

THE ALDWARE CHRONICLE

Newsletter of the Royal Air Forces Association York Branch



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Branch Charity Number 500974

Current membership: 395

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YORK BRANCH & CLUB OFFICIAL APPOINTMENTS FOR 2024-25

President:	Mr R W Gray
President Emeritus	Air Commodore W G Gambold RAF (Retd)
Life Vice-President:	Mr J J Mawson
Vice-President:	Ms S Richmond
Branch Chairman	Mr A M Bryne <i>chairman@rafayork.org</i>
Branch Vice-Chairman	Mr R Ford
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Membership Secretary	Mr R Ford
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Wings Appeal Organiser	Mr I Smith <i>wings@rafayork.org</i>
Area & Annual Conf. Rep.	Mr R Ford
Branch Standard Bearer	Mr G Murden
Deputy Standard Bearer	Mr A Gunn
Public Relations Officer	Mr A M Bryne
Buildings Officer	Mr R Webster
Website Administrator & Aldwark Chronicle Editor	Mr A M Bryne
Club Chairman	Mrs D Edgar
Club Deputy Chairman	Mr R W Gray
Club Hon Secretary	Ms S Richmond
Club Hon. Treasurer	Mr S Edgar
Club Bar Manager	Mrs J Snelling
Club Deputy Bar Manager	Mr S Edgar
Club Social Secretary	Mr J Forrester

Please address all general enquiries to the Branch Secretary.

On the Cover: RAFA House, Aldwark on Saturday 14 September during our Wings Appeal City Street collection. We were blessed with excellent weather.

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DISCLAIMER

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EDITORIAL

Since the last edition of the Chronicle (August) our Branch and Branch Club members have been busy with a variety of activities, some fairly obvious (such as the Battle of Britain Wings Appeal) and some less so (such as finding a better value insurance policy for Branch and Club).

September is always a busy month for us, with our City Street Wings collection (very successful) and our annual Battle of Britain service and Turning of the Page in York Minster on 15 September. Although the latter formed part of an evensong service, it seemed to work very well and we will be following the same programme in 2025.

During this period, we were also represented at the Allied Air Forces Memorial event at the Yorkshire Air Museum, Elvington and at the dedication of a replacement memorial at York Maze. Some of our members also attended the All Services parade and service at Eden Camp, so it has been a busy time. More on these events can be found in this edition of the Chronicle.

For some years, there has been concern about the long-established procedure of branches canvassing their members for views prior to branch committees submitting decisions to branch delegates, who vote on the members' wishes at Annual Conference. At the recent Annual Conference, a

number of resolutions were proposed, which would change the current system (which disenfranchises many RAFA members) to one of individual voting, "A voice for all". At the 2024 Conference, the resolutions which enabled the changes to be made to enable one member one vote were all passed. Brief details of the resolutions and the results, can be found on pages 18 and 19 of this Chronicle. A detailed report will be available in due course. Although I attended the Conference, our Branch delegate, Ron Ford, did all the button-pressing on our behalf! The Conference seemed to run very well, despite the number of resolutions needing scrutiny, and proved that change was welcomed by the vast majority. It introduces a far more democratic system of voting for all members.

EDITOR.

WINGS APPEAL UPDATE 2024



BATTLE OF BRITAIN WINGS APPEAL STREET COLLECTION

The annual Battle of Britain Wings Appeal Street collection took place on Saturday 14 September. We were extremely fortunate in having excellent weather (unlike the following day when it rained heavily!) and this ensured that a very significant amount of money was raised towards our 2024 total.

The collectors were booked in and out of the Branch Club by our Wings Appeal Officer, Ian Smith, who controlled the day's operation. The Gazebo stall was erected in Parliament Street and looked after by a number of our Branch members and also some of the Yorkshire Universities Air Squadron cadets. The sum of £321 was raised by the stall alone. Some Air Cadets from No 110 (City of York) Squadron also helped with collecting donations. By the time collections had finished, around 1530 hrs, a total of £2317.54 had been raised, which, when card donations had been added, came to £2386.41.

The final total for 2024 was: £20142.70.

This included monies donated through Justgiving. and meant that, once again, our Branch has managed to raise over £20000 for the Wings Appeal. Well done to all who helped!

