

# THE ALDWARE CHRONICLE

Newsletter of the Royal Air Forces Association York Branch



Branch Headquarters:  
3-5 Aldwark  
York  
YO1 7BX

Telephone: 07495 651849

Our Website: [www.rafayork.org](http://www.rafayork.org)



Club opening hours: Thu: 7.30 pm to 10.30 pm, Sat: 11.30 am to 3 pm

Current membership: 499

Issue No 71

January 2020

## YORK BRANCH & CLUB OFFICIAL APPOINTMENTS FOR 2019-20

President:	Mr Richard W Gray
President Emeritus	Air Commodore W G Gambold RAF (Retd)
Life Vice-Presidents:	Mr H R Kidd OBE Mr J J Mawson
Vice-Presidents:	Mr J Allison BEM Ms S Richmond
Branch Chairman	Mr B R Mennell <i>chairman@rafayork.org</i>
Branch Vice-Chairman	Mr R Ford
Branch Hon. Secretary	Mr A M Bryne <i>secretary@rafayork.org</i>
Branch Hon. Treasurer	Mr D Pollard <i>treasurer@rafayork.org</i>
Membership Secretary	Mrs K Allison
Welfare Officer	Mr R Ford <i>welfare@rafayork.org</i>
Wings Appeal Organiser	Mr I Smith <i>wings@rafayork.org</i>
N. Area & Annual Conf. Rep.	Mrs M Barter
Branch Standard Bearer	Mr G Murden
Deputy Standard Bearer	Mr R Ford
Public Relations Officer	Mr A M Bryne
Buildings Officer	Mr R Webster
Website Manager	Mrs M Barter <i>webmaster@rafayork.org</i>
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 R Woods
Club Fundraising Officer	Mrs G McCarthy
Club Social Secretary	Mr J Forrester
Club Tea Bar Manager	Mrs D Mennell
Club Trustees:	Ms S Richmond & Mr R Woods
Aldwark Chronicle Editor	Mr A M Bryne

**Please address all general enquiries to the Branch Secretary.**

***On the Cover: Tucano ZF287 of No 72 Sqn 1 FTS, RAF Linton on Ouse, in clear blue skies. A familiar sight and sound in North Yorkshire skies since 1988, these aircraft have now been retired from service after the partial closure of Linton on Ouse in October 2019.***

## CONTENTS

Branch & Club Officials	2	Tucano Replacement	12
Editorial	3	RAF Linton on Ouse	13
Service Humour Snippets	4	A Plastic Spitfire	15
Christmas Dining - In Night	5	Australia - Douglas Adams	16
Christmas Draw	6	York Christmas Lights	19
Twist in the Tail	8	Forthcoming events	20
Turning the Page - January	10		

### DISCLAIMER

Whilst all reasonable care is taken in the preparation of *The Aldwark Chronicle*, all individual contributions are the responsibility of their authors. The *Aldwark Chronicle* cannot be held liable for errors in this publication. The opinions expressed in *The Aldwark Chronicle* do not necessarily represent the policies and regulations of the Royal Air Forces Association, the Royal Air Force or the Ministry of Defence unless so stated.

### EDITORIAL

This is my first attempt at editing the Aldwark Chronicle and I hope that I can do my best to carry on with the excellent work undertaken by David Taylor, whose experience in this field is considerable. As many Branch members will know, David is not in the best of health and he decided recently that he should offer the editorial task to someone else as was finding it increasingly difficult to continue. Although I have some experience in writing newsletters (for a steam locomotive owners' group!), I am indebted to David for his assistance and support in taking over this duty. He will be an extremely hard act to follow but I will do what I can. Clearly, the more items you send in the better it will be.

2020 promises to be another interesting one for the York Branch and for the Association as a whole. RAFA Council continues to progress with a number of initiatives, including, One Member One Vote, One Charity and the proposed changes to the administrative structure of the Association. There has been some considerable disquiet amongst some branches, particularly with the first two initiatives, and our Branch Committee has already sought answers to perceived problems with the One Charity and OMOV proposals. We await further clarification as the year unfolds.

Andy Bryne

## **ANNUAL GENERAL MEETING 2020**

Please note that the 74th Annual General Meeting of the Royal Air Forces Association (No 0437) York Branch & Club will be held at the Aldwark Branch HQ on Saturday 14th March 2020 commencing at noon.

