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Par avion



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AIRMAIL

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With Compliments

for Wendy

With all good wishes

DG T&E

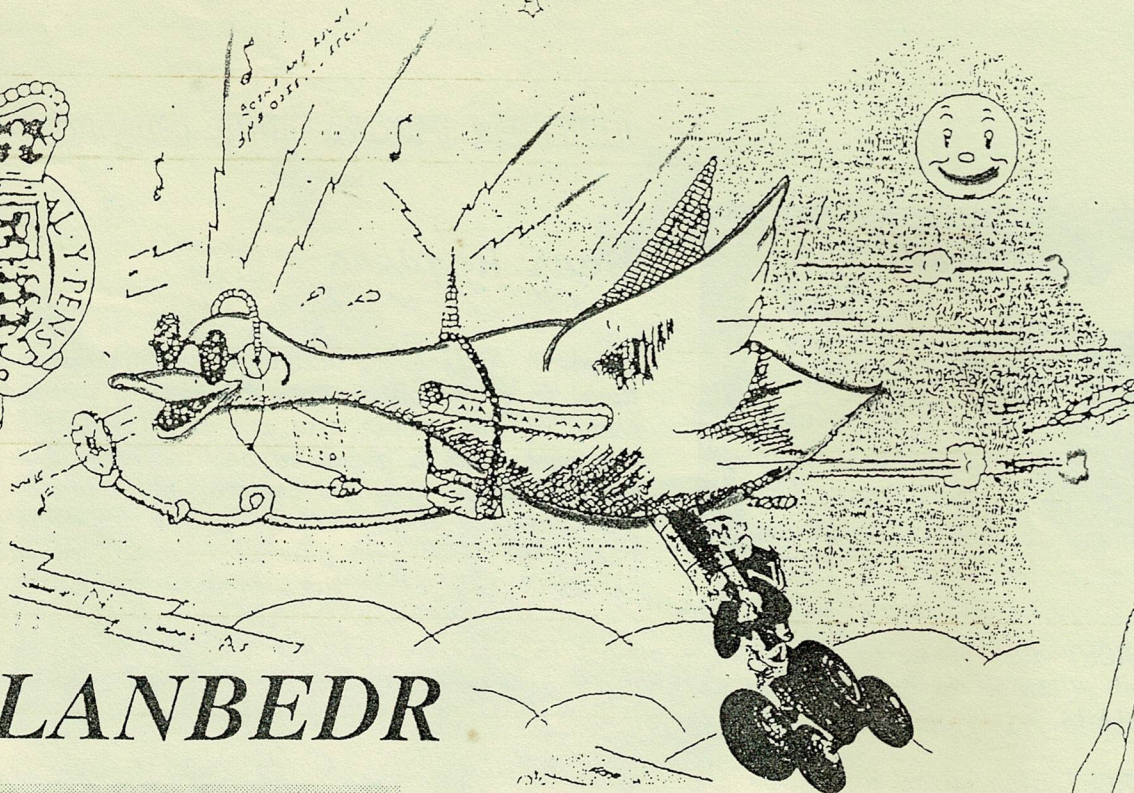
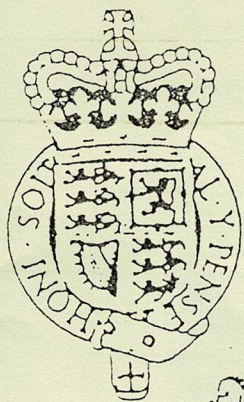


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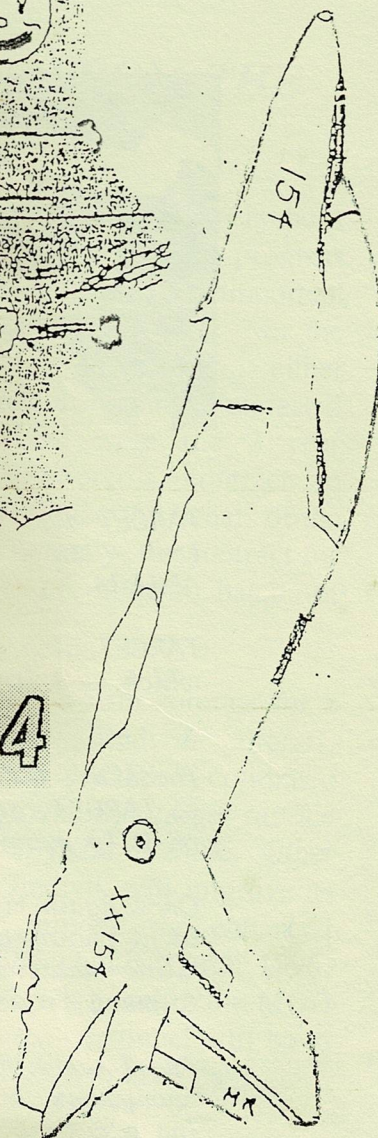
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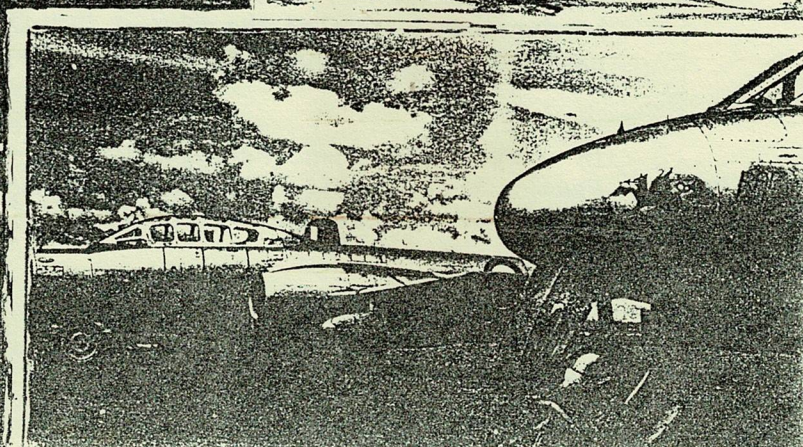
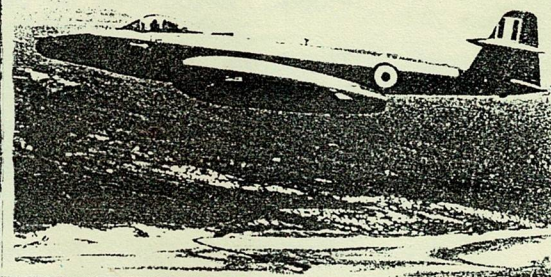
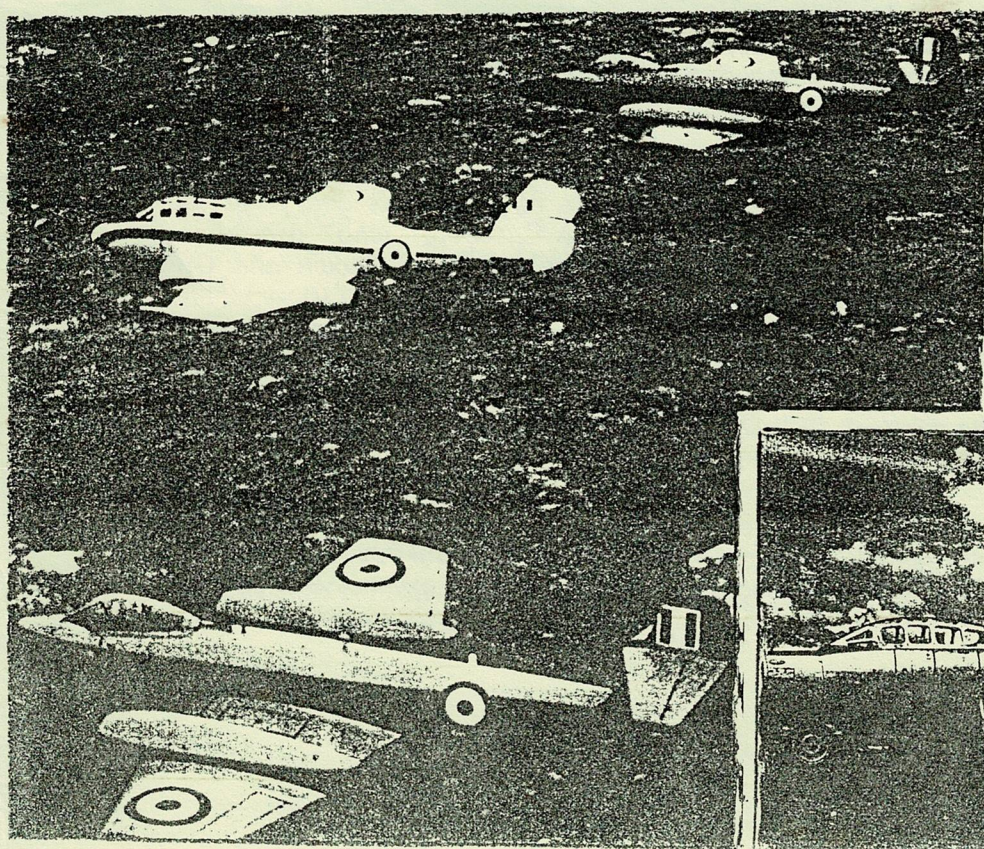
LLANBEDR

Issue No 7 EASTER, 1994

TARGET



*50th birthday of the
Gloster Meteor*



LETTER FROM THE EDITOR



Dear Readers

Llanbedr Airfield is unique and remarkable - there is a profound sense of history around. Many of the people who served Llanbedr in the past, take a great interest in how Llanbedr is faring in the Nineties, while we are grateful for the windows into Llanbedr's past which they can give us today. TARGET "brokers" this convenient arrangement.

TARGET also seeks to entertain - almost in the manner of the squadron "line" book - and it is open to anyone and everyone having any interest in Llanbedr Airfield.

TARGET also seeks to inform and communicate. Hopefully this leads to insights which will foster goodwill and cooperation.

These are the main reasons for taking the trouble to produce a "unit rag" such as TARGET, and, hopefully, they justify the voluntary time and effort expended on it by many people.

Once again my own thanks go to "resident cartoonist" Andy McNally and to resident photographer Mike Fairfax-Rawlings for their work. Not only do they contribute material on their own initiative, they also respond amiably and skilfully to many requests for specific items.

And I thank every single contributor whether pressed or voluntary, named or anonymous, at home or abroad, including those who have played a part by sending a cutting, lending a photograph, adapting a "funny" or opening a lead.

(Please don't wait to be asked for contributions to the next TARGET. Whether in the form of a completed article or notes, photos or cartoons with captions, poem or letter, a cutting or photocopy, all are welcome. In particular we look forward to material about Llanbedr's early years and to contributions from our friends abroad. Photos will be carefully returned.)

Thank you to Phil Cutts for the improved appearance of most text and page layouts, to Linda, Danica, Sally, Sara, Pauline and Pete Carberry who are always pleasant and helpful when I ask for admin support and to Peter Brown and Greg Aldred for long hours spent assembling and distributing TARGET.

Please note that Company/Management/MOD policy should not be inferred from anything in TARGET except where it is attributed to a clearly identified official. Having thus minimised the risk of "censorship" we apologise to anyone who is unintentionally offended by any item in TARGET!

In reply to those who have enquired if and when another Llanbedr "At Home" & Reunion may be held - the Jubilee Association hopes to seek permission for this occasion to be held in 1995 or 1996.

Happy Easter

Wendy Mills



LETTER FROM THE MANAGER

The past year has been very busy at T&EE Llanbedr, with great progress being made in many areas. Two important announcements have been made over the year which affect everyone who is either working on the establishment or interested in its future; these were the 2 year extension to FR Serco's contract to operate the establishment on behalf of the MOD and, more recently, the contract for the manufacture of a new batch of Jindiviks.

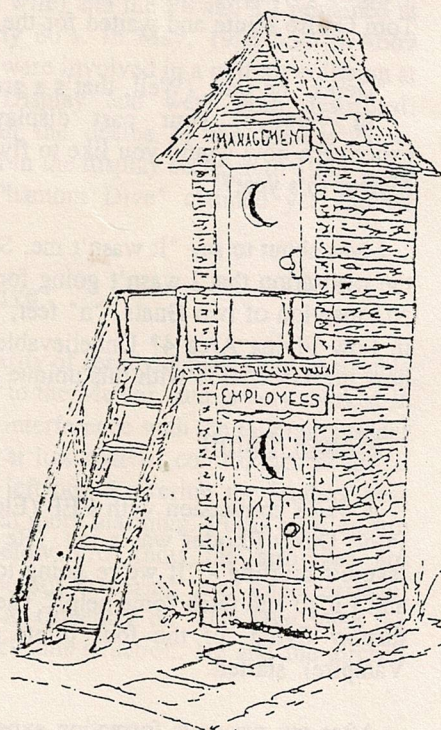
The news of a firm contract for a batch of 18 new Jindivik aircraft, demonstrates the MOD's continued commitment to providing a target service out of Llanbedr for years to come. Other developments to Jindivik will improve its capabilities and provide an enhanced

service to our customers. The extension of the Llanbedr operating contract until March 1996, provides security of employment for all Llanbedr staff, at a time of great change within the MOD in general, and Test & Evaluation in particular. The challenge for FR Serco personnel will be to re-win the contract in 2 years time, in a climate which becomes more competitive each day.

Other projects which are progressing well include the Advanced Ground Station (AGS) and the Meteor replacement. AGS is a project to improve the ground control equipment for Jindivik, which has been in development for some years, and which has been delayed many times for a variety of reasons. However, the last year has seen the project coming close to fruition, and I hope that within the next few months, we shall see Jindivik flying using the AGS. Our sole remaining Meteor, WK800 has played a great part in the development of AGS, but sadly, WK800 is running out of fatigue life. We have started a programme to equip Hawk to allow that aircraft to be flown in the drone role, albeit with a safety pilot on board at all times. This project is expected to run for the next 2 years, and I hope that WK800 will continue its sterling work during that period.

For now, may I take this opportunity of thanking all Llanbedr staff for their sterling efforts over the past year and wish all readers good fortune for the future.

Phil Cutts



METEORIFIC

By Derek J Fitzsimmons

(One of the problems of having an early morning tea or coffee in Ops is that of being "volunteered" for a task in mixed company! In your office you are invariably safe as Sepp will be airborne or welding, Andy doing the crossword and John Webb climbing an outside wall. The only remaining problem could come from the Unmanned section. But now that Tim Miles is so inundated with paperwork the threat from that office has been overcome. However the editor of TARGET is a different hazard! Hence my recollections of Meteor-flying here and in the RAF.)

My association with this legendary aircraft started in Spring of 1975 whilst stationed at RAF Kemble in Gloucestershire. The Early sortie in the Gnat had been fun, lots of low-level around Malvern, lots of G tailchasing - the sort of stuff films are made of! Whilst having a post-flight coffee and cigar (it was "legal" then!) I was summoned to the immediate presence of the Commodore CFS. I can still see my boss' face! "What the have you been up to?" (This is a family story - I'll keep it clean!) Thoughts of close arrest, loss of pay, court martial for low flying came across in a flash.

"W... wha ... what does he want to see me for?"

"Sorry, can't say!"

"Terrific!"

In sartorial attirement of sweaty flying suit, unpolished boots, flying gloves caked in motor oil, I was "invited" into the presence. Not just of one Air Commodore, but of 2 X Group Captains and 1 X WingCo Flying as well!! Ashen-faced I threw my best Tom Cruise salute and waited for the worst.

"Derek" he said, (Well, that's a great opener!)

"In view of your past display and aerobatic experience how would you like to fly the Vintage Pair Meteor this year?"

I was about to say "It wasn't me, Sir, honest!" when the realisation that I wasn't going for porridge hit me. NO mention of two Gnats, "n" feet, lorra lorra speed in Low Flying Area 4? Unbelievable! Anyway, that's how my association with this unique aircraft started.

Meteor Famil

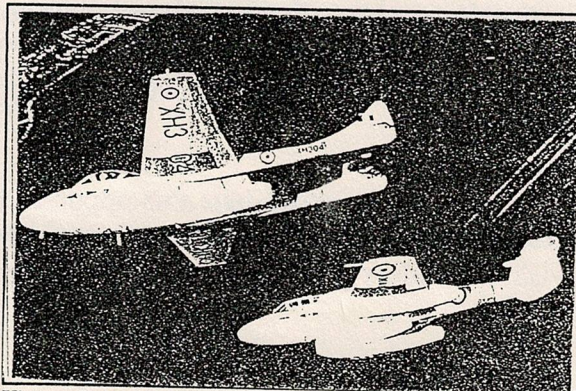
A quick conversion with EEP (Elderly Experienced Pilot) Dusty Rhodes was a joy. (He is famous for his take-off briefing - "If we're going to crash, you fly it and I'll go and fetch some help!" Then the work-up for display flying, of the four pilots (2 Meteor and 2 Vampire) started.

After my previous formation experience, with Gnat and Hunter, the Meteor was akin to flying a transit van!



Derek Fitzsimmons with Meteor WK 800 at Llanbedr 1993

But the saving grace is it's solidness, power and stability. Although harder work, the aircraft is still delightful to fly in formation. Working with the Vampire was a unique and enjoyable experience. As a CFS Examiner, I suddenly found myself to be "the Meteor expert." I was granted an A2 QFI rating and Command Instrument Rating Examiner qualification with a total of nine hours on the aircraft! Amazing how you can fool some of the people some of the time! My recollections of flying the Vintage Meteor T7 WA 669 in 1975 were numerous:



Vintage Pair -1975

There was the test pilot at Valley Open Day who, on the night before, begged to fly in the back seat for the show. When he realised there was no ejection seat he and his enthusiasm departed hastily!

Then there was the problem of two elderly aircraft being short of fuel, in dreadful weather, attempting to persuade Lyneham ATC to let us land in front of a VC10 which was still 25 miles away.

Formating on a grey Vampire in very grey cloud

En route to Jersey B of B display when ATC asked what nav aids I had. I replied: "I'm talking on it!"

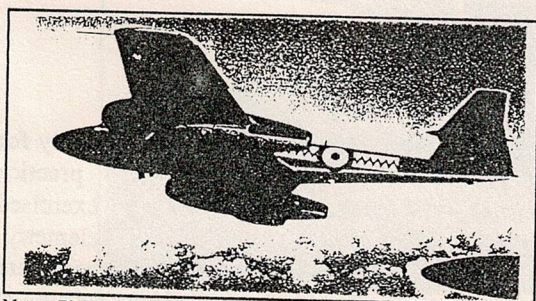
And the mess we left after the Blackpool Air Display. Overnight the ventral tank leaked 175 gallons of paraffin which destroyed the asphalt taxiway!

And then there was the "Black Widow" at the flying club party for the Jersey Battle of Britain display!

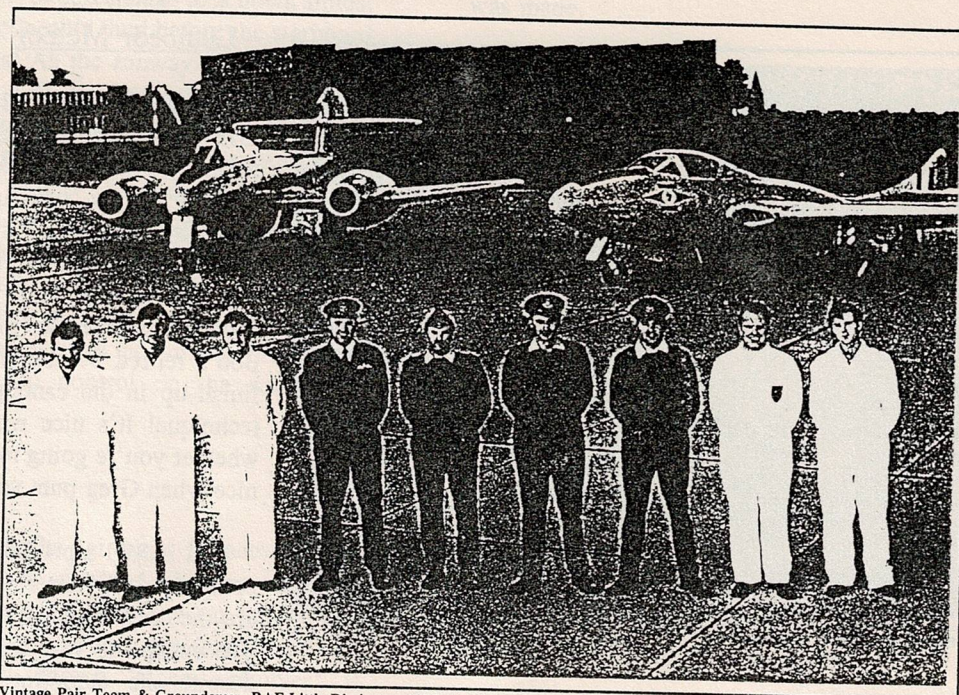
Later in 1975 the dreaded fatigue-life loomed, so 669 went to Brawdy for target towing. WF791 was resurrected from 5+ years residence of the scrapheap at Kemble and a hefty refurb took place. Two new brown-paper-wrapped Derwents were discovered at Sealand and an immaculate aircraft took to the skies again on 27th February, 1976. Despite all, it flew well and continued to do so for many years.

The blue note

In May of that year I was privileged also to fly Meteor F8 VZ467 "Sir Winston" at Brawdy. This was



Meteor F8 Sir Winston, VZ 467, 1976 (Now with Jet Heritage at Hurn)



Vintage Pair Team & Groundcrew, RAF Little Rissington 1975, (Author 4th from L)

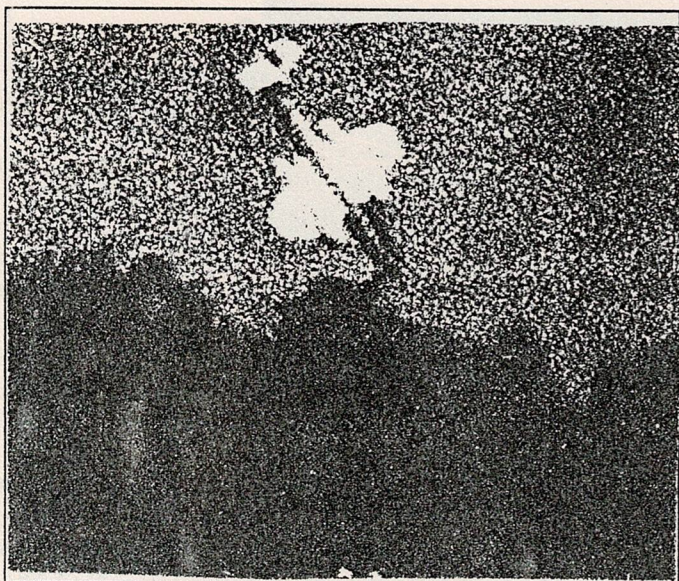
indeed a delight as the aircraft had been kept as a camouflaged, gun port extant beauty. The noise created by the airflow over the gunports of this aircraft at 450 knots is perhaps the most exhilarating aviation sound ever created. Now the Hunter has disappeared will the "Blue note" ever be heard again? With Adrian Gjertsen and Jet Heritage at Hurn, hoping to fly "Sir Winston" next year, it is just possible that this aircraft and its unique noise may once again delight the airshow crowds.

Mid-air collision

Incidentally WA 669 became known as "Clementine" (after Churchill's wife) and the F8 and T7 remained at Brawdy until early 80's. In May, 1986 both WA669 and the Vampire were involved in a mid-air collision at Mildenhall Air Display and were both destroyed, unfortunately with the deaths of the Meteor crew. WF791 continued in the display scene until 1988 when the renowned "Phantom Dive" claimed yet another victim.

