java.

Wednesday 4<sup>th</sup> March. It is called the Sung Tong and is only 500 tons and it rocks terribly. I feel sick and fed up. I have lost most of my kit. But I am still alive and as well as can be expected. But I am tired and want to go home to my darling wife and some comfort for a change. I am terribly tired.

Friday 6<sup>th</sup> March. Still sailing on. We've heard on the wireless that the (port) we had left had been blown up and the Japs were advancing and landing a lot of Parachute Troops on the island. I think the rest of the Squadron has had it.

Wednesday 11<sup>th</sup> March. Still sailing. The food here is grim, but it is better than living on Bananas as we did on Sumatra and Java. We heard that the rest of the Squadron have been taken prisoner.

Note: - David and co land at Freemantle, Western Australia, and then are transferred to either Melbourne or Sydney by sea.

Wednesday 18<sup>th</sup> March. We are up at five this morning. I have a terrific headache! We got on a lovely boat, we are travelling first class and eating in the first-class dining hall, the food is fine. After then we have a bar chatting, O Boy its good. (M.V. Gordon)

Note: - David arrived in Melbourne, then after a little while went by train to Adelaide to board another ship (M.V. Rangoon?) for transfer to Colombo.

Saturday 18<sup>th</sup> April. The days seem all the same to us. Sqn Ldr James treated us to a piss up and we drank his health. He is the only officer of 84 Squadron on board, I think the best.

Monday 20<sup>th</sup> April. Still sailing on, nothing much happening except the bullshit is terrible and I don't think much of the men in charge. I often wonder where the rest of my pals are? Prisoners, I suppose on Java.

Sunday 26<sup>th</sup> April. Well, the C/O went ashore today and I think we shall be posted. There is only 7 of the famous 84 Squadron left and I expect we shall be parted again

Thursday 30<sup>th</sup> April. I am the only 84 Squadron bloke on this camp and I feel a bit lonely, although I have Taffy from the ship with me and I have got some friends here already and we are making the best of it.

Note: - David is at RAF Koggala, a Flying boat base in Ceylon. Eventually, after a couple of false starts to return to 84 Squadron, he is posted there on 205 Squadron Catalinas, which is where I have got to in transcribing his Diaries.



It is not very clear, but in this photograph of B flight groundcrew, there are dots for those who survived Sumatra / Java. Of the 54 men shown, 6 left Java.

## VISIT TO RAF BENSON 17th February 2026

As avid readers of this august publication may have noted, one of the aspects of being Chairman of the Association which I take particularly seriously is to maintain a close relationship with the Squadron and its Officer Commanding. Having been OC84 myself, I know what a roller coaster it is to command of an overseas based squadron, particularly as a Sqn Ldr, and also what a lonely place that appointment can be. To that end, I try to meet and encourage each new incumbent in the post as and when I can. It was a great pleasure to meet our new OC84 back in February when I had the pleasure to spend a few hours with Sqn Ldr Bradley in the morning and then have the opportunity to see the new Jupiter HC2 at RAF Benson in the afternoon of Tuesday 17<sup>th</sup> February. I would like to thank Flt Lt Liam Friel, the Air Wing Adjutant and Wg Cdr John Longland, Air Wing Commander, RAF Benson for their warm welcome and time in showing me the Jupiter and discussing its deployment and RAF Benson's role in that undertaking.



Elsewhere in this edition, Sqn Ldr Bradley introduces himself to you. Once again, 84 Sqn sets a precedent with a rear crew OC for the first time. Not before time, I hear a number of you say!! I think I speak for the whole Association when I say that we wish Bradders well and wish him fair winds and God's Speed as he leads our illustrious Squadron into its next chapter.

During the morning of 17<sup>th</sup> February, I was pleased to hear more about our new OC84, his impressive career to date and the competitive process that now precedes the appointment of a new OC. I was pleased that he was very interested in the history of the Squadron and of the Association and our schedule of events during the year. We also discussed our ambitions for a new Memorial at the NMA (details elsewhere in this edition) and our embryonic plans to mark the 110<sup>th</sup> Anniversary of the founding of the Squadron in 2027.

