

‘The Phoenix Squadron’

By

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287 MC Sqn RCT(V)



1939 to 1994
280 MC Squadron
The Phoenix Squadron

280/287 Movement Control Squadron
Royal Corps of Transport

Personal Reflection and History of the Squadron by
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Foreword

The views and recollections expressed in this document are those of the author and WO2 (Rtd) R Sutherland and are not to be construed as the views of any other Squadron member unless they are prepared to confirm so in writing.

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Introduction.

The 280 - 287 MC [Movement Control] Squadrons, Royal Logistics Corps, which was disbanded in 1999, was the last of a proud succession of Specialist Squadrons who can trace their origins back to at least August 1939. The two units were specialist squadrons as opposed to independent squadrons, which tended to be based in a location with a drill hall. Unlike specialist squadrons who came under the Central Volunteer Headquarters, CVHQ, 'Depot' structure.

Since that time there have been many changes both in the name of the Corps and in the strengths, Squadron identifiers and Headquarters locations.

Initially the Corps was the Corps of Royal Engineers, followed by the Royal Corps of Transport and latterly the Royal Logistic Corps, each of which have resulted in some welcome changes and some not so welcome.

280 MC Sqn Royal Logistics Corps has once again risen from the ashes and is now based at Swindon as an Independent Unit with a drill hall. It is stronger than ever, supporting movements and logistics all over the world. It has contributed personnel to current operations in Iraq and Afghanistan and it has strong affiliations to 29 Transport & Movements Regiment, RLC.

The Corps of Royal Engineers
August 1939 to July 1965

During the above period, the forerunners of 280 MC Squadron were badged under the Corps of Royal Engineers who were tasked with the establishment of Movement Control Units.

It was in August 1939 that the original units went to camp and by September of that year there were 3 units in existence, all of whom went to France with the British Expeditionary Force.

During the next 6 years, the total rose to 31 groups, all of whom were operational and scattered throughout the world, with some working with the French Resistance.

The origins of 280 can be traced back to No6 Group RE which was formed in May 1940 and served in Northern Ireland and later in North West Europe, which has been the operational area for 280 MC Squadron.

After the war, naturally there was a rundown of service personnel, and this saw the demobilisation of Movement Control Units in the Regular Army and indeed many of the Reserve Units also, until only 6 Reserve Units remained and these included No6 Group which continued to recruit from its traditional wartime areas of Scotland and Northern Ireland.

The strength of No6 Group now varied between 21 and 70 all ranks, who continued to pass on the expertise gained during the war to National Servicemen, who, on completion of their National Service were required to attend 3 further camps.

However, on the abolition of National Service, though many of these ex-National Servicemen became volunteers, this pool of manpower ceased and units had to resort to mounting recruitment campaigns in order to maintain their manpower strength and to assist in the formation of new units, which reached a total of 14.

As far as No6 Group was concerned, these recruitment campaigns proved very successful, with many joining from the Perth area of Scotland, and who through time became the nucleus of the Highland Troop of No6 Group. Indeed, so successful were these recruiting campaigns, that No6 Group was the only Group to be fully recruited and could be organised into 4 troops, i.e., a Headquarters Troop, a Highland Troop, a Lowland Troop and an Ulster Troop, with a total strength of 120 all ranks.

However, the success of the recruiting campaigns started to diminish, and, on the 19th February 1960, the 14 Groups were formed into 5 Groups, which were later to become 4 Regiments.

On the formation of these Regiments, No6 Group became 75 Movement Control Regiment, Royal Engineers with 4 Squadrons, 192, 193, 194 and Headquarters, with manpower strength of over 500 all ranks. Within this organisation, many of the former members of No6 Group formed the nucleus of 192 Squadron, which became an Independent Squadron under 75 MC Regt.

Whilst 192 Sqn tended still to recruit mainly from the Perth Area, there were now personnel from other areas of the UK joining the Squadron.

The other Squadrons however, tended to have more defined recruitment areas, 193 Squadron from north of the Forth/Clyde Valley of Scotland and Northern Ireland, 194 from England and Wales and HQ from the whole of the United Kingdom, though this was more generally on the basis of promotion or work specialisation.

In February 1961, the Independent Squadron, 192 MC Sqn, was selected as a Category 1 Squadron to form part of the Regular Army.

This left 75 MC Regt. RE with 3 Squadrons, 193, 194, and Headquarters, which continued until the 15th July 1965.

On the 15th July 1965, The Royal Corps of Transport was formed with the amalgamation of the Movement Control Units of the Royal Engineers and the Royal Army Service Corps, who until that time had been the suppliers of transportation for the British Army.

The members of 75 MC Regt. RE were rebadged and became members of 75 MC Regiment Royal Corps of Transport, Army Emergency Reserve.

During this period up to the 1st April 1966, all camps were held at Longmoor, a location many had fond memories of and were to miss when in 1966 the Central Volunteer Headquarters of the Royal Corps of Transport moved to Grange Camp, Bedford.

Royal Corps of Transport
15th July 1965 to 31st March 1983

With the annual camp of the Regiment tending to be in the early part of the year, the first camp as the Royal Corps of Transport was at Grange Camp, Kempston, and Bedford in April 1966. For most of the members of 75 MC Regiment this meant a change of location, with new venues for entertainment to be located and for others, i.e., new recruits a time of hearing the differing comparisons between Longmoor and Bedford. One of the main comments heard was that whilst the location of the camp on the banks of the Ouse and its proximity to Kempston village and Bedford were refreshing after Longmoor, the accommodation left a lot to be desired. What did not help in the settling in process was the weather, as it appeared that this was the first time for many, many years when snow fell on Bedford in April.

Having just settled into a new camp and a new Corps, everyone thought that it would be a few years before there were any further changes. How wrong they were.

On the 1st April 1967, a complete re-organisation of the Royal Corps of Transport, Army Emergency Reserve took place with the Territorial and Army Volunteer Reserve coming into being and all the units being re-designated to 160, 161 and 164 Transport Regiments, 162 and 163 Movement Control Regiments and two Independent Units, 280 MC Squadron and 490 MC Troop, (490 MC Troop's existence is confirmed on page 274 of 'Wait for the Waggon – The Story of the RCT and its predecessors – 1794 to 1993. By Brigadier John Sutton') and whose attendance commitment was greater than that of 280 MC Sqn or the Regiments.

With this new organisation, it was decreed that the first camp for all would be an intensive Military Training Camp, which by the end of the fortnight's camp, the parade square must have been the smoothest in the British Army as a result of the multitude of feet visiting it daily. This highly intensive fortnight was aimed at raising the level of military skills and fitness to a common standard, and at the same time classes were held in the evening on military subjects relevant to the needs of promotion, such as Military Law.

So intensive was the fortnight that one of the Troops formed from 280 members were nicknamed the 'Double 2' Troop as they were required to double between classes to keep to the time schedule. It seemed that the timetable they were allocated meant that the next class was always at the furthest

away location. At least at the end of the fortnight, they had some of the fittest members of the Corps.

1968 saw the first camp proper of 280 MC Squadron, with Major George Aitken from Edinburgh as Officer Commanding and WO2 Bob Sutherland from Perth as the Squadron Sergeant Major, indicating the Scottish bias to the Squadron. A nucleus remained throughout from around Carlisle fondly known as the Carlisle, 'Mafia' and at one time the Sqn had six members with the surname Scott! However, when all members were taken into account, most areas of the United Kingdom were represented, as it was 192 MC Squadron which made up the nucleus of 280 MC Squadron, with others coming from mainly 193 MC Squadron.

Much of the 1968 camp was taken up with courses and administration duties before the Squadron was put to its first test in 1969 on Exercise Cunningham in Holland, a replenishment operation for BAOR, during which all types of fresh military stores and equipment were being moved to BAOR and time expired stores and equipment returned to UK for disposal or destruction.

The exercise was centred several kilometres outside the town of Vlissengen (Flushing) and involved around 4800 troops under canvas on top of one of Holland's many dykes, a new experience for many of 280 MC Squadron. The dyke itself was an eye opener for many, as the term dyke in Scotland anyway, referred to a drystone wall, though we knew that it meant much more in Holland, but we were totally unprepared for the size of a Dutch dyke.

Three beaches were dedicated to the bringing of stores and equipment ashore, these being Red and Blue beaches close to the concentration area and Yellow beach which was located some distance away at the village of Corgeney on the banks of one of Holland's many canals leading to a wide estuary in which ammunition ships were anchored, far from human habitation. Those working at Yellow beach had the added experience of very early mornings and a long drive to get there and a long drive back at night, resulting in a very long tiring day, but the personnel involved soon found that they became accustomed to this routine, which became a familiar way of working for concentrated periods in future years.

One of the sad events of that Exercise which brought home to the members of the Squadron the dangers of fires when under canvas, was the night a tent caught fire next to the Squadron lines, in the process setting alight one of the Squadron tents, which luckily was spotted before too much damage was done. It was amazing how quickly everyone reacted to the situation, even trying to smother the flames with sand, using mainly their hands with no thought to their own safety from discarded razor blades and other sharp objects which were found later to have been buried in the sand, from previous exercises. As a result of the fire, a soldier was very badly burned, and died later in hospital, but the Army can be highly commended for the speed in which they transferred the casualty to a military hospital in Germany to which they had flown the casualty's parents.

Lessons were learned by the Squadron from this incident, and fire safety awareness whilst under canvas was given top priority from that time, as indeed was the case in many of the strange locations the Squadron found itself.

This Exercise was indeed a new experience for many of the Squadron, and proved very rewarding, both on the military side and the recreational side. Despite the rapid learning curve required by many who had only experienced theoretical movements, it would appear that the reputation to be earned by the Squadron in later years got off to a good start.

April 1970 saw both the OC Major Aitken and SSM(WO2) Bob Sutherland leave the Squadron which now came under the command of Major Auger with the SSM being WO2 Peter Defty, who

had joined the Squadron on its formation at driver rank and had a meteoric rise through the ranks and by the end of 1973 was promoted WO1 and appointed RSM of one of the transport regiments.

Annual camp that year saw the Squadron several miles outside Bedford on a reconnaissance exercise for harbour sites, again under canvas, but this time the ground was a ploughed field rather than the sandy top of a Dutch dyke. Much discomfort was experienced, as no matter how often the stones were removed from bed areas, they seemed to have a mind of their own and returned almost immediately. Where they came from no-one knows, as there was only about 18inches of soil on top of a layer of rock which caused difficulty when essential deep excavations were required.

However again the Squadron gained added experience with regard to the area and layout of harbour areas and the need to think carefully when locating tentage.

In 1972, the Squadron Annual camp was at the Duke of Gloucester Barracks, South Cerney, Gloucester-shire, the home of 29 Transport and Movements Regiment RCT, a location which was to become the second home of the Squadron as far as CVHQ were concerned, but as far as the members of the Squadron were concerned their first and permanent home.

However, whilst much was learnt of the work of 29 Transport and Movement Regiment during that fortnight, many were glad to leave as it felt that all off duty time was spent bulling floors and boxing blankets. It was at this camp that the first official Squadron photograph was taken. (Excuse the poor quality of print).



(L to R) Lt Delanny, Capt Burns, Capt Owens, Capt Abbot, Dvr Millar, Lt Read, Cpl Bennet, Cpl Marshman, Dvr Hunter, Sgt Craven, Dvr Suttie, Sgt Taylor, Capt Cross, Dvr Day, Dvr Turner, Cpl Praties, Maj Auger, Sgt Fox, Dvr Tilbury, Ssgt Imrie, Dvr Marshall, WO2 Defty, Lcpl Donald, Dvr Roberts, Lcpl Sweeney, Capt Trundell, Dvr Myers, Dvr Patel, Dvr Dyer, Dvr McCandlish, Dvr Sinclair, Sgt Henderson, Cpl Taylor, Dvr Davidson, Sgt Pearce, Lcpl Manning, Capt Nelstrop.

Also, during this camp, moral within the Squadron started to decline, for reasons known to those who served in the Squadron at that time.

The main point involved around an incident, when a junior NCO slipped on the bulled floor whilst getting out of bed and removed most of the skin from the base of his spine up to his waist, when his back struck the metal bedstead. He was immediately taken to the Medical Centre where on seeing the injury, the Medical Orderly immediately sent the casualty to the civilian doctor in Cirencester.

Unfortunately, whilst this Junior NCO tended to brag about his female conquests to his peers, when asked by the female civilian doctor to drop his shorts to let her see his injury, his shyness caused him to drop them only a short distance, failing to reveal the full extent of the injury, resulting in the doctor diagnosing a slight injury.

This was the last time we saw this Junior NCO.

1972 saw the Squadron back at South Cerney, this time without all the bulling of floors and the boxing of blankets. Instead the camp was taken up with learning the concept of a permanent Air Mounting Centre, the practice of vehicle and cargo air portability preparation and the familiarisation of pocket radios as compared with the vehicle mounted variety used at Bedford.

For many years, for many of the Squadron, Salisbury Plain was an area of England which had been referred to during a geography lesson in school. Now the Squadron was to experience its many facets, from its changeable weather to its vast open spaces.

The reception the Squadron received from the weather on arrival on Salisbury Plain could not have been more unwelcoming. The rain was coming down in stair rods and it was in this weather that the bivouacs had to be pitched, though once they were up; everyone wondered why they bothered, as they certainly did not keep out the rain. Indeed, if it had been a clear starlit night, the stars would have been visible from within the tent by an occupant.

Next morning it was still raining, and by now the chalk soil mixed with the rain, meant that underfoot conditions were like walking in a dirty white paste offering very little foothold.

After a few days the exercise proper started with part of the Squadron moving to the plateau known as Sidbury Hill, which archaeologists had found to be the site of a Roman fort. Rumours were rife that Roman Legionnaires were often seen patrolling Sidbury Hill and that those on guard duty at night could expect company. No-one ever admitted to having company, but it certainly ensured that every sound was investigated very cautiously.