Phantom Dive

This is a peculiarity of aerodynamics, only applicable (so far as I know) to the Meteor, and is very marked in the Mk 7. Due to interference with the tailplane/rudder and the airbrakes at low speeds, control can be lost if the airbrakes are left out. Lowering the landing gear makes matters even more alarming. Pilots must ensure that at speeds below 170 knots the airbrakes are positively "in" before lowering the undercarriage. During a display at Coventry on 30th May 1988 the pilot failed to check this situation. He and the aircraft perished.



Final "Phantom Dive" of Meteor T7 WF791 during Vintage Pair Display at Coventry, 30 May 1988

Visits to Llanbedr - formal and informal!

During my RAF career Llanbedr had always held a fascination for me. It was our dispersal airfield during my Vulcan days in 1962. (Yes, the Vic hotel even had a broken petrol pump then!). And I was grateful for Llanbedr's 7500ft runway when I experienced a broken engine fuel pipe in a Gnat (Thank you Jack!). In 1975 I was tasked to convert Llanbedr's new OC Flying (S/L Hugh Skinner) to the aircraft. I returned with some trepidation to do this flying, as the Gaskell/Ainsworth experience levels were well known. However, as they were in the Smokers' crewroom most of the time our paths hardly crossed! I was amazed at how many sorties it takes to convert a pilot! - I "filled-my-boots" during that fortnight!

Goodbye Meteor, Hullo Hawk and Boeing

And then it came to pass that Derek was to fly the "brand-new - do everything" Hawk, and my association with the "Gentleman's Carriage of the Skies" came to an end, it seemed. From the RAF I went on to join Britannia and view life from the civilian point of view.

But, it's a strange world. Fourteen years later a chance meeting at 3am on the flight deck of a Britannia Boeing 737 - halfway back from Tenerife - led to an "old-times sake" flight in a Hawk from Valley. And it was like putting on an old slipper! Everything was where I remembered it and the flight will always be inscribed in my memory. From then on, midnight 737 flights from Manchester to Palma held little interest. So 3 years ago I travelled back along memory lane and returned to the Hawk, the Meteor and Llanbedr.

Llanbedr Meteor

Flying this Meteor though, is "different". All you have to do is to make sure it doesn't crash whilst the company who were downing the drinks last night are learning to fly you around by remote control or practising this art! It's nice when the Master, Dan Carter, asks if you are ready for take-off, but, before you can answer, says "Never mind, you're going anyway!" and presses the CLIMB button! It's nice that Bob's retired because me and the luggage no longer finish up in the canopy because of his levelling off technique! It's nice when Steve Ives lets you know whether you're going to be overshot or rolled. It's also nice when Greg puts you on the runway gently!

It is indeed a privilege to fly this aircraft which, in company with "Asterisk", Martin Baker's test aircraft, are the only Ministry aircraft currently being utilised. The cockpit is very cramped. Visibility is still good despite the autopilot controls partly blocking the windshield. Having strapped in one mentally rehearses the ejection drill which is quite different from modern jet aircraft. Normally you place your feet forward and pull the bottom handle, but in the Meteor your feet are placed in "stirrups" in the seat base and the handle is pulled from above. Ejection is through the canopy at a min speed of 120 kts at 200ft, quite severe limitations by modern standards.

Take-Off

Once the autopilot checks are complete the engines are electrically started. This requires careful fuel control by the pilot as it is easy to stall the centrifugal compressor causing a severe resonance and high jet pipe temperatures. The ride whilst taxiing is akin to being in a Rolls Royce - solid and comfortable, using asymmetric rpm to assist on the corners. On line up, 7000rpm is set and then the exchange of pre-flight checks takes place. Once "Climb" is selected the throttles open, the brakes release at about 12,000rpm and at full power, approx 14,700 rpm, acceleration, by any standards, is rapid. Airborne at 120 kts the aircraft climbs steeply until the undercarriage comes up when the angle is reduced and the aircraft accelerates. A turn out to sea and radar contact established gives time to check the autopilot controls and ensure that the automatic brakes are selected off.

Approach and Landing

The aircraft is used for several tasks, but mainly for controller continuity and training as practice emergencies simulating the Jindivik can be exercised which you cannot do with the Jindi. Loss of telemetry, loss of throttle, pitch and roll commands are frequently practised. The approach is flown starting at 150 kts. When the correct glidepath is intercepted "Approach" is commanded and the undercarriage lowers

as the final descent starts. This again is a peculiarity as the nose-wheel and port undercarriage lock down almost immediately with a noticeable thud before the starboard undercarriage unlocks! As the runway approach speed is slowly decayed to 130 kts the aircraft should float onto the runway at about 125 knots. The aircraft always touches down gently with an audible tyre squeal and is very difficult to land heavily (Pitch controllers, please don't feel challenged on this!) Holding the nose high and selecting airbrakes out after landing produces acceptable aerodynamic braking before lowering the nose at 60 - 70 kts. Not the best aircraft in the world for stopping, nevertheless the pneumatic brakes are reasonably efficient and control on the runway is straightforward.

Engine Failure

The main vice of the aircraft (Phantom Dive excluded) is the problem involved when an engine is lost at a critical phase of flight, say on take-off or overshoot when rudder forces are considerable and can convert into the well known "Knee Trembler" if allowed! This is why Meteor pilots are always extremely fit with good leg and thigh muscles a la Carling! Also you will notice that after landing Meteor pilots are always smiling. This is due to a) the inherent fun of flying a unique aircraft and b) the unbounded relief at surviving one hour's practice approaches and landings under auto-control!

Meteor in Scotland

Last year saw our Meteor detached to Benbecula for trials that some of us thought a good excuse for fishing, drinking and listening to bagpipes! As the aircraft has no nav aids a Hawk shepherd aircraft was flown in formation to give the required ATC and navigation assistance. Despite this the weather was poor at Benbecula so diversion to West Freugh was made.

Later a successful though cloudy arrival to Benbecula was made.

The weather in Scotland

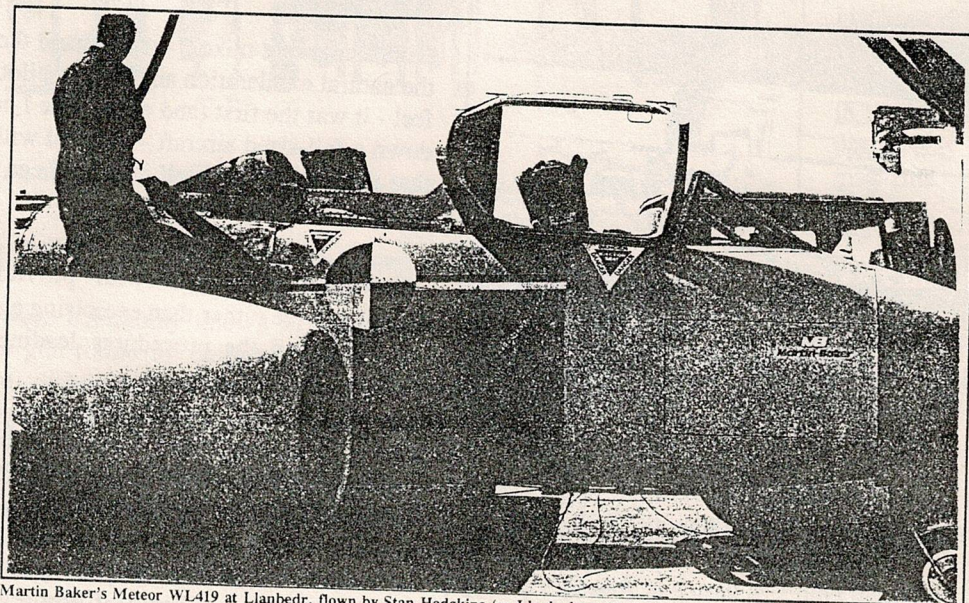
Operating in the Outer Hebrides brought considerable problems, especially the very changeable weather - all the usual Llanbedr stuff, specially exported to give realism! For example - having cancelled the flying programme on Friday at 12 noon in low cloud and heavy rain, the team were airborne and homeward bound at one o'clock in the Devon in bright sunshine! Such is life!

Operating West of the Hebrides in a limited Nav-aid situation with few diversion options also concentrated the mind beautifully! In typical fashion the "hand-held - superbly accurate - go anywhere" GPS navigation aid, ordered previously to aid the Benbecula detachment, arrived 2 weeks after our return!

Unique

In 1994 our Meteor will be forty years young and as unique an aircraft will be hard to find anywhere.

Editor's Note: Derek John Fitzsimmons AFC (RAF Rtd) became a Llanbedr staff pilot in 1990 to fly the Hawk, Canberra, Meteor, Devon and Piper Chieftain. In addition to his tour with the Vintage Pair, Derek was also display pilot for the Vulcan, Gnat and Hawk aircraft during his RAF career.

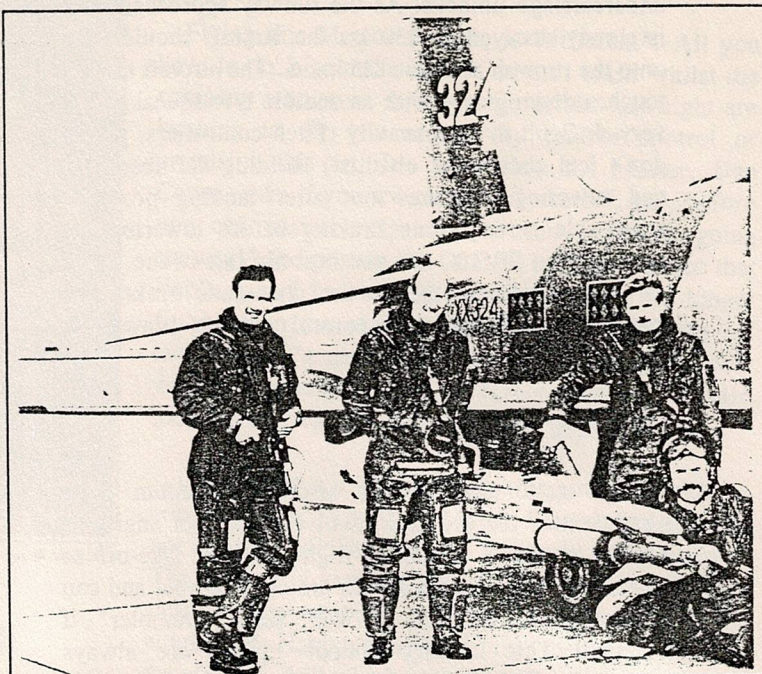


Martin Baker's Meteor WL419 at Llanbedr, flown by Stan Hodgkins (ex Llanbedr staff pilot)

EVERY FIGHTER PILOT'S DREAM

"You hold the pipper on the target and press the button. There's an almighty silence, especially with the AIM-9G which doesn't come off seemingly for ages. You pray that that it won't misfire and that nothing else will go wrong. Then it rushes off the rail and smokes towards the target. The actual release is not as dramatic as some aircraft/missile combinations. The Sidewinder is fairly small and mounted well out on the wing of the Hawk, whereas on the Lightning the missiles were bigger and mounted closer to the cockpit. The noise was much louder and the smoke and flames more dramatic. Also the rocket motor efflux was ingested into the cockpit air conditioning system so you had the glorious smell of cordite in the cockpit after firing," said Llanbedr Staff Pilot Jon Webb speaking about the day in 1986, flying a Hawk, when he shot down a Jindivik while serving as a Weapons Instructor at RAF Brawdy.

"Normally on a line astern attack pattern, the missile would home towards the target on an almost undeviating straight line and detonate harmlessly in close proximity to the flare-carrier, towed behind the Jindivik. However, this particular firing was every fighter pilot's dream; the missile carried on past the flare which had failed to activate the missile's fuse, and a split second later there erupted a black and yellow fireball, about



At Valley before the sortie, Jon Webb with back-seater and chase crew: L to R - Charles Leuchars, Jon Webb, Spike Newbery, & Stu Robinson and Hawk T Mk 1A, XX 324

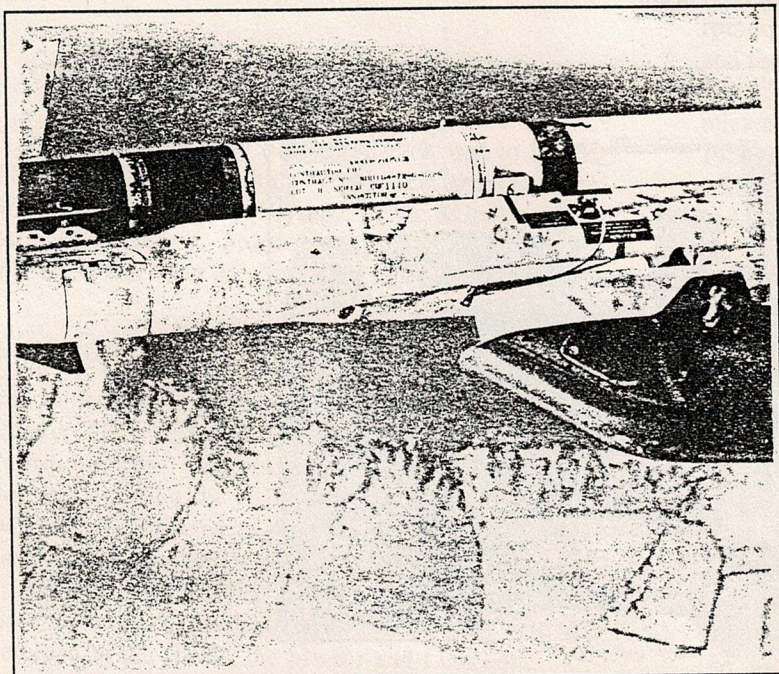
one hundred feet in diameter, with bits of wing, engine and other debris flying out of it in all directions," described Jon, whose mission would have been the first in-service firing from a Hawk, but for a misfire earlier in the day.

"We passed the brevity codewords to indicate that the target had been destroyed, and circled the falling wreckage for several minutes after the explosion, as it tumbled from 10,000ft down to the sea. However Aberporth then asked twice for the message to be repeated in plain language before accepting that the Jindivik had, in fact, been shot down; so much for brevity codewords!

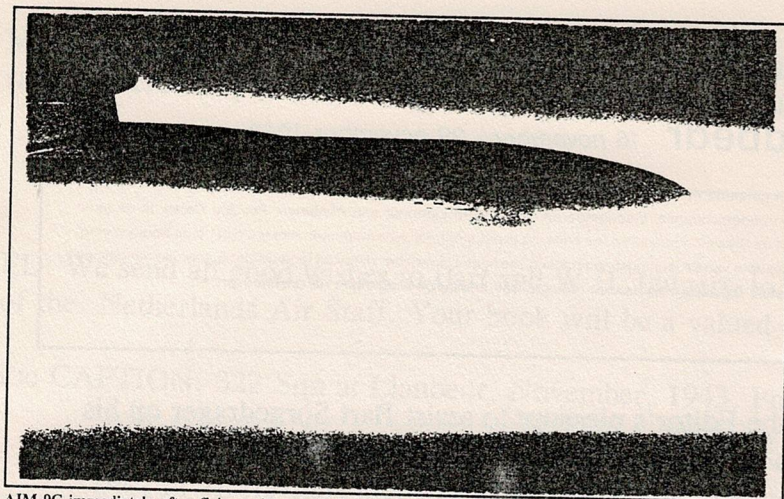
"Emotions were mixed; on one hand there was the natural exhilaration any fighter pilot would feel - it was the first (and only) time I had shot down a full-sized aircraft - coupled with relief that the loss of the Jindi had not been caused by any "Pigs" on my part.

Nowadays, concerned with providing the Target service rather than exercising against it, Jon described the procedures leading to the firing.

"Prior to take off from Valley we had been carefully briefed on the target's height, speed and heading at the moment of firing. A chase aircraft would video the firing, and my back-seater would take still photographs. From entering the Range, South of Bardsey Island,



AIM-9G en route to rendezvous with Jindivik 728 on the Cardigan Bay Firing Range

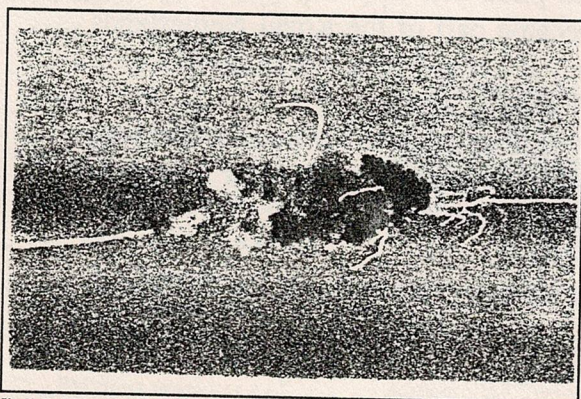


AIM-9G immediately after firing, with missile launcher rail surrounded by rocket motor efflux

every move was monitored by Aberporth radar, and our headings were closely controlled. We received a count-down from five minutes onwards and followed the switching procedures detailed minutely in a check-list.

"As soon as I had seen the target I tracked it with the missile aiming index - known as the "pipper" on many aircraft - all the while listening for the confirmatory "tone" which the missile system generates in the earphones to tell you that it is receiving an infra-red source. I made sure that the detected IR source was indeed the target and not reflections of the sun from the sea or from clouds, and that the chase aircraft was not in front of me and that no other factors would render the firing unsafe. Then I pressed the button and waited and kept my fingers crossed!

Jon Webb, interviewed by Ed



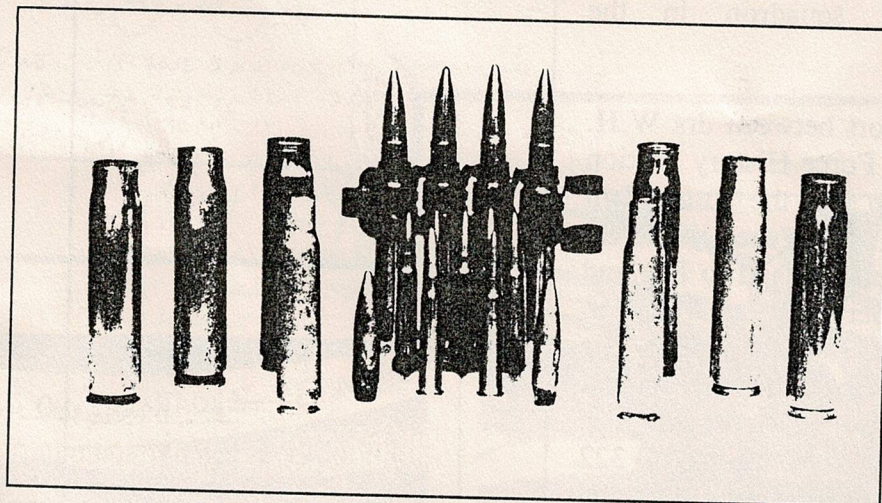
Jindivik Kill

COLLECTORS' CORNER

By the Editor

If you want to know more about that shell case you found on the beach, then ask our local expert, Gareth Edwards of Barmouth.

"We find WW2 dated inert ammunition on old gunnery ranges in black sand or clay-based areas with the aid of metal detectors. Brass shell cases and copper bullet heads found in such areas are often beautifully preserved," Gareth told TARGET magazine.



Among Gareth's finds have been the 20mm rounds mainly used by the RAF in WW2 after the Battle of Britain.

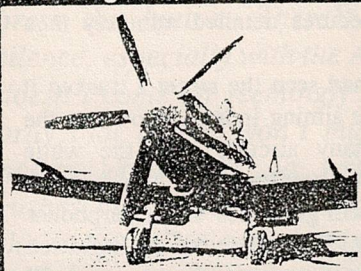
"They were commonly known as cannon rounds. Fired by the Browning Machine Gun they were used as a heavy machine gun round by Spitfires, Hurricanes, Typhoons and other fighters and bombers. They were colour-coded to differentiate between standard, semi armour-piercing incendiary (phosphorous-filled), tracer, semi armour-piercing, armour-piercing and those with the high explosive fuse.

"Then we have the .500 rounds used by the USAF as a heavy machine gun bullet. They were fired from the Browning Machine Gun and used by the Thunderbolt P47, Mustang P51, Flying Fortress B17 and Liberator B24 etc.

"And we find the .303 also fired from the Browning Machine Gun and used as a light machine gun round by the majority of RAF fighters and bombers in WW2. The Army also used these in their Lee Enfield rifles.

"For display I make up machine-gun belts of WW2 dated inert ammunition, and I can also produce bullet key-rings and carbine necklaces," said Gareth.

W.H. Lutgert - Bart Sorgedragers



322 Squadron
Sporen van zijn verleden,
lijnen in zijn geschiedenis

Llanbedr 16 november - 29 november 1943

Llanbedr werd geopend op 15 juni 1941; het vliegveld was aangelegd om vijandelijke vliegtuigen boven de Ierse zee te kunnen onderscheppen. Gedurende de oorlog werd Llanbedr een *Armament Practice Camp*. In de jaren 1950-1951 had de Britse landmacht de beschikking over Llanbedr voor trainingen met het oog op de Korea oorlog. Omdat beide einden van de landingsbaan richting zee liggen, wordt het vliegveld tegenwoordig gebruikt om geleide wapens te testen. Bij deze tests trekken radiografisch bestuurd vliegtuigen de doelen voort.

It was the Editor's pleasure to assist Bart Sorgedragers on his visit to Llanbedr to obtain photoreportage for the book commemorating 322 Squadron's fiftieth anniversary in 1993. On 12th June 1943, 322 Squadron was formed in Great Britain, mainly of Dutch pilots and as part of the Royal Air Force. After WW2 322 Sqn became part of the Royal Netherlands Air Force. 322 is now stationed at Leeuwarden Air Force Base.

We are always hoping for more information and photos concerning RAF Llanbedr in WW2 and are most grateful to Bart for a copy of one by F/O F. van Eyk, taken in November, 1943.

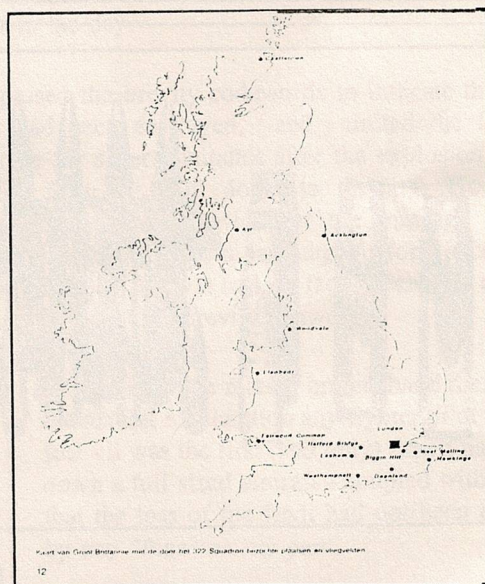
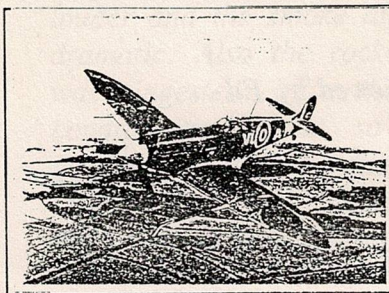
From Mia Carolan's much-appreciated translation of the Preface to "322" we learn that:

"Inside the Royal Air Force, 322 Squadron always had a special position, as the oldest squadron in the organisation...."

