

THE ALDWARE CHRONICLE

Newsletter of the Royal Air Forces Association York Branch



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Club opening hours: Thu: 7.30 pm to 10.30 pm, Sat: Currently closed.

Branch Charity Number 500974

Current membership: 488

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YORK BRANCH & CLUB OFFICIAL APPOINTMENTS FOR 2020-21

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Club Chairperson	Mrs M Barter
Club Deputy Chairperson	Mrs P Harrington
Club Hon Secretary	Mrs J Potter
Club Hon. Treasurer	Mr A Ramsbottom
Club Bar Manager	Mrs J Snelling
Club Deputy Bar Manager	Mr S Edgar
Club Fundraising Officer	Mrs G McCarthy
Club Social Secretary	Mr J Forrester
Club Tea Bar Manager	Mrs D Mennell
Club Trustees:	Ms S Richmond, Mrs K Woods , Mr R Webster
Aldwark Chronicle Editor	Mr A M Bryne

Please address all general enquiries to the Branch Secretary.

On the Cover: RAF Voyager ZZ336 refuels two F35 Lightning II aircraft over the North Sea on 26 June 2020. The aircraft is in a newly-applied unique VIP paint finish for Royal VIP and Prime Ministerial flights, but is seen here doing its usual RAF task.

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DISCLAIMER

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EDITORIAL

"So I will restore to you the years that the swarming locust has eaten, The crawling locust, The consuming locust, and the chewing locust, My great army which I sent among you." Joel 2.25.

Whilst it is not possible for us to restore what we might have lost over the last few months, at least with regard to our Branch and Club events, we can take some comfort in making small steps leading back to some kind of normality. Our Club at Aldwark re-opened to members on Thursday 6 August and, subject to all current restrictions being satisfactorily met, will remain open on Thursday evenings only. We are not able to open on Saturdays yet unfortunately, but we will once the current social distancing rules have been relaxed and it is safe for us to do so.

I regret that there are few of the usual Branch news articles in this edition of the Chronicle but I think it's fairly obvious why this is the case! However, the Branch Wings Appeal continues, despite many venue cancellations due to current restrictions, and, at the end of July, stood at **£5226.24**.

Andy Bryne

CHAIRMAN'S RAMBLINGS

It's several months since I indulged in my "Ramblings" but I'm glad to be back. Firstly, the really sad news that, over the past few months, seven of our members have passed away: John Whyte, David Taylor, June Simmons, Ray Worrall, Maurice Voase, John Barraclough and Harold Wood; all will be sadly missed. David Taylor was the Aldwark Chronicle Editor for many years and did a terrific job, despite towards the end suffering from his terminal illness. It's never easy to find someone to continue such exceptional work but Andy Bryne "volunteered" to take on the role and he and David were able to talk through the task before David passed away. This resulted in Andy doing a terrific job in putting together his first couple of Chronicles. Well done and very many thanks Andy for taking on this very important role. Two other things have occurred due to COVID-19: the club and bar have been closed since 19th March and several of our remembrances and Turning of the Page ceremonies have been cancelled due to York Minster being closed. The latest cancellation is the 2020 formal Battle of Britain service and the subsequent 80th Anniversary. However, I am in contact with the Precentor at York Minster about commemorating the 80th Anniversary, hopefully on Tuesday 15th September 2020. The plan is to have a small service at the RAF Memorial in the Minster to include a Page Turning and wreath-laying. However, the Minster authorities insist that the number of participants be as small as possible. I will be organising this event and I will negotiate as best I can, but it is highly likely that there will only be Standard Bearers, Wreath Layers and T of P personnel present. We must respect the rules to which the Minster have to work, and I will be putting the paper work out in the next couple of weeks. I am very sorry if you are not included and would ask you to please take this on the chin. The second occurrence is the closure of the Branch Club which was in line with H M Government COVID 19 instructions, and I know you have missed the social gatherings on Thursday evenings and Saturday lunch times. The Government have now relaxed the rules on pubs, cafes shops etc. so we sought permission to re-open the Club bar. Needless to say we still have to have social distancing, tables and toilet cleaning, sanitising gel etc. and this is being arranged. **HOWEVER**, we will only open on Thursday evenings from 7.30pm to 10.30pm from 6th August 2020 for the foreseeable future, on a trial basis. We are keeping the attendees low in number, preferably the previous Thursday regulars. Attendance is not mandatory and if you do not want to come out or if you are unwell, or have symptoms, please look after your own and others safety and stay away. Anyone, other than one of the Thursday regulars, wishing to attend must contact me first and not just turn up please. This is, after all, a trial and should we find problems we must revert back to closure forthwith. I do not see us opening on Saturdays possibly until the New Year, unless social distancing regulations change or a vaccine is found. Finally, I hope you have survived lockdown and avoid getting the flu over winter. I strongly recommend the flu jab (It's going to be free to most, if not all of us). Good luck – Stay safe.