WINGS COLLECTION AT YORK RACECOURSE

On Wednesday 21 August, with kind permission of York Racecourse, a group of our Branch members raised almost £3000 for our Wings Appeal contribution for 2024 at one of the Ebor race meetings. The total was not as high as 2023, due in part to the less pleasant weather (fortunately it didn't rain) and the fact that the RAF Falcons parachute display team were not present this year. Nevertheless, it was still a successful day and brought our Wings total to over £17000 at that time. The photo below shows our Wings Appeal Officer, Ian Smith, with his cousin (she was not collecting, but was attending the race meeting!).



RAFA YORK BRANCH VISIT TO SHERBURN AERO CLUB

On Tuesday 16 July, a group of 15 York Branch members visited the airfield and café at Sherburn. The visit was arranged by Branch Secretary, Steve Pearson (who, unfortunately could not attend on the day) in response to an invitation by Digby's Café staff at Sherburn Aero Club. As this visit was agreed by the Branch Committee to be classed as welfare, a mini-bus was provided for those members without transport or who would have difficulty travelling.

The group assembled at the RAFA Club at 1130 and, apart from those making their own way to Sherburn, boarded the mini-bus for the visit. On arrival at Digby's Café at the Sherburn Aero Club, a table was reserved for us and we ordered our lunches and drinks.

After an excellent lunch, we were given a guided tour of the Flying School facilities, including the hangars nearest to the Club HQ. Sherburn is home to a large number and variety of general aviation machines, including many Piper Cherokee aircraft (several being owned by the Aero Club and used as basic training "workhorses"). There were a few surprises in the hangars, including two immaculate Boeing Stearman biplanes and also two dH Tiger Moth biplanes, one in RAF livery. We were informed by our guide that Sherburn is one of the busiest light aviation airfields in the UK; it was certainly busy while we were being shown around, with several aircraft landing and taking off.

Sherburn airfield has a long history. An airfield certainly existed before the First World War as it was commandeered by the Armed Forces. By 1918 it covered 177 acres and, on the western side by the railway, there were 8 hangars, 21 storage sheds and associated camp buildings. After the War, the site was used for a variety of uses until the Yorkshire Aeroplane Club was formed in 1924 'to gather together those interested in flying, to teach flying, to provide a number of machines for the members' use, and to help those interested to obtain a thorough knowledge of the construction, maintenance and repair of aeroplanes'.

Sherburn was chosen as the location for the Club and the opening ceremony took place on 20 January 1926. The membership at this time was 240. Flying training soon commenced and the first Yorkshire Air Pageant was held on 24 July 1926 with an estimated attendance of between 5,000 and 8,000 people. The Club later moved to Yeadon (Leeds-Bradford Airport). In June 1935 Robert Blackburn purchased the airfield and then in 1937 he bought a further 64 acres enlarging the airfield to a total of 164 acres. Robert was an enthusiastic supporter of

the club and saw an opportunity to develop a training school. However, at the start of World War 2 in 1939, the airfield and the club's aircraft were impressed for military service and the site was also used as an aircraft factory and storage facility for the War effort. After the War, civil aviation gradually re-emerged and, as the cost of private flying increased, more flying clubs were formed, such as the one now at Sherburn.

The Sherburn Aero Club was formed in 1964 and went on to become one of the largest flying clubs in the North of England and also one of largest in the country. The flying club opened its flight training school in the 1970's which was followed by a number of major investments including a large fleet of new aircraft and an airfield refurbishment with new runways, hangars and an extended clubhouse. The Sherburn Aero Club is a flying club and a flight training school which offers services such as; flight experiences, flight training, hangarage for aircraft, servicing and repairs, aircraft sales and aviation equipment.

Our visit ended all too soon, and we left Sherburn around 3pm, having had a lovely visit. I would certainly recommend going there for a meal or even just a coffee, whilst watching the aircraft come and go!



RAFA York group at Sherburn Airfield.

FAMILY
By MARK TOMKINS & STANLEY WHITE

“Aircraft, like small children, need to be put to bed and there is a routine, perhaps even a ritual, to this process which is associated with certain sounds, sights and smells.