After an informal lunch, we moved to RAF Benson and met with Flt Lt Liam Friel, currently the Adjutant Air Wing, RAF Benson but soon to be posted to 84 Squadron as one of its pilots. The only Jupiter HC2 at Benson was airborne being evaluated by pilots from Boscombe Down tasked with producing Pilots Notes and ensuring the Jupiter sim, currently slated to be in Germany, matched the characteristics of the actual machine. In the meantime, I took the opportunity to discuss the Jupiter with Bradders and JJ, MACr Jones, 84 Sqn's rear crew leader, who was back in the UK to continue his conversion to type. Fortunately, I had done some research before my visit, using the Airbus web site, to gain an understanding of the Jupiter's capability. My most recent flying experience on the Airbus A320 series wasn't much help despite the Jupiter being an "Airbus" so I reverted to the dear old Wessex as a benchmark!! Now the Jupiter is faster, has a greater range, a better winch and could be operated by a single pilot given the cameras fitted at strategic positions around the fuselage compared to the Wessex. It has a very sophisticated autopilot, instrumentation and comms package. With its 5 bladed head and extra lift capability (compared to the Jupiter HT1 of the No 1 Flying Training School) it can lift a similar water load for fire fighting as a Wessex but the elephant in the room is the small cabin. That said, the cabin is very versatile and can be re-roled with various seat configurations very easily. For troops or RAF Regiment in light order, it would be quite possible to operate VCPs and other SH or surveillance ops in the Jupiter HC2. At the end of the day, we all recall the kit we had wasn't perfect – the trick is to get the best out of what we have.

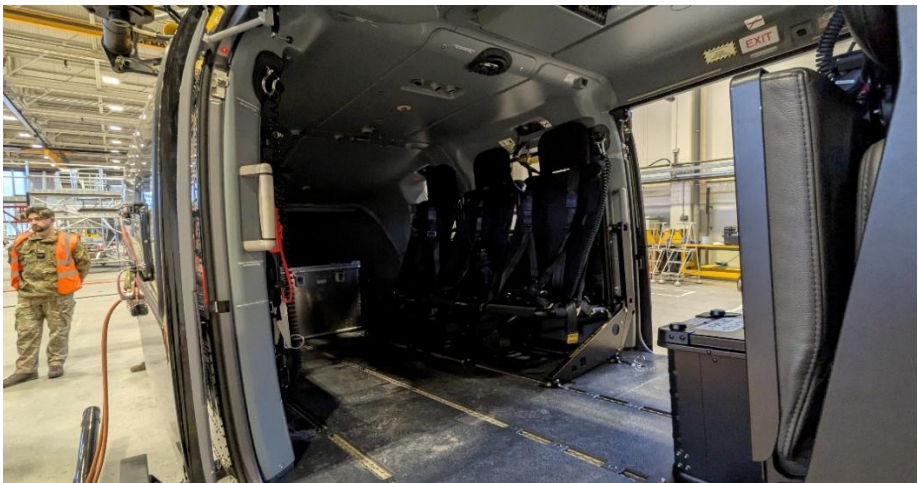


During the afternoon, Wg Cdr Longland was very happy to chat about the procurement of the Jupiter HC2 and I was surprised to learn that they are Government owned and contractor serviced. Wg Cdr Longland was also happy to brief me about Benson's role in the deployment of the Jupiter to Cyprus and Brunei. Despite the obvious differences in the shiny new kit, I was struck by the challenges and opportunities being much the same as I recalled from some 40 years ago when I was OC84. I also had the opportunity to talk about the NMH and it seemed clear that the frustrations we all feel about the lack of a medium support helicopter, particularly at a time of heightened global insecurity, are felt equally by those in the RAF involved in helicopter operations. This was before the somewhat muted announcement on 2<sup>nd</sup> March 2026 that Leonardo Helicopters had been awarded the contract to supply twenty three AW149 as the NMH from Summer 2030 with the formal entry-into-service phase in January 2031 once early evaluation, flight testing, and personnel type-training are completed. The final airframe is expected to be handed over in the Autumn of 2033!

Finally, the Jupiter HC2 landed and was towed to its hangar. It seems health and usage monitoring (HUMS) has advanced somewhat from the Bristow Super Puma I recall from the early 1990s. Once it arrives in its hangar, the Jupiter logs on to the hangar wifi network and downloads its latest engineering status. We seem to be almost at the point of "on condition" engineering. I still think I would like to walk around and check the blade tips and "kick the tyres" – except the Jupiter isn't fitted with tyres! Yes, call me old fashioned!!