### **SOME SERVICE HUMOUR SNIPPETS**

During training exercises, a young lieutenant, who was driving his jeep down a muddy back road, encountered another jeep stuck in the mud with a red-faced colonel at the wheel.

'Your jeep stuck, sir?' asked the lieutenant, as he pulled alongside.

'Nope,' replied the colonel, coming over and handing him the keys, 'Yours is.'

Having just moved into his new office, a pompous, new Wing Commander was sitting at his desk when an airman knocked on the door. Conscious of his new position, the Wingco quickly picked up the phone, told the airman to enter, then said into the telephone, 'Yes, Air Marshal, I'll be seeing him this afternoon and I'll pass along your message. In the meantime, thank you for your good wishes, sir.' Feeling as though he had sufficiently impressed the young enlisted man, he asked, 'What do you want?'

'Nothing really important, sir,' the airman replied, 'I'm just here to connect your telephone.'

In August 1941 a German bomber scored a direct hit on a whisky warehouse in Banff. The subsequent explosion caused the fire brigade to valiantly empty barrels of the stuff into a nearby burn to limit the spread of the fire. Grazing cows nearby, drinking from the stream, were falling all over the place and it was felt advisable to throw away their milk until the specific gravity of the water returned to normal. Ducks and geese were found staggering about, and later that evening Nazi propagandist Lord Haw-Haw claimed that an important ammunition dump in North East Scotland had been destroyed.

## CHRISTMAS DINING IN NIGHT – 5 DECEMBER 2019

The last formal social function for the Branch in 2019 was on the 5<sup>th</sup> December, when the Branch held a Christmas Dining in Night. It was a full house as we welcomed our VIP guests, Group Captain Keith Taylor ADC RAF and his wife Lizzie. Keith was the Station Commander at RAF Linton on Ouse until recently and we were delighted to be able to welcome Keith and Lizzie to dine with us at this special time of year. Our Chairman, Brian Mennell, started the proceedings with a welcome address, followed by Vice-President John Mawson, who read the Association Dedication. After the Grace, read out by Vice-President Ray Kidd OBE we were treated to a four-course meal, expertly provided by Gill Gray with efficient support from our smartly dressed waiter, Branch President Dick Gray.



After the meal, the port was passed around prior to Dick Gray proposing the Loyal Toast. This was followed by a toast to the Royal Air Force by Brian Mennell and a response by Keith Taylor, who spoke, amongst other things, of the very warm and long-lasting relationship between RAF Linton on Ouse and the York Branch of the RAF Association, the latter now being in its 73<sup>rd</sup> year. Our grateful thanks go to Dick and Gill Gray for a really wonderful evening.

## YORK BRANCH CHRISTMAS DRAW 2019

At least 35 Branch members and guests attended the annual Christmas Draw at the Club on Saturday 21<sup>st</sup> December and a great time was had by all. The Club lounge and foyer had already been decked out with festive decorations by Dick Gray and there was much anticipation of the entertainment to follow. The food was provided by Gill and Dick Gray whilst the Draw itself was conducted very efficiently as ever by Gillian McCarthy, ably assisted by Mary Beattie. There were in excess of 120 prizes to be won, so most people came away with something! After the Draw, we joined together in singing some Christmas songs, led by John Forrester and his audio-visual show. The winner of the best ladies' Christmas jumper was Pat Harrington and the best gentlemen's Christmas jumper (complete with impressive trousers and shoes!) was Ron Ford.





It was a lovely way to enjoy the Christmas festivities. After the Draw, our Branch Chairman, Brian Mennell, presented the trophy for the 2019 Wings Appeal Collector to Barry Snaith.





## TWIST IN THE TAIL

Ted Strever was awarded the DFC for his exploits and, being a native of South Africa, he returned there after the end of World War II, joined the South African Air Force and rose to the rank of Lt. Colonel. Around 1975 he retired to the Limpopo Province -specifically to the area in the vicinity of Haenertsburg. Farming and tourism are the main economic activities on "The Mountain" as it is called by the locals and they speak of it both with pride and a strong sense of belonging.

