A year that defined the Character of The Royal Navy

In 2010 the Royal Navy marked the centenary of naval aviation with a programme of events designed to celebrate the achievements of the Fleet Air Arm. The year culminated in a dinner held in St Paul’s Cathedral attended by Their Royal Highnesses The Prince of Wales, The Duke of York, The Princess Royal and Prince Michael of Kent. Speaking at the dinner, First Sea Lord, Admiral Sir Mark Stanhope KCB OBE congratulated the Fleet Air Arm on 100 years of exceptional endeavour and spoke of the huge importance of carrier aviation to the UK.

The Fleet Air Arm also welcomed the announcement in December by the Secretary of State for Defence that operations in Afghanistan are to be better supported with new helicopters. Rear Admiral Simon Charlier stated that the announcement brings forward important decisions on replacing ageing aircraft. “The Commando Helicopter Force will have Merlin aircraft earlier than planned and the Sea King ASaC Mk 7 replacement will be aligned with the introduction into service of HMS Queen Elizabeth. Coming at the end of a milestone year for the Fleet Air Arm and coupled with Lynx Wildcat and the new Joint Combat Aircraft, the announcement represents a major stepping stone towards a new and exciting era in Naval aviation.”

In 2009 the Royal Navy marked the Centenary of Naval aviation with a programme of events and air displays around the country to raise awareness of the role, ethos and history of the Fleet Air Arm and of our Naval aviation heritage.

The Guild of Air Pilots and Air Navigators has presented the Fleet Air Arm with a Centenary Sword in recognition of 100 years of innovation, courage and achievement. The sword, which was presented to Rear Admiral Simon Charlier, Rear Admiral Fleet Air Arm by the Master of the Guild, Rear Admiral Colin Cooke-Priest CB CVO FRAeS, will be awarded annually to the Naval Pilot, Observer or Aircrewman who has achieved the finest feat of airmanship during the year.

The Queen’s Centenary was achieved in the true spirit of the Fleet Air Arm.

“With Naval aircraft deployed on operations around the world and all areas of defence under severe pressure, it was a year in which the challenges could not have been greater. Despite the demands the Fleet Air Arm continued to deliver with alacrity and style giving a series of thrilling air displays as well as a Service of Thanksgiving in St Paul’s Cathedral and a Royal Garden Party at Buckingham Palace.

“This was a year that defined the character of the Royal Navy and epitomised the spirit of the Fleet Air Arm” said Rear Admiral George Zambellas DSC FRAeS. “The organisation and professional way in which the year was promoted was outstanding. The success of the events in London and Liverpool particularly, demonstrated just how much can be achieved with a modest budget and a small and dedicated team.”

The year culminated in a Centenary Dinner at the Old Royal Naval College Greenwich in December attended by Their Royal Highnesses The Prince of Wales, The Duke of York, The Princess Royal and Prince Michael of Kent. The dinner was held under the patronage of the Queen and was attended by representatives from all the Royal and Merchant Navy Air Arm organisations.

The Fleet Air Arm will continue to develop the capabilities of the Fleet Air Arm, and the Admiral’s appearance at the dinner reflected the pride the Royal Navy has in its history and tradition of excellence. The nurses, doctors and flying crew were at the forefront of this event, which was broadcast to a global audience as the world watched and celebrated the centenary of naval aviation.

The Royal Navy marked the Centenary of Naval aviation with a programme of events and air displays around the country to raise awareness of the role, ethos and history of the Fleet Air Arm and of our Naval aviation heritage.

HRH The Duke of York
Commodore in Chief
The Fleet Air Arm

10275 21st November 2009:Layout 1  22/12/09  17:04  Page 1
Royal Navy Training gets £57m boost

The opening of a new state-of-the-art training complex at RNAS Culdrose in October 2011 has been welcomed as a major boost to Royal Navy training. The new complex, which will provide an outstanding training facility for Royal Navy observers, is part of the UK's Military Flying Training System (MFTS) which is being implemented by Ascent Flying Training Limited. The MFTS is a Private Finance Initiative (PFI) which will develop the skills required to maximise the capabilities of the Royal Navy fleet of ships and aircraft.

The observer training is an important part of the Royal Navy’s requirement for the training of observers. Observers are the extended eyes and ears of the ship's operations room and are required to detect, identify and track all threats to the fleet. Observers require a combination of attributes; good aerial visualisation skills, excellent spatial awareness and the ability to draw on relevant tactical knowledge. The difficulty of their role is further compounded by the fact that observers must work with a limited field of view and must constantly monitor the entirety of the ship’s operations area.