There is the clunk of metal on wood as tools are replaced on “shadow boards” to ensure they are not left in aircraft as a potential hazard. There are faint crackling sounds as engines cool down and small creaking noises as airframes that have been cold-soaked in the icy upper air warm up and expand. There is the whisper of gyros spinning down to rest and the click of radios and radars being switched off. There is the unique and pervasive smell of engine and hydraulic oil.



There will come the sound of cranking as the hangar doors are wound shut and a metallic clink as a padlock is put in place. Perhaps there will be the sound of pacing as a sentry comes to patrol aircraft left outside. There will be quiet laughter and conversation as the last shift return to messes or barracks.

But beyond the hangar and the station, there will continue to be activity in ops rooms and in radar units, and airmen and airwomen will be on duty as vigilance is maintained day and night. At some stations there will be the glare of sodium runway lights and occasionally there will be the thunder of aircraft taking off.

Further beyond all this will be the sights and sounds of people caring for those who are ill or disabled, or simply needing the comfort of a friendly voice. For there is an extended family that encompasses the Royal Air Force and those who served in her and their loved ones, a family of which the Royal Air Forces Association is proud to be a part, and to be able to provide the element of support and care so needed in people’s lives.”

Not for themselves alone.

ALLIED AIR FORCES MEMORIAL DAY 1 SEP 24

The 2024 Allied Air Forces Memorial 2024 took place, as usual, at the Yorkshire Air Museum, Elvington. Events commenced from 11 am with the arrival of a number of VIPs and invited guests, including the Lord Mayor of York and representatives of the Royal Air Force, the French Air Force, the Royal New Zealand Air Force and the United States Air Force.

The service in the Halifax Hangar commenced at 2.15pm with an introduction by Jonathan Brewer, Yorkshire Air Museum Director and CEO, and was led by the Revd Taff Morgan, assisted by the Revd. Dr Kevin Maddy.

Music, as usual, was provided by the Yorkshire Military Band & Corps of Drums, supported by the Elvington Community Choir. The first Reading was given by Revd. Dr Kevin Maddy and the second Reading by Rachel Semlyen MBE, Chair of Museum Trustees.

The turning of the pages of the Museum Book of Remembrance and the 77 Squadron Association Roll of Honour were carried out by Air Commodore Adam Sansom and Andrew Brown respectively.



Photo: David Hodgson.

After the service, the Band formed up outside the hangar, followed by at least 30 Standard bearers, including our Branch Standard Bearer, Gordon Murden. These were followed by a group of the RAF Association WRAF Branch and then some Service veterans. Sadly these were very few in

number this year. A very large contingent of Air Cadets, from several squadrons, brought up the rear of the parade.

The weather was cooler than last year but still quite warm. Rain had stopped by the time we arrived just after 12 noon. After a snack in the NAAFI (Café 77) we had a look around part of the museum before going to the Hangar for the service.

Overall, it was a very good event, and better than last year we thought. It was sad not to see more York Branch members present though, and some of our erstwhile colleagues are no longer well enough to attend or have passed away. In this service, we had a chance to remember them all.

REDEDICATION OF AIRCRAFT CRASH MEMORIAL AT YORK MAZE

On the 7 September 2024, a rededication service was held for a memorial to the last German aircraft to crash on British soil during the Second World War. The aircraft was a Junkers JU88, which crashed into a farmhouse near Elvington, killing the crew and 3 civilians in the farmhouse in the early hours of 4 March 1945.



The memorial is twinned with a memorial to a RAF Lancaster shot down in Germany. These memorials represent the friendship and reconciliation

between the Doncaster Air Gunners and the German Night Fighter Pilots' Association. The ceremony was organised by the Friends of Doncaster Air Gunners Flightpath of Friendship Reconciliation Group.

Our RAFA York Branch was represented by the Branch Secretary, Steve Pearson, who laid a wreath on behalf of the Branch, and Branch member Gordon Murden who paraded the Standard.