But to be serious, the Jupiter is an impressive bit of kit. The flight deck is ergonomically laid out with clear multi-purpose screens and great visibility all around. It has plenty of power reserves and can achieve an out of ground effect hover at elevations above Mt Olympus making zero speed approaches or running landings necessary in the Wessex in the summer months, a thing of the past. Whilst the cabin is small, it is versatile with seats for 10 passengers or 8 troops with minimal kit. The winch, which is powered out and back from its stowed position alongside the fuselage, is as capable as that fitted to the Sea King and the powered aspect means a survivor and particularly a stretcher entry to the cabin can be made with comparative ease.





I would like to thank Bradders for agreeing to the meeting, Flt Lt Friel for facilitating my visit to RAF Benson and Wg Cdr Longland for his time and consideration. I look forward to hearing how the Squadron deploy the obvious strengths of their new mount to the multiple challenges of the task in Cyprus. To be honest, I envy them the challenge – oh to be 40 years younger!!

**Compiled by Association Chairman Paul**

**New Honorary Member**

**Nick Prentice.**

Nick is a tax consultant and has never served in the RAF but is Master of the Worshipful Company of the Makers of Playing Cards which is affiliated with 84 Squadron, an affiliation which started when JM David was OC84. He is also Chairman of the South Georgia Heritage Trust.

## **Update from The Sharp End**

### **Sqn Ldr Steve Bradley.**

I'm privileged to be writing my first article as Officer Commanding 84 Squadron, hopefully the first of many during my next three years here. My background is a varied one across Support Helicopters and Search and Rescue, including a stint as a QHCI at both Shawbury and Valley. I was first introduced to the Squadron during a hold in flying training, so to return now as the 'boss' of a unit with such history is an immense honour.

Since taking over from Ben back in April, it's been a remarkable two months for me personally, and an even more significant six months for the Squadron. Since the last newsletter, a great deal has taken place on 84 Sqn. The One-Way Attack UAS strike is perhaps the most notable event, and certainly not something many of us, including myself, had on our Akrotiri bingo card.

The strike drove a major reorganisation across the Station, but throughout it all, 84 Sqn, despite being without aircraft proved itself to be the backbone of operations. With contractors unable or unwilling to come to work, and the list of capabilities required to defend the island continuing to grow, the Squadron stepped forward. Families were evacuated, and our personnel mucked in across the board: ensuring messing facilities remained operational, constructing buildings, and deploying as Liaison Officers to the Cypriot National Guard Air Operations Centre.

This period also saw the Squadron temporarily vacate its home to enable 815 NAS and 820 NAS to operate Wildcat and Merlin aircraft from Scorpy - another example of the flexibility and team-first mindset that defines 84.

As we return to routine, there has been a renewed focus on training development and safety assurance. Through tabletop exercises and ROC drills, we are rehearsing the full operational cycle; planning, briefing, authorisation, SES, engineering, refuelling, debriefing and most

importantly, ensuring the basics like rations are delivered correctly. These fundamentals will underpin everything we do and ensure we are ready for the coming months.



This preparation culminated in the delivery of our first two aircraft on 19 June. Alongside the significant effort from aircrew, Ops and SES, it has been excellent to build relationships with the Airbus engineers who will service and maintain the aircraft. Introducing them to the Squadron and the ‘Scorpy Inn’, has been a great way to bond. The engineers have worked tirelessly to secure Temporary Line Clearance from the CAA and establish a modern hangar, complete with advanced tool control systems and connectivity that allows aircraft telemetry to be downloaded as they enter the hangar. Long gone are the days of flying what you want and logging what you need!

The visit by DDH, Wg Cdr Johnny Longland, was a key milestone, culminating in his brief to ODH, AVM Lee Turner, on 25 June from 84 Sqn, effectively granting us our licence to operate.

Looking ahead, we will commence flying from 1 July and begin a period of review for our courseware, ensuring that our QHIs and QHCIs are current and ready to deliver training across the Squadron.