Brian Mennell

EXTINCTION OF THE GIANTS

Is this the end of an era?

Are we witnessing the end of the behemoth airliners?

The 2020 Coronavirus pandemic could kill off large long-haul airliners as the airline industry continues to be crippled by the worldwide lockdown, according to several airline and business experts and economists. Since March 2020, most airlines have grounded most, if not all, of their aircraft and the first to go into “mothballs” were invariably the largest aircraft, particularly the Boeing 747 and the Airbus A380. A quick look at Flight Radar 24 or any similar live aircraft movements website will show almost empty skies over the UK. The only 747s flying will almost certainly be freighter variants. As for the poor A380, its full double-deck configuration makes it unsuitable for conversion to a freighter and its expensive operating costs (it has to be completely full of passengers to make any profit for its owners) meant an early demise even before the arrival of a worldwide pandemic in early 2020.



Airbus A380 of British Airways

Back in 2019, Airbus announced that it would stop production of its massive A380 passenger jet airliner, the largest passenger jet in the World. The final airframe rolled off the production line in June 2020. Apart from Emirates (the largest A380 operator with 102 aircraft) several other airlines, including Lufthansa and Air France – airlines of Germany and France, the main manufacturers of the Airbus A380 – also decided to stop buying the aircraft. Normally, if an airline can fill an A380, the plane will generate £124 million of revenue per year, but the challenge is filling all those seats. The two 49.9 metre decks of an A380 can, at their maximum capacity, contain 868 people. Lufthansa sold six A380s back to Airbus earlier in 2019, saying that they were unprofitable. Australian airline Qantas cancelled its last A380 order in

February, keeping only twelve aircraft. Qatar Airlines, which has ten A380s in its fleet, has announced it will switch to Boeing 777Xs from 2024. So, what went wrong?

The A380's capacity was supposed to be its biggest advantage. "Most of the world's major airlines told us they needed a larger aircraft to cope with traffic growth and congestion," reported Bob Lange, senior vice president and head of market and product strategy at Airbus. Bigger planes meant fewer terminal gates would be needed to accommodate more people. Additionally, more seats meant more passengers, which meant lower fares. Everybody prefers flying direct, but passengers' biggest factor of choice is the ticket price. So even though the superjumbo jets could only travel between big city hub airports, passengers were willing to deal with a stopover to pay a little less.

Another problem which faces all airlines and all airliners is the need to replace and upgrade the aircraft interiors. The more seats there are to upgrade, the more costly it gets. That was one of the reasons Air France, the first European airline to fly the jet, decided to ditch the A380 in August 2019. The estimated cost of upgrading economy and business classes, at over £37million per airframe, was just too much compared to investing into newer aircraft instead. That was just one of the reasons the French airline decided to retire ten A380s by 2022 and instead replace them with 60 smaller Airbus A220-300s, with 149 passenger capacity. In the event, all the ten-year old Air France A380s were grounded in March this year because of the pandemic. The A380's design also counts against it. It has four engines (which makes it more expensive to operate) and one of the consequences of its launch was more investment in aircraft engines, significantly pushing the limits of how powerful an engine can be. Technology quickly evolved and now a new generation of super-efficient, twin-engine planes, such as Boeing's 787 Dreamliner and Airbus's own A350, offer an even lower price point.

