



**FLY NAVY  
HERITAGE  
TRUST**

# FLIGHT DECK

Preserving the Nation's Naval Aviation Heritage

## EXEMPLARY AIRMANSHIP



## SAVES HISTORIC SEA FURY

### SEE INSIDE ...

#### Close Call

Lt Cdr Chris Götke's quick thinking and skilled airmanship saves historic Hawker Sea Fury

#### Classic Fleet Air Arm Fighter joins collection

Last flying Sea Vixen in the world joins Heritage Collection

#### Game Changers

Ambassadors' Dinner Raises £136,000!

#### Restoration of Swordfish W5856

Mk 1 Blackfish restored to former glory

#### Centenary Celebrations

Fleet Air Arm celebrates 100th Anniversary of the formation of the Royal Naval Air Service

**Commanding Officer of the Royal Navy Historic Flight Lt Cdr Chris Götke RN displayed exemplary airmanship when the Fly Navy Heritage Trust's Hawker Sea Fury T20 G-RNHF (VX281) suffered engine failure during a display manoeuvre at RNAS Culdrose Air Day on 31 July, forcing him to take swift action and carry out a dramatic emergency landing.**

Support the  
**Sea Fury  
T20  
Centaurus  
Engine  
donate to**

[fnht.co.uk/t20-appeal.html](http://fnht.co.uk/t20-appeal.html)



Lt Cdr Götke's quick thinking and skilful handling put the aircraft on the ground safely, saving both the aircraft and himself. A witness on the display line said "I have complete and utter respect for the pilot. It was a text book forced landing in extremely difficult circumstances."

"The aircraft lost power at a critical point in the display" said Commodore Bill Covington, a Trustee of the Fly Navy Heritage Trust. "Chris did a fantastic job. As the aircraft started its descent from

2000 feet significant vibration was felt from the engine. This was initially thought to be the engine running rough. Chris closed the throttle gently and zooming to height positioned the aircraft for low key left to the duty runway. With his speed falling below 200 knots but still expecting to have sufficient power to make the airfield, he lowered the gear and made an emergency call to the

Tower. Within seconds it rapidly became apparent, however, that the engine had no useable power and the glide angle would not allow the aircraft to reach the airfield."

"The situation was now serious," continued Bill Covington, "the aircraft went into a steep dive and Chris had only seconds to respond to and recover from a fast moving and hazardous changing set of circumstances. The gear was selected up again, the propeller pitch was coarsened and the flaps extended for maximum lift in order to get the aircraft flying again. Simultaneously, Chris made an assessment of the surrounding fields with a view to making an emergency landing but the conditions were too dangerous. At this point, with his options rapidly diminishing Chris felt he may have to jump from the aircraft. "It was a horrible, horrible feeling," said Chris, "but with the wheels retracted again the glide angle improved and I decided to remain with the aircraft and attempt a forced landing on the airfield."

**Continued overleaf**



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# Editorial

As a small, pioneering charity our work is focused primarily on delivering flying historic Royal Navy aircraft over the public at air shows and events around the country. This year has been a landmark year for the Trust with the addition of the Sea Vixen to the Fly Navy Heritage Collection, enabling the Trust to make a quantum leap forward into the fast jet era.

As well as celebrating the Centenary of the formation of the Royal Naval Air Service and running a full programme of fundraising events, 2014 has been a year that has seen the Trust tackle complex issues in a transformative way.

The challenges of fundraising for ageing aircraft, and operating them in the modern airworthiness environment, have never been more demanding. Our newsletter shows how we have grown and for those who would prefer to receive Flight Deck by email – e-flight deck has also arrived! Just let us know on [office@fnht.co.uk](mailto:office@fnht.co.uk) and we will send it to you by email in future.

The Royal Navy's historic aircraft are priceless national treasures – please help us keep them flying by sending a donation today. Thank you.

Sue Eagles

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## Rear Admiral Terry Loughran CB Chairman of FLY NAVY Heritage

As I prepare to pass the baton, my lengthy stint as Chairman has been greatly eased by the support of an outstanding and uniquely qualified Board of Trustees.

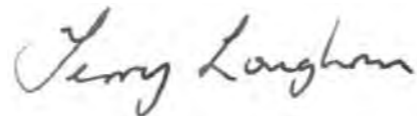
The best challenges always have their ups and downs. Historic aircraft engines are a particular pinch point, and an urgent funding priority, but I am hugely encouraged by the innovative and progressive way in which the Fly Navy Heritage Trust is moving forward and the tremendous lift being given to the Trust by its Ambassadors and growing Supporter membership. If you are not already a Supporter, I hope this event-packed Flight Deck will move you to sign up before you reach the end!

With the QE carriers and new aircraft, the F35, Wildcat and Merlin Mk2s and Mk4s rapidly becoming a reality there is a resurgence in our business and the utility

of Naval Aviation in a troubled world is recognised by opinion formers, decision makers and the public at large.

It should be the aim of all of us to keep this flame burning bright and I am confident that the Trust's dynamic senior management team, backed by a strong business plan is now well placed to show the way.

Next year, with Taranto 75, the Centenary of two RNAS VCs and the Sea Vixen joining refreshed Swordfish and Sea Furies, we are well placed to highlight the ingenuity, bold tactics and courageous actions that sit at the heart of naval flying. Don't be left out in the cold – come on board and support your Naval Aviation Heritage!



## Trust Appoints New President and Chairman

**The Trustees of the Fly Navy Heritage Trust are delighted to announce two new appointments, Rear Admiral Colin Cooke-Priest CB CVO who took over from Admiral Sir John Treacher KCB as President of the Trust in September and Rear Admiral Tom Cunningham CBE, who will succeed Rear Admiral Terry Loughran CB as Chairman in March 2015.**

"Rear Admiral Colin Cooke-Priest and Rear Admiral Tom Cunningham are both exceptionally qualified to take the Trust forward and develop our vision" said Rear Admiral Loughran.

Rear Admiral Cooke-Priest, a former Flag Officer Naval Aviation, Chairman of the Fleet Air Arm Officers' Association, Gentleman Usher to Her Majesty the Queen and Master of the Guild of Air Pilots and Air Navigators said "Admiral Sir John has been a highly respected President of the Trust for 23 years and it is a great honour to step into his shoes."

Admiral Sir John Treacher served on Arctic Convoys, was a Seafire pilot in the Korean War, commanded HMS Eagle and was Commander-in-Chief Fleet before joining the aviation industry. His memoirs, 'Life at Full Throttle – From Wardroom to

Boardroom' reflect on an extraordinary career. "We dined Sir John out at the Ambassadors' Dinner in the IWM" said Rear Admiral Loughran. "He retired on his 90th birthday, in the Centenary year of the formation of the RNAS, having just been awarded his Arctic Star – it doesn't get much better than that!"

Rear Admiral Loughran, who is also due to retire after ten years as Chairman of the Trust in March 2015, continued, "I am delighted that Tom Cunningham has accepted the nomination of Trustees to relieve me as Chairman. A former Head of the Fleet Air Arm, distinguished aviator, ship driver and MOD warrior, he has the credibility, drive and leadership experience, coupled with an irrepressible enthusiasm for historic aircraft, to champion and advance our unique heritage for many years to come."