Steve Pearson

ALL SERVICES PARADE & SERVICE AT EDEN CAMP

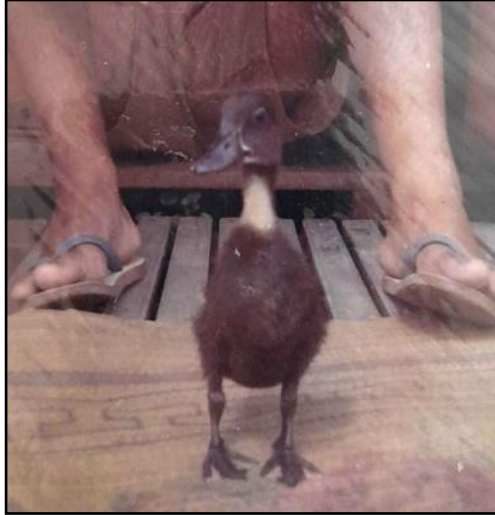
On the 8th September 2024, the annual All Services Parade and Service took place at Eden Camp. The Parade and Service is held in remembrance of all military and civilian personnel involved in the conflicts of the last 100 years. Music was provided by the Yorkshire Volunteer Band and a large number of standards were on parade. Representatives of many associations and organisations took part in the parade and we were blessed with fine weather during the course of the parade.

The RAFA York Branch was represented by Branch member Gordon Murden who paraded our Standard and Branch Members, Mike Birchall and Steve Pearson, who took part in the Parade.

Steve Pearson.



RON FORD AND HIS PET DUCK HUNKY



Many years ago, in the Far East, a young Ron Ford was on duty in the jungle. The airmen usually managed to adopt a pet of some kind. In this case a duckling which he named "Hunky". Apparently, these pets thrived until the SAS turned up one day. The following morning, all the pets had disappeared.

MILTON W ROBINSON

Notes about his service in the RAF during World War II

Milton Robinson was one of our eldest members. He died at the age of 103 on 11 June 2024. His funeral took place at Tockwith on 9 July. Some Branch members attended and Gordon Murden paraded the Branch Standard. The following (abridged) notes were made by Steve Crossland over a period of time. He wrote, "The notes were written following numerous conversations I've had with Milton during the 50 odd years that I've been privileged to know him. Everything he told me was from his amazing memory without any reference to notebooks or diaries"

In 1939 Milton was working for Rowntrees at their Wigginton Road factory. War with Nazi Germany was looking increasingly certain, and he volunteered to join the RAF. Milton was called up in February 1940. He was kitted out at RAF Padgate in Lancashire, then transferred to RAF West Kirby in Merseyside for 16-week initial training for RAF recruits. He was issued with a Lee Enfield Mark 1 rifle, of WW1 vintage, and 50 rounds of ammunition, with which to repel the German Army should they invade. From there he moved to RAF St. Athan in South Wales and joined No. 4 School of Technical Training, learning basic mechanics and working on Rolls Royce V12 Kestrel engines, Blackburn radial engines and AVRO Anson planes.

A further move followed to RAF Harwell near Wantage in Oxfordshire and No. 15 Operational Training Unit, where he worked up through AC 2 (Aircraftman 2), to AC 1 and finally qualified as a LAC (Leading Aircraftman). As well as training he remembers loading propaganda leaflets into Vickers Wellington bombers to be dropped over towns and villages in France. In 1941 Milton was posted to North Africa. He sailed in convoy on the troopship "Strathmore" (which was a P&O liner requisitioned by the Admiralty from 1939/40 until 1945). This was a 6-week journey, the convoy having to zig-zag through the Atlantic to avoid U-boats, then round the Cape of Good Hope and through the Red Sea to Asmara (Eritrea) where he disembarked. (The much shorter sea route past Gibraltar and through the Mediterranean was too dangerous to take at that stage of the war.) The convoy was delayed in Cape Town after the sister ship to the "Strathmore", the P&O liner "Strathnaver", collided with the cruiser "Devonshire" and suffered bow damage which had to be repaired. From Asmara the troops moved by road and rail to Khartoum in the Sudan, then northwards into Egypt. Milton was billeted for a while in a horticultural college and spent time in Almaza and Heliopolis, both suburbs of Cairo.