So, the poor not so old A380 (which costs about £356 million per aircraft) was not faring well even before the world-wide shut down of the passenger air travel industry in early 2020. The other main large airliner, the legendary Boeing 747, was coming towards the end of its passenger flying career. However, over 450 Boeing 747s were in service in March 2020, although quite a few of these are the freighter versions. The first Boeing 747 flew in February 1969, so the type has done very well over the years. Nevertheless, many airlines, including Qantas, KLM and British Airways, have decided to ground their 747s for the foreseeable future, probably permanently. The average cost of a Boeing 747 prior to the pandemic was about £190 million.



Boeing 747 400 of British Airways. All 30 aircraft in the fleet were permanently withdrawn from service in July, four years earlier than planned.

By mid-April 2020, global traffic was down 80 per cent year-on-year, quashing recent forecasts that the number of airline passengers would double within 20 years. The International Air Transport Association (IATA) said passenger revenues will plunge by about £250 billion or 55 per cent in 2020 due to the pandemic. In late March, IATA, which represents 290 carriers, forecast that half of the world's airlines would run out of cash within two to three months. It urged governments to support airlines either by nationalising them or injecting fresh capital, waiving or delaying charges including taxes, or providing loan guarantees.



Airbus A340 of Virgin Atlantic

Airlines are expected to switch to flying fewer, smaller aircraft – with the infection said to have accelerated the demise of the world's largest

passenger planes. In March 2020, aviation consultant Andrew Charlton told the Guardian newspaper, 'You will never see a passenger 747 flying again, and the only A380s left will have "Emirates" painted on the side.' Another large four-engine airliner, the Airbus A340, has been in service since 1993 and has been a firm favourite with Virgin Atlantic since beginning operations with the airline in 2007. However, the last 3 Virgin Atlantic aircraft were grounded permanently in late March 2020.

I freely admit to never having flown in an Airbus A380 or an Airbus A340 and I guess, sadly, I probably never will in future.

Editor

Sourced from various articles in the aviation and general media.

OUR RAFA CLUB



At the time of publication, our Club at Aldwark has re-opened (with restrictions) on **Thursday evenings only** and we do not know when it will reopen fully. However, rest assured that we will let members know as soon as possible once we have the "green light" to reopen on Saturdays. By mid-July, several RAFA clubs had re-opened, with strict observation of Government guidance. We have been quite lucky in that our Club is generally well-supported (especially on Saturdays) and members have organised a number of different Club events during the year, which promote comradeship and a great social atmosphere. From the Christmas Draw to the

dining-in nights, the auctions and the film shows, there is usually something going on for us to enjoy. There is no doubt that we would have done something to mark the 75th Anniversary of VE Day on 8 May but, like everyone else, we had to abide by the COVID-19 restrictions and keep safe at home.

In April, your Branch Secretary received an e-mailed letter from the RAFA Director of Membership via the Northern Area Director, Joe Stanfield, with instructions to forward the letter on to our Branch and Club Chairs. I thought that the letter would be a general "howgozit" and "hope all is OK" letter but it wasn't quite in that vein. Instead, it served to raise my blood pressure

significantly! One paragraph serves to illustrate the tone of the letter: *“Council has increasingly been concerned as to the operation and viability of several Branch Clubs and in recent years a number have closed. Whilst RAFA Clubs Ltd was established to consider how our Branch Clubs might be best positioned into the future, and more recently Armed Forces Covenant Fund Trust (AFCFT) bids for a number of Branch Clubs were secured, the extreme circumstances in which we now find ourselves means that we are in a position where we should test whether Branch Clubs are financially viable.”*