An old time resident of the mountain, Clifford Thompson, was part of this story. He was born on the mountain in 1920. When Ted Strever came to the mountain he was introduced to Clifford. To their surprise Ted and Cliff soon discovered that, as Royal Air Force pilots in the Second World War, they were both stationed on Malta in the Mediterranean. They vaguely recalled to have met but since the airbase on Malta was enormously big and Ted being an officer and Cliff an NCO, it wasn't all that strange that they did not really get to know each other then since they had not shared the same facilities. Then came the big surprise; after Cliff mentioned that he had spent most of the war trying to escape from an Italian prisoner of war camp Ted wanted to know how and when he got captured. Cliff then told him how he was the pilot of a Bristol Beaufort bomber of 217 Sqn that, on 28 July 1942, left Malta to intercept Italian supply ships in the Mediterranean. They were shot down by Italian fighter planes before they could accomplish their mission. "Good Lord" said Ted, "were you in that plane! We left the airfield in our Beaufort shortly after you on that same day and never saw or heard from the first plane again. It was later assumed that you were shot down. But how did you survive?"

Clifford then told Ted how they managed to crash land on the sea and how they got into their inflatable dinghy before their aircraft disappeared below the waves. But then began the real ordeal; without water and food and drifting further away from land, they were doomed to meet a horrible death at sea. After three terrible days and badly sunburned they saw a ship in the distance and managed to attract its attention. It was with mixed feelings that they discovered it to be an Italian vessel!

The Italians, on the other hand, were surprised to find RAF aircrew in the dinghy since they had been sent out to look for survivors of an Italian Cant Z506B seaplane that had left the Italian airbase three days before and never returned. The presumption by the Italians was that it was shot down by RAF planes - but, of course it never returned because it was the one that had been hijacked by Ted and his crew and flown to Malta!



Cliff and his comrades were then taken to Italy where they were put into a POW camp. They realised, however, that if it wasn't for the Italian ship, they would surely have perished.



*The Italian Air Force Cant Seaplane hijacked by Ted Strever and his crew seen in RAF colours at Malta where it operated briefly after capture.*

It was only then, nearly forty years later, when Ted told him his side of the story that Cliff realised that it was only because Ted and his crew hijacked the Italian seaplane that he and his crew were caught and made prisoners. On the other hand, if the Cant hadn't been reported "missing" the Italian vessel would never have been sent out and they would probably never have been rescued. In a strange bizarre way then Ted was the indirect cause for Cliff's survival - without even knowing about it.

For the rest of their lives Cliff and Ted would come together on the 28 July to celebrate that day over a bottle of good Scotch - the day when Ted and his 3 crew hijacked an Axis aircraft and Cliff was saved as a result of it. Ted Strever died in 1997 aged 77.

Via David Taylor.

## TURNING OF THE PAGE CEREMONY-7 JANUARY 2020

The first Turning of the Page Ceremony for 2020 took place in York Minster at the RAF Memorial Astronomical Clock at 12 noon. Unlike many previous years, the organisation and administration of the ceremony was undertaken by RAF Association members, specifically by our Branch Chairman, Brian Mennell. The veteran page turner for this event was Mr Robin Boulton. He was assisted by Flight Lieutenant Alan Dolding from RAF Linton on Ouse and Officer Cadet Emma Brown, a member of the Yorkshire Universities Air Squadron. They are shown in the photograph, taken by John Forrester, carrying out the page turning.



As a result of the drawdown of Service personnel from RAF Linton on Ouse, there were fewer RAF personnel present than on previous occasions and York branch member Fred Ullathorne stepped up to the responsibility of RAFA Parade Commander. The *Raison d'Etre* was read out by Mr Brian Mennell, RAFA York Branch Chairman, whilst Life Vice-President John Mawson read the Dedication. Personnel from RAF Linton on Ouse, mainly from the University Air Squadron, and members of the RAF Association York Branch were also in attendance with around 15 RAF Association

veterans also on parade. The Branch Standard Bearer for this occasion was Mr Gordon Murden. The parade is shown during the Act of Remembrance (photographer: David Williamson).



After the ceremony, RAF personnel, UAS cadets and RAFA Branch members and guests made their way to the Branch HQ in Aldwick for refreshments and an excellent social get-together.