"The book is the result of a twin effort between drs W.H. Lutgert, fellow researcher at the Air Force History Section of the Royal Netherlands Air Force and the Amsterdam photographer Bart Sorgedragers. The latter's special interest is because one of his uncles fled from Holland to England to help in the fight against the Germans, and died in dramatic circumstances in September, 1944, as a pilot. His study in Delft, his flight to England and his mutual experiences in the Royal Air Force, his operational activities and the fatal accident are inlaid in the history of 322 Squadron. He was a technical, very gifted young man and a good flyer, who didn't reach the end of the war and therefore forgotten. This destiny was shared by a lot of Dutch pilots."

"Fascinated by this knowledge Bart Sorgedragers decided, as a special homage to the uncle he never knew, to create a photographic journey of the history of 322 Squadron during the war years. This forms one of the main chapters of the book. He concentrated his attention on the airfields from where the squadron was based from June, 1943 until the German capitulation. He gives a photographic answer to the question what, after 50 years, remains of the period when 322 Squadron operated from these bases?"

"322 (Dutch) Sqn of the RAF visited RAF Llanbedr in November, 1943, and Bart's moving photographs show 1) Llanbedr during the Fifties, 2) The RAF buildings rebuilt as a Museum at



Maes Artro and 3) A written-off Canberra with, in the background, the stonewall of the shooting range where the pilots learned how to use their aircraft guns."

ED: We send all good wishes to Bart and W.H. Lutgert, to 322 Squadron and the Historical Section of the Netherlands Air Staff. Your book will be a valued addition to our Library Archives.

Pic CAPTION: 322 Sqn at Llanbedr, November, 1943. Photo: F/O F. van Eyk

Dear Wendy,

Thanks to your help we have been able to produce this book.

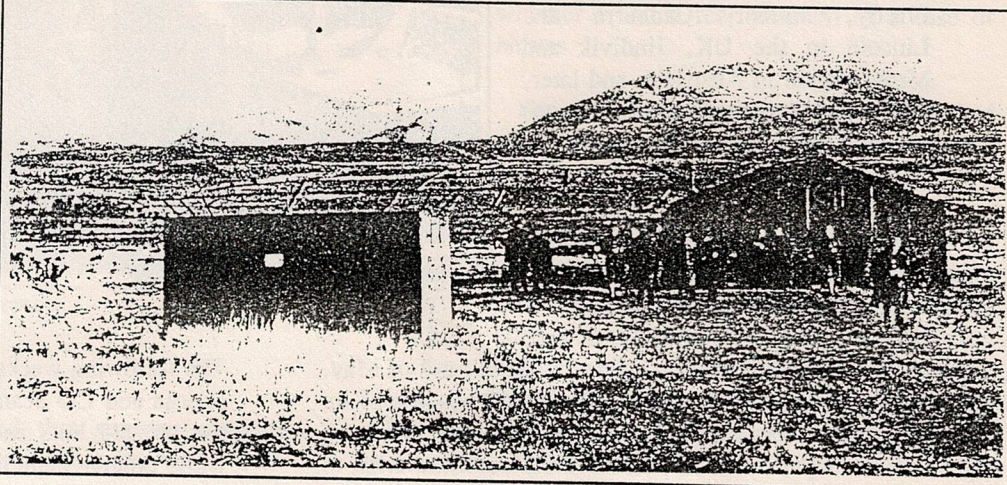
I enjoyed the visit at Llanbedr very much. Good memories the way you showed us around.

Many thanks!

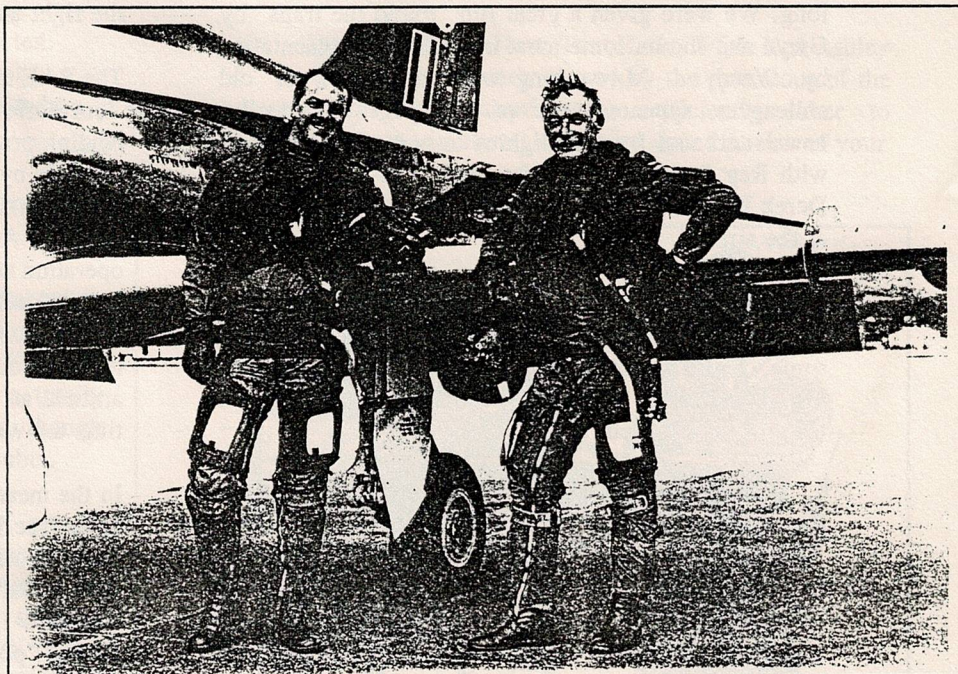
I found one war photo, taken by F/O F van Eyk in November 1943

B. S. George

Dutch is not so difficult as it seems)



And I got this one for eating British beef!



GUESS WHO? WHEN? WHERE? No 6
(Answer on Page 32)

REMINISCENCES OF A FOUNDER FIREFLYER

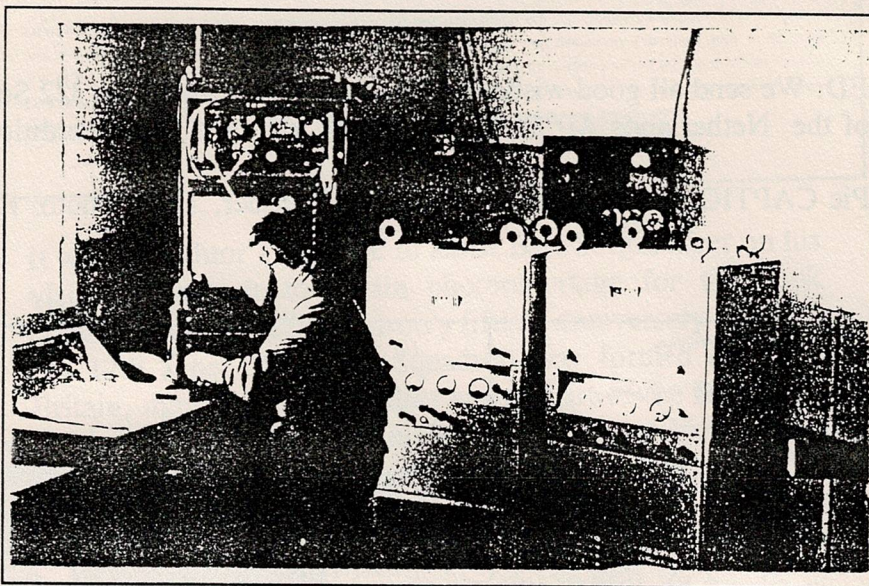
By Geoff Taylor

(Geoff, as an Australian Experimental Officer attached to RAE in 1952, was given the job of adapting the Jindivik radio control gear to suit the Firefly and of setting up the first radio control installation at Llanbedr. Geoff's association with targets covered more than 20 years, beginning with Jindivik in 1951, then Firefly, Meteor, Canberra and Lincoln in the UK, Jindivik and Meteor again in Australia, and later, CT41 (French supersonic target) while attached to the UK Ministry in 1961-63.)

Forty years ago I arrived at Llanbedr with a small party of RAF NCOs and accompanied by my wife Lorna, to establish the ground radio control installation for the Firefly. At the end of May, 1993, Lorna and I revisited the airfield, almost on impulse, during a nostalgic trip around old haunts in Wales, as part of a UK visit. We did not know what to expect but were surprised and delighted to be warmly welcomed by Gwyn, Wendy and several other staff members. The sense of history at Llanbedr is amazing, but perhaps not surprising, considering its earlier wartime role and the fact that it has been providing the only permanent base for British target aircraft for so long. We were given a great run "round the traps" by Gwyn and shown some most interesting documentation by Wendy. Many long-forgotten names of old colleagues appeared out of the pages of earlier newsletters and I was delighted to re-establish contact with Reg Smith (later in the visit), but sorry to miss Derek Whitehead, the only one of our original team still at the airfield.

On 3 February 94 it was exactly 40 years since our first pilotless flight and it seems appropriate to recall some of the interesting and amusing aspects of that historic occasion. With encouragement from Wendy and Gwyn I volunteered, so here goes:

I have never been serious about diaries but did keep a rough one in 1953. The entry for 8 July 53 reads: "Set off for Llanbedr in the 3-ton Radio van and the Hillman utility, with Sgt Reg Smith and Lorna (an illegal passenger). Went via Birmingham and spent night with hospitable Smith family at Dudley. 9 July: Continued to Llanbedr via Shrewsbury. Attractive old town. Lovely scenery along Lake Bala. The three-tonner a bit wide for the narrow roads! 10 July: Esconced in old Cae Nest farmhouse. beautiful district. Unloaded trucks."



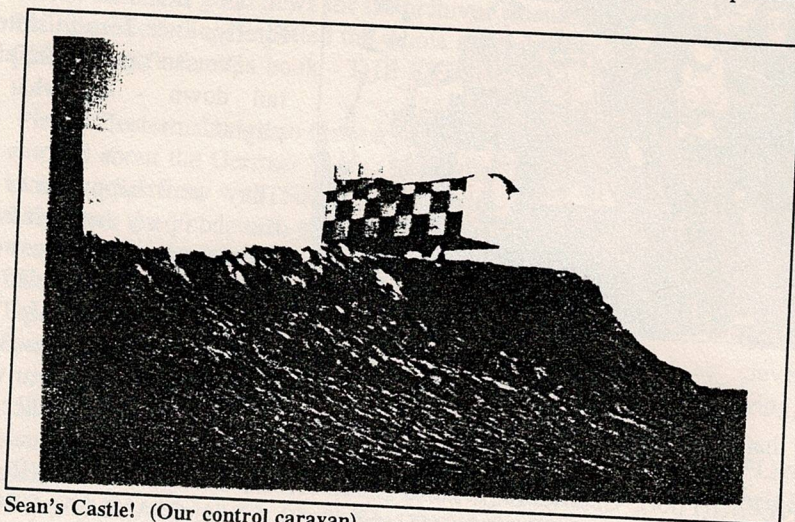
Reg Smith with our radio control gear

The following weeks saw a fever of activity as we all (Lorna and CO Sean Scanlon's wife included) cleaned out the old huts and installed the ground equipment while others (including Derek Whitehead's group) set up the radar and other facilities to receive the first Firefly. We had had the prototype aircraft flying pretty well under radio control (with safety pilot on board of course) at Farnborough for some weeks before this, but as all who knew the Firefly will recall, the big problem was to land the thing in the right place and in the right attitude to catch the deck wires.

The RAE team in charge of the flying aspect was led by Tom Harle of IAP department, and their solution to the landing problem was to remove human error as far as possible by the use of optical sights adapted from old wartime AA predictors, one in pitch and one in azimuth. At that time, the idea was to make the whole operation automatic with the sights themselves wired up to send all the necessary signals to the aircraft to achieve the correct glidepath. This worked fairly well until the touchdown, but the problem of getting the right attitude at this point had still not been solved by the time the whole team arrived at Llanbedr.

In the meantime, I and my little RAF team had the job of surface laying the plastic GPO cables to the various control points and checking out the control system. Sean felt we had to have our own separate control tower, so, somehow I acquired the additional problem of siting an ancient "portable" control caravan (ex Farnborough) on top of the highest sandhill on the airfield (there were lots of them then!) This was eventually accomplished with the aid of an Army winch vehicle and much manpower supplied by a local Works team. It was my first introduction to Welsh expletives!

After the first few weeks we started to get unexplained cable faults and it wasn't long before it was discovered that the local hare colony was exercising its teeth on the plastic. Tom Harle's shotgun accounted for a few of them and provided a couple of tasty meals at Cae Nest but we eventually had to call in a GPO team to bury the cables.



Sean's Castle! (Our control caravan)

It rained. Oh how it rained that summer! Several attempts were made to put our wetness into verse. One, to a very well known Welsh tune went:

"Land of our exile so peaceful and green
The soggiest country that ever was seen
The rain piddles down in an unceasing stream
You'll need all your wellies in Wales!"

It got worse of course. The chorus started:

"Wales, Wales, the pubs shut on Sundays in wales
..."

But to spare the feelings of Welsh readers I won't go on.

In the meantime trials were proceeding when the weather allowed, still with no reliable solution to the touchdown problem. The IAP people persisted with the view that a totally automatic system could be achieved though some of us were beginning to have doubts.

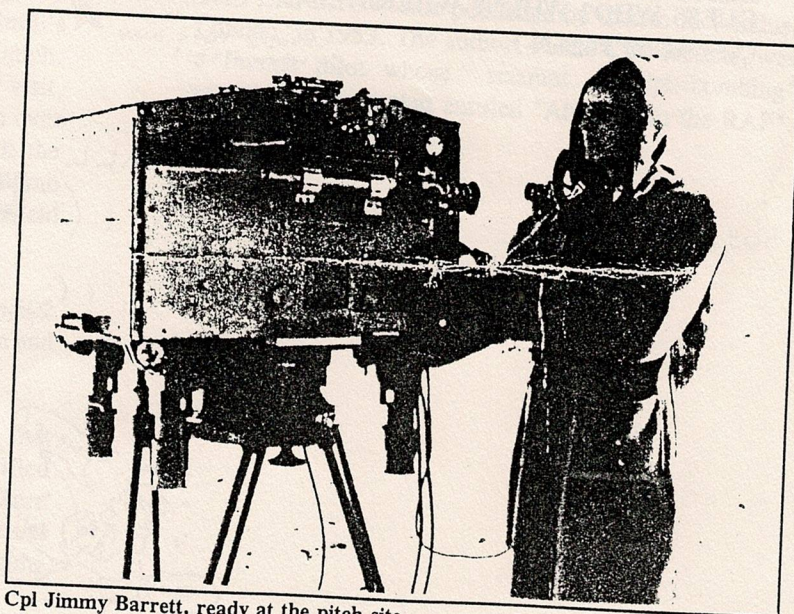
Finally, in late January, 1954, the crunch came. Rumour had it that the powers-that-be (or were) simply had to prove to the Am.....ns (Sssh) that a British Missile could down a British Target. No matter that the British Target was having a slight landing problem. "GET THE DAMN THING DOWN TO ABERPORTH!" Whether or not we could get it back was suddenly unimportant. The whole thing was to be VERY if not TOP SECRET!

So on 3 February, on a snow-covered airfield, we managed to get that prototype Mk8 Firefly into the air without a pilot for the first time, hoping against hope that we would never see it again. I had my own worry. Just before take-off, my monitor control indicator in the hut appeared to miss one of the automatic "keep alive" pulses, the absence of three of which inside 30 seconds, would indicate loss of radio control and down the target! In about 60 seconds flat, I wired a pushbutton in parallel with the automatic sender and spent the entire flight with my eyes glued to the monitor and the pushbutton in my hand, ready to substitute manual signals in case the sender failed. I never discovered whether I had a real problem or a case of nerves.

The news came that the British Missile had missed the British Target and so we had to get the wretched thing back!

I think Reg Smith recorded in an earlier newsletter that the landing was eventually accomplished at the third attempt with a good slice of luck in the form of that snow-covered runway, which allowed a graceful groundloop instead of a collapsed undercart or worse. The Firefly had scarcely come to a standstill however, when with remarkable promptitude, most of the Farnborough contingent headed for The Vic to celebrate, rather shamefully, leaving most of the RAF team to "sweep up". We burst in to the bar to be greeted by Harry, the publican, who, without any prompting, congratulated all and sundry on our great achievement! So much for the secrecy at an airfield overlooked by a Welsh village!

That night at Cae Nest, Tom Harle, S/Ldr Ken Ashley and I were sufficiently moved by the splendour of the occasion and (surprisingly) sufficiently sober to compose the immortal ditty reproduced in one of your



Cpl Jimmy Barrett, ready at the pitch site



AFTER THE FIRST FLIGHT, for key see below

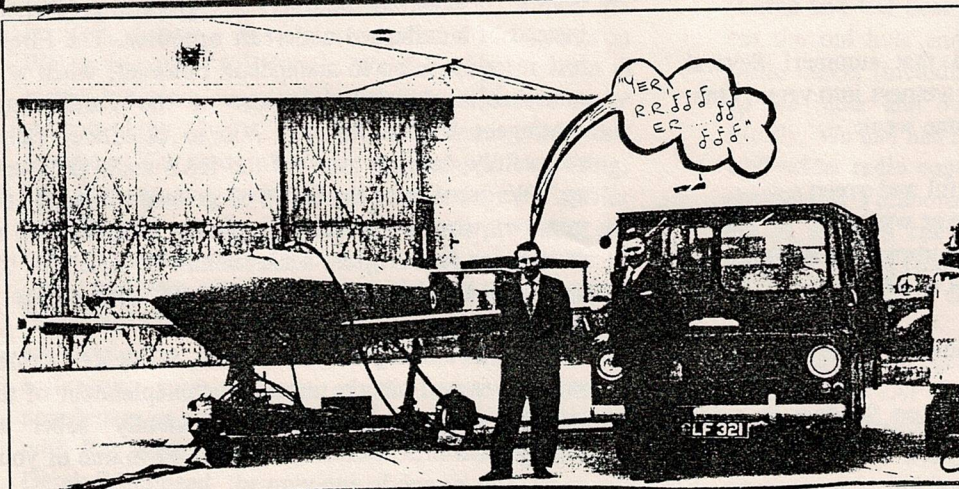
earlier issues, courtesy of Derek Whitehead. With respect to Derek, however, who obviously took the finer feelings of your readers into account, the opening lines should read:

"In Llanbedr with a Firefly, knee-deep in shite,
We can't get the flippin' tail down - oh what a plight!"

They were happy times in the company of pleasant people, and I was very pleased to be reminded of them almost exactly 40 years later. Thanks to all at Llanbedr who made our visit

so enjoyable and may your efforts to keep that funny little Aussie aircraft flying continue to be crowned with success!

KEY TO PICTURE ABOVE. L to R: F/L ...?(Pilot), CPL JIMMY BARRETT, ??, ??, DEREK WHITEHEAD, S/L KEN ASHLEY, On wing: SGT PETE SHALLCROSS, SGT REG SMITH and ??, ??, SEAN SCANLON, GEOFF TAYLOR (Author), F/SGT VEITCH.



GUESS WHO? WHEN? WHERE? No 5
(Answer on Page 32)

CLOUDS THIS WAY
(A LONG WAY!)

STALL

STALL

WHIZZ

PORPOISE

DIP

CLOUD EXTINGUISHING
(NOT!)



RULES OF MODEL FLIGHT
(NO. 1 IN A SERIES OF RATHER A LOT.)

NEVER FLY WHEN THERE IS ANY REMOTE POSSIBILITY OF THE FINEST PITCH

ALEX PHILLIPS AND THE "SPIT-BOMBING" CONNECTION

We've been curious for some years about oblique references to "Spit-Bombing" trials at Llanbedr during WW2. So it was good news for the archives when Alex Phillips (Workshops) spotted the whole story in Pierre Clostermann's famous book - THE BIG SHOW.

Pierre Clostermann wrote that early in 1944 the RAF, worried about the German V-1's ("No-balls"), decided to equip Spitfires with 500-lb bombs with which to dive-bomb the V-1 launch sites. 602 and 132 squadrons were to be the guinea pigs. So 602 flew their Spitfire IX's to Llanbedr on 13 March, 1944, for the first trials. This tallies with the Llanbedr Operations Record which does not state the purpose.

"Dive-bombing with Spitfires is a technique on its own, as the bomb is fixed under the belly of the machine, in the place of the auxiliary tank. If you bomb vertically the propeller is torn off by the bomb. If you bomb at 45 degrees, aiming is very difficult," reported Clostermann.

However, by trial and error they evolved their technique. The squadron was to fly at 12,000ft in close reversed echelon formation. When the leader sighted the target under the trailing edge of his wings he would dive at 75 degrees.

"Each pilot took the objective individually in his sights and everyone came down to 3000ft at full throttle. At that point you began to straighten out, counted three and let go your bomb. It was rather rudimentary, but after a fortnight the squadron was landing its bombs inside a 150-yard circle," explained Clostermann.

VIP's from Inter-Allied GHQ made several visits to Llanbedr to see demonstrations of Spit-bombing. On one occasion the bomb released from Dumbrell's Spitfire struck another Spitfire while flying at 450mph. The pilot did manage to bale out! On another VIP visit, one bomb hung up. The Spitfire pilot made a run over the airfield to warn of his intention to land with the bomb. But as McConachie made his low pass the bomb came free and exploded in the middle of the airfield covering the visitors with mud.

The Operations Records show that F/O Hale of No 602 Squadron crashed when "dive-bombing" at Dyffryn and was killed. Clostermann doesn't mention this.

In the constant lectures on No-balls, 602 learned that the Germans had evolved a new and simplified launching installation which was hard to detect. More than fifty per month were being erected, directed against London, Southampton, Portsmouth, Plymouth,

Brighton and the harbours of Dover and Newhaven. Their latest information was that the V-1 jet-propelled device carried about one ton of explosive at around 425mph and was accurate to within 1000yds.

On 13th April, 1944, flying from Detling, the Llanbedr-trained Spit-bombers of 602 attacked the flying-bomb installation at Bouillancourt. Clostermann's account states: "Although our objective was in an area crammed with flak, the Germans were so surprised at the sight of 24 Spitfires, each carrying a 500lb bomb, that they opened fire only after we were out of range."

Three days later they returned to "repeat the prank on a big scale" at Ligercourt, within range of formidable defences. Clostermann's aircraft was to be the tenth to attack out of 602's twelve aircraft. 132 Squadron would provide fighter cover and 453 (Australian) Squadron was to attack the target after 602. At 10,000ft Clostermann describes recognising the flying-bomb site cleverly camouflaged among the trees, just under his wing, and then:

"Like a fan spreading out, all the Spitfires turned on their backs and dived down ... shells burst to left and right ... and a ring of fine white puffs began to form... Our acceleration, with that heavy bomb, was terrific, in a few seconds we were doing well over 400. I had only just begun to get the target in my sights when the first bombs were already exploding on the ground...

"My altimeter showed 3,000ft and I concentrated on my aim. I pulled the stick back gently to let the target slip under my Spitfire's nose, following our technique - a tough job at that height. I counted aloud - one, two, three - and pressed the release button.

"For the next few seconds, as a result of the violent centrifugal force, I was only dimly aware of what was going on. I recovered to find myself hanging on the propeller, at full throttle, at 8,000ft!" wrote Clostermann.