As part of this relocation to the top of Sidbury Hill, an advanced party of two corporals were sent up to man and guard some of the latest radio equipment, which would keep the unit in touch with not only each other across Salisbury Plain, but also with the Senior Radio Instructor at South Cerney who was to monitor and give an appraisal of radio proficiency at the end of the exercise. Part of this radio equipment was a 48-foot sectional antenna, loaned by another unit, which was also erected by 4 members of that unit with the help of the 2 corporals. However, even with 6 personnel, the erection of the antenna did not go smoothly and as a result of one section breaking, only 44 feet of antenna was erected. Shortly after the members of the other unit departed and 280 got on the air, an Army Air Corps Squadron of Helicopters arrived in the area to exercise. On seeing the antenna, they somehow contacted South Cerney requesting that a red navigation lamp be fitted to the top of the antenna. When South Cerney contacted the personnel on Sidbury Hill asking that the antenna be taken down and a light fitted, the request from Sidbury Hill that they contact the owners of the antenna to request assistance in view of the problems experienced erecting the antenna originally, was met with a worried silence. Finally, it was decided to contact the AAC Squadron, suggesting that their pilots be informed that Sidbury Hill was to be classed as a no-fly area. Surprisingly this was readily agreed by the AAC Sqn.

Amongst the new skills to be learnt was the preparation of defensive trenches, which had to be dug in hard chalk without the aid of pickaxes, which for some reason had not been indented for from stores. Some however found areas where digging was easier, but bearing in mind that Sidbury Hill was a popular exercise location, they soon regretted their decision to dig their trench in areas of soft chalk and were quickly reaching for their respirators before backfilling the trench, as if respirators would be any good in the conditions encountered.

Another skill to be learnt was the laying of field telephone wire and the use of field telephones. The laying of the wire was relatively easy, allowing the wire to run freely from the drum, the difficult part was the recovery at the end of the exercise.

Despite the atrocious weather at the start of the exercise, this did not deter the Squadron and indeed the art of driving in 4-wheel drive across the slope of the hill without leaving the slippery track was an unexpected bonus, as was the sun tans some achieved when the weather improved.

One reminder of that exercise which remained with members of the Squadron for many years was the appearance of chalk from the pores of the soles of the DMS boots. No matter how often the soles were scrubbed, the chalk continued to appear, and at the most inappropriate time such as a course inspection parade.

Personnel problems occurred on arriving back in camp in time for tea.

The SSM decided to have an inspection parade as soon as everyone disembarked from the trucks, and everyone was pulled up for not having the brasses on their webbing gleaming. Bearing in mind that we had just spent a week on an exercise area in foul weather it was only natural that kit was not in parade square order. However, this did not deter the SSM, who ordered a full kit check and inspection in one hour and anyone who had kit missing would have to pay for replacement. This also meant missed meals and since everyone's last meal was breakfast, were looking forward to tea.

This was the final straw for many, who decided enough was enough, and resigned, with the effect that a once fully recruited Squadron was reduced to approximately 60% recruited. After this the Squadron never managed to reach full strength again, despite the calibre of future OCs and SSMs raising moral to its previous level.

Despite this fall in morale, the Squadron soldiered on and in 1974 was involved in Exercise First Reserve located on Stamford PTA, again under canvas and under the command of Major G Briggs and SSM(WO2) W Imrie. The usual UK camping weather of heavy rain was evident, with some areas especially around the POL Point and the perimeter track within camp being mud baths, at times up to 2 feet deep. The one consolation was that the accommodation was in modern, waterproof tentage. Squadron Detachments were operating in several locations, viz. Thetford Station, Stamford PTA MCC and Replenishment Parks and at the US Reserve Airbase at Sculthorpe, where the Detachment were accommodated in disused huts and allowed the use of the base ablutions as tents and the digging of latrines were not permitted. The weather was also kinder to the Detachment.

The aim of First Reserve was to exercise mainly the Transport Regiments in night convoy running and all in location defence.

The latter was taken very seriously on Stamford PTA, where several of the attacking force found that the TA was not the soft target they thought and returned to their barracks red-faced and bruised.

Again, much was gained from this exercise, though there were some incidents best forgotten, such as the unpleasant effects of gas attacks, in this case from the Medical Officer fumigating the tents to try to prevent a flu epidemic. The pleasant side of the flu prevention treatment was the issue of a rum ration, something which was a distant memory from some and a new one for the majority.

The issue of the rum ration lends itself to the Squadron story regarding the Corporal who had been sent along to the Quartermaster to collect the Squadron's ration. On collecting the ration, the

Corporal is alleged to have had the following banter with the Quartermaster, who was well known to the Squadron as a fair and jovial character and a highly respected individual -
Cpl - 'Sir, you can't expect me to take this back to the Squadron lines if I can't prove that it is the real stuff'.
QM - 'RSM give the Corporal a taste'.
Upon which the Corporal produced his mug into which the RSM poured a small amount of rum. The Corporal looked into the mug and quipped -
Cpl - 'I'll hardly taste that Sir'.

The QM looked into the mug and turning to the RSM told him to add some more. Again, the Corporal looked into the mug and cast a glance at the QM, whose reaction was to lift a finger. On seeing this, the Corporal drank the syrupy rum, saluted the QM and returned to the Squadron lines. It is said that by the time he reached them he was rather the worse of wear but did not succumb to any of the flu symptoms.

1975 saw the start of many exercises on the continent for the Squadron. The first in 1975 being Ex. Wintex a paper exercise with the many members of the Squadron being spread over various locations in Belgium, Holland and West Germany, with the remainder of the Squadron staying at Bedford on courses.

As only the movers moved in a paper exercise, those who were qualified in movements but had not yet taken part in a real exercise learnt a bit about what happens on an exercise, but as there was a tendency for shortcuts to be taken in the scenario, not fully in the spirit of the exercise, it can be said, there was also a tendency for them to get a false impression of what was likely to happen in the real thing.

However, the exercise did help the members of the Squadron involved to gain essential knowledge of places, place names and distances, they were likely to come across in future years.

It was on this exercise that one SNCO thought that he had met his maker. On coming down with stomach pains, he was referred to the MO who immediately arranged for him to be admitted into the local civilian hospital, having diagnosed appendicitis. He was operated on as soon as possible and whilst recovering from the anaesthetic and feeling thirsty, he reached for a glass of water which had been inadvertently left within his reach. On taking a forbidden drink he immediately doubled up in pain. This in turn developed into peritonitis and him becoming seriously ill. At one stage as he regained consciousness, he glimpsed a figurine of Christ on the wall and a priest, the occupant of the other bed in the room and the nursing nuns, all praying. As he had never been fully conscious in that room, he thought that his vision of Christ was real and not a figurine and that the priest, nuns and other patient were angels.

The point that disturbed him most, was that he was a staunch Orangeman and here he was in the presence of Roman Catholic angels, or so he thought.

This it is thought gave him the will to recover, which he did, even though he had to be left in hospital after the Squadron returned to the UK.

In his remaining years in the Squadron, every time there was a mention of a sore stomach in his presence, he was the butt of a joke about going to heaven.

Ex Jog Trot 76 was the next sojourn to the continent for some members of the Squadron, again with various locations being utilised, though the exercise was centred on JHQ Rheindalen in West Germany. It was on this exercise that those members of the Squadron were to meet their soon to be

OC, Major G Balme. The remainder of the Squadron were once again at Bedford, but this time it would be their last visit as in September of that year CVHQ RCT was to be re-located at Prince William of Gloucester Barracks, Grantham, Lincoln-shire, meaning that new road and rail routes to camp and new recreation venues had to be recce'd.

It was at this time that 490 MC Troop RCT(V) were absorbed into 280 MC Sqn RCT(V) with one of their SSgt's being promoted and appointed to SSM of 280. As 490 had camped with 280 on a more or less regular basis, WO2 Don Strange was a well-liked and respected SNCO and his appointment as SSM was greeted with enthusiasm.

Now with a new OC and a new SSM, 1977 heralded further changes to the Squadron, this being the change in the Squadron's role from being just another MC Squadron to being the Movements Squadron of the UKMF(L) and exercising that year in Denmark with the UKMF(L) on Ex Arrow Express. As the Squadron were not able to provide the Movements activation party for the Exercise, this was undertaken by a troop from 50MC Sqn of 29 Tpt & Mov Regt RCT, with whom the Squadron had become familiar during their period at South Cerney and were to work with many times in the future. As the exercise was over a 5-week period, the Squadron camp was split into two fortnights and during each fortnight provided detachments at, Esbjerg, Odense, either side of the Great Belt Crossing, Naestved and other locations on Zealand, some permanent and some mobile. This was the first major exercise on which the Squadron worked where not only both large numbers of TA and Regular Army personnel were involved but also Danish and German service personnel. It also involved the use of LSL's to get the troops to Denmark and back, very long convoy routes in Denmark, which it turn involved the use of Landing Craft and civilian ferries to cross the Great Belt, all of which required rigid control and monitoring by the Movement Control detachments.

It was during this exercise that one of the never to be forgotten characters of the Squadron came into his own.

Whilst controlling the despatch of vehicles from the Staging Area at Odense, a corporal spotted a truck leaving the area with the fuel cap undone, and sensing the presence of someone behind him it is alleged that without turning to see who was there, ordered that person to chase after the driver to remedy the defect. It is alleged that the reply that came back was "Corporal I think that you should do it as you are fitter than me". It turned out that the person standing behind the Corporal was the CO of 29 Tpt & Mov Regt RCT.

This was the first of the many UKMF(L) exercises in which the Squadron was to be involved and was followed in 1978 with Ex Bold Guard in Northern Germany and Jutland in Denmark.

On this Exercise the aforementioned Corporal now, a Sergeant again made the headlines. This time he was based during the Exercise at a Danish Barracks in Tonder, which was being used as a staging post. However the weather was doing its best to ensure that any vehicles entering the staging area would not leave and it is said that an order was issued, to ensure that all vehicles were in 4 wheel drive before they left the forming up area for the refuelling point which by this time was becoming a morass of mud. This member of the Squadron who was despatching the vehicles to the fuel point dutifully told each driver to engage 4 wheel drive, until it is alleged that as a Scorpion was about to pass, he realised that there was more than 4 wheels visible within each track and immediately told the driver to engage 12 wheel drive. The reply of the Scorpion Commander was not reported.

In 1979, the Squadron were deployed on Ex Steel Trap in Germany with the main Airhead being at Hanover and the Sea Terminal at Cuxhaven. It was on this Exercise that members of the Squadron

encountered a dedicated detachment of the Royal Military Police, attached to the Movements Cell at Cuxhaven, and despite the normal view that the RMP do not mix socially with other units, this could not be said for this detachment who carried out their duties to a very high professional standard, worked very well and closely with the civilian police and the Movements Cell, yet enjoyed social banter during off duty periods.

During Ex Steel Trap the Squadron had the good fortune to make history, in the fact that it became a Squadron commanded by a Lt Col, Major Balme, the OC, having been promoted, making the Squadron the only one to our knowledge to have been commanded by an officer holding a rank higher than a Major.

Under Lt Col Balme's command and the new role of the Squadron, the members of the squadron were full of zest and enthusiasm and by the end of Lt Col Balme's tenure as OC the reputation of the Squadron had risen to an embarrassing level, in that when reinforcement of movement cells of other forces was required is seemed that 280 MC RCT(V) were being called upon first, much it seemed to the concern of CVHQ RCT, Grantham.

1980 saw the Squadron with a new OC Major G Shawley and a new SSM(WO2) Dick Lord on promotion of Don Strange to WO1 (Senior Movements Operator). This was the first time since its formation that the Squadron had an SSM who was not a Mover, but during his tenure SSM(WO2) Lord showed that he was willing to turn his hand to help the Movers when required particularly on Exercises when the Squadron came under the SSM stewardship of the Regular SSM and there were no SSM duties for SSM(WO2) Lord to undertake. The first exercise under Major Shawley's command was Ex Crusader 80, during which the Squadron were deployed throughout Germany, Holland and Belgium. The consolation that Major Shawley had was that he had been with the Squadron for some time before his promotion and appointment as Squadron OC, so enabling him to get to know the strengths and weakness of the members of the Squadron. During Ex Crusader 80, 59 MC Sqn RCT was added to the role of 29 Tpt & Mov Regt RCT and given the role of the Movements Cell of the UKMF(L) with 280 MC Sqn RCT(V) moving to become their reinforcing Squadron rather than the dedicated UKMF(L) Squadron. This in no way upset the members of 280, as it opened up new vistas and opportunities for the members of 280 in that 59 MC Sqn RCT was also responsible to other forces and in other theatres of operation.

With the newly formed 59 MC Sqn, members of 280 exercised in Denmark in 1981 on Ex Amber Express, revisiting some familiar locations and visiting some new ones and in 1982, after some doubt as to whether there would be a UKMF(L) exercise that year as a result of the many Regular troops involved in the Falklands war of that year, participated in Ex Bold Guard in Germany. The 1982 Exercise brought a new element into the equation that of canal crossings, and again this new information was eagerly digested.

Towards the end of 1982 clouds were appearing for 280 MC Sqn RCT(V) in the form of an amalgamation of the Squadron with 287 MC Sqn RCT(V), something not altogether welcomed by the members of 280, as they felt that something sinister was about to happen to the Squadron.

Royal Corps of Transport
1st April 1983 to 31st March 1993

However, nothing happened until April 1983, when Major Shawley was due to leave. What happened was that the 280 MC Sqn number disappeared, and for a time the members of the Squadron were unsure of who they were, 59 MC Sqn (Incr.) RCT or 287 MC Sqn RCT(V). As it turned out the Squadron became 287 MC Sqn RCT(V) under the command of Major M Hughes, a dynamic officer who soon pulled the new Squadron together and helped raise the sagging morale of

the former 280 members of the Squadron. One major change occurred at this time for the Squadron and that was the change in the training routine, which meant that instead of exercising in Denmark and Germany in alternate years, the exercises would now only take place every second year. This did not however mean that members of the squadron were not involved in Exercises abroad, since being still the reinforcing Squadron for the UKMF(L), members of the Squadron were frequently asked to make themselves available to work with 59 MC Sqn RCT.

Other changes which happened at this time was an extension to the role of the new Squadron in that they were now required to reinforce the Mov Cell of SW District, the Ops Cell of HQ of 29 Tpt & Mov Regt RCT and the Air Mounting Centre at South Cerney.

Camp in 1983, also saw the Squadron with a new SSM, this being SSM(WO2) Ron Snowball who was an ideal person for getting the Squadron into the new routine which it had to get used to. It also meant that the members of the Squadron had the unusual experience of spending the whole of their camp in the UK, but this was soon put right by an interesting period of training at South Cerney, Forest of Dean and Yoxter Training Area.

At South Cerney and Forest of Dean the training concentrated on map reading and radio procedures exercises and on Yoxter Training area the time was spent on patrol and local defence skills.