From Heliopolis it was west into the North African Desert where Milton was to spend the next four years "breathing sand", as he later described it. He was

stationed at numerous airbases (most were just strips of levelled sand with tents providing accommodation and shelter), often nameless and identified only by a code number. Here he was servicing and repairing planes being staged through the desert to the war front after being crated and shipped to Takoradi on the Gold Coast in West Africa where they were reassembled. Milton worked on a whole variety of aircraft types including Supermarine Spitfires, Hawker Hurricanes, Curtiss Kittyhawks and Mohawks. One of the worst jobs he had was recovering the bodies of pilots whose planes had crashed. Worst still was recovering the crews of tanks that had been hit by artillery fire and "brewed up,'(caught fire). Any dust on the horizon had to be treated with caution as it could be Field Marshal Erwin Rommel's Afrika Korps troops on the move. German spotter planes were active and could call up artillery fire on the airbases. Much feared and respected were the 88mm Flak guns used by the Germans (these were originally designed as anti-aircraft guns but were formidable anti-tank and long-range weapons, capable of destroying tanks at a range of almost 2 miles and accurately firing shells at ground targets at a range of almost 10 miles). More than once Milton and his colleagues were detailed to guard Italian prisoners of war, armed only with trusted Lee Enfield rifles and a few rounds of ammunition. Fortunately, the prisoners had no intention of escaping - not that there was anywhere to escape to. They just seemed happy to be out of the war.

Milton had to be flown to Egypt once with a dental problem that needed expert attention. The only available seat on the plane was in the rear gun turret. This turret was hydraulically operated by a set of controls. During the flight Milton, being an engineer, couldn't help but fiddle with the controls with the result that the turret turned through 90 degrees and jammed. There was no way back into the fuselage and no way to exit the turret in an emergency. More fiddling with the controls eventually persuaded the turret to return to its normal position.

Like most combatants, Milton collected souvenirs from the battlefield. He sent home via the Church Parcel Service a very fine German Afrika Korps helmet which he still has. He also acquired a wristwatch and a German pistol, possibly a 9mm Luger. He remembers bringing the pistol home safely but cannot remember what happened to it afterwards. Possibly it was handed in during a subsequent firearms amnesty. Eventually the war in Europe ended and VE Day, 8th May 1945, was celebrated with camel racing, Milton leading his race until his camel's legs got tangled up in some tent guy-ropes.

For his service in the desert Milton received the Africa Star, awarded to those serving in North Africa between 10th June 1940 and 12th May 1943, with the North Africa 1942-43 Clasp, awarded for Air Force service in

specified areas from 23rd October 1942 to 12th May 1943 and denoted by a silver rosette on the ribbon. With the war in Europe over, Milton travelled by train to Port Said where he boarded the troopship "Olympic" which sailed through the Mediterranean into the Atlantic and finally to Liverpool, arriving at 4am on a Saturday morning. The ship stood off Albert Dock at low water until 9am when a pilot was taken aboard. and it finally berthed. During the voyage, Milton lost his wristwatch souvenir. A fellow serviceman offered to clean it for him and that was the last Milton saw of the watch and the "gentleman" concerned. The troops were met with cups of tea served in sheds on the dockside. Afterwards it was a train journey to Morecambe for tropical kit to be exchanged for normal uniform.

From Morecambe, Milton travelled by train to York. He was shocked to see the devastation that had been caused in April 1942 by bombs landing in the station area, where the rail network had been targeted. South Parade, where his parents lived, had suffered badly when a bomb had hit the nearby Bar Convent, and several nuns had been killed. The windows in his parents' house had been blown out and were boarded up. They had put decorations up to welcome him home, but Milton took them down. There were large shards of bomb casings scattered around, one of which Milton has kept.

The war with Japan was still being fought and, after 15 days leave, Milton was posted to RAF Driffield, next to what is now Normandy Barracks, and from there to RAF Bassingbourn, north of Royston in Cambridgeshire. There he worked on more aircraft and remembers a very delicate job repairing an engine in a Bristol Beaufighter in which a spark plug had stripped its threads. No-one else was keen to do the job. He was seconded to an Australian Squadron, because of his experience, who were bound for the Far East and the Pacific War. He appealed against this posting on the grounds that he had served his time in North Africa and that his parents badly needed him at home. He was finally excused from this draft. Sadly, several of those he had got to know in the squadron were lost in the Pacific Ocean when their ship was torpedoed by the Japanese. From Bassingbourn he was posted to a Heavy Conversion Unit at RAF Stoney Cross near Lyndhurst in the New Forest, where he worked on planes fetching back troops from the continent.