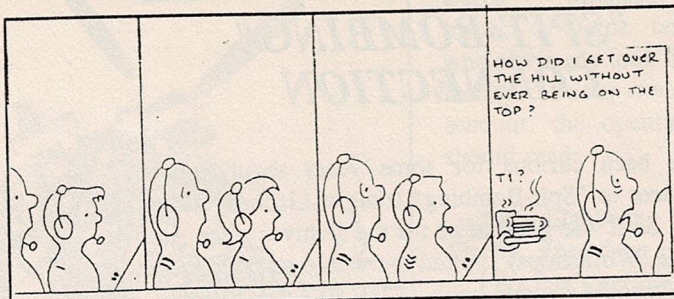
THE BIG SHOW was published by Chatto & Windus, London, in 1953. The author, Pierre Clostermann, was a French pilot whose account of "Spit-bombing" appears in the section entitled "Attached to the RAF".

By the Editor

VIEW FROM THE TOWER

RED DRAGONS ACHIEVEMENTS WILL BE REMEMBERED IN LOUGHBOROUGH

Once again a team of drinkers sorry, FOOTBALLERS, was assembled from T & EE Llanbedr to compete in the annual SERCO 5-a-Side Competition in Loughborough. Teams from Italy, Holland and Germany competed with those from the UK in the autumn.

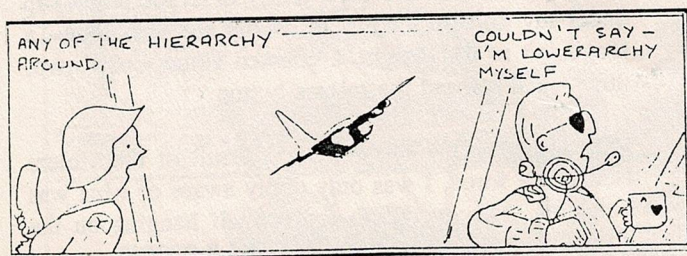


The Red Dragons were managed by Morris "Chippendale" Hughes and were skippered by Ade Pennie, with Nigel Fairburn, Vaughan Payne, Ade "Your round" Lumb, Mark "Hitmna" Stant, Richard Ellis and Winnie Jones.

Having lost the first match 4-0 we came up against one of the tournament favourites - RAF Shawbury and showing skill, passion and aggression (on the dance floor) we eventually carved out a 2-2 draw with goals from Ade Pennie and Nigel Fairburn.

Our last game put us up against West Freugh. Needless to say the talent we had available in a team bristling with great drinkerssorry FOOTBALLERS, was sufficient to see us win 4-0 with goals from Ade Pennie, Nigel Fairburn, Ade Lumb and Richard Ellis.

Having missed out on a semi-final place, we reluctantly ventured to the bar (several bars). This time Ade Lumb managed to keep his trousers on whilst Vaughan and Mark gave their renditions of John Travolta on the dance floor - stick to your day jobs, lads.



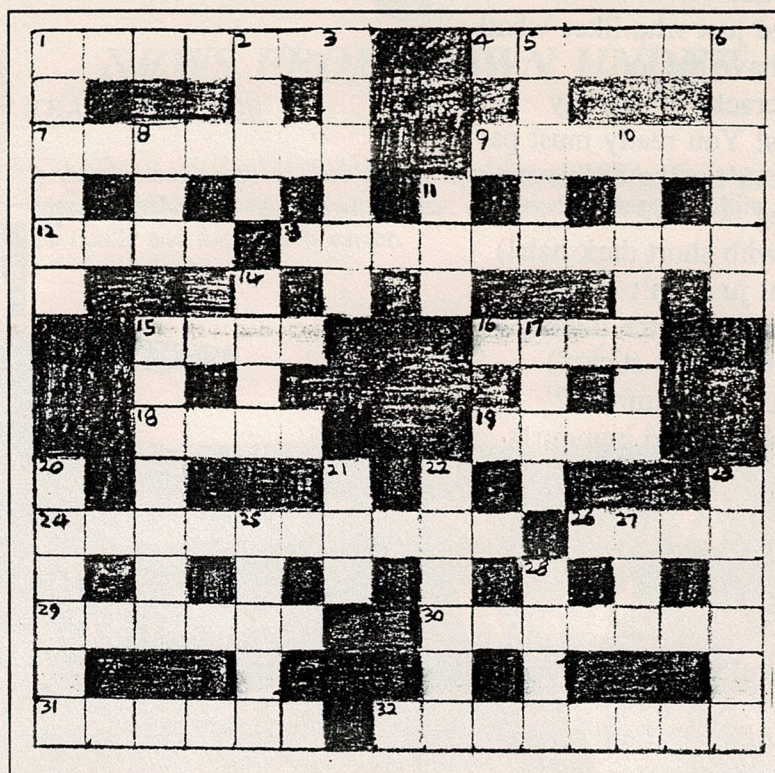
A good weekend was had by all. How many days until Loughborough 94? (If we're allowed back). Please don't mention the car. Oh, sorry!

CONGRATULATIONS

The Pennie dynasty continues with Joshua Llewelyn Pennie, who weighed in last year at 7lbs 15oz.

TARGET CROSSWORD

(Compiled by Dai Williams)



CLUES ACROSS

1. Part of chancel containing the altar in a church (7)
4. Village in Gwynedd where Augustus John did much of his painting (6)
7. Workwood or the liqueur originally made from this (7)
9. Arithmetic symbol or person of no importance (6)
- 12 + 23 Down. Film star who owns the Indy Cars racing team Nigel Mansell has joined (4,6)
13. Takes to pieces (10)
15. Small case for needles etc (4)
16. Female singing voice (4)
18. Decomposed vegetable matter used for fuel (4)
19. Among (4)
24. Famous seafarer and name of sailing ship now used for training disabled persons (4,6)
26. Lake (4)
29. Tempestuous (5)
30. Music for special mass for the repose of souls of the dead (7)
31. Water nymphs (6)
32. An original design (8)

CLUES DOWN

1. Soaks with water (6)
2. Food fish (4)
3. Yarn from hair of Angora goat (6)
5. Fabric made from cellulose (5)
6. Showy, gaudy (6)
8. French coin of various values (3)
10. See 20 down
11. Unit of electrical current (abbrev) (3)
14. Wild animal (4)
15. Type of strong grass (7)
17. Capital of Peru (4)
- 20 + 10 Down. Highest ever ranking policewoman who, in 1990, took the police authority to court because of alleged sexual discrimination (6,7)
22. Type of caravan (6)
23. See 12 across
25. Member of wandering tribe (5)
27. Ancient prophet (3)
28. Latin water (4)

(Answers on Page 29)

NICE TO SEE YA!

Lunchtime arrives, here comes the crowd,
Some very quiet, some extra loud!

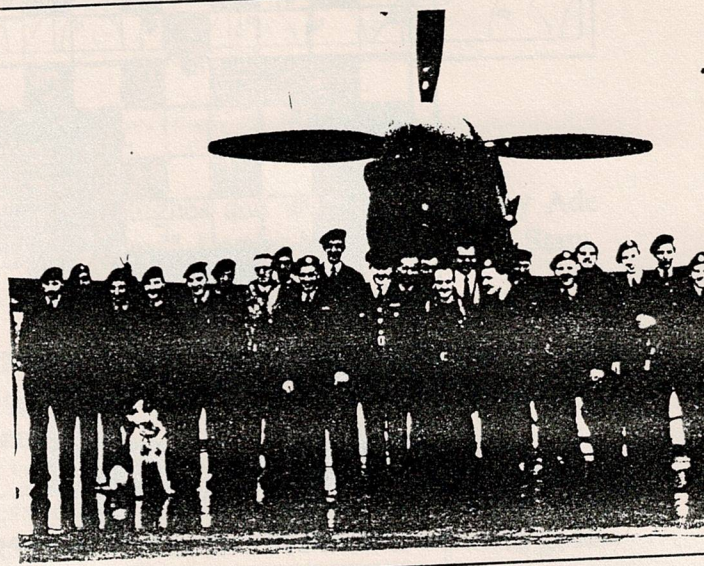
We know all your names, and just who likes what!
A few have a little, the rest have the lot!
We wait for remarks and the "crack" of the day
As you pass down the line. Yes! You really must pay!
Who's this? The quiet one, can't make up his mind,
(He's early today, not lagging behind)
Who's doing all the shouting (with short dark hair!)
No skin on his custard, and that just ain't fair!
Who's going red while the lads take the mickey?
(Get out of that one before things get sticky!)
Who was it said what, that lead to the rumour?
(You never find out, but it's all in good humour!)

You are all so different in so many ways,
But we can't do without you, you brighten our days.
So thanks to you all, that's what we girls say
We need your support at the end of the day.
The canteen is here, so please call when you can
or, if it's your tea break, pop out to the van.
We send you good wishes now Ninety-Four's here
And say once again - Please support us all year.

By Val Knight

Editor's Note

I'm sure all your customers would like me to say
How much we appreciate your efforts each day.
When we're weary with work and the morning's trials
A canteen visit soon brings back the smiles!



GUESS WHO? WHEN? WHERE? No 3
(Answer on Page 32)

MAGGIE HOBBS' PHOTO QUIZ



1981 CHARITY EVENT. Score 10 out of 10 if you can identify
6 today! And what did Morris say to make them laugh?



NEWS FROM DOWN UNDER

THANK YOU, ROB

A hearty thank you to Rob Nash, on leaving ASTA, for years of friendly exchanges of Jindivik history. All good wishes go to him and his family and for his new career.



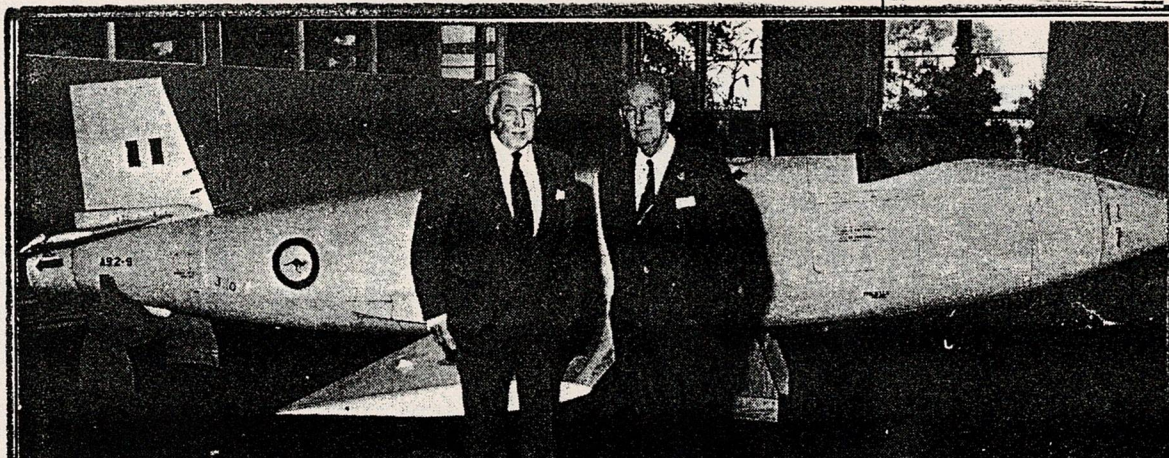
TARGET SERVICES GROUP

WELCOME PETER

Welcome to Peter Aldridge who will hopefully take over from Rob as our friendly Jindivik Historian/Archivist in the land of OZ.

GOOD LUCK & SYMPATHY

To all our friends at Jervis Bay, as the contract to maintain and operate Jindivik for the Australian Defence Forces comes up for re-bid this year.



*Jindivik
Ian Fleming
John Miles*

CALLING OLD WOOMERA HANDS

Rob and Peter would like to do an "archaeological dig" at the site of the Woomera tip. The remains of the two Pikas, droned Meteors, Canberras, Lincolns and Mk 1 Jindiviks are supposed to be buried there. If the stories hold any truth, the dry climate and nature of the Woomera soil would ensure preservation. They would be interested to know if any of our ex-Woomera people know any more about this?

THANK YOU, BEN

Thank you to our correspondent in OZ - Target Controller Ben Dannecker who keeps up the exchange of news and views with us.

The Canberra Times

18 NOV 1993

Obituary: IAN BOWMAN FLEMING

Father of Jindivik dies

The principal designer of the jet aircraft that has been in production longer than any other died yesterday in John James Hospital.

Ian Bowman Fleming, 80, was a former Department of Supply controller of aircraft, guided weapons and electronic supply and one of Australia's leading aircraft designers.

He was largely responsible for the Jindivik jet-powered target aircraft which is still in production more than 40 years after its first flight.

Born at Walcha, NSW, Mr Fleming was educated at Knox Grammar School, Sydney, at the University of Sydney and at Cambridge University from which he obtained a master's degree in science.

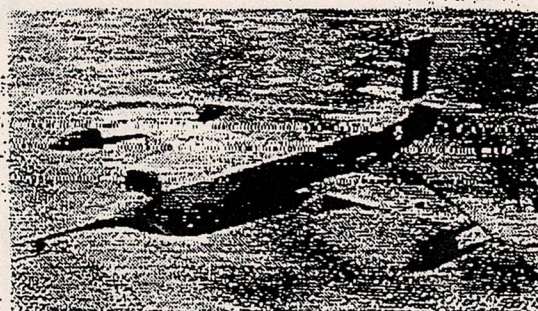
He then worked as a stress engineer for a year with A. V. Roe and Co in Manchester and then for a similar period with Fairey Aviation Co at Hayes, Middlesex.

Returning to Australia, Mr Fleming was appointed assistant designer at the old Commonwealth Aircraft Corporation from 1939 to 1943.

He was the company's experimental and flight engineer until 1947.

In that year Mr Fleming was appointed chief designer with the Government Aircraft Factories and later general manager of aircraft factories for the old Department of Defence Production and then the Department of Supply from which he retired 15 years ago.

Mr Fleming described the first



A Jindivik target drone.

successful launch of the Jindivik in 1952 this way: "The initial reaction of most observers was one of amazement that it should have happened, and it took the flight crew several seconds to realise they had a flying machine on their hands."

Nor could anybody have realised that the stubby-winged little aircraft, which they watched as it climbed steadily away from the airfield at Woomera, South Australia, would still be in production today and among the best in the world.

There have been some imaginative uses suggested for the aircraft but these seem unlikely now to come to fruition. Among possible roles were coastal surveillance, environmental monitoring and pollution control.

Reminiscing about Jindivik in

1977, Mr Fleming outlined the manner in which he became involved with the project and came to be regarded as its father.

Its success, most believe, was due to his patient persistence.

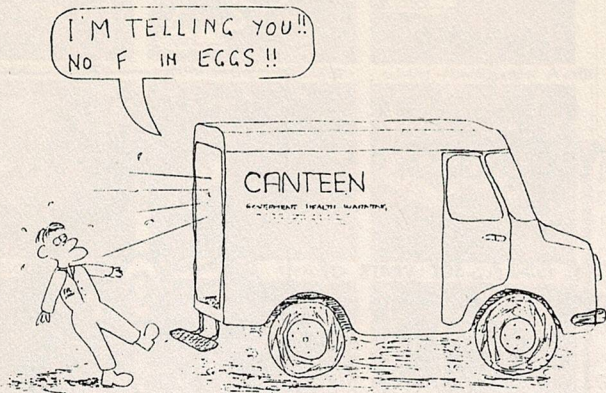
A former associate of Mr Fleming's once told me that had it not been for his quiet determination and refusal to be "spooked", the remarkable Australian RPV might never have advanced beyond prototype stage.

Of the more than 500 Jindiviks built, many are still flying - with a considerable number having exceeded 285 flights.

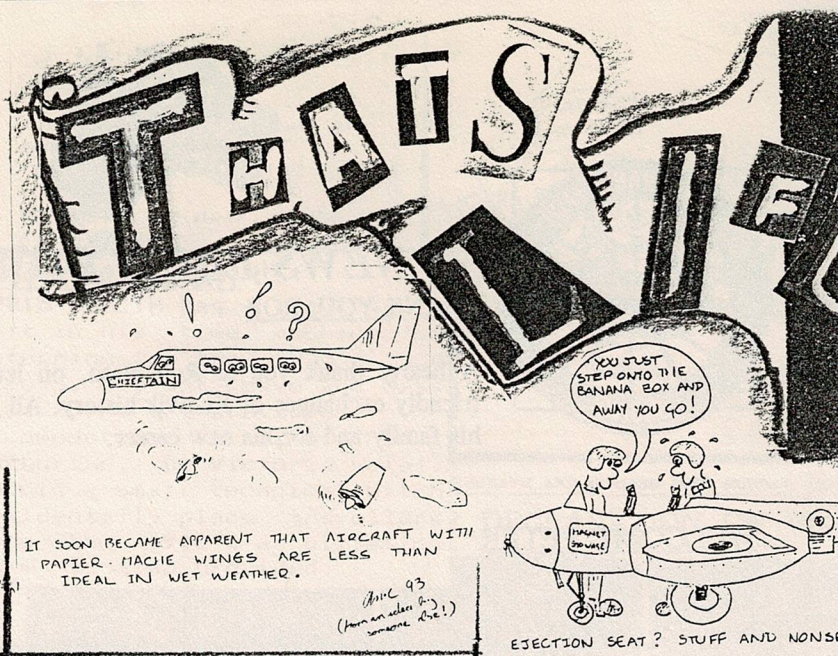
Mr Fleming was made an OBE in 1958 and was president of the Australian division of the Royal Aeronautical Society from 1971 to 1973.

He is survived by his wife and five children.

— FRANK DALRYMPLE



THE ARTIST WOULD LIKE IT KNOWN THAT THIS CARTON WAS DRAWN UNDER DURESS.

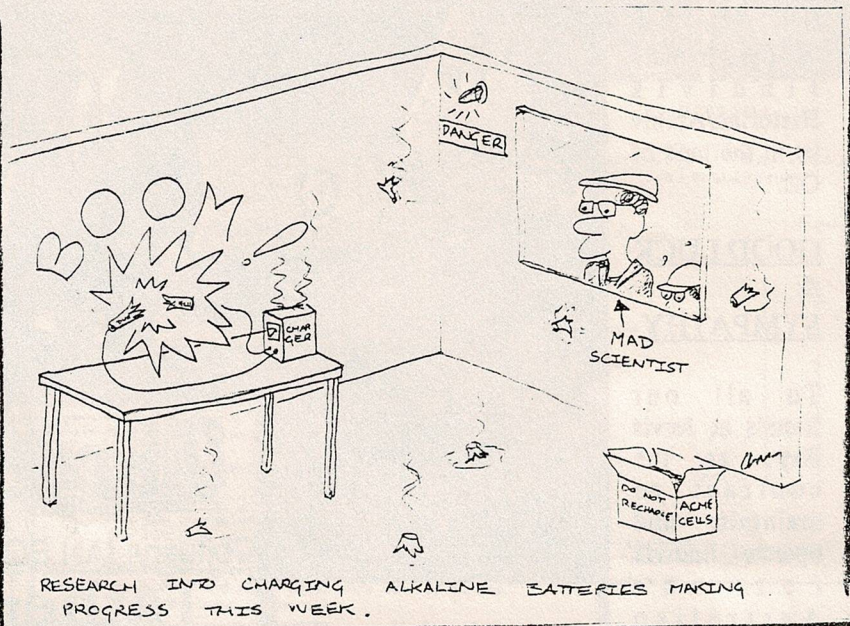


IT SOON BECAME APPARENT THAT AIRCRAFT WITH PAPIER-MACHE WINGS ARE LESS THAN IDEAL IN WET WEATHER.

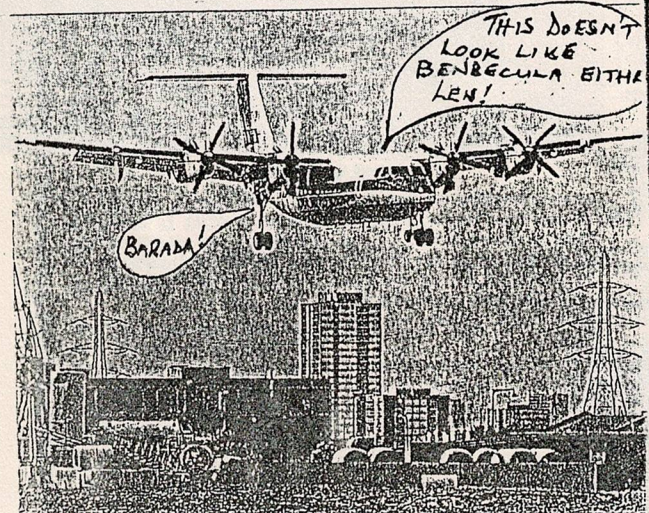
June 93 (human when they someone like!)



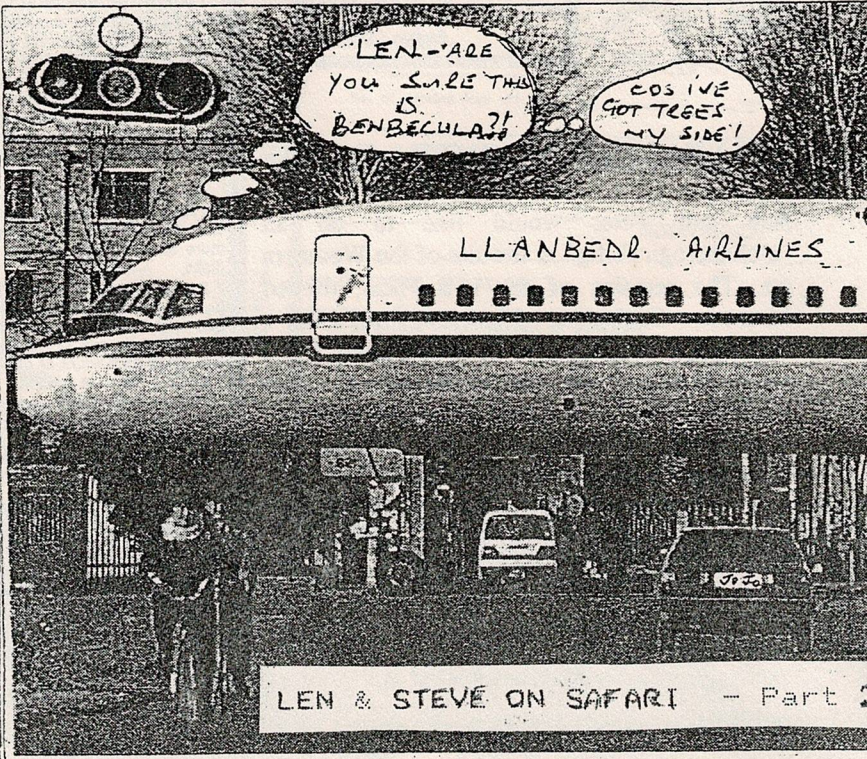
"If I stand like this and pull your wire, can I become your leading hand?"



RESEARCH INTO CHARGING ALKALINE BATTERIES MAKING PROGRESS THIS WEEK.