(Photo: David Williamson)

(Permission was granted by those named for the use of their images in photography)

## THE TUCANO REPLACEMENT



One could be forgiven for mistaking the above aircraft for a Tucano, as it is of a similar design externally and designed for a similar task. However, this is one of the new Beechcraft Texan Mk 1 training aircraft based at RAF Valley in Anglesey. The Texan Mk 1 has a “glass” cockpit with modern avionics. Aircrew students began training on these aircraft earlier in 2019. There are currently 10 of these aircraft in service or on order (the RAF received 130 Tucano aircraft!).

### **VERY FEW!**

In July 2019, the trained strength of the Royal Air Force stood at 29,929 personnel with a deficit of 1,821. There were 7 RAF Branch or Trade “pinch points”, where a shortage of trained personnel in key operational roles occurs; these are mainly intelligence roles and air operations control. The number of RAF reservists increased somewhat (3.9%) in 2018-2019 and stood at 3,040 in early 2019. In early 2019, RAF net outflow still exceeded intake but by a much smaller margin than in the previous 7 years.

## RAF LINTON ON OUSE



*A Halifax Mk II (DT777) of No 78 Squadron, RAF Linton on Ouse in May 1943. One of 3 aircraft from No 78 Squadron shot down over Germany on 14 May 1943.*

There has been a very close relationship between the York Branch and our local RAF station at Linton on Ouse for many years. The aim of this article is not to record a detailed history of RAF Linton on Ouse but to highlight just some of the Station's illustrious history and the variety of roles its personnel have undertaken since it first opened in May 1937 as one of the "Expansion Period" RAF stations. Hopefully, there will be more of these "snippets" to follow. At the time of writing, RAF Linton on Ouse is still a flying station, being home to the Yorkshire Universities Air Squadron flying Grob Tutor aircraft. From 1957 until the end of October 2019, the Station was home to No 1 Flying Training School, latterly equipped with the Tucano T1 (see front cover) which was a very familiar sight in North Yorkshire skies from 1990 until late last year.

Given the varied roles of RAF Linton on Ouse over the years, it has operated quite a variety of aircraft. This article mentions 2 very different types, from 2 different eras: The Handley Page Halifax and the Canadair Sabre. The Halifax was one of 3 RAF Bomber Command "heavies" which served during the Second World War. The Halifax was a common sight in North and East Yorkshire and equipped both Nos 4 and 6 Group. Nos 76 and 78 squadrons

were based at RAF Linton on Ouse, both equipped with the Halifax. In June 1943, Linton-on-Ouse was transferred to the Royal Canadian Air Force as part of No 6 Group, Bomber Command and became the home of Nos 408 and 426 Squadrons, Royal Canadian Air Force, again, equipped with Halifax aircraft.



*A Canadair Sabre F4 of No 92 Squadron based at RAF Linton on Ouse in 1955. Nos 66 and 92 Squadrons at Linton on Ouse were the only UK based Sabre RAF squadrons, the other 9 RAF Sabre squadrons being based in West Germany.*

In October 1945, RAF Linton on Ouse was handed back to RAF control from the RCAF and changed its role to a fighter station. The Canadian link was maintained to some extent by 2 squadrons of Canadian-built Canadair Sabre jet fighters being based there from 1954 to 1956. Although an excellent jet fighter, the Sabre was really only a stop-gap in the RAF's inventory until the Hawker Hunter entered service from the mid-1950s onwards. The Sabre aircraft were handed over to the United States Air Force (the US had funded these aircraft) for re-sale.

I was familiar with the "Maple Leaf" café and welfare facility at RAF Linton on Ouse and its acknowledgement of the sacrifices made during the Second World War by Canadian bomber crews. However, I was not aware, until I undertook some research into the history of the Station, that the RAF Association had provided assistance in the building of the welfare facility. In 2010, the RAF Association donated £65,000 towards the welfare facility at RAF Linton-on-Ouse. Known to all on the Station as the "Maple Leaf", in honour of the Canadian aircrew who flew from Linton during the last war, it brought all the welfare and support services on the Station together into one



building. The Maple Leaf included the HIVE, SSAFA, RAF Association, Chaplaincy services, and the RAF Linton on Ouse community development and support workers. It housed an all-ranks café, children's indoor and outdoor play facilities, free wi-fi and audio-visual facilities, as well as a new junior ranks club, which replaced an out-dated facility dating back to the 1960s. Currently, the facility is still in use, but, with the closure of No 1 Flying Training School and the drawdown of many Station personnel, there is now much less demand for the facilities offered. The RAF Association Regional Office at Linton on Ouse also closed in 2019.