Now whilst it is prudent and sensible to consider the financial health of our Club (something we normally do on a monthly basis with our committee meetings) I did not expect the letter to continue in such a depressing manner: *“It is worth remembering that among our c350 branches, only 60 have clubs and we are aware that a number of those 60 have a precarious trading position. Rather than waiting for this current crisis to pass, now is the time to actively consider the future of your Branch Club. In doing so, consideration of the immediate factors needs to be considered alongside the sustainability into the future of the Branch Club for at least 12 months ahead.”* It is almost as if RAFA HQ wants to rid itself of these “turbulent” clubs! Needless to say, I passed the letter on to the Branch and Club Chairs immediately. Our Branch Chairman has since written a robust letter of reply. We are aware that several RAFA clubs have closed in recent years but it doesn’t mean that they are all in a sorry state. So, the message is, please come and support your RAFA York Club once it reopens fully! It has much to offer in comradeship and support. It’s customers don’t fit the stereotypes shown below either (well, most of them don’t!).

Editor



MAURICE VOASE 1921-2020



(Photo of Maurice taken in 2018 at Veterans' RAF Centenary tea at Betty's Tea Rooms, York. – Catherine Hanson)

Sidney Maurice Voase (1077410) joined the RAF on the 1st Nov 1940 as an Aircraft Hand/General Duties Tradesman. He was discharged on the 22nd Jul 1946 as a Carpenter with the rank of Corporal. During his RAF service, Maurice was based at the following airfields: RAF Bramcote, RAF Grangemouth, RAF Macmerry (East Lothian), RAF Morpeth (now Tranwell Airfield), RAF Newton (Nottingham), and RAF Wheaton Aston (Staffordshire).

He served with No 18 Operational Training Unit (OTU), No 105 OTU, No 614 Sqn, No 4 Air Gunnery School, No 16 (Pilot) Flying Training School, No 6 (Pilot) Advanced Flying Unit (AFU) and No 21(P)AFU. He worked on the following aircraft types: Wellingtons, Lysanders (No 614 Sqn), Blenheims, Martinets, Oxfords and Ansons. Maurice always said that his favourite aircraft was the Wellington.

Maurice joined the Royal Auxiliary Air Force (RAuxAF) on the 22nd July 1946 and was based at RAF Church Fenton working on Gloster Meteor jets with No 609 (West Riding) Sqn from 12th May 1956 until the disbandment of the sqn on the 10th Mar 1957.

In more recent years, Maurice was involved with the Royal Observer Corps, the RAF Association, Air Training Corps, No 609 Sqn Association and the Yorkshire Air Museum at Elvington.

Maurice died on Sunday 26th April just one week short of his 99th birthday on the 3rd May. He told RAFA York Branch Welfare Officer Ron Ford,

during one of Ron's visits to his home, that he would love to reach the grand old age of 100 and receive a telegram from the Queen, but alas that was not meant to be.



Wellington bomber of No 18 OTU RAF Bramcote. This particular aircraft was lost in a flying training accident on 31 Jan 1942.

RAY WORRALL 1924 - 2020

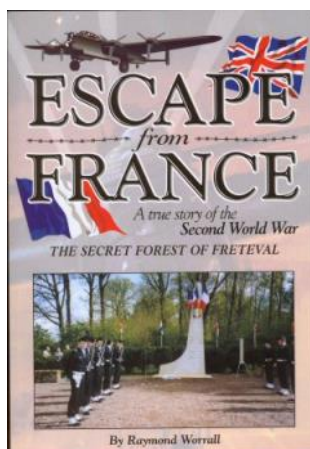


York Branch member Ray Worrall died on 29 April 2020.

Ray was born in July 1924 at Roundhay, Leeds. After attending schools in Roundhay he went to boarding school. He left Shrewsbury School in December 1942 and at the end of January 1943 joined the RAF and trained as an aircrew Flight Engineer.