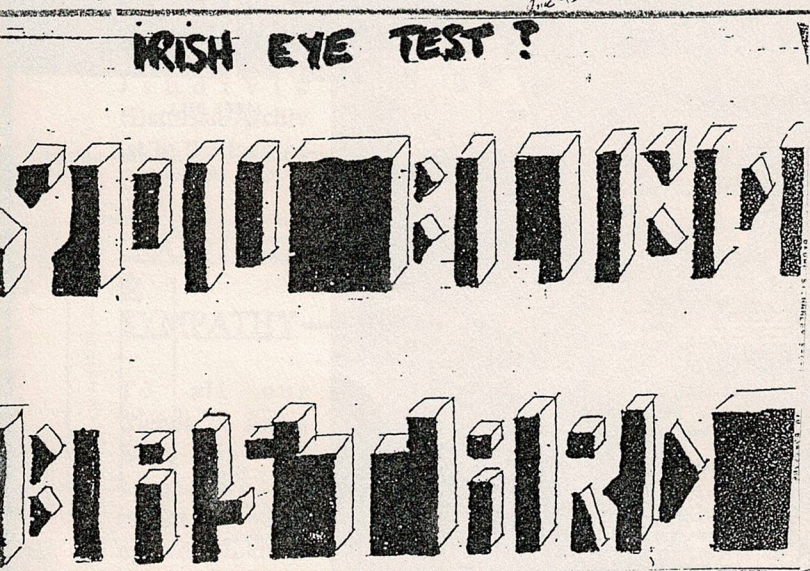
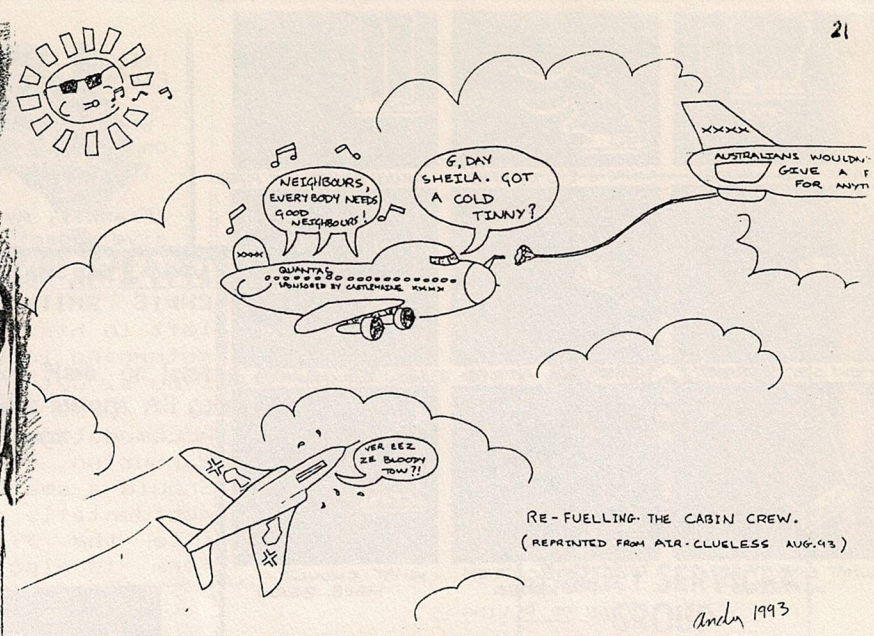
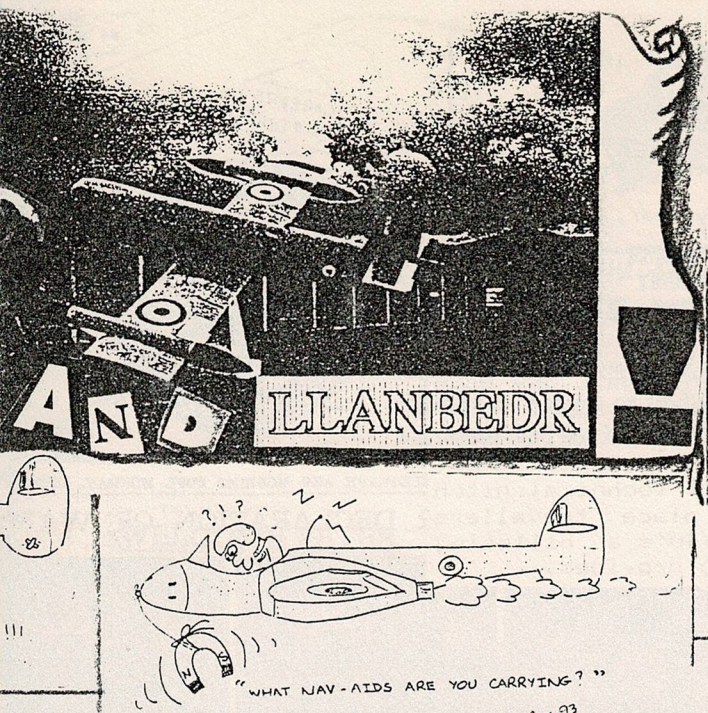


LEN & STEVE ON SAFARI - Part 1



LEN & STEVE ON SAFARI - Part 2

With apologies to Capital Airport, Peking, W crosses a road on a "level crossing" with t



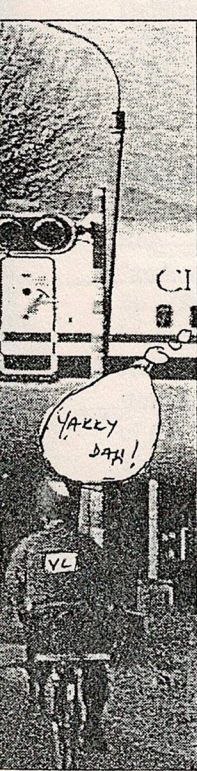
THE GUINNESS BOOK OF

MILITARY BLUNDERS

GEOFFREY REGAN



READ ALL ABOUT IT! Latest Llanbedr cock-ups in graphic detail. Black Monday - The lightning strike - It can't happen here! Black Tuesday - when skimming targets turned into swimming targets! Black Wednesday - What happened when the power was off in the canteen! Black Thursday - When the "It's failsafe" state-of-the-art system proved once again it's 21st century potential! Black Friday - When a bird-scaring flare dropped onto a runway light, which kept it warm, and a buzzard mistook it for his breakfast, but discarded it just as he was flying past the pitch site and a gust of wind blew it into a gap between an external cable and the structure and fanned it back to life! - And many more shocking never-before-released details in the limited 1994 edition. This is a real tear-jerker! NOW ON SALE in all good bookshops!

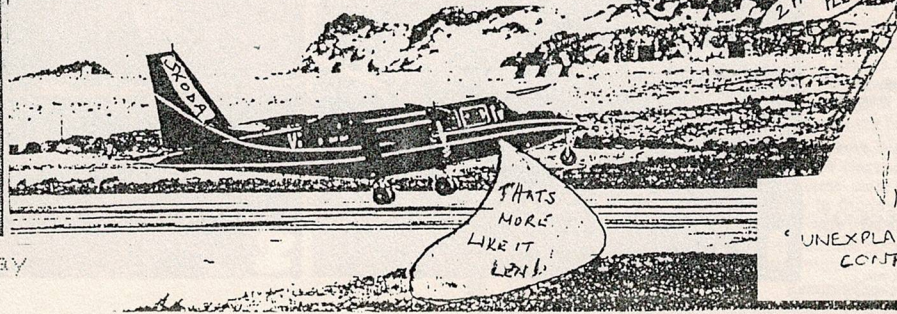


Ping Pong A Ping Pong Bay
Emyr's the champ again today
Ping Pong A Ping Pong Bay
Beat young Parry again today!

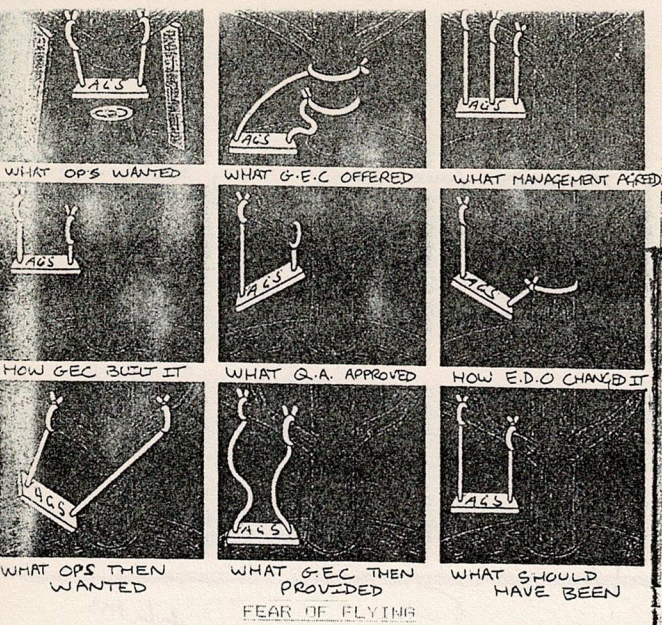
Four-Nil was the score today
Ping Pong A Ping Pong Bay
Could have been more, superior skill!
So Grandad's champ again today!

Grandad Em is the Master
'Cause his serve is so much faster!
And with some back spin, well deceived
No wonder young Parry is looking so peeved!

LEN & STEVE ON SAFARI - PART 3



the runway
the lights

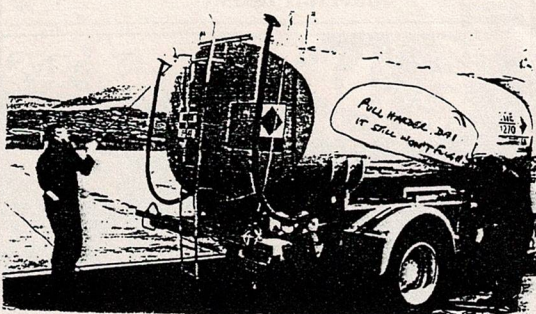


WHAT OPS WANTED
WHAT G.E.C OFFERED
WHAT MANAGEMENT AGREED
HOW G.E.C BUILT IT
WHAT G.A. APPROVED
HOW E.D.O CHANGED IT
WHAT OPS THEN WANTED
WHAT G.E.C THEN PROVIDED
WHAT SHOULD HAVE BEEN
FEAR OF FLYING

(Dedicated to those who would rather look at earth from as low a viewpoint as possible)

When I hear it leaving,
I always expect it not to return.
Consuming fear, irrational fear.
Lying in the dark.
Damp palms, racing heart, fearing the worst
Fearing death!
Just in control Just
No sleep tonight!
Fearing of metal, falling forever
Never again.

(ANON)



"Yes, and we don't like your Skoda either!"

FROM T.T.
H NNNZCZC AHE11 191107
F EGUHML66 EGUHMYNWX EGT02020
Z 200700 EGT02020
E EGUHML66 EGT02020
I 200700 EGT02020
O 200700 EGT02020
A 200700 EGT02020
S 200700 EGT02020
B 200700 EGT02020
C 200700 EGT02020
D 200700 EGT02020
E 200700 EGT02020
F 200700 EGT02020
G 200700 EGT02020
H 200700 EGT02020
I 200700 EGT02020
J 200700 EGT02020
K 200700 EGT02020
L 200700 EGT02020
M 200700 EGT02020
N 200700 EGT02020
O 200700 EGT02020
P 200700 EGT02020
Q 200700 EGT02020
R 200700 EGT02020
S 200700 EGT02020
T 200700 EGT02020
U 200700 EGT02020
V 200700 EGT02020
W 200700 EGT02020
X 200700 EGT02020
Y 200700 EGT02020
Z 200700 EGT02020

Fins ain't what they used to be!

Something fishy going on here!
Drunk with success?
A LARGO NUMBER OF GULLS/GANNETS ARE TRAVELLING UNUSUALLY
FOLLOWING SHOALS OF FISH WITHIN THE CLYDE ESTUARY. HEADING
IN NO GENERAL DIRECTION

For the HISTORIC AVIATION
FILMS buffs

What did Guy Gibson say
on landing after
the Dambusters Raid?

"Frankly, my dear, I don't
give a dam!"

1994 STAR HOLIDAY !!!

CHRIS SMITH has a few seats
left in his time machine for
returning to the 1950's and
1960's. Out-out Leave and Mess
bill forms are provided.
Accommodation is with Harry
Warburton, The Victoria Hotel.
Should a small technical hitch
accidentally place travellers
into the 1940's a billeting
form is also provided.



TELEGRAPH AND MORNING POST, MONDAY, SEPT

'DECLARATION' OF WAR



P 1105 L

GENERAL POST OFFICE BP/52 732456
Billeting of Civilian Population

RECEIVED from the Postmaster General
the sum advanced in the margin, being
"Billeting" Payments for the number of
weeks stated.

I declare that the person(s) named on the billeting
form(s) in my possession are all at the address below.

Signature of payee
Address
of
Biller

NOTE—Before payment is made the Billeting Form(s)
provided by the authority must be accompanied in the
envelope enclosed in the form(s).
One duplicate—return must be made for each week
for which a payment is made, even if such payment has
been made on the same day.

WT. 20/10/1945. 2000 P.M. 1945. L.P. 1945. 11-11-45.

Sexual Preferential at Billeting Form(s).	
Key Member of Civil Canteen or Billeting Authority.	
Amount (in figures and words)	
pounds	
Shops of Payee Office.	
No. of Adults	
No. of Children	
No. of Singles	

MESS BILL

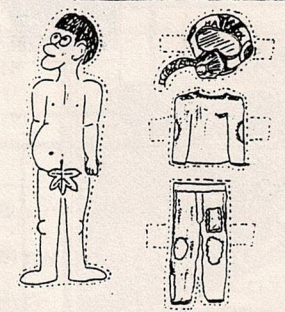
SERGEANTS' MESS. R.A.F. DETACHMENT.
R.A.F. LLANBEDR

Name	Month
R/P	
Entertainment	
Maintenance	
Spolia	
Sundries	
Total £	

Treasurers Signature
This bill should be settled before the 10th day of the month

ONE WEEK'S RATIONS FOR ONE ADULT AT APRIL 1945:

14oz Bacon and ham
8oz sugar
1s 2d worth (less than 6p) of meat
2oz tea
14oz cheese
8oz jam, marmalade, syrup
6oz fat (but not more than 2oz of butter)
12oz sweets every four weeks and
one fresh egg every six weeks
Vegetables and salad foods were not, of course,
rationed except by scarcity.



MR ZAPP STARR

TO P GUN AIRMAN.

DRESS UP DOLLY

INCLUDING 'BOOGE NIGHTS'

COSTUME.

SCOTT BROTHERS & HARMOND LIMITED, LONDON.

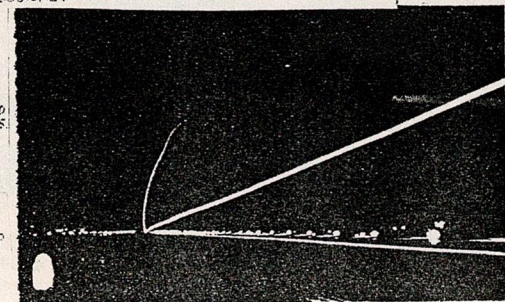
REQUEST FOR HOLIDAYS - LEAVE YEAR 195 /1956

TO: MR. T.D. CARTER
Paid Entitlement _____ days
Name: _____ Clock No. _____
No. of working days off _____ Paid/Lost time _____
Dates: _____
I have noted the above dates and approve leave of absence during the
period stated.
Date _____ Signed: _____
(Head of Section)

TO: WAGES OFFICE, WEST MALLING.
The above information has been recorded in this Department.
Would you please arrange payment as necessary.

T.D. Carter - Manager.

*BOR/ADM/11/3



Before and After? But before and after what?



GUESS WHO? WHEN? WHERE? No 1
(Answer on Page 32)

TO: Medical Centre
FROM: Officer i/c Ground Electronics

Can you provide antidote to foul smell in Transmitter Room, possibly caused by dead mice.

TO: Officer i/c Ground Electronics
FROM: Jean, Medical Centre

Herewith capsules as requested.

Use as directed by your pharmiceist. Formula is 1 mouse + 1 capsule
= Catalyst for Odormicein (Purrfect mice)

TO: Medical Centre
FROM: Officer i/c Ground Electronics

You are cordially invited to attend our candlelit dinner at which a micetery guest speaker will be introduced by the Toastmouseter. Music by the Boomtown Rats. Menu includes Taramousealata, Chicken Tikka mouseala, Ratatouille and Pussnips with French mousetard, followed by mi(n)cemeat tart or chocolate mous(s)e, all washed down with a glass of mousecadet.

TO: Officer i/c Ground Electronics
FROM: Medical Centre

Unable to accept your mouset kind invitation due to bunnygee jumping event in Bucks to be refereed by Bugs Bunny, only his wife Ann Gora had a bunny in the oven for Christmouse. We stayed at The Stuffed Hare, just after The Buck on the harepin bend. After a cocktail mix amatois the menu offered Jugged Hare and Welsh Rarebit, followed by Bunana Snow or Apple and Blackbunny Pie with Mice-cream: Knickerbucker Surprise and Hot Cross Bunnies. The Tag and Bobtail Rag band played ABBA's "Bunny, Bunny, Bunny," and "Run, Rabbit, Run". I bet you wish you were there too Miceter Brown!

TO: Jean, Medical centre
FROM: Editor

Why were the bunnies hot and cross and the knickerbucker surprised, we wonder?

MAGGIE HOBBS' PHOTO QUIZ



1987. "Golden Voices" get-together on closure of PBX

WHY

Because every penny given goes into Medical research - NO admin costs!



Action

Because the Charity funds vital research and is held in very high regard by research bodies and medical professions. Recent projects include focussing on children - their early life problems, including premature birth, brittle bone disease and lung development; helping to keep the workforce on it's feet by investigating muscle and bone disorders and to assist senior citizens by finding the causes of muscle weakness with ageing.

Because the Ardudwy Committee raised 3,330.97 in the year ending 31/10/93 and is very grateful to all at T & E E Llanbedr for help and support and hopes this will continue.

The current year's fund-raising took off locally with the sale of Christmas goods and the raffle on the airfield. And Mr D. Camm of Talybont was so fed up with replacing vandalised signs promoting The Sands events that he put up a poster promising 50 to Action Research if the signs were left alone. They were! So Action Research is better off by 50!

Action Research successes include polio, Rubella, measles, whooping cough and mumps vaccines, "Sport Aiding Research", Paddington Bear's Action Club, hip and knee replacement materials and methods, scan machines, identifying the Huntington's Disease genetic fault, the alcohol/conception/weak embryo link, rehabilitation of amputees, repair of nerve damage and more.

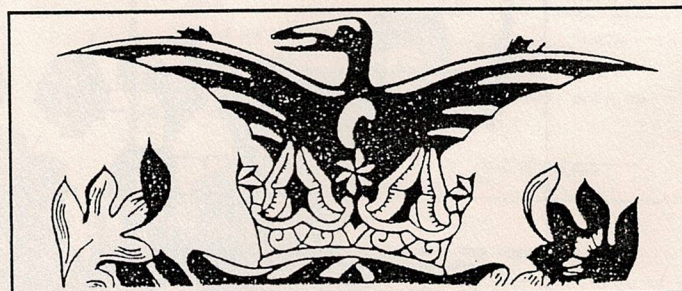
Action Research awaits results on research into improving the survival rate of kidney transplants, especially for children; into the increasing incidence of osteoporosis in men, into the blood flow to broken bones to improve recovery from accidents, into a particular aspect of the development of heart disease and more.

Action research was the British Aerospace charity for 1993. The Charity does not fund pipe-dreams, although bright new researchers are encouraged. Care is taken to avoid duplication and Action Research promotes collaboration. SO please continue to support ACTION RESEARCH.

WM



A BIRD? A PLANE? SUPERMAN?



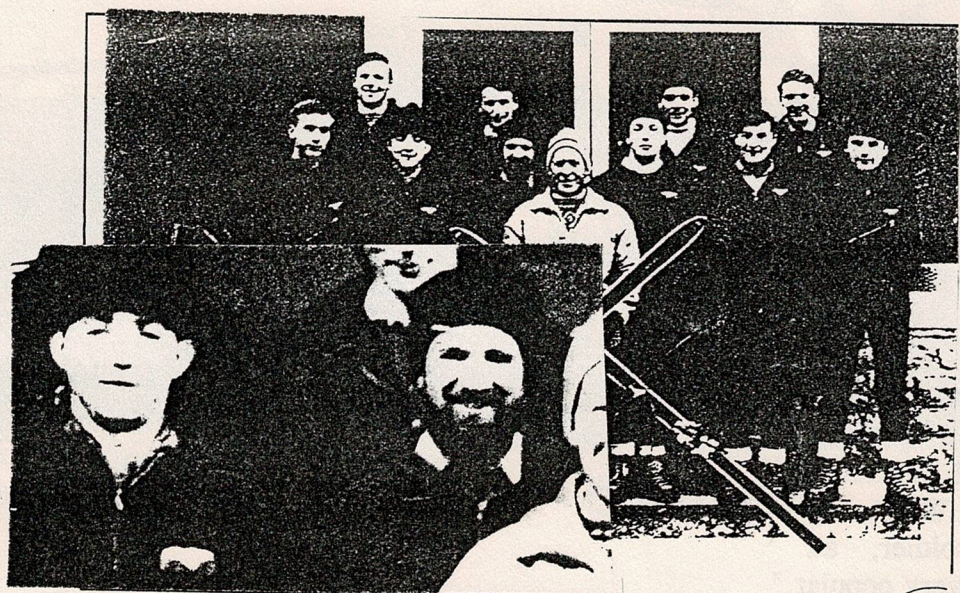
Every Jindivik sortie is recorded by applying a stencil to the fuselage. The stencil motif, according to Llanbedr people, depicts a Phoenix. But I have a theory that the origin of this stencil was taken from the old RAE crest which had a flying creature as the standard. I assumed that this was not a Phoenix but a Pteranodon, which was the first creature in the history of the world which was capable of flight. It would seem logical that the old Royal Aircraft Establishment chose this as their crest in view of the fact that it was at Farnborough that William Cody carried out his experimental flights from tethered to forward flight. If there are any masterminds out there who know the history of the RAE crest and what the creature is would they please let us know.

Tony Townshend

MAGGIE HOBBS' PHOTO QUIZ



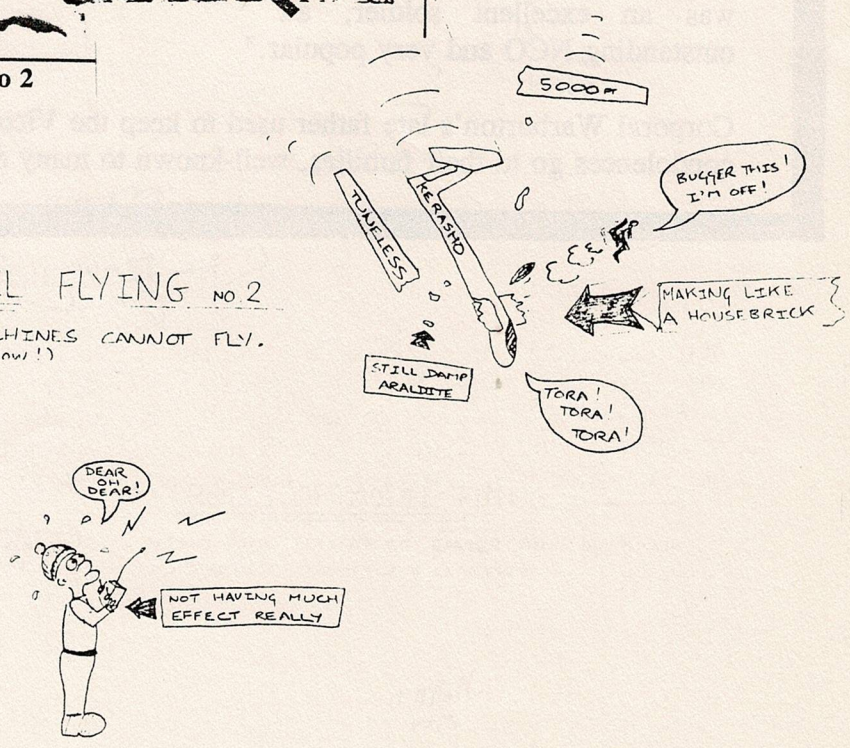
Who is "Baby Face", third from right on front row?
Yes, it IS Phil Williams! BUT what year?!