## ... EXEMPLARY AIRMANSHIP SAVES HISTORIC SEA FURY

CONTINUED FROM FRONT PAGE



With only seconds to spare, Chris lowered the gear again, and touched down on the runway, but unfortunately the wheels did not quite lock in time, causing the aircraft to collapse on its undercarriage and skid off the runway on to the grass. The accident and emergency services at RNAS Culdrose were on the scene immediately and Lt Cdr Götke escaped injury and climbed out of the aircraft unhurt.

Carrying out a successful forced landing in one of these heavy fast heritage aircraft is extremely difficult and Chris' quick reactions, calm decision-making, and skilful flying averted disaster and saved a precious and historically significant Navy Heritage aircraft.

Speaking after the incident Mike Nixon, Chief Executive of the Fly Navy Heritage Trust said, "The challenges of flying historic aircraft are greatly underestimated. There are no simulators to train for emergency procedures. The Sea Fury is a large, high performance aircraft and Lt Cdr Götke ably displayed his skills as a Navy Empire Test Pilot, quickly assessing the situation and controlling an impeccably gentle landing, ensuring minimum damage to the aircraft."

A photographer who witnessed the crash said, "I was filming the display when I saw smoke billowing from the Sea Fury's engine. The pilot diverted around the edge of the crowd and was obviously heading in to make a swift landing. Great skill and calm was shown by the pilot."

An assessment of the damage by the specialists at Weald Aviation who maintain the Sea Fury T20 is that while she will certainly need a new Centaurus engine; she is eminently repairable. "The offers of help from Ambassadors and Supporters have been incredible" said Tim Manna, Trustee of the Fly Navy Heritage Trust. "We still need considerable financial support but are devoting all resources to getting her back in the air again."



## 'IT WAS A PRETTY AMAZING PIECE OF FLYING!'

Speaking of Lt Cdr Chris Götke's close call, Captain Eric 'Winkle' Brown CBE DSC AFC Royal Navy, pictured with Chris in front of the Sea Fury T20 the day before RNAS Culdrose Air Day, said "It was a pretty amazing piece of flying! There couldn't have been a better person at the controls! Chris, the entire Fleet Air Arm community salutes you!"

"Lt Cdr Götke's flying skills, which would have been outstanding in a modern aircraft, were altogether exceptional in a 60 year old piston fighter. His quick thinking, exemplary airmanship and total dedication to duty, stand out as one of the finest examples of courage in the air in recent years."



Tim Skeet



# CARRIER FAST JET AVIATION IS BACK!

## CLASSIC FLEET AIR ARM FIGHTER JOINS FLY NAVY HERITAGE COLLECTION



*"We will keep G-CVIX flying!"*

*Bill Covington CBE*



*"The Sea Vixen has the potential to engage with a new generation of audiences, both on the air display circuit and on-line"*

*Michael Ryan, Trustee*



**The Fly Navy Heritage Trust is delighted to announce that the only flying Sea Vixen in the world, Sea Vixen FAW2 G-CVIX XP924, has joined the Trust's collection of historic Royal Navy aircraft.**

The classic Fleet Air Arm fighter which was gifted to the Trust by her former owner, Julian Jones, at a ceremony at RNAS Yeovilton in September, returned to RNAS Yeovilton in style, thrilling the waiting reception of guests with a spectacular and emotional display. Painted in 899 Naval Air Squadron colours from HMS Eagle in 1971 and flown by former 899 Naval Air Squadron pilot, Jonathon Whaley, it was a poignant homecoming.

Speaking at the handover event, Commodore Bill Covington CBE, the Sea Vixen Team Leader for the Trust, said "The Sea Vixen has a seminal place in the heart of the Fleet Air Arm. We will safeguard the future of this iconic aircraft – and keep G-CVIX flying!"

In recent years G-CVIX, affectionately known as 'Foxy Lady', has been flown and operated by Bournemouth based

DS Aviation, owned by Julian Jones. Speaking as he handed over a set of ceremonial keys to the aircraft, Julian said "It gives me great pleasure to know that G-CVIX will have pride of place in the Fly Navy Heritage Trust collection and will continue to be part of our national naval aviation heritage for many years to come."

"Fifty years ago Sea Vixens were patrolling the skies of the Arabian Gulf ensuring that oil flowed through the Straits of Hormuz to the western world" continued Julian. "Fifty years on, my own business trades freely throughout the Middle East region and it has been a privilege to have the opportunity to show my appreciation by keeping the Sea Vixen flying and fast jet carrier aviation in the public eye."

Also speaking at the ceremony, Rear Admiral Russ Harding OBE said "We are delighted that the Sea Vixen has returned home to the Royal Navy and are extremely grateful to Julian Jones. His passion and commitment to keeping the Sea Vixen flying over many years has saved a national treasure."



*"It's a fantastic combined achievement of the Royal Navy, the Fly Navy Heritage Trust and private enterprise coming together to preserve the Nation's Naval Aviation Heritage"*

*Rear Admiral Russ Harding OBE, Assistant Chief of Naval Staff Aviation, Amphibious Capability and Carriers.*



To donate to the Sea Vixen email [seavixen@fnht.co.uk](mailto:seavixen@fnht.co.uk)

Continued over ...

# Cold War Warrior to Fly the Flag

Tim Skeet

**SEA VIXEN  
SUPPORTERS DAY  
RNAS YEOVILTON  
SAT 12 SEPT 2015**



*'We don't underestimate the challenge of keeping such a magnificent and potent aircraft flying and we rely greatly on our supporters, enthusiasts and the generosity of benefactors to raise the money needed to keep her in superb flying condition'*

Admiral Sir Michael Layard KCB CBE  
President Sea Vixen Team

To donate to the Sea Vixen please email [office@fnht.co.uk](mailto:office@fnht.co.uk) or donate on line at [www.fnht.co.uk](http://www.fnht.co.uk) or to join the Sea Vixen Supporters Group please email [sea.vixen@fnht.co.uk](mailto:sea.vixen@fnht.co.uk)

The acquisition of the only flying de Havilland Sea Vixen G-CVIX XP924 has been a transformational gift for the Fly Navy Heritage Trust, enabling the Trust to take a quantum leap forward into the fast jet era of naval flying.

"The Sea Vixen will play a key role in driving the Trust's strategic vision" said Sue Eagles, the Trust's Campaign Director "allowing us to represent the evolutionary story of naval flying from the Swordfish bi-plane through to the Sea Fury, the last of the big piston aircraft, to the early jet age with the Sea Hawk and the introduction of the high speed strike aircraft of the 60s and 70s with the Sea Vixen."

As aircraft became faster and heavier the pace of development in carrier aviation was rapid. The Sea Vixen not only embodies 'big deck' naval fixed wing carrier operations but also the many pioneering new technologies and inventions that came with it.

The Sea Vixen also represents a significant part of the 100 year history of naval aviation – the Cold War - which lasted from the late 1940s to the 1980s. It was an important time for the Fleet Air Arm, for in addition to maintaining a constant front line readiness to engage the massive forces of the Warsaw Pact in what could be a full scale nuclear war, it was a period of huge and demanding transition in carrier aviation capability.