Not all the members of the Squadron were occupied at South Cerney, Forest of Dean or Yoxter. As there was a requirement for additional Movers on the 5 Bde exercise, Ex Winged Victory, several members of the Squadron were based at RAF Waddington and in the Dumfries and Galloway area of Scotland.

1984 saw the Squadron back in familiar territory for many, namely Denmark on Ex Bold Gannet, though with the ferries in the north of Jutland being used, some new territory started to become familiar.

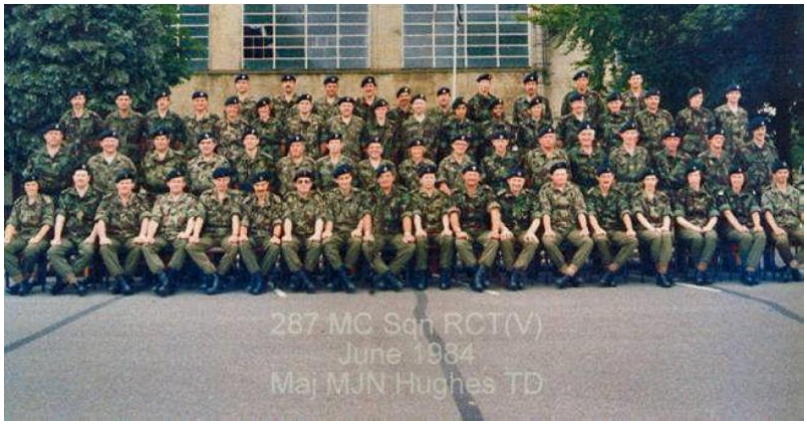
It was during this exercise that several of the Squadron were to experience the pressures of an exercise for the first time as they had been used to being based in the same location throughout their period on the exercise. In this instance after having been involved in a 26 hour day as the final part of the deployed phase, grabbing breakfast before going to bed, they found that after only one hour in bed they were tasked to move from the Esbjerg area of Denmark to the ferry terminal of Ebeltoft in North East Jutland, some 120 miles distant, to set up an MCCP for ferry crossings which were to continue for some 3 days around the clock, with the first move being at 2200 hrs that night. The accommodation available at the ferry crossing turned out to be the ferry terminal conference room, which was in use during certain times of the day, normally when the MCCP team would have liked to catch up on some sleep. By the end of the 3 days, there was a tendency for many of the team tripping up on the bags under their eyes. Their own sailing across the Zealand was also delayed by some 5 hours, due to a strike by the Danish Ferry Crews, resulting in their arriving in Zealand in the dark and having to find their way at around midnight on unfamiliar roads, to their accommodation in the Danish Naval Barracks. This was done quickly and successfully and soon many were trying with difficulty to catch up with lost sleep, some giving up as a bad job and joining the local MCCP members in the mess for a refreshment which seemed to act as a sleeping draught.

It was during this period that Major Hughes successfully fought a campaign to allow the Squadron to spend more of its training periods at South Cerney, so that the Squadron personnel could become more familiar with the working of 59 MC Sqn and vice versa, in order that both our strengths and weaknesses could be identified and programmes prepared to eliminate the weaknesses. As part of the process, the Squadron was allocated office and stores accommodation at South Cerney, so ensuring a central point for all to report to, each time South Cerney was visited.

The role of the Squadron was now threefold -

1. Supporting 59 MC Sqn RCT,
2. Supporting RHQ of 29 Tpt & Mov Regt RCT, and,
3. Supporting the Mov Cell, HQ SW District.

Sadly, before Major Hughes could carry out all his plans, he had to step down from command of 287 due to his gaining promotion in his civilian career, which was to take up much more of his time.



287 MC Sqn RCT(V) – 1984

However, with the appointment of Major Pow as OC in April 1985, he endeavoured to continue Major Hughes plans for the Squadron and indeed added some of his own.

With the new training format of UKMF(L) exercise one year and UK Camp the next, 1985 saw the Squadron initially exercising its military skills in the Forest of Dean, on similar training to 1983, and later in the year several members of the Squadron were involved in the 5Bde exercise, Ex Purple Victory centred on Otterburn Training Area, with members of the Squadron based near Otterburn and some at Grantham.

New horizons were opened to members of the Squadron in early 1986 with the involvement of the Squadron in the RM Winter Deployment in Norway. Detachments were located both in Southern and Northern Norway to assist in the re-deployment of the force from Southern Norway where they had undergone winter skills training to Northern Norway where the FTX part of the exercise was to take place. With the re-deployment being during late February and early March, many of those involved from the Squadron were given their first experience severe winter conditions, with temperatures dropping to -40 when the fjord could be observed freezing before their eyes. Indeed, so thick was the ice on the lake at Voss, that one of the parachute battalions had been able to undertake a full battalion parachute drop, including vehicles, on to the lake covered in ice. Unfortunately, this spectacle occurred before the members of the Squadron were deployed to Norway.

It was not all work for the members of the Squadron whilst out there. There was time for many to experience the thrill of skiing for the first time, either downhill on conventional skis or cross country on what was commonly called NATO planks, as they had a strong resemblance to planks of wood strapped to a person's boots, but proved very effective though hard work.

Later in the year the Squadron were again involved with the UKMF(L) exercise in Germany, Ex Bold Guard 1986, on semi-familiar territory and the chance to again practice the rusty German phrases stored away from previous years.

During the early part of 1987, several members of the Squadron undertook training as helicopter handlers and this culminated in September, in a camp at Penally in Wales which took the form of an exercise to test those members in their proficiency in helicopter handling. Everyone was in a state of excitement at the prospect of this new type of exercise and having the opportunity to fly in a helicopter for the first time for many, but to their surprise the excitement started on the way to Penally. Heavy rain, which resulted in many of the roads on the way to Penally being affected by flooding, meant the Squadron having to take refuge in a pub overnight, but their stay in the pub was short lived due to the local police requesting their assistance at the site of a rail accident as a result of the floods washing away a rail bridge as a train was crossing. Thankfully there were no lives lost, but the Squadron had the only 4-wheel drive vehicles capable of transporting rescue equipment to the bridge site. For this the efforts of the Squadron were recognised by the Chief Constable in the form of a letter of Commendation.

Not only were members of the Squadron involved that year in the Penally camp, but early in the year several members were again involved in the RM Winter Deployment, this time in Northern Norway and later in the year 8 members of the Squadron took part in the 5Bde Exercise, Ex Purple Warrior, centred in the West Freugh/Castle Douglas/Cairn Ryan area of Dumfries and Galloway in South West Scotland. The weather during this exercise threw up all possible combinations, resulting in the mess tent being uplifted in the early hours of the morning on the final day. It was during this exercise that the members of the Squadron involved, witnessed their first full parachute battalion drop which included heavy equipment.



287 MC Sqn RCT(V) Officers and WO's – circa 1986

April 1988 was again a time for the command of the Squadron to change and this saw an old face returning. This was in the form of Major S J Holman who had left the Squadron several years previously to take command of 288 MC Sqn RCT(V). He and I travelled together to Esbjerg Denmark in 1981 when our role was port detachment during the first of a series of 'Bold Guard' exercises. Major Holman was an officer cadet with the squadron, then gained his commission in 1979 at RMC Sandhurst returning and serving with the squadron as a Lieutenant and Captain before leaving to command 288 MC Sqn. His return as OC took us to Denmark again but with clouds on the horizon as the new OC 59 Sqn 29 Regt., was 'rubber wheels' and had no empathy with his territorial counterpart parts, resulting in some difficult situations. Also, at this time WO2 Jim MacCallum took over from SSM (WO2) Ron Snowball as SSM, with WO2 Snowball having been promoted to WO1.

Sadly, there was no Norway for the Squadron in 1988, but September saw the Squadron back in Denmark on the UKMF (L) Exercise Ex Bold Grouse, again with the Squadron spread across Denmark from Esbjerg to the centre of Zealand at all the critical ports, ferry terminals and harbour areas. It was on this exercise that it was deemed necessary for a tent to be erected within the building being used for accommodation, to accommodate the female personnel who were unsure of sleeping in the tent in its normal environment. W01 Snowball fell ill with pneumonia during this exercise and enjoyed his treatment on a camp bed in a derelict house which was used as the accommodation block!

Added excitement was generated on this exercise with the report that there were two military landrovers carrying the same registration mark, one being a short wheelbase and the other a long wheelbase. Having checked the records it was found that only one British Army landrover carried the registration mark, resulting in the other being declare highly suspect. The suspense was heightened even more when reports started coming in that a landrover bearing the registration mark in question started appearing within convoys, but before anything could be done to detain it, it successfully exited the convoy and disappeared. By the end of the exercise everyone was getting exceedingly nervous, particularly those involved in the control of night moves. Eventually one of these landrovers was observed entering one of the staging areas and when challenged took off, only to enter an area from which there was no escape. As this area was being guarded by armed Host Nation personnel, the area was quickly cleared of British personnel and the matter left to the Host Nation personnel. Happily, the matter was quickly resolved with no casualties, as it turned out that the vehicle was the genuine one, much to the relief of all, and I am sure the crew of the vehicle when challenged by the armed Host Nation personnel. We never did hear why the driver took off when challenged.

It was during this exercise that there was once again the shortage of landrovers being issued to the Squadron, and instead of the usual practice of being issued with ambulances by CVHQ giving the impression that we were an Ambulance Squadron, transport in the form of a rather old bicycle was borrowed from the Host Nation to keep the Detachment Commander mobile. Though not of the motorised variety he seems to have enjoyed his sojourns as the photograph below shows, probably since the environs of Slagelse Barracks were relatively flat.



Slagelse Det OC on transport provided by host nation.

Throughout the years, the members of the Squadron had to make their annual unwelcome pilgrimage to CVHQ RCT for Course and Standards weekends and these many felt, particularly the Standards weekends could have been done at South Cerney under the control of 29 Tpt & Mov Regt RCT, where the necessary elements of the Standards could have been completed quickly and efficiently and the remainder of the weekend being spent on relevant training. However, this was not to be.

In 1990 there was another change in the command of the Squadron, this time Major Carol Campbell-Hayes with WO2 Harkins as SSM. Whilst plans had been made for the Squadron to camp in the UK that year, the trouble brewing in Kuwait meant that these were drastically changed such that the Squadron was committed to covering a period of some six weeks in September of that year. During the first fortnight Squadron members were engaged in visiting Units on standby for the Gulf, checking their preparedness, the second fortnight saw Squadron members initially undertaking training at South Cerney before flying out to Trondheim in Norway, before moving out to various locations, including Namsos to supervise the recovery of the Royal Marines to the UK before the deployment to the Gulf of the Royal Fleet Auxiliary Ships, the Royal Marines and their ships. The third fortnight saw the remainder of the Squadron deployed to Germany with 59 MC Squadron of 29 Tpt & Mov Regt RCT, to oversee the movement of UK units based in Germany to the Gulf. Unfortunately, in their enthusiasm to load their own vehicles which were assigned to the Gulf, all 59 vehicles were loaded, resulting in the 287 and 59 personnel having a 2 mile walk back to the MCC near the dock gates. I am sure that with a job well done this would have been like walking on air. Sadly shortly after this, due to her husband's illness and subsequent sad demise, Major Campbell-Hayes had to hand over the day to day running of the Squadron to her 2IC Major David Palmer, but before the next step in the Squadron's history she was back at the helm with her usual enthusiasm.

Unfortunately, this was the last time members of 287 had the opportunity to serve abroad as once again there were changes in the air with the advent of 'Options for Change' which would see the demise of the Royal Corps of Transport and the emergence of the Royal Logistic Corps.

The photograph below is last of very, very few 287 Squadron photographs taken at a weekend camp at South Cerney in 1993.



Royal Logistics Corps
1st April 1993 to 31st March 1999

On good thing which did come out of 'Options for Change' was the fact that the Squadron became 280 once again, only this time it was 280 MC Sqn RLC, with the first OC of the new Squadron being Major David Palmer, who himself had been a sergeant in the original 280 MC Sqn RCT, the only member of the original 280 to be allocated to the new 280. Unfortunately, the Squadron strength was cut from 120 all ranks to 49 all ranks, yet it seemed that their tasking was to be more onerous than that of the old Squadron.

Sadly, not long after Major Palmer handed over command to Major Bob Kane, another review of military strength resulted in the demise of 280 in 1999. This I feel was partly due to errors made in the selection of personnel, when 280 MC Sqn RLC was formed. Many of those selected for 280 were those who had in the past experienced difficulty in meeting camp dates with the Squadron, and this I understand continued with the new Squadron, whilst those who had been the backbone of the old Squadron either had their service terminated on the excuse of age or were transferred to other Squadrons from which they soon resigned due to their not being happy to be transferred in the first instance.

This was particularly evident at the last parade of 280 when the old and bold who had been invited to a reunion/wake of the Squadron outnumbered the serving members by about 2 to 1. However, what did come out of it was a commitment to try to continue to keep in touch through reunions of members and ex members only. Sorry at this time wives and partners were not included.

One thing that worried the author is hearsay that whilst the British Army were forming a Logistic Corps, other armies within NATO were splitting their Logistic Corps up into smaller Corps. If this is the case how long will it be before the British Army breaks its Logistic Corps back to the Royal Corps of Transport (including the Postal Courier element), Army Catering Corps, Royal Ordnance Corps and Pioneer Corps.

There are already rumours circulating that the RLC is too large and unmanageable, but again what will there be left of a proud Territorial Army and indeed the Regular Army, if Government cuts keep on at the present pace.

Indeed, the latest moves to reform the Army, is to cut the Regular Army and replace those being made surplus to requirements in the Regular Army and the existing T&AVR personnel with the Army Reserve akin to the National Guard in the USA giving the author even more cause for concern. With the added commitment required of the Army Reserve personnel, how long will it be before the employers who are sympathetic to releasing staff to meet the existing T&AVR commitments of a 14 day training/exercise camp and extended weekend training, decide that a person serving in the new Army Reserve will have to choose between their civilian employment and their army service. This could especially be the case where the member of staff is a highly qualified and senior member of a team within the company and whose absence for his civilian role could adversely affect the efficiency of the team he or she is part of, and could cost the company additional expense in bringing in a suitably qualified and experienced person from an Agency to cover for the member of staff who is absent. This already appears to be the case in the USA to the detriment of the original staff member, where the National Guard has been in existence for many, many years.

Courses and Standards

The annual testing standards weekends were held at CVHQ, the Depot Grantham here as volunteers we were tested to confirm we were of an acceptable standard in old aspects of military requirements. One such standard was Nuclear Biological and Chemical warfare NBC. After testing in gas chambers, masked and suited one Sqn member was heard to say, 'better to go by bullet than NBC' we all heartily agreed.

