



# The Peregrine Phots Post



Spring  
2013  
Issue 33

## The Royal Navy Photographer's Association

Ahoy there!  
It's your Editor



I know its snowing outside as I write this but I thought we would have a touch of Easter to cheer you up and make you think of the sunny spring we had last year- it can't be that far way can it.

This newsletter has some more photos of last years Peregrine Trophy, a message about the FAA from Rear Admiral Russ Harding OBE and Pete Bunting looks at life in the fast lane. Thank you for the short articles please keep them coming .

There is a full programme about the Memorial weekend & Dedication at Lichfield page 3 .

From your membership Secretary Steve a big thanks for all members sending their Subs and if you are new members to please check that you are paying annually not monthly. Fees:- Single £15 and Joint £20. Steve goes into hospital on Wednesday for 5 -7 days so it will be a bit quite on the Membership Secretary side of things while he recovers, we are hoping to make to Lichfield but we will have to see how it goes.



Final Sea Dart Firing from HMS Edinburgh  
LA (phot) Dave Jenkins



Have a  
Happy Easter  
Hilary & Steve  
King



Editor: Hilary King tel: 01926 334190 email: [h.king2@sky.com](mailto:h.king2@sky.com)

### RNPA COMMITTEE

<b>Chairman</b>	Tony Darbyshire e-mail tony.darbyshire@gmail.com	<b>Social Secretary</b>	Ray Whitehouse 01903 366505 e-mail ray@chilston.com
<b>Vice Chairman</b>	Paul Cowpe 07768235708	<b>Newsletter Editor</b>	Hilary King 01926 334190 e-mail h.king2@sky.com 14, Parsonage Close Bishop's Tachbrook CV33 9SD
<b>Acting Secretary</b>	Maurice (Jan) Larcombe. e-mail jandor@which.net	<b>Webmaster</b>	Paul Cowpe e-mail paul@cowpe.com
<b>Treasurer</b>	Lt Richard Moss. Bsc. (Hons) RN. 023 8026 5212 e-mail richris95@googlemail.com	<b>Historian</b>	Maurice (Jan) Larcombe. e-mail jandor@which.net
<b>Membership Secretary</b>	Steve King 01926 334190 e-mail h.king2@sky.com	<b>Honoraray Associate</b>	John Cunningham

## Raymond H White - Remembers



L - R Paul Yockney, Wally Donkin,  
Jimpy Greenfield & Chris Dalby



Walley Donkin & Mike Thorne

W.C. Donkin (Wally) and yours truly joined the Royal Navy as Probationary Jack Dusty's. On finding out there were such animals as Photographers we proceeded to fail our courses until the ships Commander finally gave way and drafted Wally to Yeovil (Heron) and yours truly to Gosport (Siskin). We met up with the rest of No 1 course in September 1947.

Everyone bar Wally and myself were Seaman Phots. At the completion of the course in August 1948 both Wally and I were told we must become N.A. Phot. 2's so being the first in the Navy.

"A Little Known fact" Wally was Affectionately Referred to as "Wally The One ball Wonder" by No 1 course having had one crushed in a Rugby Match. - Makes your eyes water.

Any advance on 1947 - 48

Raymond H.White. No 1 Course





## Memorial Weekend

### RNPA Plaque Dedication - Lichfield

by Ray Whitehouse - Social Secretary

The confirmed programme is as follows...

#### Saturday 13th April

- pm Check-in at the Belfry Hotel
- 1200 Suggest - RNPA Committee Meeting?
- 1500 Private tour of Lichfield & its Cathedral (emphasis on the English Civil War and the Cathedral Treasures) or free time to play golf or visit the hotel's leisure centre.
- 1730 Sung Evensong in the Cathedral (this is not your normal church service (no liturgy, hymns, prayers or sermon...more like a concert, in my opinion something not to be missed)
- 1830 Country Pub evening at the Hedgehog Inn.

#### Sunday 14<sup>th</sup>

- 1100 Meet-up for coffee/briefing at the Arboretum
- 1200 Dedication Service at the FAA Memorial
- pm Free time to visit the Arboretum
- 1800 Get-together in the Hotel Bar
- 1845 Dinner

#### Monday 15<sup>th</sup>

After breakfast - RNPA Committee Meeting?