"In the Sea Vixen, the term 'Multi Role' took on a new meaning" said Admiral Sir Michael Layard KCB CBE, President of the Fly Navy Heritage Trust Sea Vixen Team and a former Commanding Officer of 899 Naval Air Squadron. "While All Weather fighting and Ground Attack, were its primary roles, Close Air Support, Air to Air Tanking and even Tactical Nuclear bombing were also its stock in trade. The aircraft holds a very special place in the heart of many of our loyal supporters and the general public but we don't underestimate the challenges of keeping such a magnificent and potent aircraft flying."

"We aim to attract similar levels of support as the Vulcan to the Sky" said Trustee Michael Ryan, "and we are starting to develop and engage with a new generation of audiences both on the Air Display circuit and online."

The Sea Vixen will be operated by Naval Aviation Ltd, a subsidiary of the Fly Navy Heritage Trust and after a period of deep maintenance is expected to fly again at RNAS Yeovilton Air Day in 2015.

## TRUST WINS GOLD!

Gold Award Winner  
**IVCA**  
Awards 2013

The Fly Navy Heritage Trust won two Gold Awards in two different categories in the prestigious IVCA LiveCom Awards in January.

The awards, for 'Best use of Music' and best film in the 'Heritage' category, were awarded to the Trust for its two fundraising films by the International Visual Communications Association, Europe's professional communications body that promotes excellence in live and experiential communications.

"Both films were not only powerfully evocative but they stood out as truly effective in engaging audiences and fulfilling the objective of raising money for the charity" said the panel of judges.

The film that won 'Best Use of Music' used the dynamic soundtrack 'Great Gig in the Sky' from Pink Floyd's 'Dark Side of the Moon' album and the Best Film in the 'Heritage' category was a moving

tribute to the Swordfish in the Battle of the Atlantic.

The films, which were produced by Grosvenor TV with script writing and creative direction by Sue Eagles, the Trust's Campaign Director, were in competition against many large budget productions. "The room was a who's who of leading agencies and some of the biggest brands in the industry" said Sue. "We were in the running with companies such as Nike, Lucozade, JCB and Jeep. I couldn't believe that we won Gold – twice! It was like winning two Oscars . . . and I would like to thank Rolls Royce and Lockheed Martin for sponsoring the films, EMI Music for use of the Pink Floyd track and Grosvenor TV particularly, for their longstanding support to the Trust."



## Royal Yacht Britannia Dinner Raises £15,000

The Trust relies greatly on the support of industry and corporate companies and this year's annual Industry and Corporate Supporters' Dinner was held in the State Dining Room on board the Royal Yacht Britannia in Edinburgh.

The evening, which was also attended by members of the ship's company of HMS Queen Elizabeth, was a great success raising over £15,000.

## Aviation Legend



## 'Winkle' Brown relives history

Fly Navy Heritage Trust Ambassador and aviation legend Captain Eric 'Winkle' Brown CBE DSC AFC visited RNAS Yeovilton in July to deliver the Royal Aeronautical Society, Fleet Air Arm Branch, inaugural 'Winkle Brown' lecture at the Fleet Air Arm Museum.

The lecture, which was sponsored by the Fly Navy Heritage Trust, was attended by over 400 visitors. "It was a superb turn out and an outstanding celebration of Winkle's remarkable achievements" said Mike Nixon, Chief Executive of the Trust.



During his visit to RNAS Yeovilton 'Winkle' also took the opportunity to meet Commander Henry Mitchell, the new 'Wings' at Yeovilton and take part in a classic car photo shoot with Octane magazine. The car was a 1939 MG Magnette, exactly the same model that Eric had owned at the outbreak of the war when he was a foreign exchange student in Germany. "I was woken up one morning in September 1939 and

told our countries were at war" said Eric. "I was escorted to the Swiss border and drove my MG back to Calais. Sitting behind the wheel again takes me right back! It feels just the same!"





## FLY NAVY HERITAGE AWARDS FOR DISTINCTION

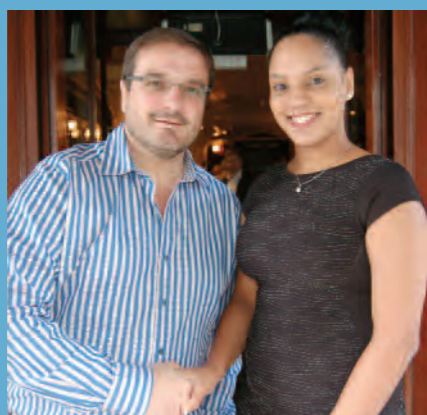
This year's Fly Navy Heritage Trust Awards for Distinction were awarded to Leading Airman Rich Levy and Acting Leading Hand Amy Durand.

The award, which was instituted by Trust Ambassador Keith Knowles and is sponsored by his company Beds and Bars, recognises and rewards Fleet Air Arm ratings for distinction with a weekend break for two in one of the company's hotels or hostels throughout Europe.

Leading Airman Rich Levy received the award for his exemplary service in support of RNAS Yeovilton's fire prevention programme and Leading Hand Amy Durand, for her outstanding contribution to the critical logistics challenges of the Wildcat and Merlin transition programme.

Leading Airman Levy was presented with his award at a ceremony and lunch in London in June. Speaking at the presentation, Commodore Jock Alexander OBE, the Commanding Officer of RNAS Yeovilton, said "Leading Airman Levy's unfailingly positive attitude and dynamic approach to his work stands out as a benchmark of selfless duty. His personal efforts have totally revised our approach to fire safety."

The awards are made three times a year and Amy was presented with her award in London in September. "I am really impressed by the quality of young people in the Fleet Air Arm" said Keith Knowles "and it is a privilege to give Amy this award. Her drive, focus and capacity mark her out from her peers, and her initiative and leadership has made a vital contribution to the effective stores, accounting and logistics supply chain of two major aircraft programmes. Wow Amy, very well done!"



### TELEGRAPHIST AIR GUNNERS DEDICATION

Five of the last surviving Telegraphist Air Gunners visited the Royal Navy Historic Flight in September to dedicate a brass plaque of remembrance on the step in the rear cockpit of the Swordfish where the air gunner stood.

The unique band of Sailor-Airmen affectionately known as TAGs, were responsible for operating the aircraft's machine gun and keeping enemy aircraft at bay.



"The bravery of the Telegraphist Air Gunners is often forgotten" said Val Sayer, widow of the late Les Sayer, who scored the first torpedo hit on the Bismarck and was awarded the Distinguished Service Medal.

"There are very few TAGs still alive now and the plaque on the TAGs step will ensure that the service and sacrifice of all TAGs is remembered in the future," continued Val.

In World War II, 2500 TAGs saw active service from the icy North Atlantic to Japan. Over 507 TAGs were lost through enemy action and 69 became Prisoners of War. TAGs were awarded 2 Conspicuous Gallantry Medals, 115 Distinguished Service Medals, 20 British Empire Medals and 134 Mentions in Despatches while serving in over 77 different aircraft carriers worldwide.