GUESS WHO? WHEN? WHERE? No 2
(Answer on Page 32)

RULES OF MODEL FLYING NO 2

HEAVIER THAN LEAD MACHINES CANNOT FLY.
(NOT WITHOUT WINGS ANYHOW!!)



OUR SYMPATHY FOR

We learned with sadness that MRS DOROTHY SCANLON has passed away and we send our sympathy to husband Sean and their family.

Also Wing Commander TOMMY ATKINS has passed away and we send our condolences to Mrs Atkins and their family.

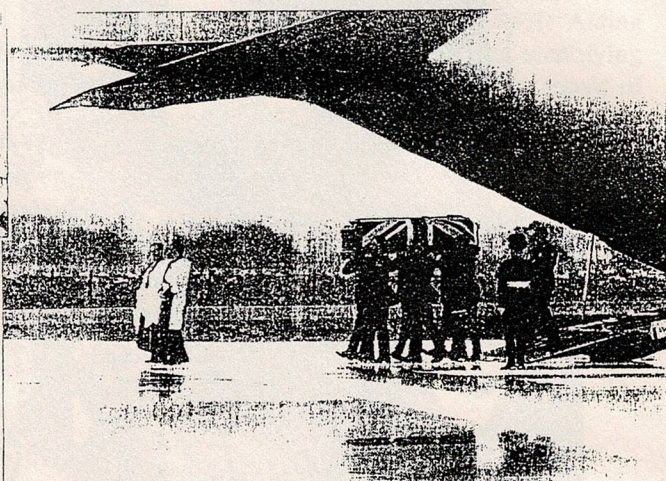
A funeral service, with full military honours, was held on 29th March at St Peter's Church, Llanbedr, for CORPORAL BARNEY WarBURTON, who was killed in Bosnia, while defusing anti-personnel devices. Corporal Warburton's body was flown home to Llanbedr Airfield in an RAF Hercules. Colonel Ian Daniel, Commanding Officer of 33 Regiment of the Royal Engineers, serving with the United Nations in Bosnia, said "Corporal Warburton was an excellent soldier, an outstanding NCO and very popular."



□ Cpl Barney Warburton: He died helping the people of Bosnia

Salute for a 'truly heroic' soldier

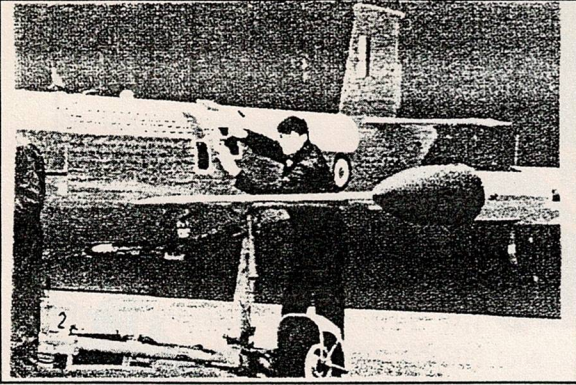
A SOLDIER who gave his life for the people of Bosnia returned to his homeland yesterday in a coffin draped in a Union Flag and bearing the



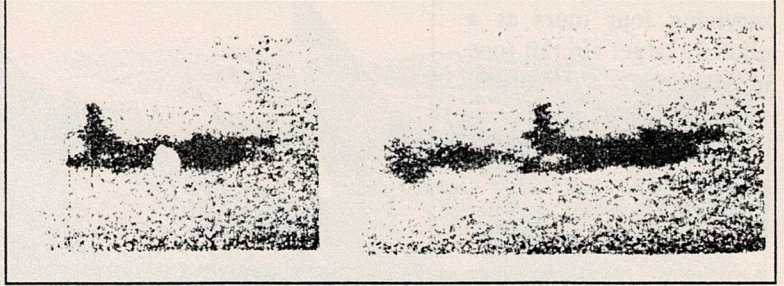
Corporal Warburton's late father used to keep the Victoria Inn in Llanbedr and our sympathy and condolences go to their families, well-known to many of the airfield staff.

SO WE HAVEN'T CAUGHT UP WITH THE OZZIES YET!

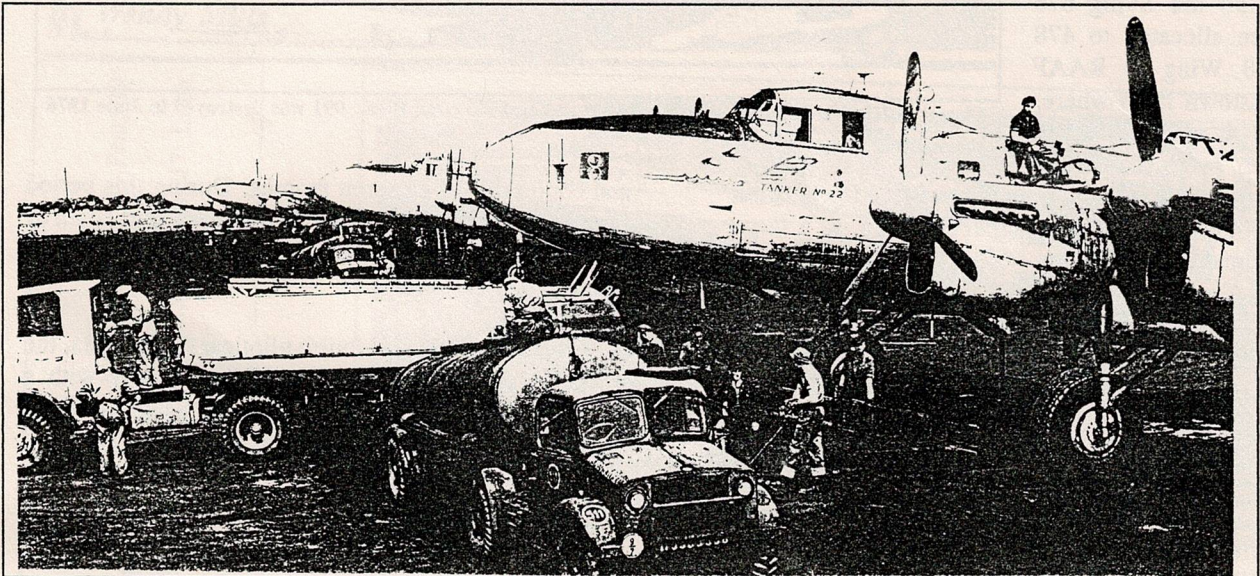
Longest-serving UK Jind 722 retired in style with a "splash-down" in Cardigan Bay, last summer, on the 264th sortie, victim of a BAe Rapier missile.



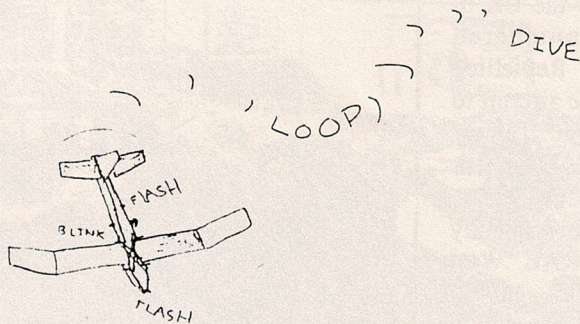
The 200th phoenix was applied in 1992



The Rapier missile was applied in 1993!



GUESS WHO? WHEN? WHERE? No 4
(Answer on Page 32)



RULES OF MODEL FLYING NO 2

NIGHT TIME FLYING IS EASIER THAN YOU THINK.
(DARKNESS OMITTED FOR CLARITY)

11/11/13
1993

METEOR WK800 - FIT, FLYING AND FORTY

Probably to be Llanbedr's last flying Meteor, WK800's history includes surviving four tours as a pilotless target aircraft (one in Australia) and several mishaps while piloted or operated by remote control.

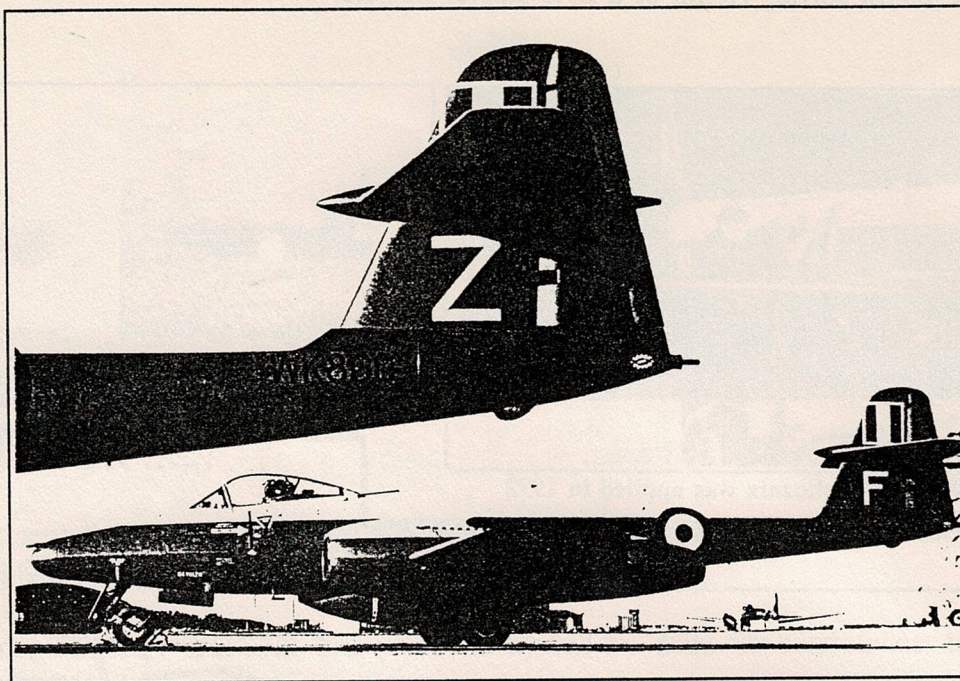
Built as F8 serial number WK800 at Coventry, by Armstrong Whitworth, in 1954, 800 was delivered to No 2 Depot, Royal Australian Air Force Richmond, in the following year where it was re-numbered A77 - 876. With 5.50 hrs flying 876 was then allocated to 478 Sqn, 78 Wing at RAAF Williamstown from where, in 1958, it was transferred to 23 Sqn RAAF

Amberley. (This was the year of the first Meteor drone flight from Llanbedr for Aberporth Range, as a target for a Thunderbird missile).

While Llanbedr was in the first year of Jindivik operations, WK800's preparation for pilotless target service began in 1960 when Fairey Aviation Ltd converted 876 to U21 drone at their Bankstown, NSW base. Similar to U16, but extra mods were necessary to fulfil tasks at the Woomera Range. The air tests were successful and in early 1963 Meteor U21 876 was transferred to No 1 Air Target Unit, Woomera. Two years later 876 went on to No 2 Air Target Unit at RAAF Evetts Field for five years.

876 returned to the UK in 1970. Renumbered WK800, Flight Refuelling Ltd converted the aircraft to U16 standard at Tarrant Rushton. RAE Llanbedr took delivery in July, 1971, but 800 was subsequently transferred to RAE West Freugh in May, 1972, returning to Llanbedr in August, 1973.

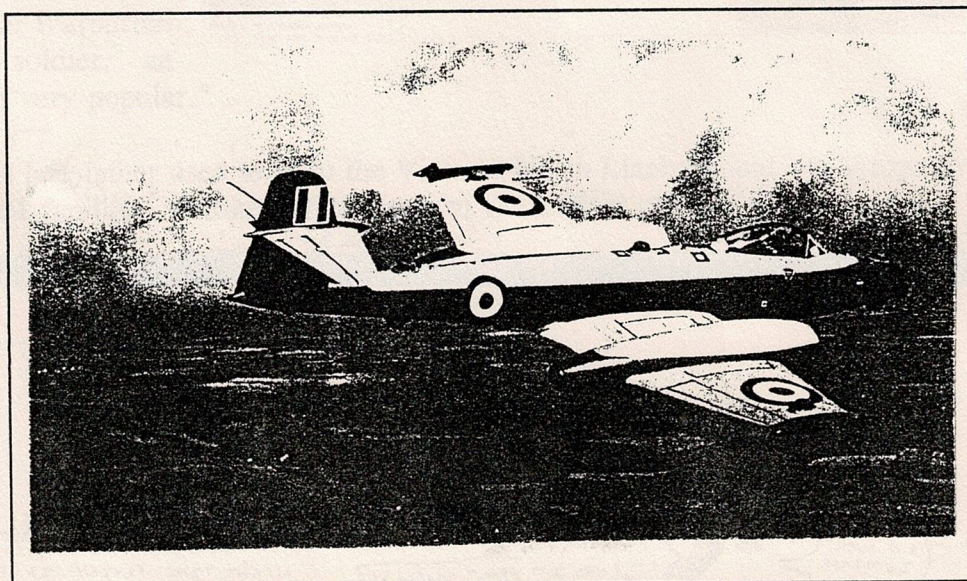
800's second tour as a pilotless target began in 1974 on Aberporth Range, on the same day that Meteor 748 was shot down,



Meteor WK800 in foreground with WA991 at Llanbedr circa 1975. 991 was destroyed in June 1976

and continued for eighteen months. During this period three more Meteor unmanned targets were shot down or destroyed (WF711, VZ508 and WK 941) while WK800 managed to RTB OK.

Between 800's third and fourth pilotless target tours, the aircraft was piloted when it conflicted firstly with a flock of birds and (in the following year) with the runway (when the gear was raised prematurely).

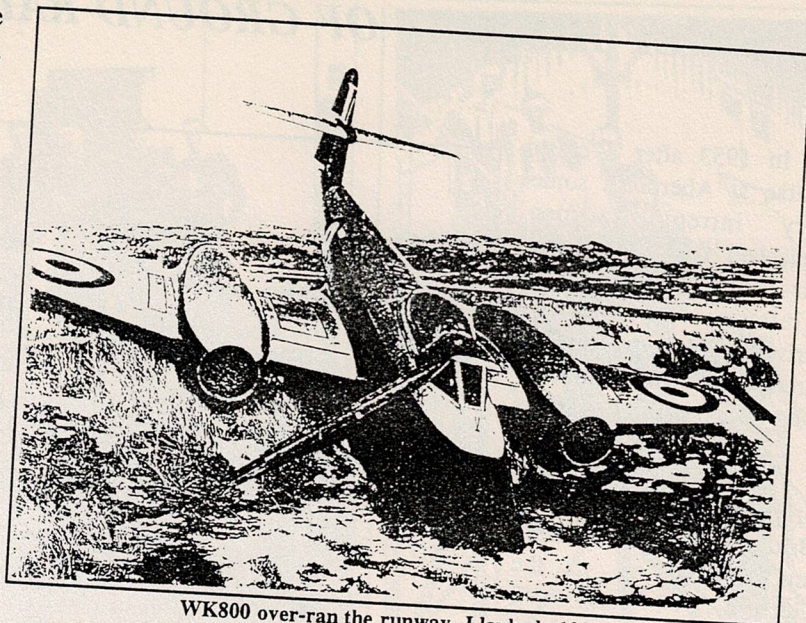


WK800 in pilotless target role, with decoy tow deployed (lower left) 1989

800 survived a short third tour of three pilotless target sorties in 1981 and then, while being flown with a safety pilot, over-ran the runway.

In 1983 the aircraft was transferred to Marshalls of Cambridge for modifications, returning to Llanbedr in 1988. The fourth tour began seven years, but for a day, after the last pilotless sortie of the third tour. During the four months of this tour the aircraft again suffered damage, firstly from a heavy landing and later from a barrier engagement.

When stablemate Meteor U16 WH 453 retired in late summer, 1990, WK800 took over the role of training and development testing vehicle, which continues at the time of going to press.

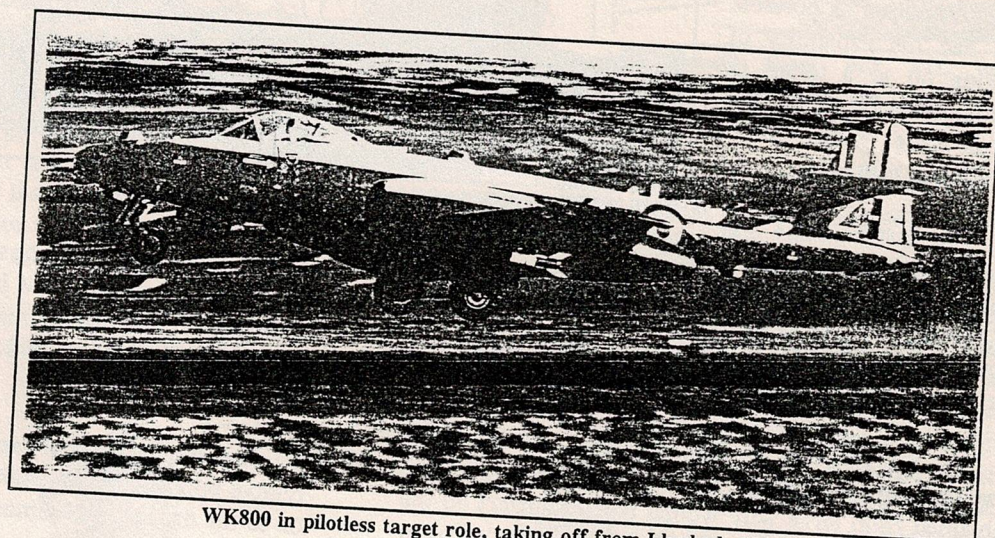


WK800 over-ran the runway, Llanbedr 1982

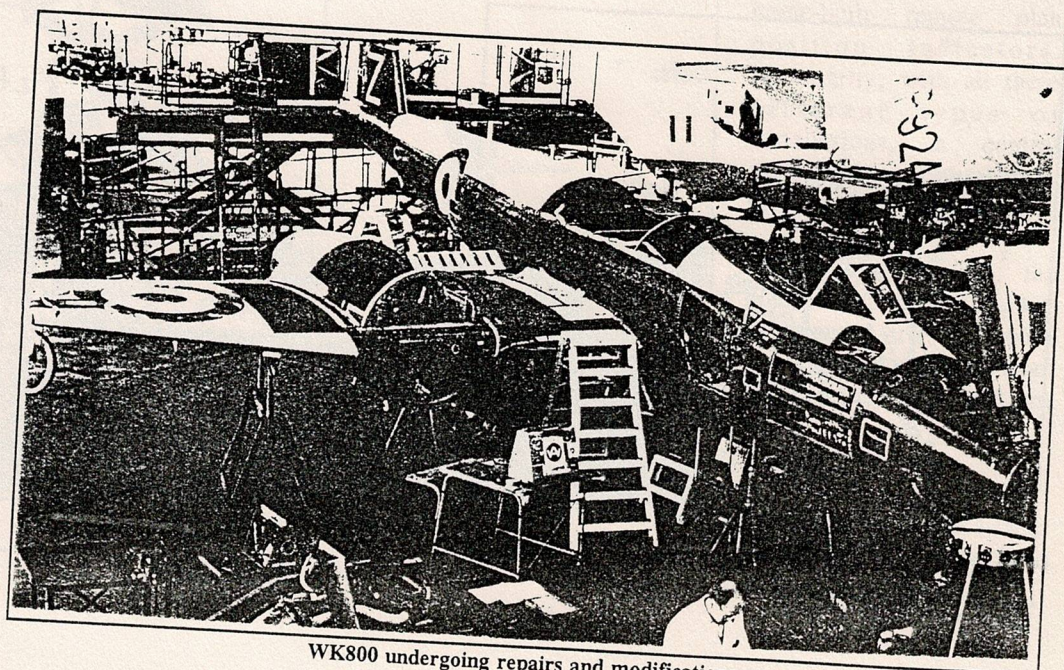
By Wendy Mills

ANSWERS TO CROSSWORD

ACROSS: 1: Sanctum, 4: Arthog, 7: Absinth, 9: Cypher, 12: Paul, 13: Dismantles, 15: Etui, 16: Alto, 18: Peat, 19: Amid, 24: Lord Nelson, 26: Mere, 29: Stormy, 30: Requiem, 31: Naiads, 32: Creation.
DOWN: 1: Swamps, 2: Tuna, 3: Mohair, 5: Rayon, 6: Garish, 8: Sou, 10: Halford, 14: Puma, 15: Esparto, 17: Lima, 20: Alison, 21: Ale, 22: Tourer, 25: Nomad, 27: Eli.



WK800 in pilotless target role, taking off from Llanbedr 1989



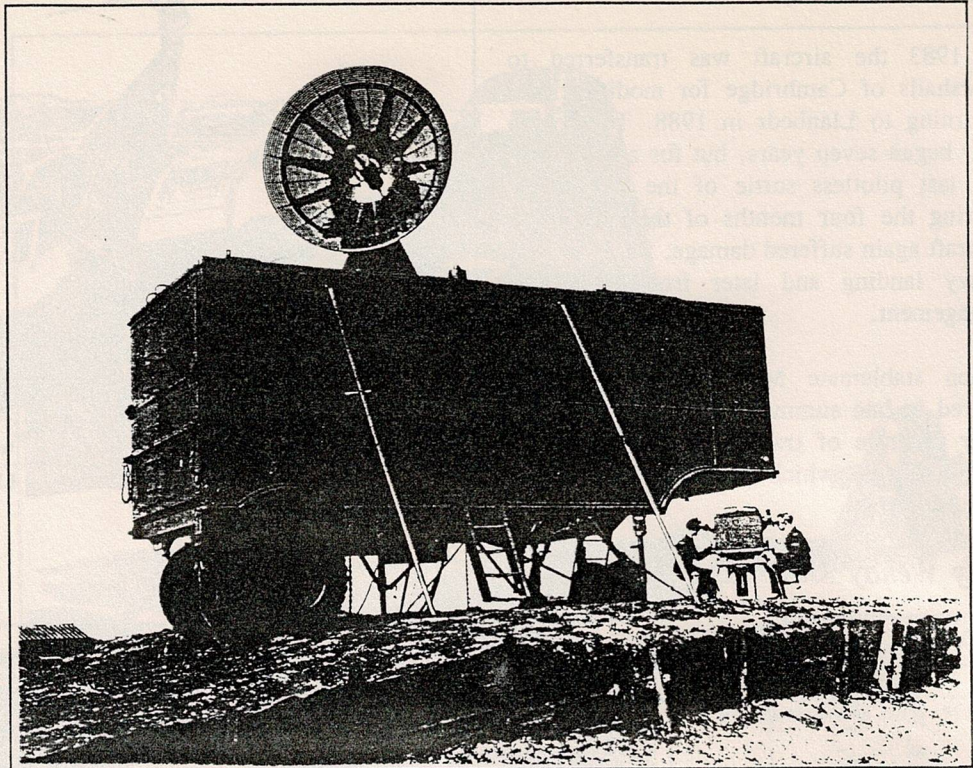
WK800 undergoing repairs and modifications

A BRIEF HISTORY OF GROUND RADAR AT LLANBEDR

By Derek Whitehead

In 1953 after a crash course at Aberporth some very intrepid airmen (detached from the Royal Air Force to the then Ministry of Defence) arrived at Llanbedr with an American search/lock on radar set Type SCR584.