**RNPA REUNION 2013**  
**BOURNEMOUTH**  
**THE WESSEX HOTEL**  
**FRIDAY 4 - 6TH OCTOBER**





Some more  
Peregrine Trophy 2012



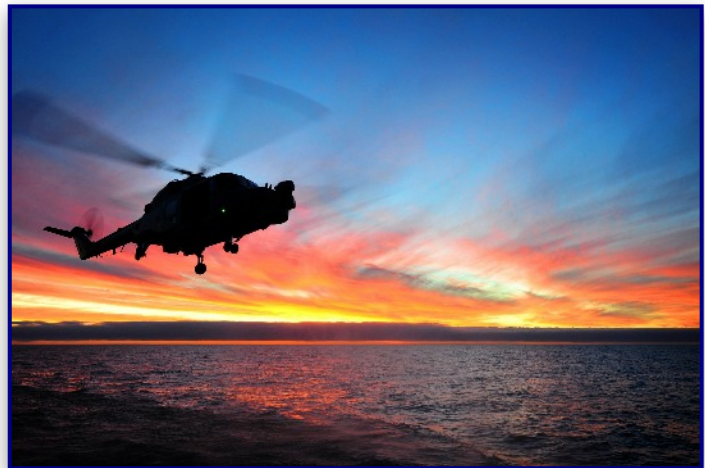
Exercise Cold Response 12  
Photo LA (phot) Martin Carney



RN Sea King Mk4 from Commando  
Helicopter Force exercise in Arctic  
PO (phot) MezMerrill



RN Amphibious Assault Demo  
40 Commando - HMS Illustrious  
LA (phot) Dean Nixion



HMS Edinburgh's 207 flight Atlantic Patrol Task(south)  
LA (phot) Dave Jenkins



Cheryl Cole's Moral visit to British Troops in Afghanistan  
Sept. 2011 Demo by 42 Commando RM.  
LA (phot) Dave Hillhouse



RN & RM Surfing Championships  
POA (phot) Paul A'Barrow



## **LIFE IN THE FAST LANE.**

By Pete Bunting Ex Chief Phot.

It's only the title that catches the eye. If you think that working in a museum, even one associated with the ~~Cra~~ RAF is fast, then you've lived a sheltered life. Seriously though, it's not a bad place to be and can be very interesting, at times. Some of the people that walk through the doors are a bit special. HM the Queen and Captain Winkle Brown RN to name two.

I left the Royal Navy in 1986 and have been very lucky not to have had to join the dole queue at all. Working for a small television production company for the first couple of years, I got myself established in the Midlands as a Sound Recordist, that was what they wanted me to do, not what I wanted at all. My choice would have been to stay behind the camera. I was, but just to one side.

The next thirteen years were a roller coaster. I worked on all sorts of programmes, a little bit of Top Gear, in the old format. Quite a lot of drama, a Police series called 'Waterfront Beat', filmed in Liverpool and in the same location, dear old 'Brookside'. Loads of gardening with Geoff Hamilton and a lady called Gay Search and a run of 'Heart of the Country'. At one stage I was working with Mac McDermott (ex Navy Phot) as his boom swinger, working on some blue chip, big crew commercials. The crews freely admitted that they never really understood Naval humour. The BBC found out that I was a film trained cameraman, that was when the fun started. Now I could do both sound and camera. Then came 2001 and Foot and Mouth, all the work I had been involved in dried up. To be honest, I'd had enough of rattling up and down the M6 in a tin can, some very long days, and was already looking for a way out.

The RAF Museum were advertising for a Audio Visual Technician. There wasn't a lot of AV there, so it was inevitable that I would get another couple of areas of responsibility. They turned out to be 'Fun-n-Flight', the interactive area and eventually looking after the Simulators, both passive, but fun rides aimed at youngsters. It was a bit like Topsy, it just grew and grew. In 1997 we opened the National Cold War Museum which is worth a day at the Museum without the other three Hangars. The AV content exploded to a very sophisticated 24 hour control system with 12 different areas of multi media presentations. As you'd expect, it all chugs along quite happily until something goes wrong. There's now an IT guy working alongside me to sort out some of the errors that come up in the control systems. He's a real gem, he's taught me enough to be dangerous with a computer and more importantly, he can change a projector lamp or a power supply.

The RAF Museum at Cosford is a fantastic day out. It's free entry to see some of the most iconic aircraft in the world. The Spitfire and Hurricane, the three 'V' bombers, a Belfast, a DC3 and a Lightning. I've named eight of the 70 aircraft there, the experts reckon that the place has a two day footprint. I'm often told by visitors that they intend to come back because they can't get around in a day. If any of you are planning a visit to the Museum, please give me a call, I work three days a week now, usually Tuesday, Wednesday and Thursday but I'm able to flex my working days. I'll do my best to give you the 10c tour. Also keep in mind the 'Festival of Food' coming up in July this year at the RAF Museum, this one really could go large.