There is an exceptional story behind every one of the medals, such as Len Barrick, who received a Conspicuous Gallantry Medal for guiding his blinded pilot to a safe landing on HMS Victorious in a Fulmar of 884 Naval Air Squadron and went on to receive the Distinguished Service Medal for bombing operations at Sakishima, and Donald Bunce, who survived the heroic Channel Dash and was awarded the Conspicuous Gallantry Medal.



Fly Navy Heritage Trust Ambassador Heather Bristow, widow of the late helicopter pioneer, Alan Bristow, visited RNAS Yeovilton in July to spend a day with 702 Naval Air Squadron.

Heather, who was described by Alan Bristow in his autobiography as 'the World's Best Co-Pilot' soon demonstrated her familiarity with the cockpit controls carrying out a perfect landing in the Lynx Simulator. Accompanied by her sister and brother-in-law, Moira and Andrew

Lambert, Heather also visited the Lynx Wildcat Trials Unit and the Royal Navy Historic Flight. "We were so impressed by the professionalism and enthusiasm of everyone we met" said Heather. The visit was especially poignant for Andrew whose uncle, Sub Lt (A) Robert Parkinson, was

one of the 13 young naval aviators of 825 Naval Air Squadron lost in the Channel Dash in February 1942. Their unsurpassed bravery in the face of insurmountable odds is still held up today as one of the finest examples of the dedication, spirit and ethos of the Fleet Air Arm.



THE WORLD'S BEST  
CO-PILOT!

## Royal Naval Air Service Victoria Cross



Emma Wightman, great grand daughter of Vice Admiral Richard Bell Davies VC CB DSO AFC, who was awarded the Victoria Cross in 1916, and Captain Eric 'Winkle' Brown CBE DSC AFC, had much to talk about when they met at a Fly Navy Heritage Trust dinner in HMS Victory earlier this year.

"I felt that I was joining the dots of history as we spoke about my Great Grandfather's first ever deck landing in his Sopwith Strutter, and Eric's record-breaking jet deck landings!" said Emma.

"My great grandfather was awarded the VC for the first combat search and rescue in history, when he rescued a fellow pilot shot down behind enemy lines in Bulgaria during the Gallipoli campaign. A remarkable feat given he was flying a biplane modified as a single-seater!"

"Like many young aviators in the Royal Naval Air Service, my great grandfather has been described as 'inventive', 'pioneering', 'a bit whacky', 'gentle, kind and genuinely modest'! He flew his planes with all sorts of home-made improvisations, from using Sandow elastic to fix a wing, periscopes for navigation, a length of wool for checking wind direction and even his belt to improve flying efficiency! He was incredibly experimental!"



"Three generations of the Bell Davies family have served in the Royal Navy" said Emma. "My great grandfather was in the RNAS in the First World War, my grandfather, Vice Admiral Sir Lancelot Bell Davies in HMS Norfolk at the sinking of the Scharnhorst in the Second World War, and my uncle, Captain Richard Bell Davies, served in the Falklands."

"When Eric told me of his early adventures in naval flying it was quite a realisation to discover that he is probably one of the few people alive today to have known my great grandfather!"

## SWORDFISH GOLF TOURNAMENT

EVERYTHING TO PLAY FOR!

The 2014 Swordfish Golf Tournament at Bowood in September was a most enjoyable and successful day raising over £9,000. This year's event was combined with the annual AgustaWestland vs Royal Navy competition so there was even more to play for! Teams included Thales, Serco, Selex, Vector Aerospace, MBDA, Lockheed Martin, TDHB and Saffrey-Champness, as well as AgustaWestland and the Royal Navy.

After fierce rivalry on the fairways and greens, with competitive golfers keen to 'Beat the Pro' and be 'Nearest to the Pin' one of the two Thales teams took the honour of winning the Swordfish Trophy as the overall winners. The event, which included an impressive display by the Texan T6 flown by Lt Cdr Chris Götke RN, also saw the Royal Navy team beat AgustaWestland for the first time in many years! Well done Navy!

See our range  
of Fly Navy Merchandise  
on  
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# RESTORATION OF SWORDFISH

The generous donation of £200,000 from the Peter Harrison Heritage Foundation has allowed the Trust to make an important grant to the Royal Navy Historic Flight for the restoration of Fairey Swordfish W5856 to full flying condition.

The aircraft, which was built in 1941 by Blackburn Aircraft, is the oldest surviving Swordfish Mk 1 in the world. However in 2003 she was grounded with corrosion in her wing spars and the first phase of the restoration was to build a new set of wings.

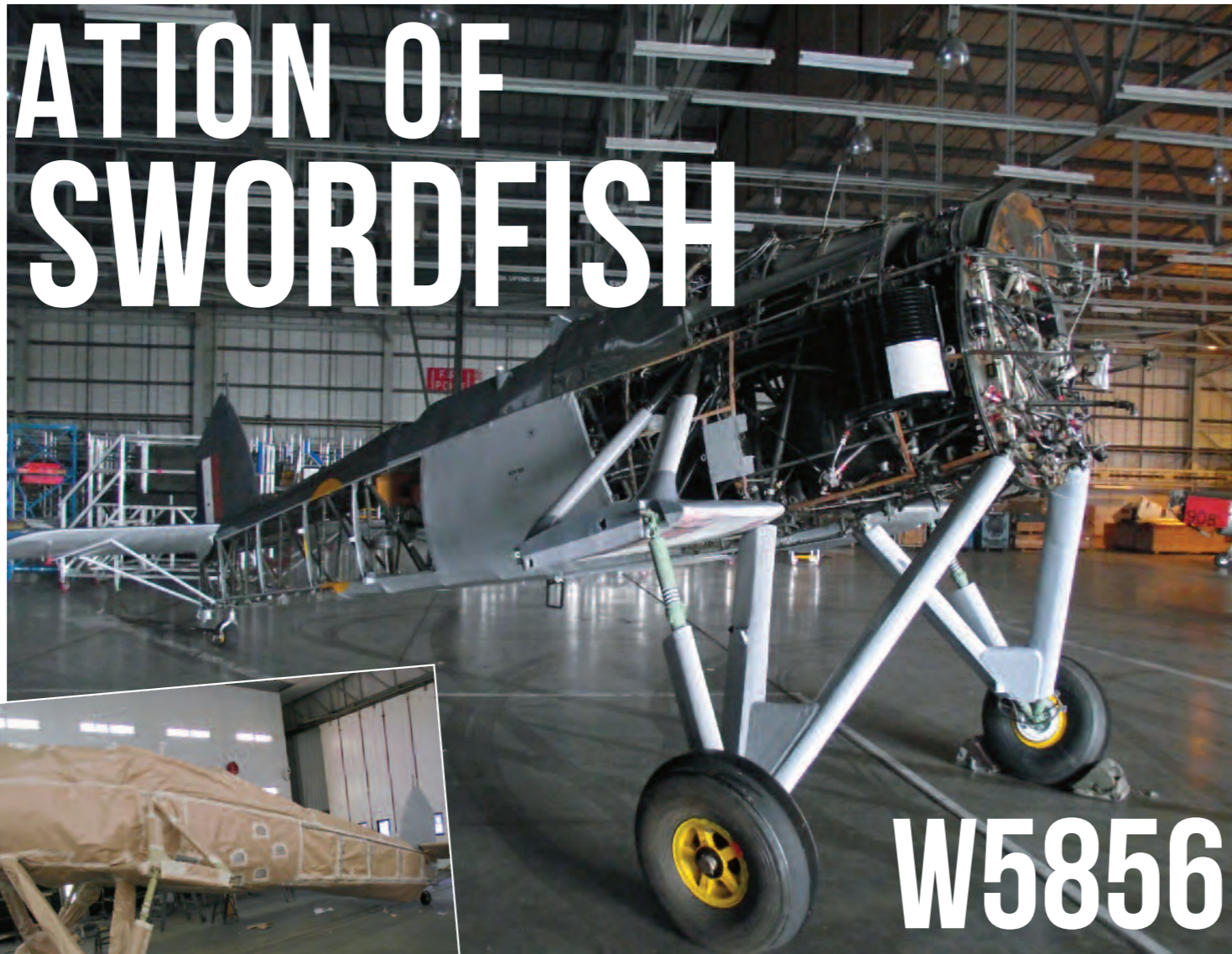
BAE Systems who had very generously restored the aircraft in 1990, again stepped in and new wings were lovingly and painstakingly made by very experienced BAE Systems craftsmen and apprentices at the BAES Brough facility.