---

### A PLASTIC SPITFIRE



In 1989, the Spitfire Mk V Gate Guard at RAF Church Fenton was sold (as were several other RAF aircraft of similar vintage) and returned to flying condition at Duxford Air Museum. The replacement, shown above, was a full size GRP Spitfire Mk IX built from moulds taken from an actual aircraft. These were quite convincing full size models (although the colour scheme shown here is incorrect for a Mk IX Spitfire) and far more durable than the real thing. Sadly, RAF Church Fenton closed in 2013 and the plastic Spitfire disappeared. The only remaining link with the RAF today is No 2434 Squadron Air Cadets, whose HQ remains at the site.



## AUSTRALIA – DOUGLAS ADAMS

*(Editor: Given the outbreak of devastating bushfires that have plagued the country for the last several months coupled with the fact that one of our Branch couples still went on holiday there in mid-January, I felt that this article might be appropriate)*

The following gem is by Douglas Adams of "Hitchhiker's Guide to the Galaxy" fame. It is an amazing insight into Australia - prepare yourself!

Australia is a very confusing place, taking up a large amount of the bottom half of the Planet. It is recognizable from orbit because of many unusual features, including what at first looks like an enormous bite taken out of its southern edge; a wall of sheer cliffs which plunge deep into the girding sea. Geologists assure us that this is simply an accident of geomorphology and plate tectonics, but they still call it the "Great Australian Bight" proving that not only are they covering up a more frightening theory, but they can't spell either!

The first of the confusing things about Australia is the status of the place. Where other land masses and sovereign lands are classified as either continent, island, or country, Australia is considered all three. Typically, it is unique in this. The second confusing thing about Australia are the animals; they can be divided into three categories: Poisonous, Odd, and Sheep. It is true that of the 10 most poisonous arachnids on the planet, Australia has 9 of them. Actually, it would be more accurate to say that of the 9 most poisonous arachnids, Australia has all of them. However, there are curiously few snakes, possibly because the spiders have killed them all. But even the spiders won't go near the sea. Any visitors should be careful to check inside boots (before putting them on), under toilet seats (before sitting down) and generally everywhere else. A stick is very useful for this task

At this point, we would like to mention the Platypus - estranged relative of the mammal, which has a duck-bill, otter's tail, webbed feet, lays eggs, detects its aquatic prey in the same way as the electric eel and has venomous barbs attached to its hind legs, thus combining all 'typical' Australian attributes into a single improbable creature.

The last confusing thing about Australia is the inhabitants. First, a short history: Sometime around 40,000 years ago, some people arrived in boats from the north. They ate all the available food, and a lot of them died. The ones who survived learned respect for the balance of nature, man's proper place in the scheme of things and spiders. They settled in and spent a lot of the intervening time making up strange stories. Then, around 200 years

ago, Europeans arrived in boats from the north. More accurately, European convicts were sent, with a few deranged and stupid people in charge. They tried to plant their crops in Autumn (failing to take account of the reversal of the seasons when moving from the top half of the planet to the bottom), ate all their food, and a lot of them died. About then the sheep arrived and have been treasured ever since. It is interesting to note here that the Europeans always consider themselves vastly superior to any other race they encounter, since they can lie, cheat, steal, and litigate (marks of a civilised culture they say) - whereas all the Aborigines can do is happily survive being left in the middle of a vast red-hot desert, equipped with a stick.

Eventually, the new lot of people stopped being Europeans on extended holidays and became Australians. The changes are subtle, but deep, caused by the mind-stretching expanses of nothingness and eerie quiet, where a person can sit perfectly still and look deep inside themselves to the core of their essence, their reasons for being, and the necessity of checking inside your boots every morning for fatal surprises. They also picked up the most finely tuned sense of irony in the world, and the Aboriginal gift for making up stories. Be warned.