This radar had originally been sent over to Britain for use in tracking and locking on to the German V1 and V2 bombs/rockets, where it had been used extensively with considerable success. It was regarded as portable and had the capability of locking on to a target in Azimuth and Elevation, but not in Range which had to be tracked manually.



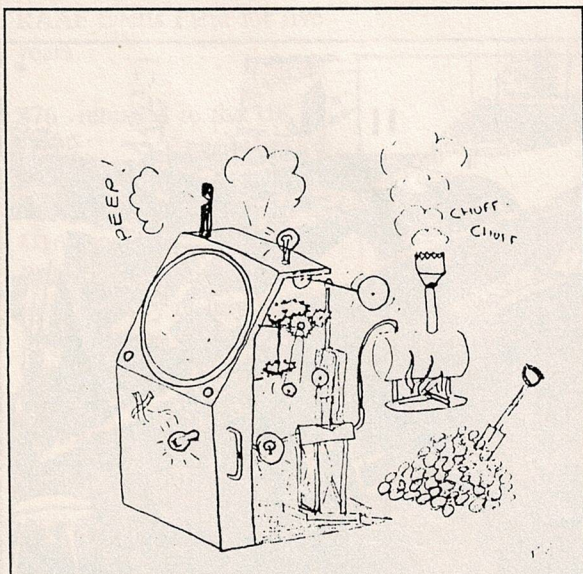
Original SCR584, with Optical Tracker in the background

The first SCR584 was hauled to the top of a flattened out sandhill overlooking the airfield just east of Building 29. Being of American design it required a three-phase one hundred and ten volt supply which was generated by its own petrol-driven mobile power unit.

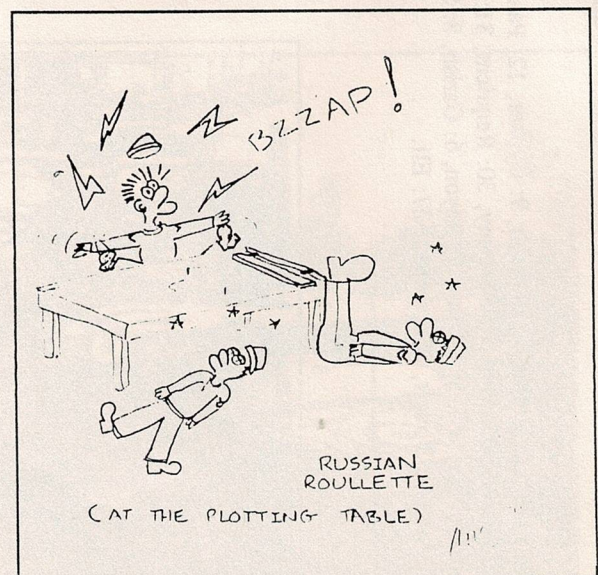
As no facilities existed for any type of radar external display, azimuth, elevation and range data were obtained from large wire wound potentiometers on the dish antenna and range unit. These were connected to a hurriedly-purchased Dobbie McCinnis plotting table

which had a pen-positioning system that was lethal with high voltage and a mind of its own! This was installed in the top of a corrugated metal control tower designed and built by Aberporth and located close to the radar van.

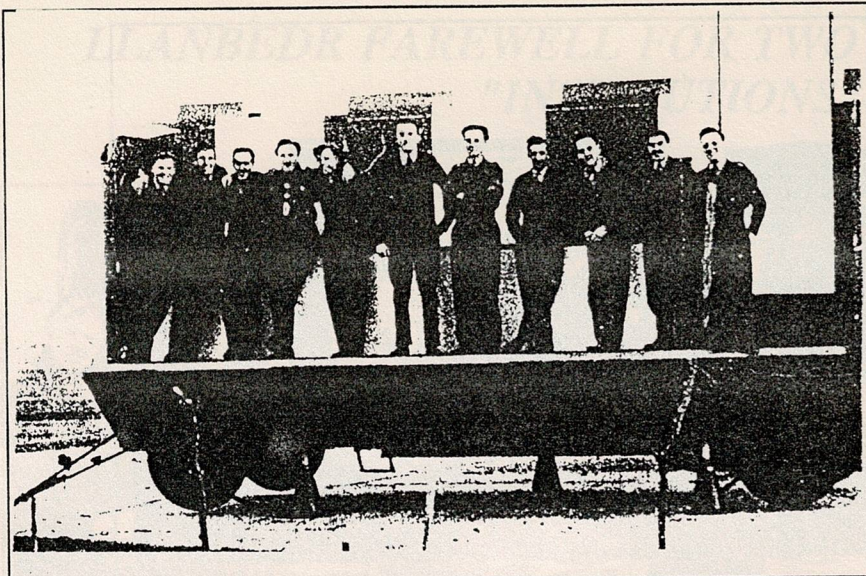
The system worked well and with the help of a remote optical antenna positioner the radar was locked on to the drone target almost virtually on take off. To



Home-made Radar Display



Russian Roulette



Our shiny new Precision Approach Radar, Left to Right: 1: ?, 2: George Cale, 3: Jock ?, 4, 5, & 6: ?, 7: The author, 8: Jack White, 9: Jock ?, 10: Don Philpotts, 11: ?.

improve lock on and save time at greater distances, an Army MZPI search radar was later also hauled up a sandhill and used as a search radar over the range.

In 1955 after a further course by the same intrepid airmen at Standard Telephone & Cables in Southgate, North London, a shiny new (the very latest) Precision Approach Radar arrived on site, whose console was installed on the first floor of the Aberporth-built tower. This permitted more accurate tracking and control on the approach during periods of poor visibility.

This setup, operated and maintained by the detached Air Force personnel and used for tracking drone targets, continued until 1958 when it was handed over to Short Bros & Harland and placed in the safe hands of Mr Ray Tyson.

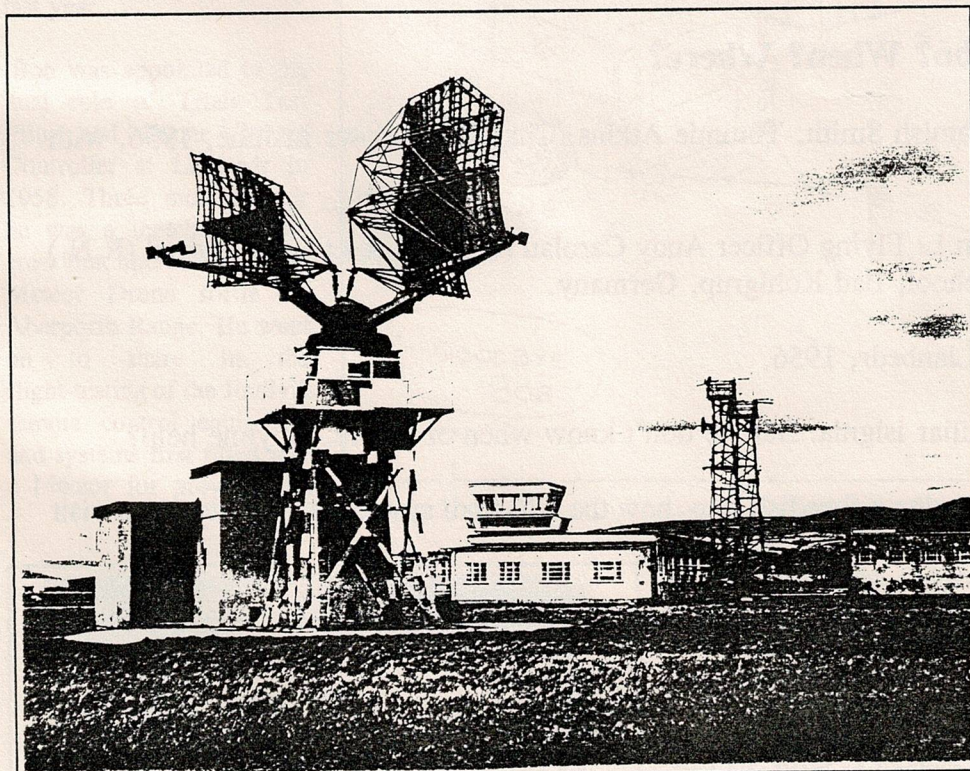


Aberporth-built tower with STC installation personnel. Author second up.

Shortly thereafter the radar system was complemented by an additional MZPI and a further SCR584. At this point in time a division occurred between Air Traffic and Target Control, the latter suffering the indignity of a remote display called a Skiatron and two home-built remote plan position indicators. Necessarily, with all these different types of installations, a central timing unit was installed to prevent mutual interference.

Construction of the present Control Tower commenced in 1959 and it was supplied with data from the two SCR584's and one MZPI.

A Decca DASR1 radar to replace the above was commissioned shortly

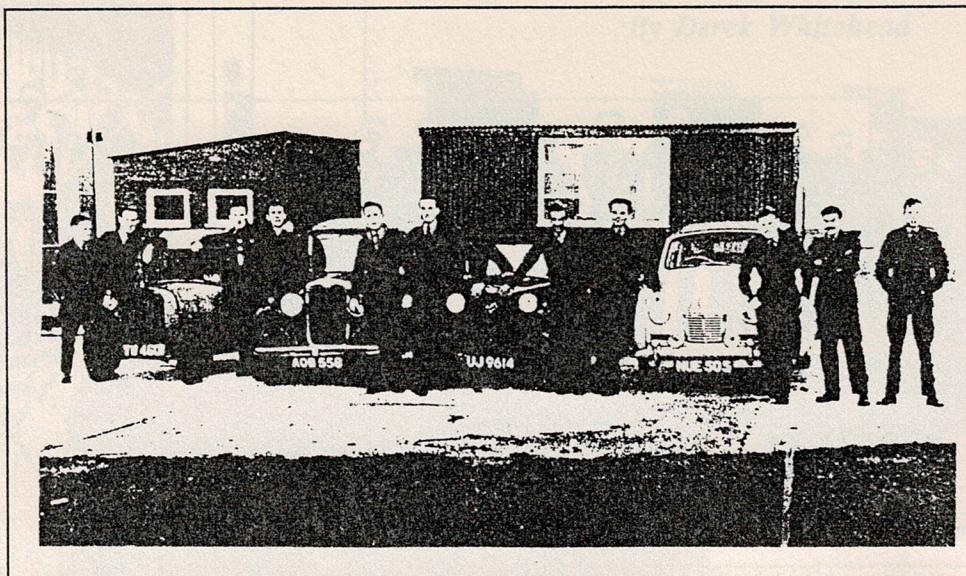


Decca DASR1 Radar

thereafter which gave good service until replaced by the present Plessey AR15/2B in 1979. The original precision approach radar was replaced by an ex-service Model 3B, modified accordingly, and continued until replaced by the existing CR62 in 1983.

And now! What do you know?! We have recently gone back to square one with the addition of two Vega Cantley tracking radars for the ubiquitous Advanced Ground Station!!!

In closing, some of you may now notice that a certain car on the Airfield has the same registration number as our original radar. This was intentional as it made it an easy number to remember; forty years later!

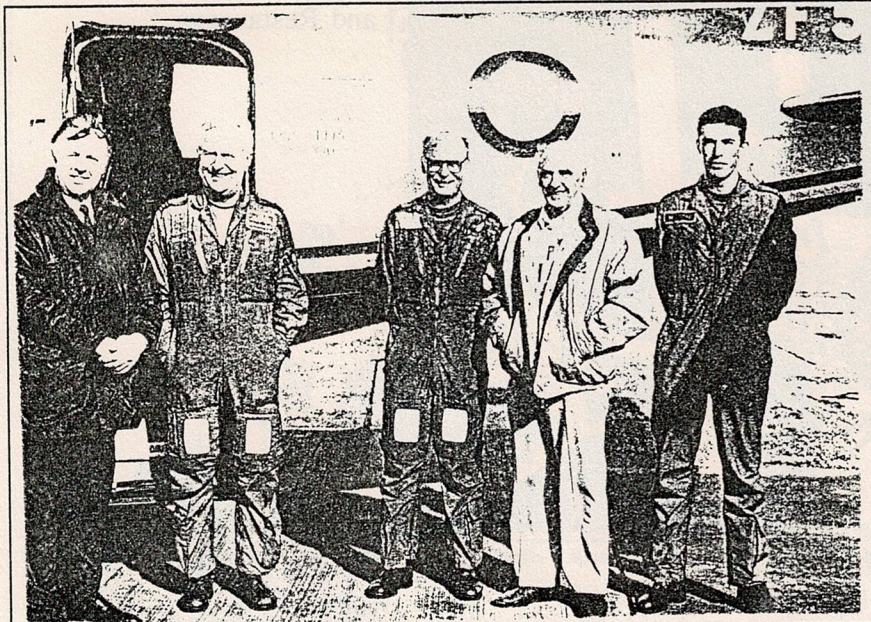


NOT the Austin Car Club! Members of the RAF detachment 1955/6

ANSWERS to Guess Who? When? Where?

- 1) L to R: Llanbedr fitters Hamish Smith, Tommie Atkins, Charlie Meadows in June, 1956, with Mk8 Firefly.
- 2) Front Row, 2nd & 3rd from L: Flying Officer Andy Carolan (R.A.F.) & Lt Greg Aldred (R.N.) in 1969 at Winter Survival School, Bad Kohlgrub, Germany.
- 3) Aberporth Detachment to Llanbedr, 1956.
- 4) Avro Yorks with very familiar isignia. But we don't know when or where. Anyone help?
- 5) George Hobbs in 1960, showing a Swedish Rep how the UK Jindi system worked during a visit to Llanbedr.
- 6) Prior to leaving for a new life in Australia, Sean Barry (L) went flying in a Hawk with OC Flying Sepp Pauli. Llanbedr, 1993.

LLANBEDR FAREWELL FOR TWO LONG-SERVING "INSTITUTIONS"



Bob Gaskell (2nd R) and Derek Fitzsimmons (L) with crew of the Final Farnborough Ferry (1946 - 1993), at Llanbedr, en route to West Freugh.

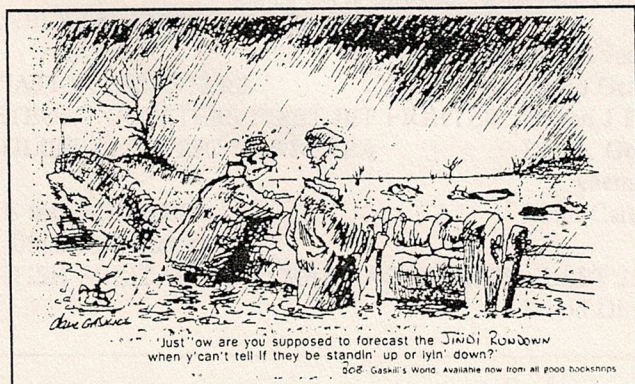
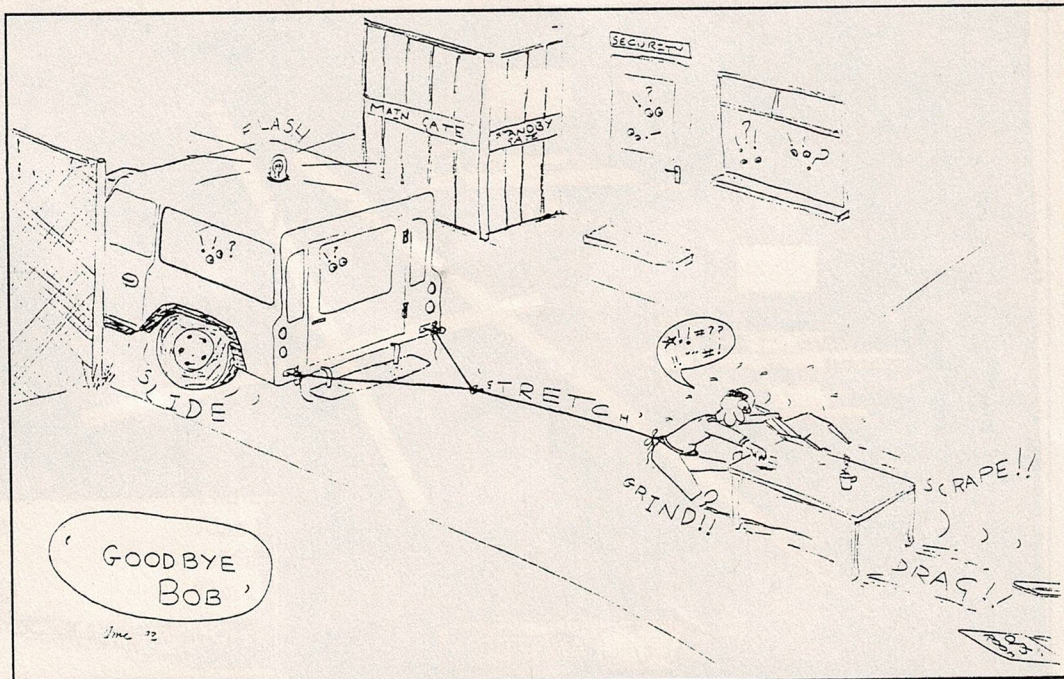


Or the old bill will get you

No. 41

Following long service to the RAE, DRA and T & EE, Bob Gaskell (1958 - 1993) and the Farnborough Ferry (1946 - 1993) retired last year.

Bob was appointed to the dual role of Trials Test Pilot and Drone Target Controller at Llanbedr in 1958. Three months later he was a member of the crew that operated the first Meteor Drone sortie on Aberporth Range. He went on to share in the flight-testing of the Jindivik remote control equipment and systems first fitted into a Meteor for proving and



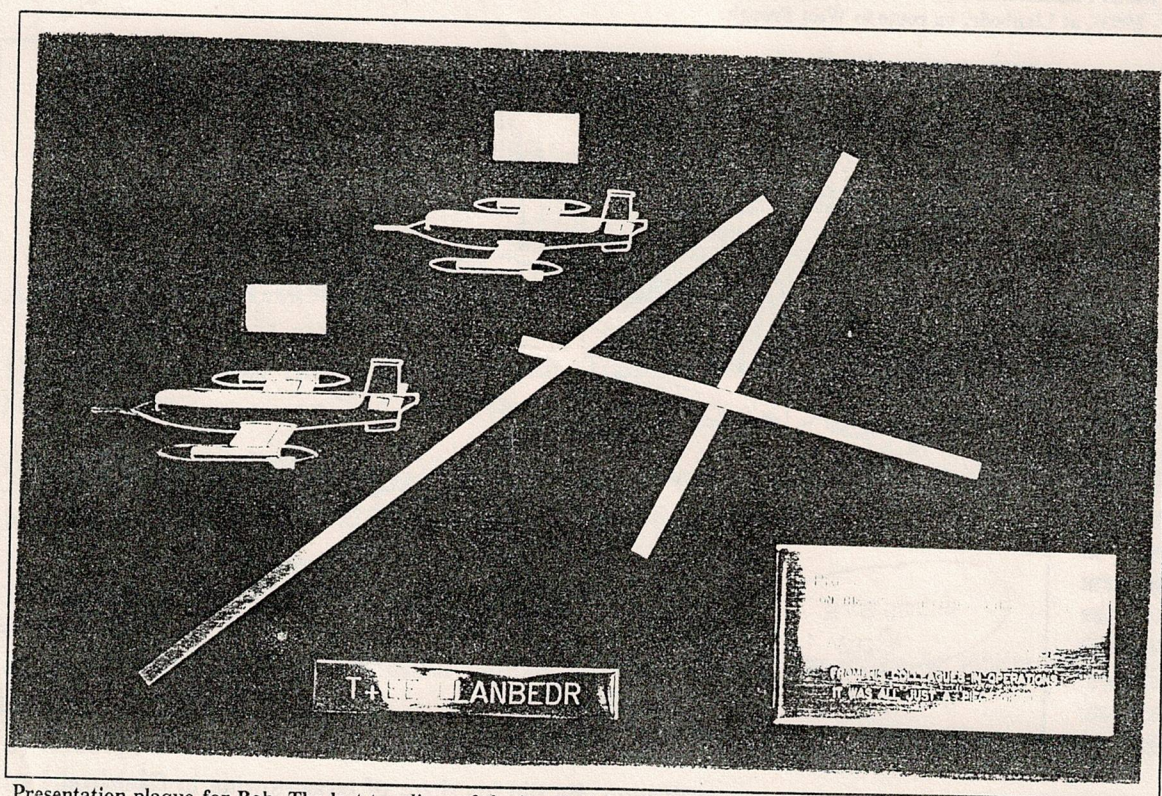
evaluation. He did his share of target-towing in Canberra aircraft and Firefly, Chipmunk, Anson, Sea Vixen Varsity and Devon were among the aircraft types he flew at Llanbedr. In 1978 he retired from jet-flying but continued to fly the Devon until 1982.

Bob was a member of the Target Controlling crew for the first UK flight of Jindivik in 1960 and he "Skippered" the six thousandth UK Jindivik sortie in 1992.



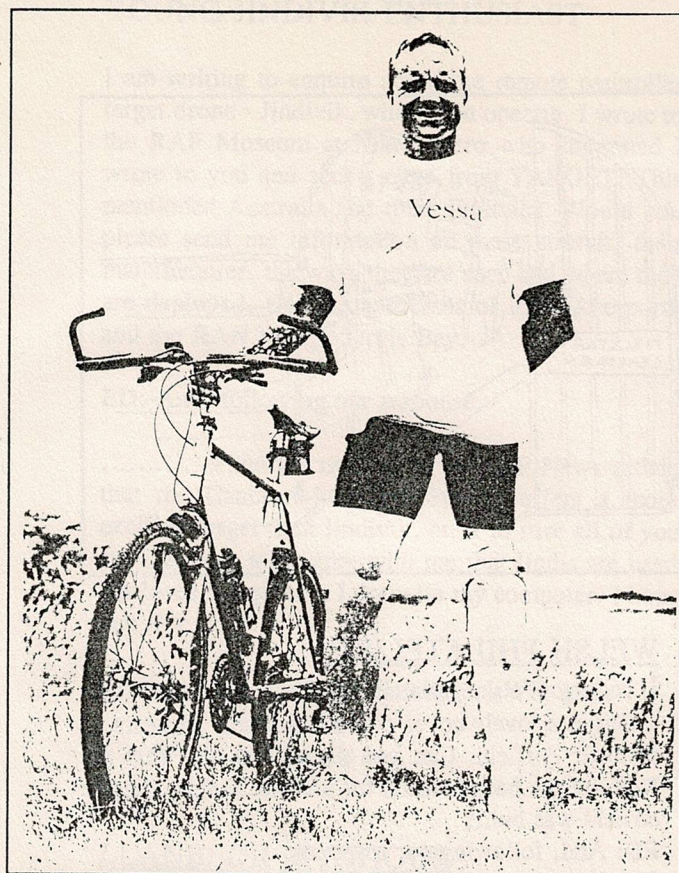
Bob and Mavis were "dined out" at The Castle Cottage Hotel and Restaurant.

L to R: Ella Pauli, Bob and Mavis, SATCO Jack Forster. Dining-out at Castle Cottage.



Presentation plaque for Bob. The last two lines of the inscription read: From his colleagues in Operations. It was all just a "piece of piss"

"PEG-LEG" LES CYCLES FOR DISABLED



Les and his Raleigh Apex

"The best bit was being able to swear at policemen, the worst was looking at the map and realising how many more miles there were still to do!" said our one-legged storeman Les Rollins after his sponsored 887 mile cycle-ride from John O'Groats to Land's End last summer.