It promises to be an intense and busy summer as we explore the capabilities of the aircraft and work closely with the engineers to maximise its potential in Cyprus. It has been a demanding but immensely rewarding start, and I am incredibly proud to be bringing a new aircraft into service, the fifth rotary platform for 84 Squadron. Rebuilding a Squadron, even after a short pause is an immense effort and is a testament to the hard work of everyone involved, and I must pay tribute to Garry and Ben for their stewardship over the past year.

Looking beyond the immediate future, we have an exciting programme of flying ahead, alongside plans to re-establish 84 Squadron firmly within the psyche of the Station and BFC as the resident Squadron. A series of smaller events will build towards what we hope will be a significant celebration of the Squadron's 110th anniversary, and 55 years of rotary operations, next year. I look forward to sharing dates for your diaries very soon.



## Cenotaph July Update 2026



The date for this year is **Sunday 8 November 2026.**

It's time to submit the security questionnaires to the RBL for everyone who'll be marching this year.

THE RBL has allocated 15 places and there are 13 people wanting to march.

If you'd like to join us please do let Jane know as we really would love to fill our quota

Jane Lisle is now the main point of contact for everything Cenotaph. If you have any questions regarding the Cenotaph, please email:

**[janelisle@hotmail.com](mailto:janelisle@hotmail.com) or [events@84squadron.co.uk](mailto:events@84squadron.co.uk)**

Our Lloyds Bank Details are:  
84 Squadron Association  
Sort Code 30-90-09  
Account no 49745360

## **84 SQUADRON MEMORIAL AT THE NATIONAL MEMORIAL ARBORETUM - HOWGOZIT**

At last year's Annual Reunion AGM we discussed the proposed Squadron Memorial at the National Memorial Arboretum (NMA) and agreed an outline specification. I was given a remit to go away "and make it so".

So, armed with our list of essential and desirable features - and some excellent ideas and (dubious) AI renderings from some of the members - I researched the artists, engineers and sculptors who had had memorials accepted at the NMA. And it is worth mentioning here that a NMA Committee has the final say as to whether a memorial is suitable to be included in the Arboretum, or not.

I made contact with Peter Naylor, a sculptor based in Beverley who has 3 other memorials at the NMA as well as other major works in the North East of England. He was keen from the outset to help with our project and we soon developed a story line for him to transform into a visual piece of work.

The proposal is that the memorial is dedicated to all members of 84 Squadron who have served their country from overseas, and especially those who did not come home. The memorial will depict the Squadron's journey, from an English meadow at East Bouldre; through France in the First World War; the Middle East in the inter-war years; to the Middle and Far East during the Second World War; back through the Middle East and

finally to Cyprus; earning Battle Honours on the way. The journey culminates in a group of figures representing the Squadron as a family - a home away from home - spanning the generations, hinting at where we have been and looking to a younger generation to take the Squadron into the future. The aim is that it will be an immersive experience in that you will be able to walk amongst the figures, to be part of the Squadron, rather than just standing back and looking at it.

Over the past few months Peter Naylor has been developing the memorial, trying different ways of presenting the figures and alternative ways of defining the journey. It is still a work in progress, but we are about 80% there. It is not ready to be presented to the Association just yet, as parts of it are still evolving. A month ago I went with Peter to the NMA and we spent half a day exploring the grounds looking for suitable sites for the memorial. Peter is now working on how to position the memorial at our preferred location, making sure that the siting angles are right and the shadows fall appropriately. He is also keen to make sure that the ideas that seemed so good on paper do work when transposed into 3 dimensions in the real world.

Whilst we are putting the finishing touches to the design of the memorial, we are also putting together a plan to raise the funds to pay for its construction and maintenance.

Next year will be the Squadron's 110<sup>th</sup> anniversary. The Association Committee felt it would be appropriate if we could unveil the memorial in our 110<sup>th</sup> year and so our fundraising will

be a major focus of our anniversary year. As well as inviting current Squadron and Association members to contribute, we will be approaching some of the large companies in the defence and aviation industry who have had ties to the Squadron over the years, to seek their support.

More information about the memorial itself and about the fundraising activities will be revealed in the weeks and months ahead. In the meantime, if you are in touch with any ex-Squadron colleagues who are not members of the Association, please make them aware of this project and offer them the opportunity to be part of something that will be a lasting tribute to the men and women who served on 84 Squadron, through peace and war, but always overseas.