There is also the matter of the beaches. Australian beaches are simply the nicest and best in the entire world. Although anyone actually venturing into the sea will have to contend with salt-water crocodiles, sharks, stinging jellyfish, stonefish (a fish which sits on the bottom of the sea, pretends to be a rock and has venomous barbs sticking out of its back that will kill just from the pain) and surfboarders.

However, watching a beach sunset is worth the risk. As a result of all this hardship, dirt, thirst and wombats, you would expect Australians to be a dour lot. Instead, they are genial, jolly, cheerful and always willing to share a kind word with a stranger, unless they are American! Faced with insurmountable odds and impossible problems, they smile disarmingly and look for a stick. Major engineering feats have been performed with sheets of corrugated iron, string, and mud. Alone of all the races on earth, they seem to be free from the 'Grass is Greener on the other side of the fence' syndrome, and roundly proclaim that Australia is, in fact, the other side of that fence. They call the land "Oz", "Godzone" (a verbal contraction of "God's Own Country") and "Best bloody place on earth, bar none, strewth." The irritating thing about this is they may be right. There are some traps for the unsuspecting traveller, though. Do not, under any circumstances, suggest that the beer is imperfect, unless you are comparing it to another kind of Australian beer. Do not wear a Hawaiian shirt. Religion and Politics are fairly safe topics of conversation, (Australians don't care too much about either) but Sport is a minefield.

The only correct answer to, "So, howdya' like our country, eh?" is "Best (insert your own regional swear word here) country in the world!". It is very likely that, on arriving, some cheerful Australians will 'adopt' you on your first night and take you to a pub where Australian Beer is served. Despite the obvious danger, do not refuse. It is a form of initiation rite. You will wake up late the next day with an astonishing hangover, a foul taste in your mouth, and wearing strange clothes. Your hosts will usually make sure you get home and waive off any legal difficulties with "It's his first time in Australia, so we took him to the pub", to which the policeman will sagely nod and close his notebook. Be sure to tell the story of these events to every other Australian you encounter, adding new embellishments at every stage and noting how strong the beer was. Thus you will be accepted into this unique culture.

Most Australians are now urban dwellers, having discovered the primary use of electricity, which is air-conditioning and refrigerators.

Typical Australian sayings:

"G'day!"

"It's better than a poke in the eye with a burnt stick!"

She'll be right mate."

Tips to Surviving Australia:

Don't ever put your hand down a hole for any reason WHATSOEVER.

The beer is stronger than you think, regardless of how strong you think it is.

Always carry a stick.

Do not attempt to use Australian slang, unless you are a trained linguist and extremely good in a fist fight.

Wear thick socks.

Take good maps. Stopping to ask directions only works when there are people nearby.

If you leave the urban areas, carry several litres of water with you at all times, or you will die.

Even in the most embellished stories told by Australians, there is always a core of truth that it is unwise to ignore.

Via David Taylor





## 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. A limited lunch menu is available most Saturdays.

Sat 14 Mar	AGM at the Club 1200.
Wed 1 Apr	Turning the Page - York Minster.
Fri 17 Apr	Wings Collection - Sainsburys Foss Bank.
25-26 Apr	Northern Area Conference - Manchester
Fri tbc May	Wings Collection - Morrisons Foss Islands Rd.
Fri 5 Jun	Turning the Page - York Minster.
Fri 19 Jun	Wings Collection - Monks Cross.
Jun 26-28	RAFA Annual Conference - Blackpool.
Sat 27 Jun	Armed Forces Day - Wings Collection.
Sun 28 Jun	Annual Church Service - All Saints Pavement.
8-9 Jul	Wings Collection - York Railway Station
Fri 24 Jul	St Crux.
Fri tbc Aug	Wings Collection - Morrisons Foss Islands Rd.
Sun 6 Sep	Allied Air Forces Memorial Day - Elvington.
Sun 13 Sep	Turning the Page & Battle of Britain Service.
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" may be subject to change/cancellation in order to avoid clashing with other more pressing Branch activities or events so please check the website: [www.rafayork.org](http://www.rafayork.org). For timings etc, contact the Club on 07495 651849 (Thu evenings and Sat lunchtimes only)