These weekends did however throw up some events which can now be a source of mirth but at the time were not, like the weekend everyone arrived into camp to be told that on the Saturday night we would be sleeping out on the airfield in previously mentioned bivouacs, and in the Grantham issue sleeping bags which had been cleaned so often that the filling had all but disappeared. This would have been alright on a summer's night, but in this instance the airfield was covered with 3 feet of snow which had to be dug away with anything which could be found. I think that the civilian staff are probably still wondering how all the dustbin lids got on to the airfield, there having been no wind that weekend.



Dvr Dennis Damps, WO1 D Strange, Cpl L Rumsey – Standards Weekend at Grantham

Initially it had been intended that two map reading exercises would be undertaken that night, one on foot and one in vehicles, but it was decided that the conditions were too risky for the vehicle exercise to be undertaken, yet they were quite happy for the foot exercise through unfamiliar territory for all involved to take place. I dread to think what could have happened had someone slipped and fallen during that exercise as the survival chances due to the temperatures that night would have been very low. Indeed, very few people slept that night due to the cold and poor-quality sleeping bags issued and as a result 287 lost several members who were due to sign on again, presumably as a result of the permanent staff attitude towards the reserve personnel that weekend. After having experienced the welcoming receptions of 29 Tpt and Mov Regt RCT at South Cerney, this attitude at Grantham particularly in its early days was a bitter pill to swallow.

On another weekend much time was wasted due to faulty equipment. On a compass exercise, teams of two were given a list of bearings with which they were to follow a course noting the letters on the pegs to which the bearing referred. However, when the teams reported back with their sequence of letters, every team was told that they had failed the exercise. This led to several disagreements, with the instructors insisting that the fault lay in the team members and not in the equipment. It was

only after a more reasonable instructor agreed to check one of the compasses against a known solution and found that the bearing did not give the expected answer that it was accepted that there may be some error in some of the equipment. However, the arguments continued and eventually it was agreed to test all the compasses that it was found that they were all giving incorrect readings. On investigation it seemed that when the compasses had been returned to the stores after a previous occasion, they had been placed close to a piece of equipment in the store which gave off a strong magnetic force, thus affecting the compasses.

Generally the periods at Grantham were accepted grudgingly, but as was said previously, Squadron members would have preferred to go to South Cerney, complete their Standards Tests and continue with training in conjunction with the members of 29 Tpt & Mov Regt RCT, instead of the hurry up and wait syndrome at Grantham, due to the large numbers of personnel in camp for Standards.

General

Over the years many characters have emerged within the Squadron, some which have been referred to earlier in the text. Another which comes to mind is alleged to have come for WO2 John Stewart whilst on an R & R break in Copenhagen in 1981, and it can only be assumed that this was said whilst he was observing the statue of the mermaid, as I am sure John would not visit any place in Copenhagen other than a place of scenic beauty. Or would he?

Turning to his colleagues he is alleged to have said "What is a 50-year-old orphan doing in a place like this?"

On another occasion a member of the Squadron was doing two fortnight camps at the same location separated by a week back home, and on arriving back on exercise he walked into the Seniors Mess only to be handed a pint of lager as though he had never been away.

For some 20+ years the Squadron held an annual reunion in Perth, Scotland, the spiritual home of the Squadron, with members travelling from all over the UK to meet and reminisce, even wives and partners eagerly looking forward to the event. Sadly, in the late 1980's this came to an end partly due to the difficulty in obtaining reasonably priced accommodation and partly due to the volume of work in arranging the event which fell on the shoulders of WO2 Bill Henderson, who lived in Perth. As can be seen from the following photograph, the fond memories of the Squadron's beginnings were given prominence at all the reunions.



Reunion in Perth

Although the reunions have ceased, many of the older Squadron members still keep in contact physically, though not as much as they would like, mainly due the distances which separate them, but they still remember how to use a telephone and are learning to use more modern means of communication such as Skype and Facebook.

In the early 90's an attempt was made to arrange reunions without wives or partners, but again due to cost and distance this only happened once or twice.

However, within the Squadron there were attempts of get-togethers involving wives and partners, and one of these get-togethers involved some 20+ personnel enjoying a mini-cruise to Denmark on board the DFDS ferry the 'Dana Anglia'. This was in 1988 sailing from Harwich to Esbjerg on Easter Monday and returning to Harwich on early afternoon on the Thursday. All accommodation was on board ship and was enjoyed by all. Part of the 'cruise' was a tour of Esbjerg, organised by DFDS on the Tuesday afternoon, with even the Squadron members seeing parts of Esbjerg which they had never seen in their many sojourns to Denmark on exercise.

Squadron members, ex members, wives, families, and partners on the Dana Anglia returning from Denmark.



1988 Families mini cruise to Denmark

Some Former Members of the Squadron's Warrant Officers and Sergeants Mess still meet annually at the CVHQ Past Members Annual Dinner in Grantham Warrant Officers and Sergeants Mess, though this is not confined to Past Members of 280/287 MC Sqn RCT(V) Warrant Officers and Sergeants Mess but includes those from other Squadrons attached to CVHQ, some of whom at one time or another have served on exercise attachments with 280/287.

OBITUARIES

Sadly, as time goes by many of those who made the Squadron what it was, some who were the characters of the Squadron and those whose friendship and comradeship I'll never forget have passed on.

These include my first OC - Major George Aitken who suggested that I apply for a commission, but was unsuccessful in convincing me, as the financial outlay for me at that time was beyond an apprentice Civil Engineer's means.

SSM Bill Imrie who came from the heartland of the Squadron, central Scotland and who was always ready to avail those who would listen of his war time exploits. These I had been told to take with a pinch of salt, yet they helped pass many an evening under canvas.

Cpl Rab Harper, whose exploits with the rum are referred to on page 10. Rab and his family became dear family friends and his loss several years ago left a big hole in our lives.

WO2 Jim McCallum (SSM). Nothing seemed to faze Jim, not the weather, the exercise accommodation, the exercise conditions generally or the journey down to South Cerney or Grantham starting early on a Friday and home again after lunch on a Sunday, having arrived in camp to find that an exercise had been planned to start at 2300 hrs on the Friday and more or less continue through to late Saturday night or early Sunday morning. Sadly, Jim lost his wife Jean around 2000 around the time that Jim himself was undergoing treatment for cancer, yet he never gave in and after Jean's death he devoted himself to his family and especially his granddaughter. Jim died in November 2002 after a recurrence of an earlier illness, but I am told by his sons who did him proud that even during his last days in a Hospice his spirits were still high, and he still talked about his times with the Squadron.

Cpl L Ferguson ACC 'Fergie' or Leckie' as he was known died in 2011, he was mourned by the whole Sqn. His humour and personality massively impacted on all those that met him. His cooking and high spirits were an example to us all, never was there a more loyal comrade in arms. He died following a heart bye–pass but not before apologising to Maj Holman for missing the reunion! Perhaps he is best remembered when he acted out the role of an insubordinate soldier, instructed by directing permanent staff, to 'exercise' Maj Hughes in disciplinary procedures. The 'test' was a huge wind up and Fergie was awarded an Oscar. [Although many believed he fulfilled the role quite naturally!]

Cpl Peter Taylor (Grantown on Spey), who was one of the original members of 280 MC Sqn, passed away in 2012, after a long illness.

SSgt John Forsyth (Bannockburn), passed away on 4th January 2017 after a long battle with Parkinsons.

Many others has passed on – Cpl Lindores (Piper) (Edinburgh), Cpl McGhie (Piper) (Edinburgh), Capt Joe Cameron (Perth), WO2 Surtees (Newcastle), Cpl Don Martin (Newcastle), Cpl Bob Praties (Grantown on Spey), Cpl Suttie (Perth), Ssgt Willie Malcolm (Perth), Cpl Alan Jones (Carlisle), WO2 Pete Dalby (Leckenfield), Sgt Bill Houghton (Liverpool), Maj Ian Warwick, and I am sure there are others who come to mind at the reunions when we are reminiscing.

Major Mike Dunn passed away in the early hours of 24th October 2012. He would have been 71 on 7th December 2012. When he left 287, he was posted into BRSC LAMS for a short time, before returning to RAFVR Movements at Brize Norton.

Cpl Paul Owens passed away at lunchtime on 22nd July 2015 after a long illness.

WO2 John Forsyth (Bannockburn) passed away after a long fight against illness on 4th January 2017.

Sadly, Bob Sutherland (Perth) the first SSM of 280 Sqn has died in the recent past. I don't know what age Bob was, but he must be the oldest trolley boy working for Tesco's in Perth or indeed anywhere and he was never seen taking it easy.

WO2 Bill Henderson (Perth) passed away on 11th May 2020, after a long illness. Bill for many years organised Squadron Reunions in Perth. Bill was 90 in April 2020.

WO2 Elphie McCandlish (Eastbourne) passed away on 17th October 2020 after a short illness. He was a mainstay of the Squadron and could always be relied upon for his good commonsense approach.

OFFICERS COMMANDING AND SQUADRON SERGEANT MAJORS

OF

280 & 287 MC Sqn RCT(V) and 280 MC Sqn RLC(V)

from

1st April 1967 to 31st March 1999

UNIT - 280 MC Sqn RCT(V)

OC	PERIOD	SSMAJOR
Major George Aitken	1/4/1967 to 31/3/1970	WO2 R Sutherland
Major Auger	1/4/1970 to 31/3/1973	WO2 P Defty
Major Briggs	1/4/1973 to 31/3/1977	WO2 W Imrie
Major G Balme	1/4/1977 to 31/8/1979	WO2 D Strange
Lt Col G Balme	1/9/1979 to 31/3/1980	WO2 D Strange
Major G Shawley	1/4/1980 to 31/3/1983	WO2 R Lord

UNIT - 287 MC Sqn RCT(V) [280 MC Sqn RCT(V) merged with 287 MC Sqn RCT(V)]

Major M J N Hughes TD	1/4/1983 to 31/3/1985	WO2 R Snowball
Major R A Pow TD	1/4/1985 to 31/3/1988	WO2 R Snowball
Major S J Holman TD	1/4/1988 to 31/3/1990	WO2 J McCallum
Major C Campbell-Hayes	1/4/1990 to 4/4/1993	WO2 J Harkins

UNIT - 280 MC Sqn RLC(V) took over the role of 287 MC Sqn RCT(V) on 5/4/1993

Major D Palmer	5/4/1993 to 31/3/1996
Major R Kane	1/4/1996 to 31/3/1999

UNIT DISBANDED ON 31/3/1999 and members scattered to the 4 winds.

The year 2000 saw 280 MC Sqn RLC(V) emerge again as an Independent Territorial Army Movement Squadron, drill hall based in Swindon, Wiltshire at the hub of RAF and Army Movements and Logistics. It has lost its diverse membership and the Celtic fringe is gone; however, it retains the proud legacy 280 -287 and goes from strength to strength.

Photograph Appendix



2009 Reunion



2011 Reunion – South Cerney

From rear left to right - J Davison, D Ogilvie, G Roberts, Don Scott, M Scott, B Wilson, Dave Scott , D Gill, S Risker, C Maxwell, J Lewis, A Jones, A Crowe, F Page, J Edge, C Donachy, L Broome, C Eynon, Iris Strange, Mrs Lewis, P Owens, L Dale, C Spong, D Fransham, R Snowball, S Holman, N Holt, D Strange, D C Donald, J Forsyth, D Enderson, R Charley

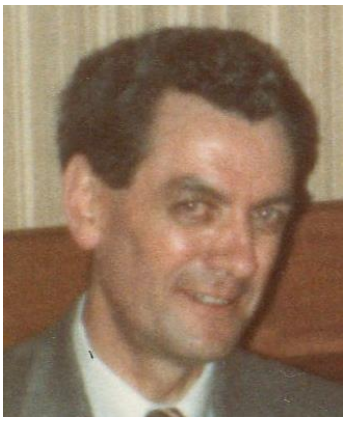


2019 Reunion – South Cerney

Back row - D.Gill, F.Page, J.Davison.J.McDowell, B. Wilson, Mrs A.Donald, Mrs E.Bench, K.Bench, Miss L.Enyon, Mrs A.Lucas, B.Kelly, A.Crowe

Middle Row - Phil Hunt, Don Scott, R.Snowball, D.Enderson, T.Barnard, Mrs Barnard, J.Edge, Mrs Short, Mrs Britton, T Short, D Strange

Front Row – D.C.Donald, J.Harkins, Mrs Harkins, Col M Hughes, Mrs C.Holman, S.Holman, Gill Lloyd, D.Britton, Mrs Crowe



Maj George Aitken 1st OC 280 MC Sqn RCT(V)



Col Graham Shawley Last OC 280 MC Sqn CT(V)



Lt Col Carroll Campbell-Hayes ex OC 287 MC Sqn RCT(V)



Major M J Dunn – 287 MC Sqn RCT(V) (1941-2012 RIP)



Major A J Barnard TD BA – 287 MC Sqn RCT(V)



Major Sharp ex 280 MC Sqn RCT(V) circa 1992



Major Ian Warwick – 287 MC Sqn RCT(V) (1944 – 2015 RIP)



Major Bob Pow's last weekend as OC of 287



287 Summer Camp in the Forest of Dean 1985



287 Summer Camp in the Forest of Dean 1985



Commanders Cup Competition Winners 1985



Commanders Cup Competition Team 1986



287 Cross Country Team 1987



287 MC Sqn RCT(V) Officers and others - BFT Grantham Winter 1986
Capts., Steve Holman, David Palmer, Charles Lassiter, Bob Kelly, Ian Warwick. ?, 2 x DS.