In March 1944 he was posted to No.44 (Rhodesia) Squadron, a Lancaster Bomber Squadron, and in April 1944 began a tour of operations. He had completed 25 operations before being shot down over occupied France on the night of 25 July 1944, hiding in the Forest of Fréteval. With the help of the French Resistance he got back to England at the end of August 1944. In October 1944 he was posted to Canada to 45 Group (Atlantic Transport Command, formerly Atlantic Ferry Command, and delivered aircraft across the Atlantic to the UK and to the Middle and Far East. In October 1945 he was posted back to England to RAF Dishforth in North Yorkshire as an instructor. In September 1946 he came off flying duties and was posted to 4 Group Headquarters at Heslington Hall, York (now York University) as Assistant Adjutant. He was demobilised from that post in January 1947 and went to Leeds University and graduated in 1950 with a degree in Economics and Commerce. In 1952 he married Fredrica. They have a son and a daughter and three grandchildren. After several years in the family business he read law and was called to the Bar in 1963. He retired at the age of 72 in 1996 when Chairman of the Industrial Tribunals. In 2004, he wrote a book describing his wartime escape from France after being shot down over occupied territory in a Lancaster bomber. (See image.) In recent years he was a resident at the RMBI care home Connaught Court in York, and, in 2016, was awarded the Chevalier de la Légion d'Honneur, the highest decoration in France, by the French Consul.

Ray Worrall wrote about his experiences in: 'Escape from France'- Publisher Silver Quill – ISBN -1 872939 80 5.



Ray during World War II

CAT QUOTATIONS

In ancient times, cats were worshipped as gods; they have not forgotten this. *Terry Pratchett.*

Curiosity killed the cat. *Ben Johnson.*

Women and cats will do as they please, and men and dogs should relax and get used to the idea. *Robert A. Heinlein.*

Cats are connoisseurs of comfort. *James Herriot.*

If animals could speak, the dog would be a blundering outspoken fellow; but the cat would have the rare grace of never saying a word too much. *Mark Twain.*

The smallest feline is a masterpiece. *Leonardo da Vinci.*

I believe cats to be spirits come to earth. A cat, I am sure, could walk on a cloud without coming through. *Jules Verne.*

No matter how much the cats fight, there always seem to be plenty of kittens. *Abraham Lincoln.*

Cats are a mysterious kind of folk. *Sir Walter Scott.*

I am the Cat who walks by himself, and all places are alike to me. *Rudyard Kipling.*



*Gerald the
Bengal cat in
Stonegate*

I WONDER WHY?

Q: Why are many coin banks shaped like pigs?

A: Long ago, dishes and cookware in Europe were made of a dense orange clay called 'pygg'. When people saved coins in jars made of this clay, the jars became known as 'pygg banks.' When an English potter misunderstood the word, he made a bank that resembled a pig and it caught on.

Q: Why do men's clothes have buttons on the right while women's clothes have buttons on the left?

A: When buttons were invented, they were very expensive and worn primarily by the rich. Because wealthy women were dressed by maids, dressmakers put the buttons on the maid's right! Since most people are right-handed, it is easier to push buttons on the right through holes on the left and that's where women's buttons have remained since.

Q. Why do X's at the end of a letter signify kisses?

A: In the Middle Ages, when many people were unable to read or write, documents were often signed using an X. Kissing the X represented an oath to fulfil obligations specified in the document. The X and the kiss eventually became synonymous.

Q: Why is shifting responsibility to someone else called 'passing the buck'?

A: In card games, it was once customary to pass an item, called a buck, from player to player to indicate whose turn it was to deal. If a player did not wish to assume the responsibility, he would 'pass the buck' to the next player.

Q: Why do people clink their glasses before drinking a toast?

A: It used to be common for someone to try to kill an enemy by offering him a poisoned drink. To prove to a guest that a drink was safe, it became customary for a guest to pour a small amount of his drink into the glass of the host. Both men would drink it simultaneously. When a guest trusted his host, he would then just touch or clink the host's glass with his own.