The event was organised by a group of Merseyside policemen to raise funds for Cheshire Homes. They invited Les to join them to further his own fund-raising efforts for Meirionnydd Multiple Sclerosis Society.

"I don't class myself as being disabled. There are people far worse off than me," said Les, whose daily progress over the nine-day venture was closely monitored by all his sponsors, and included those airfield personnel who contributed over £700 towards the total of over £5,000 raised by Les and friends.

THE GOOD BOOK SELECTION

Recommended by Maggie Roberts

TITLE	AUTHOR	PUBLISHER	PRICE
CONTROL TOWER Development of Control Towers in UK	Paul Francis	Airfield Research Publishing	12.75
RAF FIGHTER PILOT	Tim Laming	WH Allen & Co	14.95
THE BOOK OF FLIGHT TESTS	Alan Bramson	Blitz Editions	N/a
TESTING COLOURS BRITISH	Adrian M. Bald	Airlife	14.95
TRAINING THE HIGH FLYERS	Tim Laming	Arms & Armour Press	12.99
BACKSEAT FLYERS	Andy Evans	Arms & Armour Press	12.99
RESCUE-TRUE LIFE The drama of RAF SAR	Paul Beaver & Paul Beriff	Patrick Stephens Ltd	9.99
THUNDER & LIGHTNING The RAF in the Gulf	Charles Allen	HMSO	16.95
CANBERRA, THE OPERATIONAL RECORD	Robert Jackson	Airlife	14.95
AVIATION DISASTERS	David Gero	Patrick Stephens Ltd	17.50
METEOR - GLOSTERS FIRST JET FIGHTER	Steven J Bond	Midland Counties Pubs	9.95
ENGLISH ELECTRIC CANBERRA	Delue, Green, Clemans	Midland Counties Pubs	29.95
THE HELICOPTER Illustrated History	Keith Carey	Patrick Stephens Ltd	6.99
BRITISH MILITARY AIRCRAFT ACCIDENTS - LAST 25 YEARS	David Oliver	Ian Allen	11.95

TARGET MAILBOX

LETTER OF THE YEAR -

Viewpoint of a young professional engineer

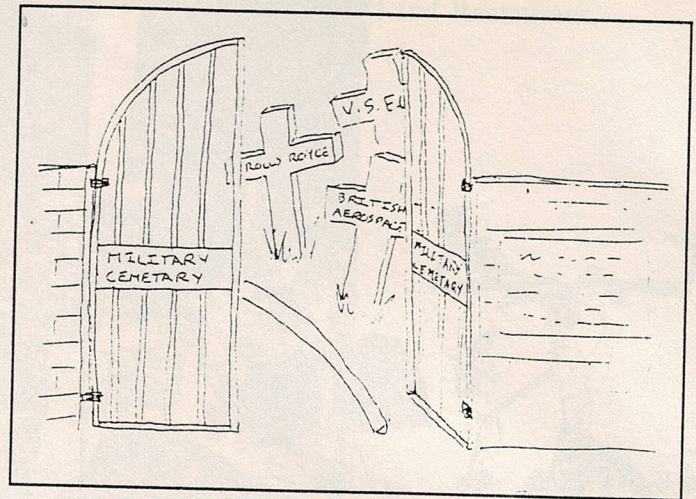
I suppose this is a plea of sorts - or an attempt to awaken Britain from ignorance and apathy. Our future in Britain, as engineers, is not a bright one. Why? It should be. After all, isn't engineering/manufacturing about the most important industry in any modern country? Of course it is, but it seems our country's leaders do not appreciate this. I'm not going to get all political here - but the problem seems to lie with the attitude of successive governments in the last thirty years.

In past decades we've seen the demise of our aerospace industries, once the best in the world for innovation and invention, now distinctly second rate. We are now seeing the decline of other high-tech industries which in some part depended on aerospace/defence.

Surely it is not yet time for this so-called peace-dividend? (Whose dividend anyway?) Trouble is blossoming everywhere. Besides, look at all the spin-offs in the commercial world from defence-based industry. It is unlikely there would exist home computers but for the space race. Satellite TV? No chance! (Ah well, there are drawbacks as well!)

Look at America's aerospace companies. Oh sure, they're finding it tough at the moment but imagine the spin-off dividend from the "stealth" projects. It is even rumoured that there exists a hypersonic spy plane! Built by the famous "Skunk Works"! Just imagine what the technology to fly at 8 thousand mph could be worth in commercial aerospace a decade from now!

What I am saying is isn't it time to start backing industries in this country? It may cost us dearly for ten years or so but we would hopefully be left with a very healthy "leading edge" industry, once more the envy of the world. Alas, I fear our fate is sealed. It seems our leaders place more importance on changing the mechanics of the honours system than long term prosperity. But maybe, if we all shout together, and shout loud enough, they'll hear us after all.



WELSH PHILATELIST

I collect Welsh philatelic material and have just acquired a lovely cover commemorating 50 years of Llanbedr Airfield. Can you please tell me what the RAE on the badge stands for and the reason that the airfield was built?

ED: And, following our response:

Thank you When I give my philatelic display to our society there will, I know, be several people who will be very interested in the booklet as well as the philately. I would now like the other two covers please ... And could you slip in a piece of paper showing how Llanbedr is pronounced? I can manage the first part (born in Swansea) but the second half puzzles me.

Ruth Tyler, Harrow, Middlesex

FROM DOWN UNDER

Herewith as promised a contribution for your next newsletter. Hope you can use the pictures. Incidentally, tell Derek that my old diary for 21 August 53 reads: "Got the caravan up on the sandhill. Prodigious effort. Went to Llandudno with Derek Whitehead and stayed at his people's pub. A nice hospitable family. Derek took me to Conway - a very interesting little town." I had quite forgotten that trip! Best regards to all and good wishes for the future.

Geoff & Lorna Taylor, Macquarie, ACT 2614, Australia

ED: See REMINISCENCES OF A FOUNDER FIREFLIER (By Geoff Taylor) and A BRIEF HISTORY OF GROUND RADAR AT LLANBEDR (By Derek Whitehead)

YOUNG JINDIVIK ENTHUSIAST

I am writing to enquire about the remote controller target drone - Jindivik, which you operate. I wrote to the RAF Museum at Maes Arto who suggested I wrote to you and sent a page from TARGET. This mentioned Australia and their Jindiviks. Would you please send me information on these aircraft, their manufacturer, the ways they are used and where they are deployed, also the addresses of RAE Aberporth and the RAN base at Jervis Bay.

ED: And, following our response:

..... Finally I noticed in an RAF News article that the Canberra-launched Stiletto offers a more exciting target than Jindivik, but I'm sure all of you at Llanbedr will agree with me that Jindis are best! Enclosed is a picture I drew on my computer. I hope you like it.

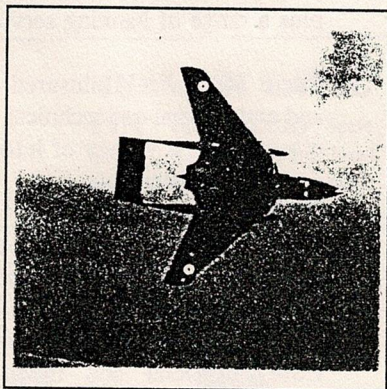
William Hopley (12), Whittington, Worcester

ED: We do and here it is.

LLANBEDR MYSTIQUE

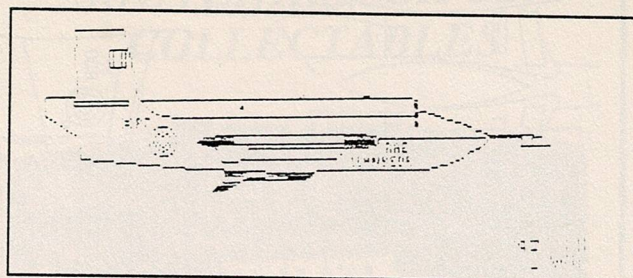
I have a keen interest in post-war fighter aircraft and in particular, the Sea Vixen. I understand that yours is the last establishment to operate the type. Could you confirm whether the final flight has already taken place and was any material produced to commemorate the event?

Whilst on holiday I noticed a Sea Vixen parked outside. Will such airframes be offered for sale through the usual tender process if they are now redundant?



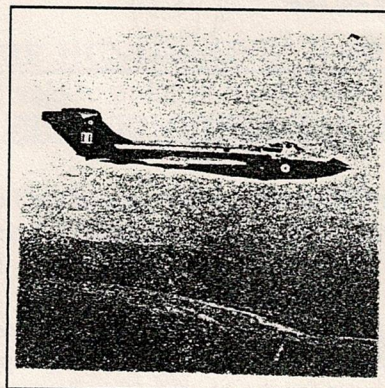
ED: And, following our response:

..... My interest in Llanbedr goes back to the early 70's at camp in Criccieth. My grandfather had been a flying instructor with De Havilland and I was a member of the ATC. Our campsite was visited one morning by a strangely-coloured twin-engined jet - a



Meteor. I could hardly believe that these veterans were still flying. The camp leader explained some of the pilotless activities of a strange-sounding place called Llanbedr, just around the coast. I decided to visit Llanbedr for myself via the Cambrian Railway. It was a particularly wet and miserable day and I didn't see any flying although I did see the gate guardian, a restored early version of the Jindivik plus an Anson parked outside the ATC HQ. This was the

first of many visits to the area.

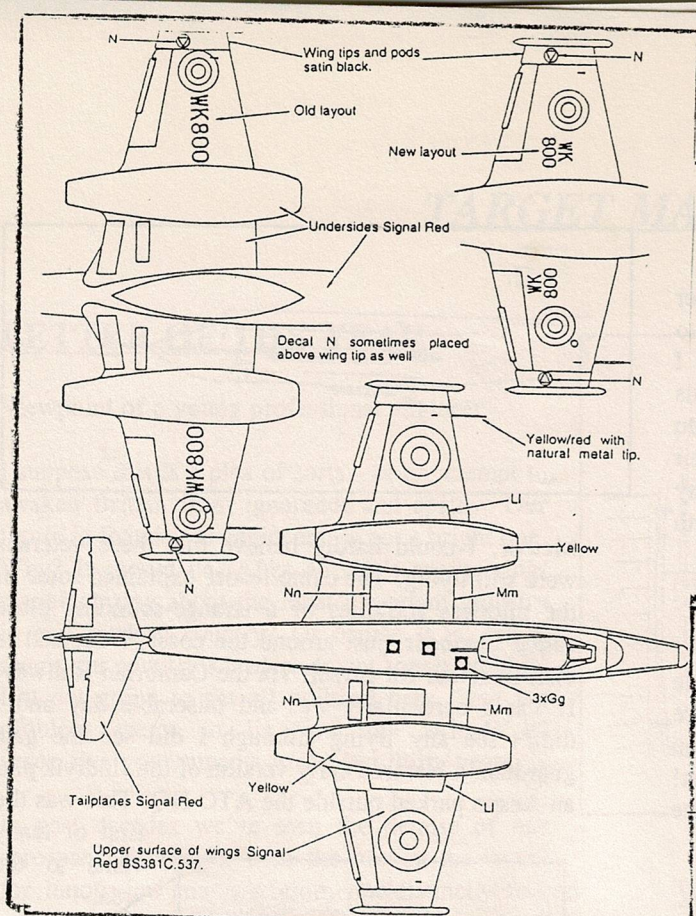


There would seem to be few books or articles on the history and current status of Llanbedr and I therefore especially enjoyed the

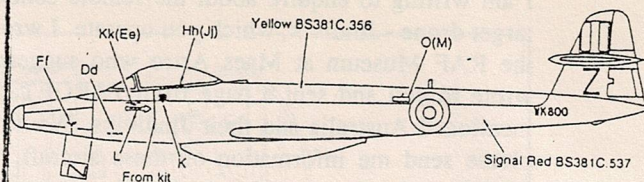
anniversary issue of TARGET which helped fill a number of blank areas of my knowledge of the history of the airfield.

The pilotless activity plus the use of such rare and interesting aircraft give Llanbedr a sort of mystique, and even after so many visits it will always hold a unique position to me. I hope this and your special work will continue for many years to come.

Paul C Joel, Ilkeston, Derbys.

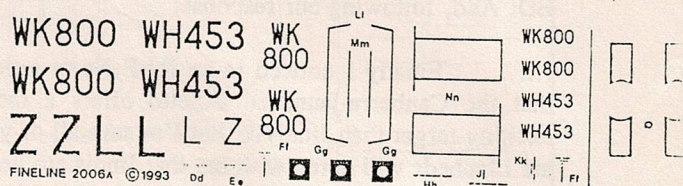


Now both over 40 years old, these two Meteors still serve at Llanbedr in a variety of rôles, but are principally used to shepherd Jindivik target aircraft being used over the Aberporth Ranges. Usually only one of the aircraft is kept airworthy at a time and as with any other long serving aircraft, they have undergone various small changes, mainly aeriels, over the years. Modelers are advised to check their references. The change to the under side markings of WK800 is thought to be due to damage sustained when fuel was accidentally shut off just after take-off in late 1958, resulting in belly landing and barrier engagement.



Acknowledgements:

I am grateful to the following people whose generous help has made these decals possible:
 Ff.L.L. S. Di Nucci (27 Sqn), Cmdr. Victor Sirett (CRO RNAS Yeovilton)



—FINELINE DECALS—

2006
 1/72 SCALE

PO Box 14, Bridgnorth, Shropshire, WV15 6DB, England

CALLING ALL AERO-MODELLERS

The Meteor U16 decals are now on sale and I enclose a set for you, with my compliments. I have since discovered that my version of the reasons for the change to WK800's underside markings is not entirely correct and I will correct the instruction sheet at the next opportunity. I am also planning to produce conversion parts for the Meteor 16 early next year.

I have seen a test shot of the 1/72 scale Jindivik kit and I believe it should be available from January, 1994.

Alan J. Southcombe, WDT Models, 47, Wellmeadow, Bridgnorth. Shropshire, WV15 6DG

ED: Glyn Williams (Comms Workshop) who has built a superb model of the Meteor, was very pleased to put the decals to good use, thank you, Alan.

BRITAIN'S PREMIER PRIVATE MOTORING CLUB

Every employee of MOD T & EE Llanbedr is eligible to join the Civil Service Motoring Association (Established in 1923 and with over 300,000 members today).



The annual sub of £12 provides substantial savings on motor and leisure facilities and Britannia Rescue, wholly owned by CSMA, offers a superb breakdown and recovery service operating 24 hrs a day at rates much lower than those of the AA and RAC.

Frizzell, CSMA's insurance brokers, offer highly preferential rates for motor and household insurance plus a range of banking services.

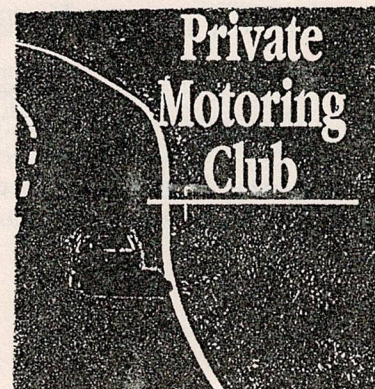
There are a free Uninsured Loss recovery Service and expert legal and technical advice and support plus discounts on a variety of leisure opportunities.

CSMA operates a Country Club Hotel and Leisure Park, in the Royal Forest of Dean, exclusively for members, including excellent camping and caravanning facilities.

CSMA's social and travel programme includes motorsport, weekend breaks, longer holidays abroad and caravan meets etc etc.

For more details contact Britannia House, 95, Queens Road, Brighton, BN1 3WY or myself.

Gordon Brown



BETTER, THANK YOU

First and foremost I must thank you all for your most generous gifts which were very unexpected and most acceptable. Thank you all very much indeed.

I've now had my post-op MOT and been given a clean bill of health, and look forward to becoming more active day by day, and with a bit of luck, a holiday in the sun. That's if there's anything left in the old oak chest after my daughter's wedding.

I'm very pleased to hear that Charlie is fully recovered and back at work and that George is making good progress and will soon be back to keep you all in line.

Good luck to you all for the future success of Llanbedr and once again thank you all for your kind thoughts and good wishes.

Ralph Highley, Harlech

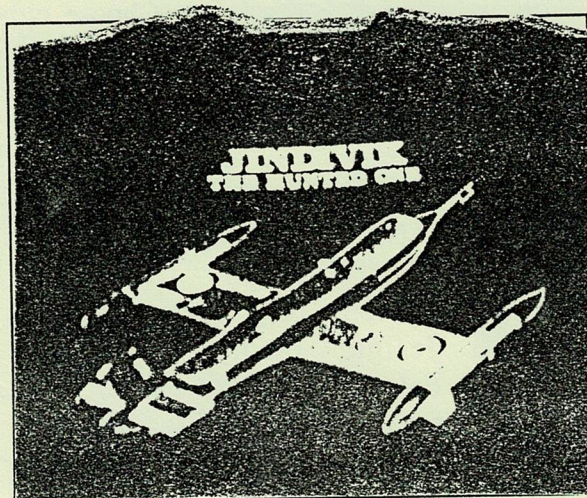
ED: George is now back to keep us all in line, Ralph!

ALSO BETTER, THANK YOU

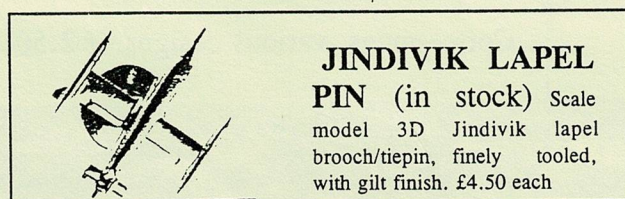
Many thanks for your kind enquiries, your many cards and gifts, and for keeping me in your thoughts, during my recent illness. I am now performing a very passable impersonation of "Hopalong" Cassidy, aided by a walking stick, and hope shortly to be back at work. The book tokens were most welcome and have already been put to good use. Again my thanks to you all.

Gwyn "Harlech"

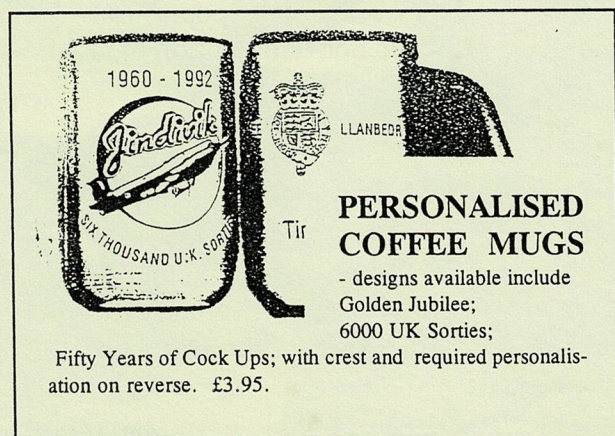
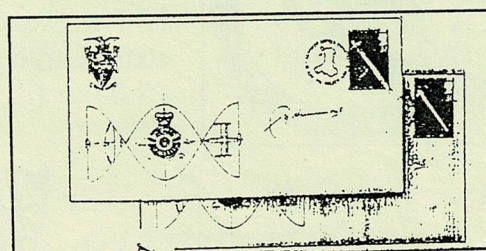
SOUVENIRS, GIFTS, COLLECTABLES



"THE HUNTED ONE" Jindivik Sweatshirt, available to order in most colours, sizes 24" to 28" @ £17.00; 30" to 46" @ 18.00.



**JINDIVIK LAPEL
PIN** (in stock) Scale
model 3D Jindivik lapel
brooch/tiepin, finely tooled,
with gilt finish. £4.50 each



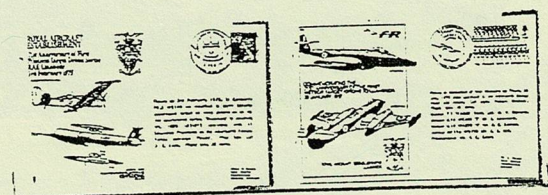
Fifty Years of Cock Ups; with crest and required personalisation on reverse. £3.95.

LLANBEDR AIRFIELD SOUVENIR COVERS (in stock)

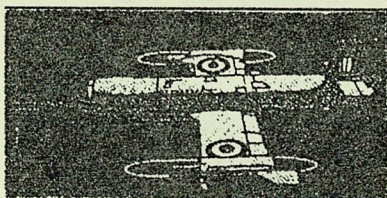
Limited edition, signed, Golden Jubilee, £ 4.50 each

21st anniversary, first drone sortie, £1.00 each

21st anniversary, first Meteor drone sortie, £ 1.00 each

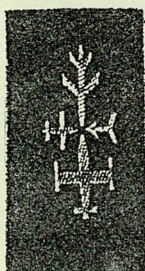
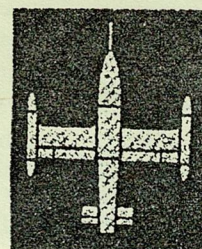


SOUVENIRS, GIFTS & COLLECTABLES (cont)



JINDIVIK TIES (in stock)

Choose either the multi-colour side view or the single colour plan view Jindivik motif. £ 6.50.



AND - NEW, NEW, NEW! the "TARGETS" tie. Woven, maroon or Navy with gold design incorporating the Falconet (representing the UK), the Firebee (USA), the Robot X (Canada) and the Jindivik (representing Australia). £6.50

each, available from Brian Luff at Pystock or Llanbedr Airfield Golden Jubilee Association.

AND - for RAE Aberporth nostalgics - The tie with the **RAE crest and ABERPORTH (1939-1989)**. Obtainable from the TEE Aberporth Social Club for £ 1.25!



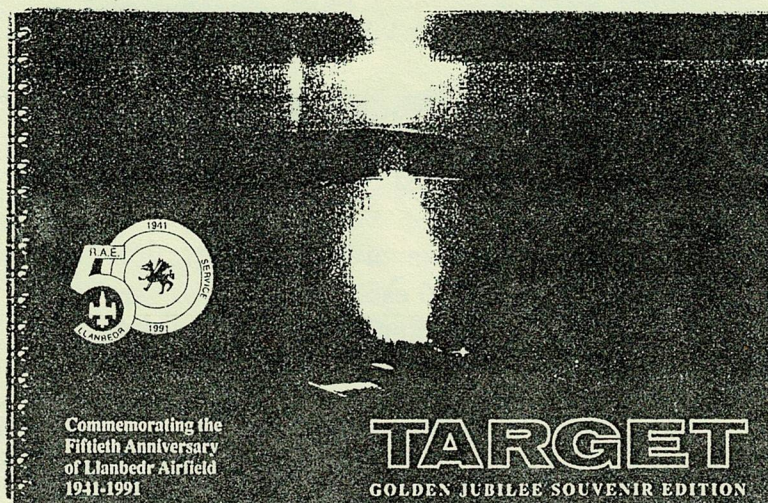
HUMOROUS "Fifty Years of Cock-Ups" Llanbedr T-shirts in Small, Medium, Large and Extra-Large sizes. £5.00 ea (in stock).

BARGAIN BASEMENT -

One Red polo shirt with Golden Jubilee design, size XXL - £10.00

One blue "The Hunted One" sweatshirt for 5 - 6 yr old. £10.00

Coffee mugs, various designs. £ 2.50.



Few remaining copies of Golden Jubilee Souvenir edition of **TARGET** £1.50 each.

Full list & order forms from:
PRO, Llanbedr Airfield Golden Jubilee Association, Test & Evaluation Establishment
Llanbedr Gwynedd LL45 2PX