Squadron Camps

Year		Location	
280 MC Sqn RCT(V)			
1966	Squadron Camp	Grange Camp, Bedford	Courses
1967	Squadron Camp	Grange Camp, Bedford	Military Training
1968	Squadron Camp	Grange Camp, Bedford	Courses
1969	Ex Cunningham	Holland	BAOR Replenishment
1970	Squadron Camp	Grange Camp, Bedford	Courses
1971	Squadron Camp	Bedford Area	Recce and Harbouring Exercises
1972	Squadron Camp	South Cerney	Familiarisation
1973	Squadron Camp	Salisbury Plain	Comms Exercise
1974	Ex First Reserve	Stamford PTA	Convoy Control and Monitoring
1975	Ex	Belgium, Holland & Germany	Convoy Control and Monitoring
1976	Squadron Camp	Grange Camp, Bedford	Courses
1976	Ex Jog Trot	Germany	Paper Exercise
1977	Ex Wintex	South Cerney	Paper Exercise
1977	Ex Arrow Express	Denmark	Convoy Control and Monitoring
1978	Ex Bold Guard	Denmark & Germany	Convoy Control and Monitoring
1979	Ex Steel Trap	Germany	Convoy Control and Monitoring
1980	Ex Crusader	Germany, Holland & Belgium	Convoy Control and Monitoring
1981	Ex Amber Express	Denmark	Convoy Control and Monitoring
1982	Ex Bold Guard	Germany	Convoy Control and Monitoring
1983	Squadron Camp	Forest of Dean	Map reading & Military training
287 MC Sqn RCT(V)			
1984	Squadron Camp	Grantham	Courses
1984	Ex Bold Grouse	Denmark	Convoy Control and Monitoring
1985	Ex Winged Victory	Grantham	Convoy Control and Monitoring
1986	Ex Hardfall	Norway	Convoy Control and Monitoring
1986	Ex Bold Guard	Germany	Convoy Control and Monitoring
1987	Ex Hardfall	Norway	Convoy Control and Monitoring
1987	Ex Purple Warrior	Scotland	Convoy Control and Monitoring
1987	Squadron Camp	Various locations in England	Convoy Control and Monitoring
1988	Ex Arrow Express	Denmark	Convoy Control and Monitoring
1989	Squadron Camp	Barry Buddon & South Cerney	Map reading, Range & Convoy practice
1990	Ex Marine Recovery	Norway & South Cerney	Convoy Control and Monitoring for Op Grandby
1991	Squadron Camp	Grantham	Courses
1992	Squadron Camp	South Cerney	General Training
1993	Squadron disbanded		Personnel dispersed into other units

In addition to the above, individual members of the Squadron were tasked on other exercises/operations supporting 59MC Squadron RCT, throughout the life of the Squadron.

The Sharp Shooters Trophy……The Mess Tin

Squadron members engaged in many and various weekend training periods as well as their 'standards weekends' at CVHQ Grantham. The weekends were organised by various officers and they were often outdoor activity based. The squadron trained in the Lake District in Eskdale, in the Berwyn Mountains of Wales, Carpel Curing in Snowdonia and on the Staffordshire moorlands. In Wales Capt Milner-Williams was 'casevaced' from Tryfan by helicopter after suffering a 'stroke,'…….well his lips were blue! LCpl John Edge the OC's driver is infamous for his accidental upside-down abseiling and for the precautions that had to be taken because of his sleep walking. There was real fear that he would walk off in the night and do a 'Capt Oakes' on us. WO1 Snowball impressed us all at these events by his ability to always find the shortest routes and remain calm while those around him were fearful. His famous quote to one OC was that 'the Corporals were revolting' after the laughter had subsided, the situation was clarified.

Furthermore, a feature of the visits to beloved South Cerney was the outdoor exercise that inevitably led to a reunion in the Daneway pub at Sapperton where the squadron plaque was presented and hung and still rests there with the landlord today. It was appropriate because of the Danish connections of the Squadron and the many 'sing songs' that inevitably followed the evening exercise.

It was at this location that in 1985 Capt Steve Holman awarded the best shot at standards weekend 'The Mess Tin Trophy.' with much fun, teasing and hilarity, it was accepted and in the years that followed names were engraved. Despite the humour the contest to acquire it was fiercely contested. As the years past and training weekends changed the mess tin was retained, until in 2009 it was again brought to the fore as a squadron asset. Cpl Chris Maxwell [Maxy] and Major Steve Holman organised squadron reunions in 2009 and 2011 at which over 35 squadron members attended, age had taken its toll on many members but out of a squadron strength of maximum 93 at its peak, 35 plus members attended, which speaks volumes for the loyalty of the group. It was decided that all those that want to have their name engraved upon the mess tin could and as such it is now a reminder of a special group of volunteer soldiers who without hesitation offered to do what they could for their country.

The mess tine is now in the safe keeping of the Imperial War Museum, London, where it can be viewed on request. ID may be required. Exhibit Ref K12 - 1834

287 MC Sqn RCT(V)



Some of those who have served
in
280/287 MC Sqn RCT(V)
Between 1 April 1967
and
31 March 1993

Officers

Name	**Maurice Sheen**	Rank	**Brigadier**	No
Served from		to		
Trade	Mover			
Units	287 MC Sqn RCT(V)			



Name	**Mike Hughes**	Rank	**Col**	No **490594**
Served from	1970	to	2001	
Trade	Mover			
Units	1970 - 1979 2Lt/Lt Troop Commander 163 MC Regiment RCT(V) 1979 - 1983 Capt Adjutant 163 Tpt & Mov Regiment RCT(V) 1983 - 1985 Maj OC 287 MC Sqn RCT(V) 1985 - 1986 Unposted list 1986 - 1989 Maj 2IC 162 MC Regiment RCT(V) 1989 - 1992 Lt Col CO 162 MC Regiment RCT(V) 1993 - 1996 Colonel of Volunteers RLC(V) 1996 - 1997 Unposted list 1997 - 2001 Colonel, Directorate of Reserve Forces, MoD - Reserve Forces Adviser			
Decorations	Territorial Decoration			
Civilian Occupation	Formerly Director at Office for National Statistics. Now International Development Consultant			
Memorable event	Longest serving subaltern in the RCT TA by avoiding the promotion exam. Many other great memories of time in the TA, principal of which were the tours as OC 287 and Col of Vols.			



Name	**Graham Shawley**	Rank	**Col**	No
Served from	1966	to		
Trade	MovOp			
Units	280 MC Sqn RCT(V)			



Name **Carol Brooks** Rank **Lt Col** No **509910**



Served from 1978 to 2010
Trade MovOp
Units
1977 - 1979 O/Cdt & 2nd Lieutenant Liverpool University Officer Cadet Corps
1980 - 1983 Lieutenant 288 MC Sqn RCT (V)
1983 - 1988 Capt & Adjt 163 Tpt & Mov Regt RCT (V)
1989 - 1990 Major 287 Movement Control Sqn RCT (V)
1990 – 1993 OC (Maj) 287 Movement Control Sqn RCT (V)
1994 - 1997 SO2 (Maj) 495 Movement Control Liaison Unit RLC (V)
1997 – 1998 SO1 (Lt Col) 495 Movement Control and Liaison Staff (MCLS) RLC (V)
July – Oct 99 SO1 Movements, Operation Joint Guardian (Kosovo and Macedonia) HQ KFOR REAR Skopje (also covering HQ CommZ(S) Greece, HQ CommZ (W) Albania).
2001 Senior Officer (Lt Col) 495 MCLS RLC (V)
April 2001-June 2004 Commanding Officer 163 Movement Control Regiment RLC (V)
July 2004 – 2010 Regular Army Reserve of Officers (RARO)
Decorations Territorial Decoration

Name **Bob Cross** Rank **Lt Col** No



Served from 1966 to
Trade MovOp
Units 280 MC Sqn RCT(V)

Name **Charles Milner-Williams** Rank **Lt Col** No **497355**



Served from 1958 to 1996
Trade MovOp
Units I first put on uniform in 1958 as a member of the Prince of Wales School CCF just outside Nairobi. We wore the Kenya Regiment Cap badge and were sponsored by the Green Jackets. Fortnight's camp was in the Ngong Hills - bren with bulleted blank of wood will pierce battle dress - or the desert of northern Kenya white quartz and a huge pool created in WWII by South African Airforce with dynamite in a four gallon can dropped as bombs. We responded to bugle calls. An interview with Lt Gen Sir Richard Goodwin and on my way to Regular Commissions Board at Westbury where I achieved "deferred watch" i.e. go away and grow up. Cavalry Barracks in Canterbury as 23965935 Pte Milner-Williams of the Queens Royal Surrey Regiment - proudly the 2nd of Foot. Change of direction and status led me in 1970s to A Coy 5 Queens based at Guildford where the legendary WO2 Jack Chaffer MM was CSM. He went on to become Chief Yeoman Warder at the Tower of London. Our platoon commander was Lt Richard Holmes, later Brigadier TA and Professor of War Studies Had a whale of a time with no responsibilities until

told firmly that I would seek a commission. Ironically, I passed the Commissioning Course at the Honourable Artillery Company just after their authority as a commissioning body was removed. Back to 5 Queens and a severely damaged ankle that led me via BMH Munster through Int Corps to RCT (V) at Kempston Barracks. Commissioned on 16 June 1974 into 280 MC Sqn RCT(V). Employed inter alia as a Movement Control Officer. One of the joys was a camp at Sidbury Hill and after a BAOR jaunt a kitbag full of cigarettes and King Edward cigars which caused me to act as prisoner's friend in the face of Lt Col Tom Ridgeway's Equity card fury. Various courses, a huge sense of belonging, professionalism and purpose which enhanced 280 MC Sqn's' reputation. On 1 Apr 1982 promoted Major to command 285 MC Sqn RCT(V) one of the four independent movement control squadrons that existed to support District Commands. Our patch was Eastern District where such splendid examples as Majors Iain Stewart, Ron Cockings and Dick Priest guided us and benefitted from our growing expertise. Major mobilisation exercises such as Crusader and Lionheart tested us. After a 70 hour shift, I went to sleep on a DFDS ferry, travelled to Immingham and back and was delivered back to my tent at 0400 on an eager beaver. Our SSM was Sylvia Verrinder - known as Tetley because of the aertex type hi viz jackets we wore. Selma Carson, Karen Chambers and Jo Fitton and Marilyn Shaw were an excellent team of young officers with Robert Lynch and later Tony Hales as Sqn 2 i/c providing wisdom, example, and motivation. to gather with Tetley and her superb team of NCOs the squadron was the envy of the Regular units whom we not only supported but occasionally completely replaced. After the hugely demanding tremendous privilege of Staff College at Camberley on 1 Apr 1986 I was appointed SO1 CCCC (cross channel co-ordinating committee). This was a learning curve which involved running a four-way translation service of signals and reports respectively into French, Dutch, German or American. The Zeebrugge ferry disaster happened whilst I was on duty. Another part of my duties was in support of a full colonel who was using his exercise to bring his university studies up to scratch. I learned a lot and formed many lasting friendships. At the request of the Belgian MoD I was double toured in this post although the Dutch language course I had to do at Afcent proved never to have been used. On my way from the Officers' Club to the final exam I greeted a gardener in fluent Dutch - his response, customary but unexpected was "Oi!" I did pass quite well, though. A spell on LAMS (Liaison and Movement Staff) the unposted list but Colonel John Riggall asked me if I would like to apply for the job of project officer for the 50th anniversary of the D day landings. This would be a full-time job and was surely quite one of the most exciting, fulfilling, and humbling appointment. Based at 3 Div HQ at Bulford and living in 3 Div Signals Regiment Mess and working to CRA 3 Div I was assisted by an SO2 and a part-time SO3. As the complexity of the plan, the intervention of the French government and the realisation of the career threatening potential of this major event dawned so my role was diminished but that allowed me to develop the Visitors' Centre, arrange attachments for a number of interpreters from the Grantham strength, and escort a number of VIPs down to the Arromanche beaches after the ceremonies at the military cemeteries at which VVIPs had been in attendance. This was a wonderfully rewarding time and led me to my final job; I was appointed as a civil servant to be the Defence Agency Advisor to the Director General of Equipment Support. My time as a serving TA soldier was drawing to a close and my last job in uniform was to conduct the audit of the Officers'

Mess account at HQ QMG. That led to an equally rewarding time for the next ten years under the wing of REME who are a clever bunch.

Decorations TD.

Memorable event An enormous privilege, great satisfaction, oodles of fun and some very special friends whom I salute

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Name **David Palmer** Rank **Lt Col** No **RAF 8026097**
Army (NCO) 24381028
Army (Offr) 517058



Served from 1972 to 2020

Trade Mover

Units Initially commissioned into RAF at RAF Henlow Officer Cadet Training Unit in 1972 as Acting Pilot Officer, General Duties - Pilot. Completed and passed Chipmunk course at RAF Church Fenton. Progressed to Jet Provost Basic jet course at RAF Leeming and soloed before being withdrawn from flying training on medical grounds. Left RAF in 1973 and went back to civilian life.

Joined C Sqn Kent and Sharpshooters, Royal Yeomanry (V) as a driver. Completed and passed B3 Driver CVR(W) course - drove Ferret Armoured car, Saladin Armoured car, and Fox Armoured car. Completed and passed B3 Signals course. Completed and passed B3 Gunnery course - fired Saladin 70mm and Fox 30mm Rarden cannon as well as GPMG and other vehicle weapons. Promoted through LCpl and became MT Cpl in charge of fuel account and spares. Promoted to Troop Sgt, 4 Troop and during a prolonged period was Acting Tp Cdr in the absence of an officer. Took part in major exercises such as Crusader in 1980 as well as other Sqn and Regimental exercises and live firing events in locations such as Salisbury Plain, Warcop, Otterburn, Ludgershall and Castlemartin.

Joined 280 MC Sqn RCT(V) as Sgt on transfer from C Sqn Royal Yeomanry due to change of civilian job location to West Midlands. Completed and passed B3 to B1 Movement Controller course at Grantham before deploying to Germany on exercise with the Sqn. On return to the UK was interviewed by Brigadier and subsequently recommissioned into 287 MC Sqn RCT(V) as 2nd Lt. Promoted within 287 MC Sqn through Lt, Capt and then to Major after passing Capt to Maj course. During 1990 to 1993 deputised for periods as Sqn Cdr on absence of OC.

In 1993 took command of 280 MC Sqn RLC(V) on the formation of the RLC. Deployed to Kenya for one month as part of 29 Regt RLC as MC Team Leader to deploy Cheshire Regt from Berlin to BATLSK. Numerous overseas and UK exercises acting in a variety of roles within MC trade, such as ATLO, Port MC Det at seaports and ferry crossings often with 29 Regt RLC. Took part in the Big Red exercises offloading the US Military Sealift Command Prepositioned Afloat vessels at Marchwood Military Port operating with 17 Port and Maritime Regt RLC.