*Note: As of September this year the National Memorial Arboretum has been rebranded as the Royal British Legion National Remembrance Gardens. Part of this rebrand is to put the focus on Remembrance, rather than Memorial. This might be a subtle change, but it fits entirely with the concept of our own memorial, which is to remember all who served, to remember the good times and the bad, as well as those who died in service.*

**Mike Leeming**

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**My wife shouted at me this morning for not opening the car door for her. I would have, but I was too busy swimming to the surface.**

**The wife's been hinting she want's something black and lacy for her birthday. So, I've got her a pair of football boots.**

## **Tale of Two Tours**

### **MACR Graham Goosey RAF CFS\***

I was posted to 84Sqn in June '78. Stationed at A Flt 22Sqn Chivenor, I managed to get a lift to Lyneham on a helicopter on Night Exercise. I then Flew out to Cyprus on a Herc and was met by FS Eric Ainsley, who sorted me out with accommodation.

I was the youngest on the Sqn and a Sgt. I was so well looked after, the other winchman was Tony Scott. In those days there were four pilots including the boss, three nav's and three winchmen. SAR standby was a three man crew until the U2 landed, then a two man crew for medivacs, no night winching.

Mike Chapple and Nick Hubbard were my Officer Commanding, with Geoff Trott (Nav) the rear crew leader. It was absolute pleasure to work for all of them.

I played Rugby for the Flamingos for three years, never missing a game because the other two winchman always did a Saturday during the short season, I would do Friday and sometimes a Sunday as well.

During my time on the Sqn I managed only 18 rescues, with plenty of medivac / pregivac runs from the other bases. 84 was split into two flights, A Flt at Akrotiri and B Flt at Nicosia. Eight Whirlwind 10's in total, and we once had all eight airborne at the same time.

Although only 18 jobs, I was lucky enough to get the good ones.

Lightning F6 ejection.

Rescue of 5 seamen from the Foret Star during. thunderstorm.

Scrambled to the U2 with Hydraulic failure which crash landed on the bondu between the active and taxiway.

Just name a few.

I received an AOC's Commendation for my part in Foret Star rescue which was off Limassol seafront and watched by many

Undoubtably the best tour I ever had. The air and ground crew were so good to me and I made many lifelong friends.

## Immediate Air Officer's Commendation for sea rescue



culties in getting the winchman (FS Graham Goosey) on-board after the descents owing to the formidable weather conditions. The winchman was subjected to numerous shocks caused by the build-up of static electricity discharge between the helicopter and the ship. The whole operation took approximately 35 minutes during which time the five seamen were landed safely on the sea-front and the helicopter returned to its base.

Flight Sergeant Graham Goosey, has been awarded an Air Officer's Commendation for Sea Rescue as a result of this work by the Air Officer Commanding in Cyprus, Air Vice Marshal Leslie Davis.

Flamingo congratulates him on this achievement and, indeed the whole of the crew for once again proving that No. 84 Sqn can save the day!

**FS Graham Goosey - Photo Derek Adamson**

Once again No. 84 Squadron have come up trumps and assisted a stricken Syrian Coaster, "FORMAT STAR" early this year, which foundered on the rocks off the sea-front in Limassol.

Those of you who have visited the sea-front road recently will have seen the ship attempting to 'park' in the car park opposite the hotel Continental!

On receiving the call for help from the Limassol Port Authority, the crew immediately scrambled their Whirlwind helicopter specially equipped for sea rescues. The conditions were very poor; thunder storms with driving rain and severely reduced visibility.

Five descents were made by the winchman, the first involving the recovery of a seaman with a fractured leg. The members of the crew Flight Lieutenants Keith Thomas (Pilot); and Geoff Trott (winch operator) experienced great difficulties in getting the winchman (FS Graham Goosey) on-board after the descents owing to the formidable weather conditions. The winchman was subjected to numerous shocks caused by the build-up of static electricity discharge between the helicopter and the ship. The whole operation took approximately 35 minutes during which time the five seamen were landed safely on the sea-front and the helicopter returned to its base.

## Limassol air-sea rescue

A N RAF helicopter from Akrotiri this afternoon rescued 5 seamen from a 550 ton coaster which had gone aground off Limassol seafront. One of them had a broken leg.