Milton was demobbed at RAF Cardington, Bedfordshire, in the huge hangars where the ill-fated R101 airship had been built in 1929. This brought back memories for Milton when as a boy he saw the rival airship R100, designed by Barnes Wallis and built in Howden, East Yorkshire, on a test flight in 1929 over York. It was an impressive sight as it flew over at low level. It also reminded Milton that the Senior Stress Engineer of the R100 design team, Neville Shute Norway, had later, in 1931, set up an aircraft production factory in the former trolleybus factory in Piccadilly, York, building Airspeed aeroplanes. On his way to and from school Milton would often look through

the open doors at the aircraft being built. (As there was no airfield in York, the police allowed completed planes to be towed at night on the public roads to the airfield at Sherburn-in-Elmet where they could be properly ground tested and flown).

In February 1946 Milton married Elsie, who he had met whilst on a training course at the carburettor manufacturer Claudel Hobson in Wolverhampton before he was posted abroad. On March 16th 1946 he rejoined Rowntrees to resume his interrupted career and worked for them until his retirement.

2487 EASINGWOLD SQUADRON AIR CADETS AWARDS EVENING

No 2487 (Easingwold) Sqn Air Cadets awards night took place on Friday 13 September. Our Branch Secretary, Steve Pearson, presented the RAFA York Branch prize for the best SNCO in the Squadron (winner CDT WO Harry Miller). Jonathan and Oliver Mennell were also given a print of Brian Mennell in a glider. Another copy will be displayed in the Sqn. They also announced that 2 planters would be placed either side of the entrance to the Sqn in memory of Ray Kidd and Brian Mennell to recognise their pivotal roles in founding the Sqn (Ray) and as Sqn commanders (both of them). Oliver also received the Squadron Commander's special award and his Duke of Edinburgh's bronze award.

Steve Pearson



BATTLE OF BRITAIN SERVICE & TURNING OF THE PAGE CEREMONY - 15 SEPTEMBER 2024

The annual Battle of Britain service and Turning of the Page ceremony took place in York Minster Quire on Sunday 15 September as part of the 4pm Evensong service. This year, the date coincided exactly with Battle of Britain Day. A good number of our Branch members attended as well as Yorkshire Universities Air Squadron officer cadets and air cadets from No 110 (City of York) Squadron.

The service was led by the Dean of York Minster, the Very Revd Dominic Barrington, and the sermon was delivered by the Revd Canon Maggie McLean. The first lesson was read by the Revd John Hetherington, Chaplain, RAF Leeming and the second lesson by the Lord Mayor of York, Councillor Margaret Wells.

The Turning of the Page ceremony was conducted by RAFA York Branch Chairman, Andy Bryne, representing the past, Squadron Leader Reece, representing the present and Officer Cadet Laura Gatus, representing the future. Both the RAF Association York Branch and Royal Observer Corps York Area standards were paraded.

After the service, the Branch Club was open as usual, and several members and guests met up for a drink and light refreshments. As the service was part of Evensong, photography is not permitted, so there are a couple of images taken in the Club afterwards.



RAF ASSOCIATION ANNUAL CONFERENCE 2024

The RAFA Annual Conference 2024 took place at Wyboston Lakes on 19-20 October. The Conference included resolutions which, if carried, would enable enfranchisement of all members of the Association. Resolutions 4,5,6,7,8, 10, 11 and 12 are Special resolutions, which require 75% or over voting in favour if the resolution was to be passed.