Although naval aircraft are designed to withstand the exacting demands of operating at sea, the Swordfish was not built with the expectation of still being airworthy 70 years later and the restoration of W5856 has been a meticulous and time consuming task.

Phase two was to carry out a major service on the fuselage. In order to do this the paint had to be stripped off to check the condition of the framework and fabric of the aircraft. This included modern X-ray and analysis checks, providing an extraordinary level of detailed scrutiny not previously possible and allowing the remedial work to be carried out to the very highest standard.

At the end of this stage the aircraft went into the paint shop and was carefully re-doped and repainted in her new colour scheme of 820 Naval Air Squadron when embarked in HMS Ark Royal during the pursuit of the Bismarck in the Northern Atlantic in WW2.

Items that had run out of life e.g. flying control cables, generator, magnetos etc. were replaced at this stage and at the same time one or two modern modifications such as two VHF radios and a Mode S transponder were also fitted.



The aircraft's Pegasus engine also needed a complete overhaul and new pistons and cylinders had to be specially manufactured. While the engine was being reassembled and tested, the small maintenance team on the Flight set about fitting the wings and rigging the aircraft. "It took about two weeks to box the wings and get the tension just right" said Howard Read, the Chief Engineer. "Trainees from RNAS Yeovilton also helped provide valuable additional manpower."

"Restoring a beautiful aircraft to such a high standard with very limited resources is a great achievement," continued Howard. "Everyone on the Flight is passionate about our heritage and it was a sheer joy to do."

Swordfish W5856 is expected to take to the skies again before the end of the year and will be re-dedicated as the 'City of Leeds' at a ceremony in Leeds in 2015.

Sir Peter Harrison KGCN CBE, who through The Peter Harrison Heritage Foundation donated £200,000 for the restoration of Swordfish W5856, visited the Royal Navy Historic Flight to see progress for himself.

"I am immensely proud to have been able to save an aircraft of such national and historical significance" said Sir Peter.

"The gallant and inspiring story of the Swordfish gripped me as a schoolboy; and by restoring W5856 and getting her flying again, I am delighted to keep that story of heroic and epic achievement alive to help educate and inform modern audiences today."



## City of Leeds



Swordfish W5856 was adopted by the City of Leeds in 1996 in tribute to the local companies who built Swordfish components during WW2 and the Lord Mayor and Lady Mayoress of Leeds, Tom and Edna Murray, visited the Royal Navy Historic Flight earlier this year to see her progress.

"People in Yorkshire have a great affection for the Swordfish and many had connections with the Blackburn Aircraft factory at Sherburn-in-Elmet where the Swordfish was built," said Councillor Murray. "Appleyard of Leeds, Tate of Leeds, Hudswell Clarkes, the Talbot Garage and many smaller engineering firms took a great pride in making components or skinning, riveting or painting the frame."

Over 1,700 Swordfish were built at the Blackburn Aircraft factory and the last one left the production line in August 1944. "The hours of work, skill and energy that went into making these fine and trustworthy aircraft was a labour of love"

said Tom. "It will be a proud moment indeed when W5856 revisits the City of Leeds and we can pay tribute to the vital role the Swordfish fulfilled in the war and the part the people of Leeds played in this chapter of the Fleet Air Arm's history."





# Centenary Reception



## Royal Naval Air Service



1914 - 2014

This year's 100th Anniversary of the formation of the Royal Naval Air Service was marked in style with a Centenary Reception at the Naval and Military Club in London on 1 July.

The reception, which was jointly organised by the Fly Navy Heritage Trust and the Fleet Air Arm Officers' Association, was a great gathering of former and current serving Fleet Air Arm personnel on one of the most auspicious dates in the history of naval flying. Speaking at the reception Vice Admiral Sir Adrian Johns KCB CBE KStJ ADC said "A hundred years ago today, the fledgling Royal Naval Air Service, which started with just 4 pilots at RNAS Eastchurch, with their flying training sponsored by a wealthy benefactor, prepared to take the fight to the enemy in the First World War - and what a story it was! In four short years, the zeal, ingenuity and bold tactics of the early naval aviators built the Royal Naval Air Service into the finest naval air arm in the world. By the end of the war, the Royal Naval Air Service had 55,000 personnel, 3,000 aeroplanes and 103 airships."



## Ensuring the Legacy of Naval Aviation Lives on

The Fly Navy Heritage Trust annual Legacy Seminar was very well attended this year with over sixty Fleet Air Arm veterans, hearing at first-hand about the different types of legacy and why leaving a gift in your will matters.

Legacy giving is responsible for almost £2 billion being donated to charities in the UK each year, accounting for 12% of all income to the larger charities. This year the Fly Navy Heritage Trust has benefitted from several generous legacies and the response to the professionalism of the Trust's Legacy Campaign has been exceptional.

The day included a buffet lunch in the Wardroom, a visit to the Royal Navy Historic Flight and a Heritage flying display culminating in a formidable display by the Trust's most recent acquisition, the Sea Vixen.

**NEXT YEAR'S  
LEGACY SEMINAR  
FRI 2 OCT 2015**



*"The whole day was most interesting and exceptionally well organised. I was able to go with my son as well, which was very special."*

*Lt Cdr Ralph Jameson  
VRD RNR*

## SUPPORTERS' DAY



The demand for tickets for Supporters' Day on 4 October was overwhelming. "We sold out within an hour of going on line" said Phil Thornton, the Trust's Events and Corporate Development Manager. The day, which is an opportunity for the Trust to say thank you to its Supporters, included an update on the Trust's activities and a presentation on the Royal Navy Historic Flight in the morning, followed by a buffet lunch and the opportunity to get up close and personal with the aircraft in the afternoon. "It was a superb day in all respects" said Supporter Richard Cunningham.