The SOS call for help from the Bases was made by the Limassol port authorities at 1 pm as storm-force seas and 30-mile-per-hour winds lashed the island's south coast.

Named the "Fourat Stars" and Syrian-registered, the vessel had run onto the shore just opposite the Continental Hotel.

The RAF helicopter, belonging to 84 Squadron, was airborne within 20 minutes of the alert and spent a further 30 minutes completing the rescue.

Watched by a seafaring crowd, which grew larger as the operation was carried out, the helicopter's winchman, Flt. Sgt. Graham Goosey (28) made 5 successive descents onto the deck of the "Fourat Stars" to winch up the crew members. The men were landed in the Limassol Old Port car park, and met by the harbour authorities before the helicopter returned to Akrotiri.

The helicopter was piloted by Flt. Lt. Keith Thomas (30) with navigator Flt. Lt. Geoffrey Trott (35).

I was promoted to FS in my second year along with Maggie Thatchers pay rise. I went from £220pm to £400pm on promotion under the new rates and then £800 under the PM's military pay rise! This enabled me to purchase a Honda Accord car to take home to Blighty and put a deposit on my first house in Braunton N Devon. Halcyon days.



My second tour was in Feb '90.

The bosses were Mike Leaming, Hugh Pierce and Mike Faulkner. Another great set of guys to work for, all became good friends over the next 30 years or so.

Same Sqn building, different aircraft, now The Wessex 5. This had an increased range because of the external fuel tank on the port side.

I was lucky enough to be able to live out without financial penalty, so Steph, my girlfriend at the time could come out to Cyprus to live with me. We got married in '92 at the Cypriot Police Station on the plantation road. We lived in Erimi then Kolossi, loved living in the local community, becoming good friends with many local families.

During my tour I managed to bag another fighter ejection, F4 pilot and Nav!



### **AOC Presenting my A cat Award**

Once again what made the tour so good were the Sqn members. 84 always included the groundcrew unlike so many other Squadrons. One big happy family loved it!

My other main achievement was being awarded an 'A' CAT something very few winchmen manage. This was only achieved with months of hard work particularly with groundcrew, who were constantly badgered for tech knowledge of the aircraft.



**Me recovering the Lightning pilots dinghy after his ejection. The station photographer took the picture which won him the RAF Photographer of the year award.**



**5,000 hours presented by Hugh Pierce**



**Patrick Moore after a Flight.**



**Costas our Sqn cleaner after a flight over his village.**

At the end of the tour I left the RAF for pastures new.

My two tours were the highlights of my 25 years' service.

Hoot n Roar

**Graham (Goosey)**





**Looks Like Firefighting Training**



Puma Badge I am proud to own (230 Sqd) (Thanks Paul)  
Puma Badge / Medal given to me for my birthday



Compliments my times on helicopters:

|             |                |                    |             |
|-------------|----------------|--------------------|-------------|
| Whirlwind - | Akrotiri       | (84 Sqdn 'A' Flt)  | 1975 – 1976 |
| Whirlwind - | Nicosia        | (84 Sqdn 'B' Flt)  | 1976 – 1978 |
| Puma -      | Gütersloh      | (230 Sqdn)         | 1983 – 1987 |
| Wessex -    | Leconfield     | (22 Sqdn 'D' Flt)  | 1987 – 1989 |
| Seaking -   | Mount Pleasant | (78 Sqdn)          | 1989 – 1990 |
| Chinook -   | Mount Pleasant | (1310 Flt)         | 1990 – 1990 |
| (detached)  |                |                    |             |
| Seaking -   | Leconfield     | (202 Sqdn 'E' Flt) | 1990 - 1992 |

**Ray Butchart**

## How Times Change



### Before

### After

A couple of pictures of our little chubby grandson, first one is 2013 visit to the squadron at Akrotiri to learn about helicopters with the Red Arrows taxiing past in the background. He was only 5 years old and enjoyed every minute out there. Also visited Kolossi castle and learnt all about the Knights Templar, he also learnt to swim whilst we were out there. Never looked back.

The second picture is him a couple of months ago passing out of basic Parachute Regiment training at Catterick. He loves it. Obviously learnt from all the experiences he had and the stories from me.

Well done Eden. My Grandson

**Trevor**



**Couple more Jupiter Pictures from the Sharp End!**