Q: Why are people in the public eye said to be 'in the limelight'?

A: Invented in 1825, limelight was used in lighthouses and stage lighting by burning a cylinder of lime which produced a brilliant light. In the theatre, performers on stage 'in the limelight' were seen by the audience to be the centre of attention.

Q: Why do ships and aircraft in trouble use 'mayday' as their call for help?

A: This comes from the French word m'aidez -meaning "help me" and

is pronounced "mayday."

Q: Why is someone who is feeling great said to be 'on cloud nine'?

A: Types of clouds are numbered according to the altitudes they attain, with nine being the highest cloud. If someone is said to be on cloud nine, that person is floating well above worldly cares.

Q: Why are zero scores in tennis called 'love'?

A: In France, where tennis first became popular, a big, round zero on the scoreboard looked like an egg and was called 'l'oeuf,' which is French for 'egg.' When tennis was introduced in the US, Americans pronounced it 'love.'

Q: In golf, where did the term 'Caddie' come from? **

A. When Mary, later Queen of Scots, went to France as a young girl (for education & survival), Louis, King of France, learned that she loved the Scottish game 'golf.' So he had the first golf course outside of Scotland built for her enjoyment. To make sure she was properly chaperoned (and guarded) while she played, Louis hired cadets from a military school to accompany her. Mary liked this a lot and when she returned to Scotland (not a very good idea in the long run), she took the practice with her. In French, the word cadet is pronounced 'ca-day' and the Scots changed it into 'caddie.'

Q. What about the expression "Hobson's Choice" (meaning you have no choice.)

A. Hobson owned stables and when people came to ride his horses, they weren't allowed a favourite. He always rotated his horses, so when one came back, it went to the back of the line, hence 'Hobson's Choice', you got what you were given.

Q. From whence came "outsiders" and "backhanders"?

A. Horse-drawn coach travel was very expensive. It cost less to sit outside with all the disadvantages that entailed including the diminution in status - hence "outsiders". On the open road out of sight of the coach owners would-be travellers could bribe the coachman to let them climb on to take over an empty seat, if there was one, As they climbed aboard the driver reached down with his cupped hand turned backwards to accept surreptitiously, the proffered coins.

From David Taylor's collection



NICE DAY FOR A TRIP TO THE BEACH!

This is a true “Covidiot” story, honest!

On 25 May 2020, a Pilatus PC-12, registration N412MD, departed Fairoaks Airport, Surrey to fly to RAF Valley, Anglesey. RAF Valley was closed (Bank holiday Monday) with work in progress scheduled on Runway 19 barrier and families on the periphery of the airfield. At 1250 hrs the aircraft called Valley Tower frequency several times (reported by Valley Aviation Society) then landed on Runway 19 and parked at ASP 5 (adjacent to the beach). The Fire Section noted the aircraft and responded, thinking the aircraft was in distress. Having confirmed that the aircraft was not in distress, the Pilot was verbally held at the aircraft steps by the Fire Crew Manager. At 1300 hrs the Military Guard Service attended and North Wales Police (NWP) were informed. The pilot informed the Crew Manager that he had flown from London to go to the beach. When informed that this was a military airfield and that the coronavirus restrictions were still present in Wales the pilot stated that, ‘it was ok, because he had it 2 months ago.’



The Pilot stated that he had located the airfield on Google Earth and noted from Wikipedia that Anglesey Airport served civilian traffic. The RAF Police arrived at ASP5 and searched the aircraft for any other occupants. The pilot was the only person on board and there was nothing of a suspicious nature on the aircraft. The pilot's details were recorded. Assistant OC Ops Sqn informed the pilot that he did not have the authority to leave the airfield until it opened at 0800L on 26 May 20. The pilot stated that he was leaving anyway. Assistant OC Ops Sqn and the Crew Manager elected to not block the aircraft, but to let it depart. At 1415 hrs the aircraft departed back to Fairoaks. The Pilatus PC-12 (see image above) is not your average flying club light aircraft. This Swiss-built machine costs around \$4 million and can seat up to 9 passengers. It has a top speed of over 300 mph. Although this particular machine has a US registration, it has operated in the UK for several years. The incident is being followed up!