At the end of my tour as OC, transferred to 496 MCLU as a Staff Officer. Assisted in writing and staffing US/UK LOC Joint Logistic Plans at HQ Land. Spent three months in HQ Land as SO2 in G4 Logistic Branch (A black bag appointment normally filled by a Command and Staff Course qualified officer) and was involved in a number of Private Finance Initiative projects such as: Tank Transporter project, Civilianisation of Marchwood Military Port, Bulk Fuel tanker project all of which were to consider use of Sponsored Reserves

	employed by private contractors. Took part in numerous staff exercises involving recces and planning of road, rail and sea moves and in liaison with US Military Transportation units. Was appointed as SO2 Coord under Col Maurice Sheen in the newly formed Movement Support Group (MSG RLC(V)) as the command element of 162 and 163 MC Regts and 165 Port and Maritime Regt and the Staff Units of 495, 496 and 497 Liaison Units. Was promoted to Lt Col in 2000/1 as DCOS G1/G4 in MSG RLC(V). As a key function was responsible for the personnel deployment planning for the MSG units on Op Telic. In June 2004 was mobilised through Chilwell to deploy to NATO's Joint Force Command Naples as SO1 J1/J4 in the EU Command Element as the EU took over from SFOR in Bosnia and Herzegovina. Served for two back to back tours totalling 12 months FTRS service. My Reserve service came to an end at the end of July 2005 when I returned my kit to Chilwell and was retired after over 30 years of TA/Reserve service. However, during my FTRS service was offered the opportunity to work as a civilian Staff Officer (OF-4 Lt Col civilian equivalent) in the EU OHQ at SHAPE for Operation ALTHEA in Belgium. My application got me an interview and I was selected by DSACEUR, General Sir John Reith, for the post and commenced my duties on 08 Aug 2005. I continued in this post taking further responsibilities and now am responsible as Deputy Chief EU Staff Group within the OHQ. The post is in direct support of the Operation Commander, originally DSACEUR in his double-hatted EU/NATO role. I worked for 5 successive DSACEURs: Gen Sir John Reith, Gen Sir John McColl, Gen Richard Shirreff, Gen Adrian Bradshaw and Gen Sir James Everard before the post was transferred to the post of Vice Chief of Staff (VCOS) SHAPE with initially Lt Gen Olivier Rittimann (French Army) who was succeeded by Lt Gen Brice Houdet the current incumbent. Due to BREXIT and age I will retire around 20 Nov 20, having served over 16 years with the operation in total.
Decorations	Territorial Decoration, Volunteer Reserve Medal, Queens Golden Jubilee Medal. EU CSDP Medal for Planning and Support Op ALTHEA and 2nd award, EU CSDP Medal for HQ and Forces Op ALTHEA (recognised by UK MOD).
Civilian Occupation	Worked in a variety of companies in Sales and Marketing roles achieving positions as Sales/Marketing and Commercial Director. Originally started out after leaving school in computing as a computer operator on IBM and ICL mainframes before the days of VDUs. After completing courses in both COBOL and Fortran was promoted as a Programmer writing commercial software.
Memorable event	Took part in Queen's Silver Jubilee parade for the TA at Wembley in 1977. Took part in Lord Mayor's Show in London.

Name **Robert A Pow** Rank **Lt Col** No **24172880/492843**



Served from 1 July 1969 to 02 May 2002 (incl RARO)
Trade Logistics Officer/Liaison with USMC (FMFEUR) & 3AF USAF
Units 223 (W) Sqn RCT(V), RHQ 157 Regt RCT(V), 282 MC Sqn RCT(V), 493 TRC RCT(V), 280 (TRC) Sqn RCT(V), 287 MC Sqn RCT(V), 496 MCLU RCT, 497 MCLU RLC(V), RARO
Decorations Territorial Decoration with 2 bars
Civilian Occupation Engineering Insurance Underwriter/National Business Manager
Memorable event At Annual Camp 1974, the NBC exercise was cancelled owing to torrential rain and some CS aerosol sprays were misappropriated. Hence, the RMO. Padre and a troop commander were treated to a whiff of gas when they disappeared into a tent to share a bottle of scotch without inviting others. The Padre later had the last laugh when he officiated at my wedding!
I met Winford Vaughan Thomas, a well-known WW2 war reporter, who was an honorary mess member. His real popularity in his later years was due to him owning a flat where the rear windows overlooked Cardiff Arms Parks during those heady days when Wales XV swept all before them.
At Camp in 1977, Dusseldorf, 282 MC Sqn, its Ulster contingent were prominent, a certain Cpl was helping to load up our exercise rations – all in sealed boxes, except for one box – on investigation, the explanation was "Compo Carlsberg, Sir!".
Did you know that a certain Cpl in 287 was advised to log his flying hours whilst using a motorcycle? The crew of a Heer helicopter saw him fly, landed to see if he was injured, and ascertained that he was not – so they left him with the advice that he should log his flying hours!
So many memorable moments – too many to record.

Name **George Aitken (RIP)** Rank **Maj** No



Served from to
Trade MovOp
Units 75 MC Regt RCT(V) 193MC Sqn
280 MC Sqn RCT(V)

Name **A J Barnard** (Tony) Rank **Major** No **470704**



Served from 1960 -66 and 1980 - 92
Trade Driver/Infantryman/Movements
Units 535 (MAC) Coy RASC,
Royal Anglian Regt,
280 MC Sqn RCT(V),
287 MC Sqn RCT(V),
496 RCT(V),
Home Defence TAOR (Suffolk)
Decorations Territorial Decoration
Civilian Occupation

Memorable event	1962 Exercise Ex-Lax – a continuous running non-stop 24/7 exercise. My job - Composite platoon commander. Very testing for all personnel and vehicles. 2013 – Completed essay on TA personnel employer experiences, following the then Chancellor's plan to replace the TA with the Army Reserve. Presented essay to the Chancellor. Correspondence followed.



Name	**Ron Cockings MBE** Rank **Maj** No **(NCO) 22201302** **(Offr) 485333**
Served from	1951 to
Trade	Mover
Units	1951 Royal Engineers 1965 Royal Corps Transport 1984 OC 59 MC Sqn 29 Tpt & Mov Regt RCT
Decorations	MBE

Major Ron Cockings was OC of 59 MC Sqn RCT and integrated 287 MC Sqn RCT(V) fully into 59 MC Sqn RCT as their reserve Squadron, using 287 MC Sqn Personnel whenever the opportunity arose, to the extent of appointing 287 MC Sqn RCT(V) officers as detachment commanders.



Name	**Michael J Dunn (RIP)** Rank **Major** No
Served from	1984 to 1989
Trade	Movements
Units	RAF MAMS 287 MC Sqn RCT(V) BRSC LAMS RAF MAMS RAFVR
Civilian Occupation	IT Research and Co-ordinator
Memorable event	Mike worked in the US for several years before returning to UK and joined the RAF (MAMS) at the age of 29. As part of his RAF service, he was stationed at RAF Gan. A "fly speck" on the map of the Indian Ocean. He was duty officer when a passenger flight arrived to refuel. The aeroplane was carrying a BBC crew on its way to Singapore to film a programme about the RAF. On the flight was one, Mary Craig, an assistant producer. Mike met her and was smitten. He made sure he was on duty when the BBC crew landed on the return flight and sought out Mary – they married, and the rest is history. Mary was a producer on the BBC programme Mastermind and sat next to Magnus Magnusson during the quiz and was consulted on the score. When Mike left 287, he briefly served in BRSC LAMS before reverting to a Capt equivalent rank (Fly Lt) to transfer to 4824 Sqn RAFVR which was RAF Movements. One of his abiding passions was the Nijmegen Marches which he entered as an individual on several occasions. A very fit man and a great gentleman. Sadly, he contracted pancreatic cancer, a burden bravely borne.



Name	**Stephen James Holman**	Rank **Maj**	No	**(NCO) 24136396** **(Offr) 507843**

Served from	1967 to 1996
Trade	Mover
Units	1967 Cfn Clerk 202 Medium Workshops REME, Detmold 1975 280 MC Sqn RCT(V), Officer Cadet 1979 Commissioned RMA Sandhurst 1980 287 MC Sqn RCT(V), 1986 OC 288 MC Sqn RCT(V) 1988 OC 287 MC Sqn RCT(V) 1990 OC RRTT (Recruit Reception Training Team, Depot CVHQ) 1994 496 MCLU 1995 Retire
Decorations	TD
Civilian Occupation	Occupational Psychologist UMIST
Memorable event	Day one in Denmark on Exercise Amber Express with Ssgt D Donald. We were invited to a double 40th Birthday party in Esbjerg.....A great welcome into the town eating eels and drinking Schnapps and a few beers. 1981.....Happy days



Name	**Nigel Holt**	Rank **Major**	No	**(NCO) 24628383** **(Offr) 519070**

Served from	1982 to 2007
Trade	Mover
Units	CVHQ RAPC Worthy Down, Paymaster 257 General Hospital RAM of York's Barracks, London, Watchkeeper 3 Div - All Arms Watchkeepers and Liaison Officers Pool, RA CVHQ Woolwich, Rebadged MCO 287 MC Sqn RCT(V), 162 MC Regt RLC(V) 2 I/C 284 Sqn, 165 Port Regt RLC(V) 2I/C 265 Sqn; OC 266 Sqn RLC(V), HQ MSG, PWOG Barracks Grantham SO2
Decorations	Territorial Decoration, Volunteer Reserves Medal
Civilian Occupation	International Banking specialising in trade finance
Memorable event	Shortly after joining 287 MC Sqn we went to Denmark to support one of the ACE mobile force exercises in September 1988. The Sqn deployed over a four week period with personnel switching on the middle weekend in order we could support both the outload and recovery of the UK based brigade participating. We were working alongside our regular counterparts from 29 Transport and Movements Regt RCT which was a great opportunity for all ranks. Maj Ian Warwick was senior officer for the recovery phase with myself acting as his 2 I/C period where our main effort was to establish and run a force concentration area at Slagelse on Zealand home of the Danish Lifeguards with a smaller detachment at Kalundborg port covering the ferry to Jutland. We established an excellent rapport with the Lifeguards logistic support team who quickly arranged for any additional field engineering support required. At the end of our time there they arranged a reception for all ranks at our base, normally their NBC training wing, arriving dressed as Vikings, blowing horns and bringing their local delicacies of herrings, Tuborg and a fire water called Gammel Dansk, a great end to the exercise.

We returned to the UK by overnight ferry from Esbjerg to Harwich, as movers we were right of the front of the ship with the two lead landrovers being that of the OC of 59 Sqn (our regular counterparts) and ours containing Maj Warwick, myself in the back and our driver. As the doors opened and the ramp to the dock connected to the quay we were indicated to move. At that point, a voice from the front said, 'it won't go Sir, what should I do'. Being a motorsport enthusiast and that time doing most of my own mechanics on my competition Mini I soon had the bonnet up and was checking the vehicle over, beret of course had been removed. I was deep into the engine bay when I heard this bang behind me and this voice shouting 'what's the problem sunny Jim, don't you realise you are holding up the whole (expletive ending in 'ing') convoy!'. It was the WO1 Mover running the port and the bang was his pace stick hitting the deck, I will always remember his face as I extracted myself from the engine bay and he saw the three pips, it was an absolute picture, anyway my request for a slave unit was met in double quick time.

Name **Bob Kane** Rank **Maj** No **(NCO) 23954142**
(Offr) 531983



Served from 21/12/1962 to 2002
Trade MovCon
Units
1963 – 1965 Joined boy's service at Junior Tradesman Regiment, Troon, Ayrshire as a Clerk RE (23954142 J/SPR)
1965 – 1967 JSATC RAF Hendon as a Mover working at Heathrow and Gatwick airports (July 1965 rebadged to RCT went from Sapper to Driver)
1967 – 1970 15 AD Regt RCT Singapore as a clerk
1970 – 1972 JSCBC Rochester Row London then SBC Kings Building London – back as a mover
1972 – 1974 200 Hovercraft Sqn RCT as a clerk. Hated clerking so seized the opportunity to change trades and did my A3/A2 MovCon course in Longmoor.
1974 – 1977 29 MC Regt RCT, AMC – back as a mover
1977 – 1980 JSMU Hong Kong – I had asked Records for a posting to Germany
1980 – 1982 8 Regt RCT, Munster (took over from WOII Dave Valente)
1982 – 1986 29 Tpt & Mov Regt RCT – 59 MC Sqn
1987 – 2001 280/287 MC Sqn, South Cerney.
Decorations LS & GC, GSM (NI), South Atlantic Medal
Civilian Occupation International Customer Controller
Memorable event I had worked with the Sqn while serving with 59 Sqn and Maj Bob Pow was kind enough to suggest I join the squadron. Well after a period of to-ing and fro-ing with Grantham I finally managed to join 280/287 Sqn in the middle of 1987. I had no idea that in time I would command 280/287. Of all my time in service I think my time with the squadron was the richest of my career, because of the people I served with. No matter what we were asked to do, the Squadron always came through and the fact that it still going strong today is testament to that.

Name **Bob Kelly** Rank **Maj** No **(NCO) 24043078**
(Offr) 519810



Served from 1964 to 2008
Trade MovCon.
Units Joined 1964 Junior Leaders Taunton

1965	RCT Longmoor Mover
1966	Berlin 63 Sqn
1969	8 Sqn Longmoor
1971	Cyprus UN
1972	Northern Ireland
1973	JSNTC Hendon
1977	SSgt
1978	280 MC SQN RCT(V) [Qms Commission Capt]
1983	287 MC SQN RCT(V)
1994	163 Regt RCT(V)QM
1997	CVHQ Grantham
1999	162 Regt RLC(V)
2005	OC 279 Sqn RLC(V)

Name **John McDowell** Rank **Maj** No (NCO) **24109416**
(Offr) **538043**



Served from March 1970 to
Trade MovOp
Units Joined 1959 RAMC[v]

1970	7th Field Ambulance RCT
1974	29 Tpt & Mov Regt 50 Sqn
1976	495 L L Section BAOR
1978	ATLO Gutersloh
1979	Wilton UK
1981	Andover LEA
1983	17 Port Regt Marchwood
1986	287 MC Sqn RCT[v]
1995	495 MCLU
2001	Full Time reserve service.... Promoted Maj SO2 Mov 2 Div Bulford
2002	Falklands
2003	OC 289 Sqn Middlesbrough RLC(V)
2004	20 Armoured Brigade Civil Labour
2005	Paderborn HR manager
2010	RO Warminster

Name **Chris Sharp** Rank **Maj** No



Served from 1966 to
Trade MovOp
Units 280 MC Sqn RCT(V)

Name **Ian Warwick (RIP)** Rank **Maj** No



Served from to 1993
Trade Mover
Units Infantry and RMP before RCT
280 MC Sqn RCT(V)
287 MC Sqn RCT(V)
496 MCLU RCT(V)
Civilian Occupation Containership Load Planner

Name **Joe Cameron (RIP)** Rank **Capt** No



Served from 1966 to
Trade MovOp
Units 280 MC Sqn RCT(V)
Civilian Occupation Maintenance Manager, General Accident Insurance

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Name **Rebecca Charley** Rank **Capt** No **525504**



Served from pre 1986 to 1998
Trade MovOp
Units Oxford University OTC
287 MC Sqn RCT(V) 1986 – 1993
280 MC Sqn RLC(V) 1993 - 1998
Decorations Territorial Decoration
Civilian Occupation Farming Adviser for the National Trust
Memorable event Being on a 2 week Captain's course when the Berlin Wall came down. After Loading a ship on Exercise then being invited with my team to eat with the ship's captain in the officers mess on board. Lovely meal for everyone, with delicious Sancere to go with the meal. A rather civilized way to finish off the day.