## Message from Rear Admiral Russ Harding OBE

Assistant Chief of Naval Staff  
(Aviation and Carriers)

Having taken charge of the Fleet Air Arm (FAA) in September of 2012, I have spent the last 3 months visiting the men and women who keep the FAA running at a high tempo.

These trips have taken me to the east and west coasts of America, to both of our air stations in the UK and to HM Ships ILLUSTRIOUS and BULWARK.

It was a great pleasure also to visit the French aircraft carrier, CHARLES DE GAULLE, as she was exercising in the Mediterranean with the Royal Navy's Response Force Task Group's COUGAR 12 deployment - a visible sign of the continuing cooperation between our two navies.

I continue to be impressed by the high quality professionals operating, maintaining and supporting aircraft in the Naval Air Squadrons and Air Stations. The visits have highlighted how active the Fleet Air Arm is in contributing to operations worldwide at sea and ashore and equally as important, how exciting the future of the Fleet Air Arm is.

Last year saw continued support to OP HERRICK in Afghanistan with the Sea King Mk 4's of the Commando Helicopter Force supporting the operations of ISAF troops in Helmand Province, and the Sea King Mk 7 providing overland surveillance support resulting in regular interceptions of narcotics and weapons. At sea we have continued to provide Merlin and Lynx helicopters to deploy globally, embarked in surface ships of the Royal Navy and Royal Fleet Auxiliary (RFA) as they undertake defence tasks across the globe. Particular areas have included the South Atlantic, Caribbean and Gulf regions where they have contributed to Maritime Security Operations aimed at countering illegal trafficking of drugs, weapons and people.

Beyond these operational duties, 2012 also saw some of the greatest UK public events in decades – the Queen's Diamond Jubilee and the Summer Olympic and Paralympic games. The FAA played a key role in the UK security organisation to safeguard the games with RN helicopters and crews from across the various aircraft types, operating from HMS OCEAN in the Thames and HMS BULWARK in Weymouth Bay as well as from land bases, providing both a surveillance and response aviation capability.

### **Maintaining the airborne capability**

Just as the submarine and surface fleets have taken delivery of new and refurbished vessels, so too is the FAA upgrading its capability. The Merlin Mk 2 Capability Sustainment Programme is well underway with the first Mk 2 aircraft having been recently delivered to RNAS Culdrose aiming towards full operational capability in 2014.

Staying with the Merlin fleet, Commando Helicopter Force, air crew and maintainers are now feeding into RAF Benson to start preparing for the transferral of the Merlin Mk 3 to the RN. There will be a two part upgrade package to the aircraft that will transform it into the Merlin Mk 4 and enable it to undertake ship-borne operations. The cockpit will be updated to the same standard as the Merlin Mk 2, and the fitting of folding tails and heads to allow the aircraft to be stowed below decks at sea.

Moving to the Lynx replacement, I signed off the safety statement in late 2012 that will enable us

to begin factory-delivered training at the Agusta Westland site in Yeovil for the first batch of Wildcat helicopter trainers. Indeed, as an example of just how common the Land and Maritime variants of Wildcat are, the first FAA pilots to be trained in Wildcat will fly the Army AH Mk 1 variant as this will be available first.

Looking further out into the future, the FAA is preparing itself for the introduction of the two new Queen Elizabeth-class carriers that will come into service at the end of the decade. Despite the withdrawal of the Harrier and the disbandment of the Naval Strike Wing, there has been no break in fixed-wing pilot recruitment and training. A small number of RN pilots are flying F-18 Hornets operationally with the US Navy. Personnel are also heavily engaged in the F-35B Lightning II programme with RN pilots and maintainers in the first training unit, VMFAT-501, at Eglin Air Force Base. Together, the RN and RAF have developed a comprehensive plan for the introduction of the Lightning II. We are standing up F-35B maintenance units from both the RAF and RN. Some of these men and women have transferred to a US-based training establishment which may operate there for up to six years before being transferred back to the UK. In addition, we are now in the process of setting up the test and evaluation squadron to be followed by the UK Operational Conversion Unit.

The past 12 months have been one of the busiest periods in the FAA's recent history. I am incredibly proud of the men and women who continue to step up to the daily challenges and meet every task that is asked of them with enthusiasm for the future and a sense of the heritage they stem from. I remain confident that this professional attitude and can-do spirit will ensure an exciting future for all who serve in the FAA.