Editor

LIGHT PERPETUAL



Two photos of York RAFA Branch members who we have sadly lost in July this year. The photo above of June Simmons (on left of photo) was taken by John Forrester in January 2018 and the photo of Harold Wood below (on right of photo) in April 2018 by RAF Linton on Ouse Station Photographer. These photos were taken at the respective Turning of the Page ceremonies held at the Minster. June, from Wigginton, was an Associate member and a very regular stalwart at the Club until her illness prevented her from attending. Member Harold, from Copmanthorpe, served during World War II and was well-known in the York area amongst veterans. We also lost Life member John Barraclough, from Holme on Spalding Moor, in June.



Editor.

CLOSURE OF RAFA WINGS BREAKS HOTELS



On 26 July 2020, the RAF Association's Chairman, John Cliffe, sent out an e-mail Branch Bulletin informing RAFA branches that the decision had been taken to close the 2 remaining Wings Breaks hotels at Rothbury (Northumberland) and Flowerdown (Weston Super Mare) from 31 July. There is no doubt that the current COVID-19 pandemic has hit many sectors of Society very

Rothbury House - September 2018 (Editor)

hard and charities are amongst those taking a big hit. It was therefore not totally unexpected that this decision would be taken, but it is still a shock to many members I'm sure, especially to those of us who have stayed at one, or both, of these facilities. To quote from the Bulletin:

"Following the Council's proposal to close the Wings Break Hotels at Rothbury House and Flowerdown House from 31 July 2020, the Association began a 30-day collective consultation with our employees and the GMB union (our recognised workplace union) on 17 June. This consultation has considered ways in which we could further adapt our services in order to ensure that, in light of the likely long-term restrictions imposed by COVID-19, we use our limited finances to help as many vulnerable members of the RAFA family as possible. At its 22 July meeting, Council confirmed their decision to close both hotels as respite care facilities." Some of the factors leading to this decision were as follows:

"The Council recognises this maybe a contentious decision. I would, therefore, like to emphasise some of the factors that the Council took into account. Our services as an Association assisted 85,000 people last year, yet only 1,124 people used the hotels, with some of those staying more than once. The overall occupancy level at the hotels has been a little over 55%, with only 13% of those taking Wings Breaks needing welfare assistance, while the remainder were fee-paying guests. The financial reality is that the hotels require a subsidy in excess of £500,000 to run each year, which would more than double due to the costs of COVID protection measures. Given the significant financial challenges faced by the Association, our support to those in need of respite care must be achieved in a more affordable way." In conclusion: *"Whilst closed as respite care facilities, the future of the Flowerdown House and Rothbury House buildings has yet to be decided, and the Council will act in the best interests of the charity in its consideration of next steps. There will be no impact on our retirement accommodation tenants who live adjacent to Rothbury House."*



WELL, THAT ESCALATED QUICKLY



Events for RAFA York Branch - 2020

Event dates will be updated on a regular basis on the Branch Website and Club Noticeboards.

Please note: it would be appreciated if you wish to attend any of the events listed below to inform the President so that we know what numbers to seat/cater for.

At the time of publishing we do not yet know when the Club at Aldwark will reopen on Saturdays or when any of our usual Branch activities will take place. Consequently, events already planned for the months of September and October might have to be cancelled.

15-16 Sep	Wings Collection - York Railway Station.
Sat 19 Sep	Battle of Britain Wings Collection - City Centre.
Tue 6 Oct	St Crux.
Sun 8 Nov	Remembrance Sunday.



Regarding the Wings Appeal events listed above, an appeal for volunteers will be placed on the Wings noticeboard by the Wings Appeal Officer nearer the date of the event.

Please note that "themed dining in nights" at the Club are currently suspended until COVID-19 restrictions are eased.