Name **Gerry Rogers** Rank **Capt (QM)** No **(NCO) 23423969**
(Offr) 511168

Served from 1957 to 1985
Trade Mover.
Units Joined 7th Nov 1957 RE Malvern
1958 MC Longmore
1960 SRTO Taunton RE
1961 Aden RE
1963 JSATC London RCT
1967 ATLO Akrotiri Cyprus RCT
1969 617 Tank Tp Unit MSO RCT Hamm Germany
1971 7 Regt Tank Tp RCT Sennelager
1972 2 Mov MOD London
1974 29 Tpt & Mov Regt RCT South Cerney 50 Sqn
1979 280 MC Sqn RCT[v] Commissioned Capt [QM]
1983 287 MC Sqn RCT [v]

Name	**Linda Cooke**	Rank	**Lt**	No	**509106**

Served from 1977 to 1985
Trade Mover
Units 280 MC Sqn RCT(V)
287 MC Sqn RCT(V)

Name	**Liz Dale**	Rank	**Lt**	No	**526105**



Served from 1984 to
Trade Mover
Units BUOTC
287 MC Sqn RCT(V)

Warrant Officers

Name **John Allen** Rank **WO1** No **23162794**



Served from 1957 to 1983
Trade MovOp
Units 22 Fd Engr Regt(V),
192 MC Sqn RE(V),
280 MC Sqn RCT(V),
Decorations Territorial Efficiency Medal
Civilian Occupation British Rail

Name **Mark Bremner** Rank **WO1** No **24132753**



Served From 1968 To 2012

Trade MovCon

Units Junior Leaders RCT
50MC Sqn RCT - Devises
29 Tpt & Mov Regt RCT - South Cerney
17 Port Regt RCT - Marchwood
JSATC Hendon
RCT Det Belize
25 Tpt & Mov Regt – Bielefeld
BATUS Canada
287 MC Sqn RCT(V)
280 MC Sqn RLC(V)
Movements HQ Group Grantham
BFT York

Decorations …….

Memorable event In Aug 1971 I was the first soldier to serve at South Cerney Camp when I moved there from Devices with the Retired Admin Officer as Advance Party to re-open the Camp after the RAF moved out in 1964. In Apr 1982 I sailed to the Falklands as part of 2 Para Group for the Falklands War and sailed back with them after the victory in Jul 1982. Had tours in Bosnia, Afghanistan and spent time in Iraq. Worked on the Touch Relay and Olympics in 2012 with BFT and mobilised yet again.

Name **George Hanks** Rank **WO1** No 23884260

Served from 25/10 1986 to 31/03/1988
Trade MovCon
Units Regular Army,
287 MC Sqn RCT(V)
Decorations LS & GC



Name	**Ron Snowball**	Rank **WO1**	No **23830021**	
Served from	April 1959	to		
Trade	MovOp			
Units	Kent Yeomanry, Kent & County of London Yeomanry ('The Sharpshooters' Armc London & Kent Regt Sharpshooter Yeomanry ('The Sharpshooters Royal Artillery), C Sqn Royal Yeomanry ('The Sharpshooters), 71 Signal Regiment, 280 MC Sqn RCT, 287 MC Sqn RCT			
Decorations	Territorial Efficiency Medal + 2 Bars			



Name	**Donald Strange**	Rank **WO1**	No 22107686
Served from	Feb 1949	to July 1985	
Trade	MovOp		
Units	16 Rly Regt RE, Bristol Channel Ports (National Service), 2 MC Gp RE(V), 72 MC Regt RE(V), 263 MC Sqn RE(V), 75 MC Regt 192 Sqn RE(V), 490 MC (Ever Ready) Tp RCT(V), 280 MC Sqn RCT(V), 287 MC Sqn RCT(V)		
Decorations	Territorial Efficiency Medal + 1 Bar		
Civilian Occupation	Civil Servant – Agricultural Engineer, MAAF		
Memorable event	Joining 75 Regiment. Best move ever.		



Name	**Ken Bench**	Rank **WO2**	No **23925420**
Served from	June 1962	to 31/3/1993	
Trade	MovOp		
Units	73 Regt RE(V) 183 Sqn,		1962 - 1965
	283 MC Sqn 163 Regt RCT(V),		1965 – 19??
	287 MC Sqn 163 Regt RCT(V)		19?? - 1983
	287 MC Sqn RCT(V)		1994 - 1993
Decorations	Territorial Efficiency Medal + 3 Clasps		
Civilian Occupation	British Telecom		
Memorable event	Running the Squadron Running (Cross country and road) Section of the Squadron.		

Name	**Pete Dalby (RIP)**	Rank **WO2(SQMS)**	No **23521(**



Served from	March 1952 to 05/06/1987
Trade	QM
Units	15 Coy RASC, 49 (WR&M) DIV Col RASC(V), 16 YKS Regt RASC(V), 43 (WX) Div Col(V), 155 Regt RCT(V), 280 MC Sqn RCT(V), 287 MC Sqn RCT(V)
Decorations	Territorial Efficiency Medal + 2 Bars
Civilian Occupation	Army Civilian Driving Instructor

Name	**Derek C Donald**	Rank **WO2**	No 24079635



Served from	23 January 1966 to 22 January 1994
Trade	MovOp Class 1
Units served	193 MC Sqn 75 Regt RCT(V), 280 MC Sqn RCT(V), 287 MC Sqn RCT(V)
Decorations	T & AVR Efficiency Medal with 2 bars
Civilian Occupation	Incorporated Civil Engineer
Memorable event	Barry Buddon – 1989 - Having been notified that ColMov was paying us a visit, it was decided that a lunch would be an appropriate welcome. After everything was prepared, the sound of his helicopter was eagerly awaited. Checking the table, the OC asked about wine to accompany the lunch. It had been forgotten about, but WO2 Short announced that I had bottles of wine in the billet, wine I had brought as we were unsure what bar facilities would be available at the camp. I protested that we could not give the Col home brewed wine but was over-ruled. At the table I was on edge as the Col tasted the wine, after which he picked up the bottle and inquired as to where he could purchase it. He was told that was not possible as it was home brewed. He commented that, that couldn't be the case, because of the labelling on the bottle. I had to confirm that it was a home brew, to which he asked for the name of the home brew so that he could purchase some for his wife to brew. To this day we never found out whether she made the wine and whether it had the same taste as the one I had brewed. I suspect she was successful.

Name	**John Forsyth (RIP)**	Rank **WO2**	No **24429783**	



Served from	1979 to 1999
Trade	MovOp
Units	280 MC Sqn RCT(V), 287 MC Sqn RCT(V)
Civilian Occupation	Glassware Sales Rep

Name	**Sam Greer**	Rank **WO2**	No **23242949**	
Served from		to		
Trade	Driver			
Units	REME, North Staffs, 5 Kings Liverpool, 285 MC Sqn RCT(V), 288 MC Sqn RCT(V), BRSC(L&AMS) RCT(V), 287 MC Sqn RCT(V)			
Decorations	GSM & Clasp (Malaya), Territorial Efficiency Medal			

Name	**Patricia Halford**	Rank **WO2**	No **W0442895**	
Served from	1973	to 1993		
Trade	MovOp			
Units	287 MC Sqn 163 Tpt and Mov Regt RCT[v] 287 MC Sqn RCT(V) attached to 29 Tpt and Mov Regt RCT			
Decorations	Territorial & Volunteer Reserve Medal			

Name	**Jim Harkins**	Rank **WO2(SSM)**	No **24071889**	
Served from	April 1963	to 1995		
Trade	MovOp			
Units	Juniors, 153 TPT Regt(V), 490 MC Tp RCT(V), 280 MC Sqn RCT(V), 287 MC Sqn RCT(V) 163 Regt RLC(V)			
Decorations	Territorial Efficiency Medal + 2 Bars			
Civilian Occupation	Haulage Contractor & Light Railway Consultant			

Name	**Willie Henderson (RIP)**	Rank **WO2**	No **23714184**	
Served from	04/08/1959	to 03/08/1985		
Trade	MovOp			
Units	No 6 MC Gp RE(V), 75 Regt RE(V), 192 Ind MC Sqn RCT(V), 280 MC Sqn RCT(V), 287 MC Sqn RCT(V)			
Decorations	Territorial Efficiency Medal and Bar.			
Civilian Occupation	Supervising Clerk with British Rail			

Memorable event Although time dulls the memory of a junior rank, he does have memories of a night and day exercise, on Yoxter Training Area near Cheddar. The junior rank was dressed as a bush which seemed normal in those days and walking backwards as tail end Charlie on a patrol led by Mr. Hill. He tripped over Willie who was lying on his back with his SLR resting in the V of his crossed boots. The Junior claimed him as his prisoner and enquired as to the reason for Willie's horizontal position which he mistook for a quick nap. Willie informed him that this was how to lie low when hunting stags in the Highlands and was sure it would work on the Soviets. Some 30+ years later, the junior still never had the heart to question his assertion. It was either the best excuse for a quick rest after lunch, or a novel way of dealing with an enemy.

Name **Grenville Horsley** Rank **WO2** No **240250882**

Served from to
Trade MovCon
Units Regular Army RCT,
287 MC Sqn RCT(V)
Decorations GSM (NI),
S Atlantic (Ros),
LS&GC

Name **Bill Imrie (RIP)** Rank **WO2(SSM)** No



Served from to
Trade MovOp
Units 280 MC Sqn RCT

Name **Dick Lord** Rank **WO2(SSM)** No



Served from to
Trade Driver
Units 280 MC Sqn RCT(V)

Name **Jim McCallum (RIP)** Rank **WO2(SSM)** No **23369226**



Served from 21/03/1972 to 1995
Trade MovOp
Units 4/7 Royal Dragoon Guards(V),
Queens Own Lowland Yeomanry(V),
124 Fd Sqn RE(V),
280 MC Sqn RCT(V),
287 MC Sqn RCT(V),
162 Regt RLC(V)
Decorations Territorial Efficiency Medal
Civilian Occupation Civil Servant

Name	**Elphie McCandlish (RIP)**		Rank **WO2**	No	**24124515**



Served from	1967	to	1995
Trade	MovOp		
Units	270 Port Sqn RCT(V), 280 MC Sqn RCT(V), 287 MC Sqn RCT(V)		
Decorations	Territorial Efficiency Medal + Bar		
Civilian Occupation	Civil Servant		

Name	**Terry Short**		Rank **WO2**	No	**23890865**



Served from	1962	to
Trade	MovOp	
Units	HQ PTF(V), 281 MC Sqn RCT(V), 265 MC Sqn RCT(V), 287 MC Sqn RCT(V)	
Decorations	Territorial Efficiency Medal + Bar	

Name	**Colin Spong**		Rank **WO2**	No	**22837070**



Served from	June 1962	to	June 1985
Trade	MovOp		
Units	270 Port Squadron RCT(V), 490 MC Tp RCT(V), 280 MC Sqn RCT(V), 287 MC Sqn RCT(V)		
Decorations	T&AVR Medal		

Name	**John (Jock) Stewart**		Rank **WO2**	No	**22130768**



Served from	July 1958	to	July 1985
Trade	MovOp		
Units	6MC Gp RE(V), 75 Regt RE(V), 192 MC Sqn RCT(V), 280 MC Sqn RCT(V), 287 MC Sqn RCT(V)		
Decorations	Territorial Efficiency Medal + 1 Bar		
Civilian Occupation	Forestry Commission Operative		
Memorable event	Arriving back at Tonder after having been home for a week and being handed a glass of beer as though he had never been away.		

Name	**Bob Sutherland (RIP)**	Rank **WO2 (SSM)**	No	
Served from		to 1969		
Trade	MovOp			
Units	280 MC Sqn RCT(V)			
Civilian Occupation	Railway employee			

Name	**Bob Surtees (RIP)**	Rank **WO2**	No	
Served from		to		
Trade	MovOp			
Units	280 MC Sqn RCT(V) 287 MC Sqn RCT(V)			

Name	**John Veale**	Rank **WO2**	No	
Served from		to		
Trade	MovOp			
Units	280 MC Sqn RCT(V)			

Name	**Alistair Wallace**	Rank **WO2(TSM)**	No	
Served from		to		
Trade	MovOp			
Units	490 MC Troop RCT(V), 280 MC Sqn RCT			
Decorations	T&AVR Medal			
Civilian Occupation	Insurance			

Name	**Tony Zipfell**	Rank **WO2**	No **24223375**	
Served from	10/12/1970	to 31/3/1993		
Trade	MovOp			
Units	285 MC Sqn RCT(V), 280 MC Sqn RCT(V) 287 MC Sqn RCT(V)			
Decorations	Territorial Efficiency Medal			

Senior Non-Commissioned Officers

Name	**Pat Barratt**	Rank **Ssgt**	No **23221869**	
Served from	20/10/1954	to		
Trade	MovCon			
Units	RE Regular, RCT Regular, 280 MC Sqn RCT(V), 287 MC Sqn RCT(V)			
Decorations	GSM NEast, GSM MAL & B, NI Medal			

Name	**Derek Britton**	Rank **Ssgt**	No 24284383	
Served from	1972	to 2000		
Trade	MovOp First Aid Instructor			
Units	281 MC Sqn RCT(V), 1972 - 1980 265 Port Sqn RCT(V) 1980 - 1987 287 MC Sqn RCT(V) 1987 – 1993 280 MC Sqn RLC(V) 1993 – 1999 282 Sqn RLC(V) 1999 – 2000			
Decorations	Territorial Efficiency Medal			
Memorable event	Whilst in 1989 in Norway with a colleague, after deploying the RGJ from a port, we received a letter from RGJ thanking us for the efficient way the deployment had been handled.			