The Swordfish, Sea Fury FB11 and Sea Vixen attracted great interest but the highlight of the day was the stunning formation and aerobatics of the T-6 Texan flown by Lt Cdr Chris Götke RN and the Chipmunk, flown by John Beattie MBE, winner of the 2014 Honourable Company of Air Pilots Hanna Trophy for his outstanding contribution to the art of display flying.

Next year's Supporters' Day will be held on **Saturday 9 May 2015**. To become a Supporter apply on line at [www.fnht.co.uk](http://www.fnht.co.uk) or email [office@fnht.co.uk](mailto:office@fnht.co.uk)

# The Oily Rag

The aircraft operated by the Royal Navy Historic Flight are some of the rarest and most historically significant in the world and as the aircraft get ever older, keeping the airframes, engines and instrumentation in full flying condition is increasingly challenging. Maintaining and operating ageing aircraft in a modern military airworthiness environment also presents added difficulties.

"Despite our best efforts the engineering team faced a perfect storm of challenges this year which resulted in delay at the start of the display season" said Howard Read, Chief Engineer of the Royal Navy Historic Flight.

"Swordfish LS326 had a series of teething problems with her newly reconditioned Pegasus engine and regulation mandated by the Military Aviation Authority unfortunately delayed the return to flight of the Sea Fury FB11," said Howard.

"We are taking all measures possible to improve resilience" said Rear Admiral Russ Harding OBE, Assistant Chief of Naval Staff Aviation, Amphibious Capability and Carriers, "including a review of the maintenance contract, working closer with industry and putting better design advisory support in place. We are also trying to source new engines and build an inventory of spares to sustain output in the future."

"Once the current problems have been overcome, the benefits of the

stringent practices we are working to at the moment will reap rewards for many years in the future," said Howard.

"One of the great advantages of modern X-Ray and analysis techniques is that the smallest areas of corrosion, cracking or other damage can be detected and remedied. As a result the aircraft are scrutinised and maintained to a very high standard."

Parts of the Pegasus engine for Swordfish LS326 have been newly manufactured and she is in as good condition as when she was built over 70 years ago. "The original cylinders lasted 70 years," said Howard, "and there is no reason why, with tender loving care, they shouldn't last as long again! It is painstaking work but looking after these beautiful aircraft is immensely rewarding. It's hands-on 'oily rag' engineering at its most satisfying best!"

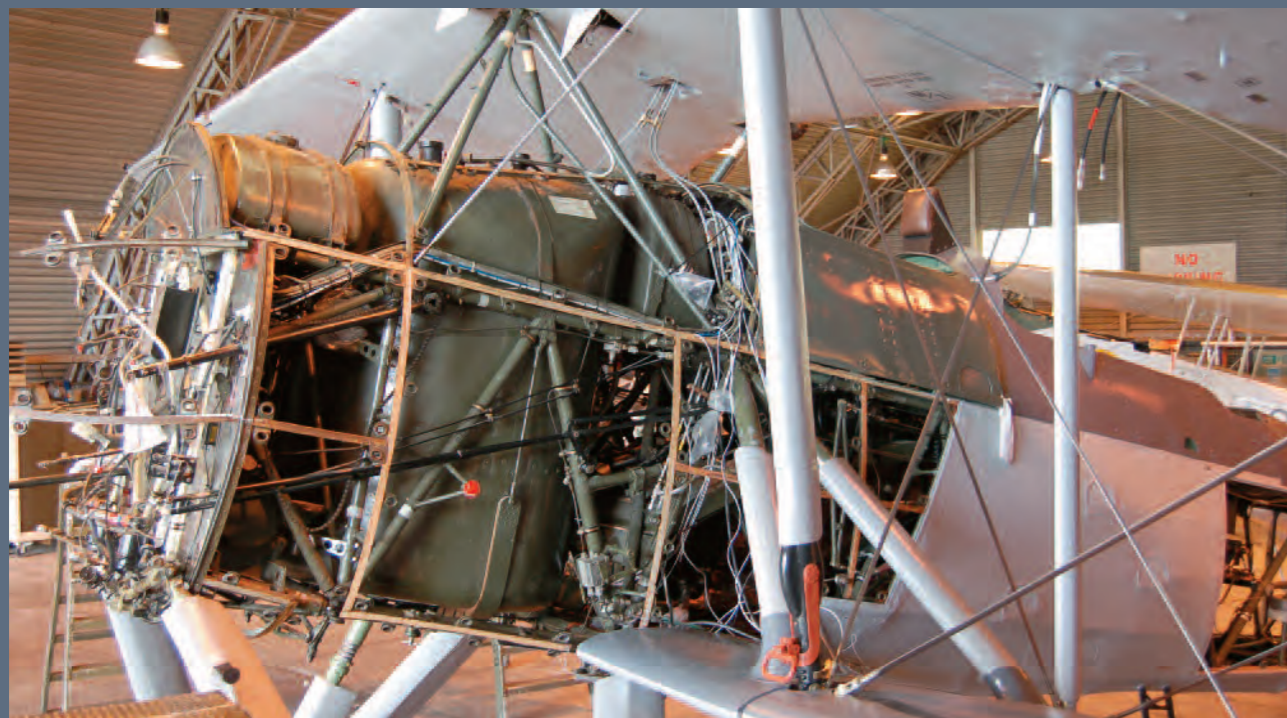
Chipmunk T.10 WK608, the pilot training and currency workhorse of the Royal Navy Historic Flight, has also been out of action this year due to

damage to the tail. This is being repaired by the RAF fixed-wing repair team 71(IR) Squadron. De Havilland Support, based at Duxford, is providing the design advice and she is expected to fly again in early 2015.



*"Looking after these beautiful aircraft is immensely rewarding, it's hands-on 'oily rag' engineering at its most satisfying best!"*

From the Workshop



## OUTSTANDING SUPPORT FOR SEA FURY RECOVERY



**The post incident recovery and support provided by the Royal Navy and the military generally, following the emergency landing of Sea Fury T20 G-RNHF at RNAS Culdrose Air Day in July, was absolutely outstanding.**

With the focus of the investigation centred on the aircraft's Bristol Centaurus eighteen-cylinder engine, the engine and propeller were removed from the aircraft after the incident and taken by road to Weald Aviation in Essex for assessment.

A few weeks later the fuselage, centre wing section and two outer wings followed on three specially adapted low level transporters. The move was carried out by the Joint Aircraft Recovery and Transportation Squadron (JARTS), a specialist unit dedicated to aircraft post-crash management. In preparation for the recovery, the unit worked with air engineering teams from RNAS Culdrose and Weald Aviation to partially strip down the large fighter in order to reduce the width of the load for the journey through the narrow Cornish lanes.