The resolutions presented at the Conference, and the results of the voting, were as follows:

1. The Principle of Enfranchisement. This Conference accepts the principle that every member should be entitled to a vote in Association elections and on resolutions . **For: 84% Against: 16% Carried.**
2. This Conference resolves to receive a presentation on the review and recommendations of the Working Group and an overview of the review of the Royal Charter, Rules and Byelaws by members of the A Voice for All Working Group set up by the Council, which will also provide an opportunity for questions and answers on factual aspects of the review. **For: 94% Against: 6% Carried.**
3. This Conference resolves to accept the recommendations, presented to Conference, of the A Voice for All Working Group (AVFA) with regard to enfranchising members by individual voting. **For: 83% Against: 17% Carried.**
4. This Conference resolves that the amendments to the Royal Charter of the Royal Air Forces Association listed below are approved: [Branches to consult separate 'Guide to Resolutions' for full text] **For: 86% Against: 14% Carried.**
5. This Conference resolves that the amendments to the Rules of the Royal Air Forces Association listed below are approved: [Branches to consult separate 'Guide to Resolutions' for full text] **For: 89% Against: 11%. Carried.**
6. This Conference resolves that the amendments to the Royal Charter of the Royal Air Forces Association listed below are approved: Article 13. OFFICERS amend to read: There shall be as Officers of the Association a President, a Chair of Council, a Vice-Chair of Council and a Treasurer. **For: 99% Against: 1%**

7. This Conference resolves that the amendments to the Rules of the Royal Air Forces Association listed below are approved: [Branches to consult separate 'Guide to Resolutions' for full text] **For: 98% Against: 2% Carried.**
8. This Conference resolves that the amendments to the Byelaws of the Royal Air Forces Association listed below are approved: [Branches to consult separate 'Guide to Resolutions' for full text] **For: 84% Against: 16%. Carried.**
9. This Conference resolves that the amendments to the Area and Branch Regulations of the Royal Air Forces Association listed below are approved: **For: 94% Against: 6%. Carried.**
 - i. Area Regulation 2. Definitions – amend (2) (b) to read: “Association Annual Conference” means the Annual Conference of the Association as convened once in each year in accordance with Rules 18 and 19;
 - ii. Branch Regulation 14. Branch Annual General Meeting – General provision. Amend to delete the final bullet point of 14.3.
10. Subject to the acceptance of any of the preceding resolutions, this Conference resolves that the Council take the necessary consequential action to amend the Draft Royal Charter, Rules, Byelaws, Area and Branch Regulations placed before this Conference in accordance with the intention of the resolutions . **For: 96% Against: 4%. Carried.**
11. Council power to submit Draft Royal Charter. **For: 96% Against: 4%. Carried.**
12. Council power to submit Draft Rules. **For: 95% Against: 5%. Carried.**
13. Council Power to bring revised bylaws into effect. **For: 93% Against: 7%. Carried.**
14. Appointment of Auditors. **For: 99% Against: 1%. Carried.**
15. Discussion & Debate. This Conference resolves that, as a matter of policy, a method be developed to provide open, timely and equal opportunity for supporters and opponents of any consultation document or Conference resolution in future to air, share and discuss the arguments with the membership. **For: 100%. Carried.**

Events for RAFA York Branch - 2024-2025

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 Club Chairman or the Branch President so that we know what numbers to seat/cater for.

2024

Sun 3 Nov 24: York RBL Festival of Remembrance.

Sun 10 Nov 24: Remembrance Sunday.

Mon 2 Dec 24: Wings Collection - Tesco Askham Bar.

Fri 6 Dec 24: Wings Collection - Tesco Clifton Moor.

Tue 31 Dec 24: Turning of the Page Ceremony - York Minster 1030 for 1100 hrs.

2025

Sat 4 Jan 25 Wings collection - Tesco Askham Bar.

Sat 15 Mar 25 Branch Annual General Meeting 1200 hrs.

Sat 29 Mar 25 Wings City Street Collection.

Tue 1 Apr 25 Turning of the Page Ceremony – York Minster
1100 hrs.

Sat 5 Apr 25 Wings collection - Tesco Clifton Moor.

Fri 13 Jun 25 Turning of the Page Ceremony – York Minster 1100 hrs.

Sat 28 Jun 25 Armed Forces Day Wings Collection.

10 & 11 Jul 25 Wings collection - York Railway Station.

Fri 25 Jul 25 Wings collection - Vangarde Shopping Park.

Sat 13 Sep 25 Wings City Street Collection.

Regarding the **Wings Appeal** events listed above, the Wings Appeal Officer will contact those members who regularly volunteer prior to the collection dates.