Name	**Andy Crowe**	Rank **Ssgt**	No **24166047**	
Served from	1968	to 31/3/1999		
Trade	MovOp			
Units	280 MC Sqn RCT, 1968 - 1983 287 MC Sqn RCT, 1983 – 1993 1993 - 1995 HQ Scotland 1995 - 1999			
Decorations	Territorial Efficiency Medal			

Name	**John Davison**	Rank **Ssgt**	No **24132072**	
Served from	1966	to 1988		
Trade	MovOp B1/Driver B2			
Units	280 MC Sqn RCT, 287 MC Sqn RCT			
Decorations	Territorial Efficiency Medal + 1 Bar			
Civilian Occupation	Plumber/Heating Engineer			
Memorable event	First flight in Hercules			

Name	**Derek Fransham**	Rank **Ssgt (SQMS)**	No **23726117**	
Served from	23/3/1959	to		
Trade	QM			
Units	Royal Yeomanry(V), 280 MC Sqn RCT(V), 287 MC Sqn RCT(V)			
Decorations	Territorial Efficiency Medal + 2 Bars			



Name	**Danny Gill**	Rank **Ssgt**	No **24461138**	
Served from	1975	to 1999		
Trade	MovOp			
Units	1975-81 B Coy 1 Batt Mercian Volunteers – Officer Cadet 287 MC Sqn RCT 280 MC Sqn RLC			
Courses	MovOp 3 – 1986 Method of Instruction – 1988 First Aid Instructor - 1988 Assault Pioneer Grade 2 – 1988 Jnr MQC – 1989 NBC Instructor – 1989 MovOps Class 2 – 1989 Snr MQC – 1990 HazMat Driver/ User – 1991 Mapper (Mil Secure Computer) Helicopter Handling			
Camps	UK – Castle Martin, Barry Buddon, Halton Overseas – Germany, Canada (Alberta), Denmark			
Deployments	Numerous South Cerney, 3 x Benbecula, 2 x Norway, 1 month x Jordon, Marchwood, 2 x Germany for Kuwait War Deployment, 6 month Balfo and HQ 3Div followed by mobilization for Boznia (Mobilised Nov 1995 – Feb 1997)			



Name	**Bill Houghton (RIP)**	Rank **Ssgt**	No **22871097**	
Served from	20/02/1962	to 26/02/1987		
Trade	MovOp			
Units	101 Tpt Col RASC(V), 160 Tpt Regt RCT(V), 281 MC Sqn RCT(V), 280 MC Sqn RCT(V), 287 MC Sqn RCT(V)			
Decorations	Territorial Efficiency Medal + 2 Bars			



Name **Willie Malcolm (RIP)** Rank **Ssgt** No



Served from to
Trade MovOp
Units 75 Regt RE(V),
192 Sqn RCT(V),
192 Ind Sqn RCT(V),
280 MC Sqn RCT(V)
Decorations Territorial Efficiency Medal + 1 Bar
Civilian Occupation Railway Porter
Memorable event Willie had the reputation of keeping his civilian clothes spotless and neatly folded, no matter how muddy the area was around Bivouacs on exercise.

Name **Bob Munro** Rank **Ssgt** No



Served from to
Trade MovOp
Units 280 MC Sqn RCT

Name **Keith Roberts** Rank **Ssgt** No 24267353



Served from 1972 to
Trade MovOp
Units 280 MC Sqn RCT(V),
287 MC Sqn RCT(V)
Decorations Territorial Efficiency Medal

Name **Catherine Donaghy** (Buchan) Rank **Sgt** No **WO472156**



Served from 1981 to 1995
Trade MovOp
Units 280 MC Sqn RCT(V)
287 MC Sqn RCT(V)
Decorations Territorial Efficiency Medal
Civilian Occupation Paediatric Leukemic CTC/DM
Memorable event Almost parting Ron Snowball's hair with a bullet.

Name **Dave Enderson** Rank **Sgt** No **24459720**



Served from 06/08/1978 to 2000
Trade MovOp
Units 280 MC Sqn RCT(V),
287 MC Sqn RCT(V),
280 MC Sqn RLC(V)

Name	**Eddie Hankin**	Rank **Sgt**	No **23237408**
Served from	30/03/1955	to 23/04/1987	
Trade	MovOp		
Units	10Tn Sqn RE, 280 MC Sqn RCT(V), 287 MC Sqn RCT(V)		
Decorations	NVL GSM & Bar Malaya, Territorial Efficiency Medal + Bar		



Name	**Richard Jones**	Rank **Sgt**	No
Served from	1968	to 1980	
Units	163 Tpt & Mov Regt ....287 Sqn RCT[v]		

Name	**Jeff Lewis**	Rank **Sgt**	No **24654549**
Served from	1983	to 1997	
Trade	MovOp		
Units	287 MC Sqn RCT(V) 280 MC Sqn RLC(V)		
Civilian Occupation	Electrician		
Memorable event	Having membership of the 287 Scouse and 287 Carlisle Mafias		



Name	**Barney Miller**	Rank **Sgt**	No 24267259
Served from		to June 1985	
Trade	MovOp		
Units	280 MC Sqn RCT(V), 287 MC Sqn RCT(V)		

Name	**Peter Taylor**	Rank **Sgt**	No **23655532**
Served from	12/05/1958	to 11/05/1974	
Trade	MovOp		
Units	RAF, 6MC Gp RE(V), 75 Regt RE(V), 192 MC Sqn RCT(V), 280 MC Sqn RCT(V)		
Decorations	Burma Star, DEF, War Medal		
Civilian Occupation	BT Linesman		





Name	**Gwynfor Roberts** Rank **Sgt** No **24237770**
Served from	1971 to 2006
Trade	MovOp
Units	Dec 1971 to Oct 1978 Royal Signals Oct 1978 to June 1986 Royal Signals Reserve June 1986 to Mar 1993 287 MC Sqn RCT(V) Apr 1993 to June 2006 280 MC Sqn RLC(V) Detachments served in UK/Denmark/Germany/Belgium/Cyprus/ Afghanistan/Bosnia/Kosovo/Brunei
Decorations	UNFICYP Medal Afghanistan Service Medal NATO Service Medal (Bosnia) TAVR Efficiency Medal Golden Jubilee Medal
Civilian Occupation	World Traveller.
Memorable event	Love to Travel and follow the Welsh Football Team around the world. Reading and watching football. And socialising



Name	**Dave Scott** Rank **Sgt** No 24566936
Served from	14/03/1981 to 13/03/1992
Trade	MovOp B1
Units	280 MC Sqn RCT(V), 287 MC Sqn RCT(V)
Decorations	None
Civilian Occupation	Engineer
Memorable event	Having the Squadron select my design for the Squadron Shield and being presented with the first one produced. My whole time with 280/287 MC Squadrons was memorable due to all the amazing people I met. I will never forget you.

Corporals and Other Ranks

Name **Cpl Davidson** Rank **Cpl** No **24614196**

Served from to.
Trade MovOp
Units 287 MC Sqn RCT(V)

Name **Lindy Eynon** Rank **Pte** No **WO 608040**



Served from 1986 to 31/3/1999
Trade MovOp
Units 287 MC Sqn RCT(V) to 31/3/1993
280 MC Sqn RLC(V) from 1/4/1993 to 31/3/1999

Name **Rab Harper (RIP)** Rank **Cpl** No



Served from to
Trade Driver
Units 75 MC Regt RTC(V) HQ Sqn,
280 MC Sqn RCT(V)
Civilian Occupation Engine Driver British Rail
Memorable event The issue of the rum ration lends itself to the Squadron story regarding the Corporal who had been sent along to the Quartermaster to collect the Squadron's ration. On collecting the ration, the Corporal is alleged to have had the following banter with the Quartermaster, who was well known to the Squadron as a fair and jovial character and a highly respected individual.
Cpl - 'Sir, you can't expect me to take this back to the Squadron lines if I can't prove that it is the real stuff'.
QM - 'RSM give the Corporal a taste'.
Upon which the Corporal produced his mug into which the RSM poured a small amount of rum. The Corporal looked into the mug and quipped -
Cpl - 'I'll hardly taste that Sir'.
The QM looked into the mug and turning to the RSM told him to add some more. Again, the Corporal looked into the mug and cast a glance at the QM, whose reaction was to lift a finger. On seeing this, the Corporal drank the syrupy rum, saluted the QM, and returned to the Squadron lines. It is said that by the time he reached them he was rather the worse of wear but did not succumb to any of the flu symptoms.

Name **Chris Maxwell** Rank **Cpl** No **24474346**



Served from 1978 to 31/3/1993
Trade MovOp
Units Kings Royal Border Regt., 1978 - 1990
287 MC Sqn RCT 1990 – 31/3/1993
Civilian Occupation Stores Officer (Quartermaster)

Name	**Don Martin (RIP)**	Rank	**Cpl**	No	
Served from	1966	to	1983		
Trade	MovOp				
Units	280 MC Sqn RCT(V)				



Name	**Lloyd Rumsey**	Rank	**Cpl**	No	**24566618**
Served from	1981	to	1992		
Trade	MovOp				
Units	287 MC Sqn RCT(V)				



Name	**Stephen Risker**	Rank	**Cpl**	No	24537483
Served from	1979	to	1994		
Trade	MovOp				
Units	1979 - 1987 The Yorkshire Volunteers (Infantry) 1987 -1993 287 MC Sqn RCT(V) 1993 – 1994 280 MC Sqn RLC(V)				



Name	**Donald Scott**	Rank	Cpl	No	**24654360**
Served from	1983	to	31/3/1993		
Trade	MovOp				
Units	287 MC Sqn RCT(V)				



Name	**Mike Scott**	Rank	**Cpl**	No	24469924
Served from	1977	to	1995		
Trade	MovOp				
Units	Kings Own Royal Border Regiment (Regular) 1977 – 1982 280 MC Sqn RCT(V) 1982 – 1983 287 MC Sqn RCT(V) 1983 – 1993 280 MC Sqn RLC(V) 1993 – 1995				



Name	**John Suttie (RIP)**	Rank	**LCpl**	No	
Served from		to			
Trade	Driver				
Units	280 MC Sqn RCT(V), 287 MC Sqn RCT(V)				
Civilian Occupation	Sleeping Car Attendant British Rail				



Name **Brian Wilson** Rank **Cpl** No



Served from Jan 1976 to
Trade MovOp Class 1
Units 280 MC Sqn RCT(V),
287 MC Sqn RCT(V)
Decorations Territorial Efficiency Medal
Civilian Occupation Storeman.
Memorable event Telling David Scott To Get His Feet Off My Desk

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Name **Laura Broomes** Rank **LCpl** No **WO474914**



Served from 1982 to 1995
Trade MovOp
Units 287 MC Sqn RCT(V)
280 MC Sqn RLC(V)

Name **John Edge** Rank **LCpl** No **24022323**



Served from 1966 to 31/3/1999
Trade OC's Driver
Units 156 Tpt and Mov Regt (234 Sqn) – 1966 to 1980
280 MC Sqn RCT(V) 1982 - 1983
287 MC Sqn RCT(V) 1983 – 31/3/1993
280 MC Sqn RLC(V) 1/4/1993 – 31/3/1999

Name **Frank Page** Rank **LCpl** No **24007248**



Served from 1964 to 31/3/1999
Trade OC's Driver
Units 156 Tpt and Mov Regt RCT (V) (234 Sqn) - 1964 to 1982
280 MC Sqn RCT(V) – 1982 to 1983
287 MC Sqn RCT(V) - 1983 to 31/3/1993
280 MC Sqn RLC(V) – 1/4/1993 to 31/3/1999

Name **Gillian Shepherd** Rank **LCpl** No **WO 477315**



Served from 1982 to 1990
Trade MovOp
Units 280 MC Sqn RCT(V) 1982 – 1983
287 MC Sqn RCT(V) 1983 - 1990

Name **Juli Coombes** Rank **Pte** No **WO 4778976**



Served From 1983 To 1990
Trade MovOp
Units 287 MC Sqn RCT(V)

Name **J K Ford** Rank **Dvr** No **WO 480354**

Served from to
Trade MovOp
Units 287 MC Sqn RCT(V)

Name **Tony Elsworth** Rank **Dvr** No **24746836**

Served from to
Trade MovOp
Units 287 MC Sqn RCT(V)

287 MC Sqn RCT[v]

Sqn., personnel not in contact.

Maj David Membry TD	
2Lt Penny Rothwell	
Capt Alex Saunders	
Lt Antonia Robb	
Capt Tim Weale	
Lt Val Bound	London
Capt Jane Freeman-Tozer	
Capt Charles Lassiter	Australia
Lt D A Miles [Debbie]	Richmond Surrey
2Lt C J Hill	London
Capt Brian Carter	Bushey
Pte Pauline Burgess	Suffolk
Cpl D Blackwood	Watford
Pte Wendy Copp	Cardiff
Lcpl Deborah Cole	Shipham
Dvr Andy Collins	Wolverhampton
Cpl Jacqui Decelis	Cardiff
Dvr R French	Huntington
Dvr A P Holden	Stourbridge
Lcpl R J Irving	Carlisle
Cpl Innerd	Bath
LCpl Jones	Oldham
LCpl R H R Jones	Shrewsbury
Dvr D G D Jones	Ammanford Wales
Lcpl P A Kopijka	Swindon
Cpl Phil Lockwood	Wirral
Lcpl Glenn Mallabone	Nuneaton
Dvr Peter McCabe	Nottingham
Cpl T MacQuillan	Nottingham
Pte T L Priter	Devon
Dvr Piercy	Derby
Lcpl K Peddie	Preston
Lcpl Quinn	Northampton
Lcpl M Stears	Cheam
LCpl DW Swain	Manchester
Cpl R Vine	Shetland Isles
Dvr Woods	Liverpool
Cpl P Owens (RIP)	Liverpool
Cpl A Jones (RIP)	Carlisle
Cpl Ferguson (RIP) ACC	Stranraer
Lcpl Scott ACC	Corby
Sgt Ken Manning	
Cpl Paul Pears	
Cpl McGhee (Piper) (RIP)	Edinburgh
Cpl Lindores (Piper) (RIP)	Edinburgh