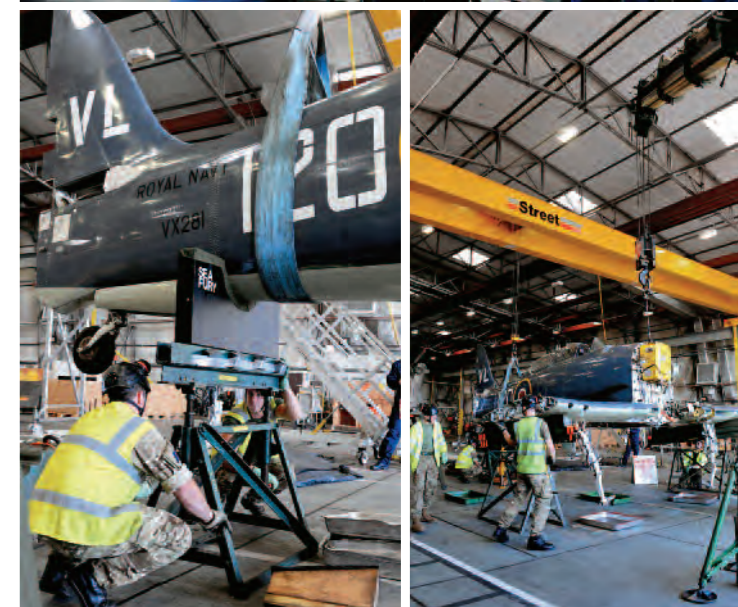
Speaking of the recovery, Mike Nixon OBE, Chief Executive of the Trust, said "The support from RNAS Culdrose, Weald Aviation, JARTS, 814 Naval Air Squadron and the scientists, naval engineers and civilian specialists in 1710 Naval Air Squadron was absolutely

outstanding. It was an incredible example of the Royal Navy, civilian engineers, the wider military and the charitable trust all working together."

Fran Renouf, Weald Aviation's Deputy Chief Engineer said "It was a rare and privileged opportunity to work on a magnificent heritage aircraft and because it was something special and different, it was interesting, and everyone really enjoyed doing it."

"The blacksmith at RNAS Culdrose made special brackets to secure the fuselage to one of the low loaders" continued Fran. "As this sort of equipment is no longer made anymore we found a drawing in an old aviation publication and made something to fit!"

"The Sea Fury incident provided some unusual opportunities for those involved in her recovery to test and demonstrate their professional skills" said Rear Admiral Ian Tibbitt CBE, Deputy Chairman of the Trust. "All the renowned Fleet Air Arm engineering skills of problem solving, technical innovation and adaptability came to the fore."



# GAME CHANGERS



Ambassadors' Dinner Raises

£136,000!



This year's Ambassadors' Dinner, held in the spectacular new atrium of the Imperial War Museum in September, raised a magnificent £136,000!

"It was a fantastic achievement" said Mike Nixon OBE, Chief Executive of the Trust. "We rely greatly on the incredible generosity of our Ambassadors and their guests and are extremely grateful for their outstanding support."

The dinner, which was attended by HRH The Duke of York KG, Patron of the Fly Navy Heritage Trust, was a celebration of the Centenary of the formation of the Royal Naval Air Service in 1914 and was one of the first dinners to be held in the IWM following the opening of the World War One Galleries.

The evening was sponsored by Ebullo Capital Management LLP and the Guest of Honour was Admiral Sir George Zambellas KCB DSC ADC DL, The First Sea Lord and Chief of Naval Staff.

The Trust's Ambassadors' initiative has gone from strength to strength in 2014 helping to raise vital funds and lend high profile support.

"Ambassadors make a powerful and positive contribution to the Trust in many different ways" said Sue Eagles, the charity's Campaign Director.

"Most of our Ambassadors have a personal connection with naval aviation or aviation generally and their commitment and involvement is invaluable to us."

The high level engagement of the Trust's Ambassadors is also greatly appreciated by the Royal Navy. The First Sea Lord Admiral Sir George Zambellas KCB DSC ADC DL hosted two events for Ambassadors this year, one in the Great Cabin on board HMS Victory and the second at Admiralty House, Whitehall, including a tour of the historic Admiralty Board Room.

Both events were a wonderful opportunity, not only to say thank you to those Ambassadors and benefactors who have made significant gifts to the Trust, but also to welcome new Ambassadors to the work of the Trust.



## Legendary Racing Driver Launches Online Appeal

One of the Trust's Ambassadors, legendary motor racing driver Derek Bell MBE has spearheaded an online appeal to get the Sea Fury T20 back in the air.

Derek, who won Le Mans five times, was three times winner of the Daytona 24 and has been World Sports Car Champion twice said "I had the most amazing evening of my life having dinner with the Trust on board HMS Victory. I sat next to Captain Eric 'Winkle' Brown. People say racing drivers are brave but you listen to naval aviators like Eric – their fearlessness in combat, flying fast high performance aircraft from carriers gives you an entirely new perspective. I am also full of admiration for Lt Cdr Chris Götke's skilful and well-judged emergency landing in the Sea Fury T20" continued Derek. "I know only too well that technical problems can and do occur – and incidents like this underline the importance of supporting the Fly Navy Heritage Trust through charitable donations. I am delighted to help raise money to get the Sea Fury flying again and look forward to flying in her myself when she is back in the air again!"





## 'A DUTY TO GIVE SOMETHING BACK'

Maureen Ashcott, who has donated to the Fly Navy Heritage Trust for many years, speaks of her reasons for being a Supporter.

*Working on the Swordfish in the War meant so much to me that I have always made regular donations to the Trust and am proud to be a Supporter.*

*I was an Air Radio Mechanic based at HMS Merlin, RNAS Donibristle, Fife, in 1942 and was responsible for servicing the Swordfish radios. The Swordfish gave such trusty and sterling service to the nation and I believe we have a duty to give something back. By being a Supporter of the Fly Navy Heritage Trust, I help keep the courage and dedication of the Swordfish crews alive.*



## FURY FLIGHT!

**Fly Navy Heritage Trust Ambassador Alan Rivers visited RNAS Yeovilton in June and took the opportunity to fly in the Sea Fury T20.**

"It was an unforgettable day and I am filled with admiration for all those who saw active service in the Sea Fury flying from carriers in the Korean War" said Alan. "We flew from RNAS Yeovilton to the Isle of Wight, doing a wide loop around the Needles, and on the way back we climbed to 4000' and descended in a long dive at 400 mph, roaring in over the runway! It was a lot of fun and very exhilarating!" On stepping out of the aircraft Alan was greeted with a glass of champagne by the Trust's Chief Executive, Mike Nixon.

## MERCHANDISING SALES BOOST FUNDRAISING

The Fly Navy Heritage Trust trailer and publicity stand has attended many major shows and events this year boosting fundraising and raising profile. The Trust has also recruited many more volunteers which has helped increase merchandise sales.

"Sales of merchandise have continued to grow" said Dave Weatherley, the Trust's Office Manager. "Polo shirts, baseball caps and models are our best sellers. We have also added plenty of new products in recent months, including a new range of weather proof clothing, Fleet Air Arm zig-zag iPhone covers and an exciting selection of Sea Vixen collectables including altimeters and air speed indicators. With more new arrivals planned for Christmas, see our merchandise flier online or if you need a 'Shop in a Box' pack for your own Fly Navy fundraising event please email office@fnht.co.uk" continued Dave.