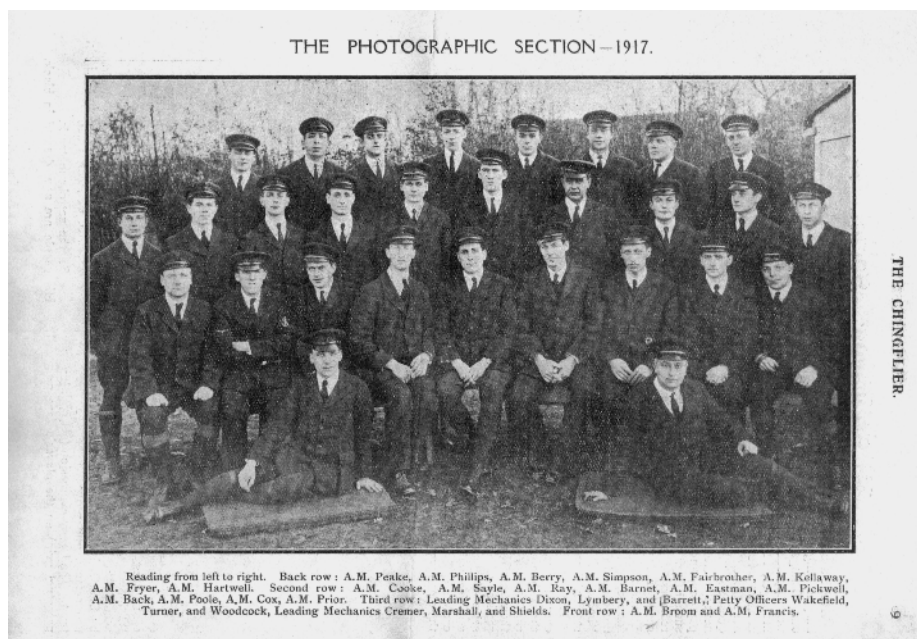
## Things Historic

A good response to the Ford divisions picture in the last issue with more than half positively identified. Surprisingly four people identified Len Wilmot who can just be seen over Lt Cdr JAS Foster's saluting arm. Two said it was his eyes. Have a look at Hist964 to see what they mean.

I am still trying to find out the early days of aerial photography and luckily Amazon have provided several books at very low costs. Unfortunately The RN seems to have seriously been the silent service and there is very little published information on the Naval side of the story.

The RAF museum say that the Naval Airfield at Chingford had the equivalent of the Military Wing school of photography at Farnborough and that they did lots of important work but so far I have found no proof of this and the locally produced "Chingflier" magazine calls it the "Photo Section". Photographic Officers, who were very much involved in the production of the magazine, were almost invariably practicing civilian photographers and apart from some basic Naval training were just introduced to the aerial cameras in use at the time.

The earliest Phot Section Group? – All Air Mechanics – published 3<sup>rd</sup> March 1917



## Things Historic continued -



Not sure if these are photographers but it is taken in front of Whitehall House, Chingford, the home of the "Photo Section" from early 1917. The ship's bell hanging in the porch is mentioned in the Photo Section notes in the magazine.

To round off just a few of the things I did not know until I started to read up on early aerial photography.

In November 1910 the Royal Aero Club offered two of its aircraft to the Royal Navy and also offered to train Naval Pilots. Two Hundred officers applied and just four were accepted. One of whom, CR Sampson, commanded the Naval Wing of the Royal Flying Corps when it was created on 13<sup>th</sup> April 1912. The Aero Club airfield became the Naval Flying School Eastchurch and a Central (Joint) Flying School was established at Upavon under the command of Captain Godfrey Marshall Paine. RN.

In 1912 Winston Churchill, The First Lord of the Admiralty, ordered that aircraft should be deployed to protect Royal Navy ships off the east coast of Scotland. Consequently Montrose in Scotland became the first operational airfield in the UK when on 26<sup>th</sup> February 1913 No 2 RFC Sqn was based there. The aircraft took ten days to get there from Farnborough.

The Naval wing became known unofficially as the Royal Naval Air Service and on 1<sup>st</sup> July 1914 the name was adopted officially when the Admiralty took over responsibility for Naval Aviation.

On 29<sup>th</sup> July 1914 instructions were issued with regard to the war role of the Royal Naval Air Service. It became responsible for the air defence of the UK. Mainly London.

Sub-Lieutenant RNVR Davies (Ivor Novello) failed in his bid to become a pilot and was a non-flying instructor in the Photo Section at Chingford

The "F" as in F24, F95 etc denotes "film" as opposed to "P" for plate camera and "G" for gun camera. Prior to this aerial cameras were known by Type numbers. The "K" is an American prefix for some of their cameras.

When the RAF was formed on 1<sup>st</sup> April 1918, 200 was added to Naval Squadron numbers so Number 1 Squadron RNAS became 201 Squadron RAF. All "200" RAF Squadrons have Naval origins.

Jan Larcombe - [jandor@which.net](mailto:jandor@which.net)