## HERITAGE IS EXCITING!

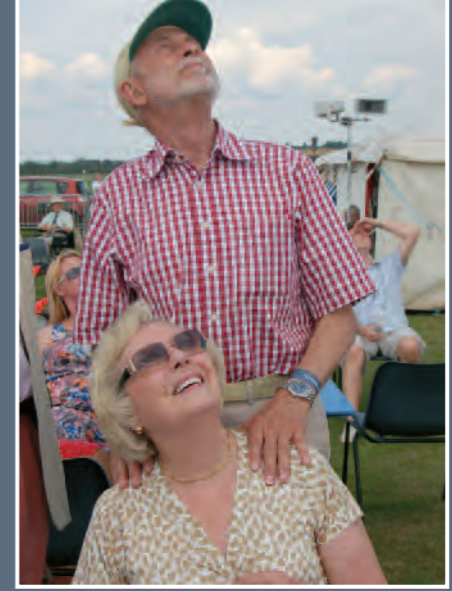
**Air Engineering Technician Jack Roper who was drafted to the Royal Navy Historic Flight earlier this year, found himself working on the same aircraft that his grandfather had worked on 40 years earlier.**

"Heritage isn't something young people usually get excited about" said Jack "but I have had a brilliant time working on Swordfish LS326. When I came to the Flight I had no idea that my grandfather, Petty Officer Derek Roper, had worked on LS326. I found out quite by chance when we were looking through the aircraft archives. There was an entry in my grandfather's name. Even more of a coincidence, he had been 'boxing the wings' – exactly the same job I was doing!"

"Working with the Flight has been really rewarding" said Jack, "As well as learning good practical engineering skills, when I am working on the new carriers in the future it will be amazing to say that I am one of the very few Technicians in the Royal Navy qualified to work on Swordfish!"



**Lt Cdr Chris Götke RN**  
Commanding Officer  
Royal Navy Historic Flight



**RNAS Yeovilton Air Day on 26 July was a very successful event for the Fly Navy Heritage Trust with the Sea Fury T20 a highlight of the flying display.**

The Sea Fury FB11 at the entrance to the Trust's marquee, also drew the crowds and 250 Supporters and their guests enjoyed a BBQ hog roast lunch in the members' enclosure.

The award winning airshow, which attracts over 35,000 visitors, continues to build on its success having won Gold at the South West Tourism Excellence Awards last year and Bronze at the national Visit England Awards for Excellence.

"My wife and I had a splendid day" said Supporter Ian Watson.

John Darby, a Swordfish veteran who served in 825 Naval Air Squadron during the Battle of the Atlantic also had an unforgettable day. "I was taken to the Royal Navy Historic Flight to see the Swordfish and the memories came flooding back" said John. "I remember the night my friend, Sub Lt Frank Jackson came under fire. He

had a narrow escape. His Telegraphist Air Gunner was killed. We were of course very proud of our old Squadron and I am delighted to learn that 825 will be re-commissioned when the Wildcat is brought into service."

Captain Philip Jackson of the HMS Conway Trust South West Branch also presented the Trust's Chief Executive, Mike Nixon with a donation for £100.

The Sea Fury T20 gave a thrilling and exciting display, which sadly was to be one of her last displays of the season before suffering engine failure at RNAS Culdrose Air Day five days later.

Despite flying at two other major airshows the same weekend, her pilot, Lt Cdr Chris Götke still found time to sign boxes of Sea Fury models for members of the public and Volunteer Charlotte Thornton raised a significant sum in bucket donations.



# Conservation Costs

**Sue Eagles, The Trust's Campaign Director,  
On why every penny counts**



Sue, who joined the Trust in 2010, is widely recognised as a leading communications specialist with a wealth of experience in high level policy arenas in the military, industry and the media. In her role as the Trust's Campaign Director she is responsible for development of the Trust's fundraising, marketing and communications campaign and engaging with the Trust's multiple supporters and stakeholders.

## Which of the aircraft you support is most special to you?

Each aircraft represents a different era in the Fleet Air Arm's history. However, if I had to choose it would be the Hawker Sea Fury. The Sea Fury is the pinnacle of piston-engined fighter design and was one of the most successful and popular aircraft operated by the post war Fleet Air Arm. It was combat-proven too and the nostalgic thunder of the Sea Fury's engine when she soars over the airfield could not be a more powerful brand signature for the Royal Navy's aviation heritage.

## How much does your team raise each year?

We have to raise at least £700,000 a year to support the operational costs of the aircraft and ensure that we can pay for spares to sustain them. Engines are vital. We rely on major gifts for these large items and are very grateful to the individuals and corporate companies who make substantial donations. We are absolutely reliant on their support.

## Why do people support you?

The Royal Naval Air Service and Fleet Air Arm played an important part in the history of our country. Our donors understand this - and know that keeping the Royal Navy's historic aircraft flying at

air shows and events around the country is an exciting and dynamic way for everyone to share that heritage and experience history in a contemporary way. With HMS Queen Elizabeth and HMS Prince of Wales coming into service there is great excitement about the F35 Lightning and the next step in the history of naval flying.

## Given the support you receive from your Ambassadors, how would you answer a Supporter asking: 'Why do you still need more from me?'

Every penny counts to us. As a charity we raise money in a wide range of ways from fundraising events to legacies. Those who give to us annually are just as important as those who make larger gifts. Every amount of support at every level makes a real difference and is greatly appreciated. If you would like to donate please send a cheque made payable to 'The Fly Navy Heritage Trust' or visit [fnht.co.uk/make-a-donation.html](http://fnht.co.uk/make-a-donation.html)

## How our funds add up

The Fly Navy Heritage Trust depends on many different groups and individuals for donations but one of our most important sources of income is from you - our Supporters. Without you we simply couldn't keep the Fly Navy flag flying.

# THANK YOU

## Volunteers Needed

We are looking for volunteers to assist with events, provide support groups for different aircraft types, help in the office or man the trailer at Air Shows around the country. These tasks don't take up enormous amounts of time but they make a huge difference to raising awareness, spreading the word and raising money to keep our Naval Aviation Heritage in the public eye. If you have some spare time and would like to help, please give us a call on 01935 842005 or email us at [office@fnht.co.uk](mailto:office@fnht.co.uk)

## Ringtail to Retail

A new hangar is being built at the former RNAS Burscough, HMS Ringtail, in Lancashire, as part of a retail development that aims to commemorate the region's historic links with the Fleet Air Arm during the Second World War.



The building, which has been designed to resemble a WW2 aircraft hangar, will become a Booths supermarket and the development has been called the Ringtail Retail Park in tribute to the former Royal Naval Air Station that played a vital role in the latter years of the Battle of the Atlantic in 1939-45.

Lawrence Critchley from the Lathom and Burscough Military Heritage Society, who has been instrumental in preserving the heritage of the site, said "We are delighted at the sensitive way Booths has embraced the history of the Naval Air Squadrons that were based here."

HMS Ringtail was commissioned in 1943 with more than 40 Naval Air Squadrons using the Royal Naval Air Station for training prior to embarking in carriers.

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## Legacy Appeal

Leaving a gift in your will is an easy way for your generosity to last beyond your own lifetime and benefit future generations. If you would like to leave a gift in your will please email [legacy@fnht.co.uk](mailto:legacy@fnht.co.uk) or call 01935 849200.

[fnht.co.uk](http://fnht.co.uk)  
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