The new training complex at RNAS Culdrose will provide a major improvement in training facilities for observers. The training will be carried out on the new King Air 350 with a state-of-the-art Radar and Tactical Mission Training System into the aircraft and provide a more realistic basic training, including the introduction into service of the observer element of the programme will be one of the first to become operational with Fly Navy 100 sponsors, and will be a major step forward in the development of the observer training programme.

The Royal Navy Observer Training Centre is part of the UK’s Military Flying Training System and is part of the UK’s Military Flying Training System which is being implemented by Ascent Flying Training Limited. The MFTS is a Private Finance Initiative (PFI) which will develop the skills required to maximise the capabilities of the Royal Navy fleet of ships and aircraft.

The training will be carried out on the new King Air 350 with a state-of-the-art Radar and Tactical Mission Training System into the aircraft and provide a more realistic basic training, including the introduction into service of the observer element of the programme will be one of the first to become operational with Fly Navy 100 sponsors, and will be a major step forward in the development of the observer training programme.

The distinctive ethos that characterises the Fleet Air Arm – our man-for-man, the best in the world enabling the Royal Navy to fight man-for-man, the best in the world enabling the Royal Navy to fight man-for-man, the best in the world enabling the Royal Navy to fight man-for-man, the best in the world enabling the Royal Navy to fight man-for-man, the best in the world enabling the Royal Navy to fight man-for-man, the best in the world enabling the Royal Navy to fight man-for-man, the best in the world enabling the Royal Navy to fight man-for-man, the best in the world enabling the Royal Navy to fight man-for-man, the best in the world enabling the Royal Navy to fight
Gerrard RM was assigned to flying duties with the first Naval Airship, the 'Mayfly', in 1910.

Lynx Mk 9A before another deployment to Afghanistan.

847 Squadron is now looking forward to a deployment to Norway, a period embarked in Squadron is a reflection of an exceptionally busy and productive year during which the Operational Capability Award

847 Squadron wins

squadrons or wings and 8 became Commanders Second World War. Of these, 18 commanded Turkey, China and Palestine.

Lieutenant O Cathcart-Jones RM, made the first integral part of Naval aviation. During this period,

training when the new Naval flying wing, the Fleet Trenchard one year later. Therefore, the first Chief to command all RNAS operations in the Eastern

Notably, Major F H Sykes, a Cavalry Officer, was Lieutenant C H Collet RM, who led the first ever appointments. One of the first into action was Marine aviators were already in the Royal Naval Air

By the outbreak of the First World War, 10 Royal

Royal Marine pilots, 2 observers

significantly, in 2006 Major Mark Hammond RM Harriers with the Joint Harrier force and,

Commando Helicopter Force has a high proportion as much as 25% of the Fleet Air Arm. The backbone of Royal Marines aviation seeing service

Commando Brigade Air Squadron formed the which, in 1968, was centralised to form the 3 being equipped with a flight of Sioux helicopters

Royal Marine to command a Royal Navy Helicopter Of these, Captain M J Reece RM became the first

and during the 1960s, 25 regular officers and 17 helicopter created a demand for additional pilots (Air) of Aircraft Carriers. Of particular note, Captain

P J F Whiteley RM, who returned to the Corps to

Fireflies in a strike against the Tirpitz. Royal

Major V B G Cheesman RM led 1770 Squadron's O Patch RM took part in the Battle of Taranto and

(O) of Aircraft Carriers. Of particular note, Captain

Coordinator British Pacific Fleet comprising 4 Carrier Noticeable Royal Air Force by this time, were the Long Range

Lieutenant-General R L Trenchard, who took over the command of the Royal Naval Air Service in

of Air Staff was a former Royal Marines Officer.

The operational radius of the Royal Navy Carrier Air

Yeovilton's future at the forefront of naval challenging programme re-affirming

In recent months an exciting new era has also begun at Yeovilton with the

Yeovilton has a Royal Marine Commanding Officer. Brigadier Mark

Yeovilton has a Royal Marine Commanding Officer. Brigadier Mark

70 years, Royal Naval Air Station

Royal Aeronautical Society award was given to the

MASU Receives RAeS Award

The MASU Repair Section

The MASU Repair Section
difficult challenges. High speed
speeds increased, however, the chances of survival following an
water at relatively low speeds. Even if they tipped over, they usually
chance of beating the odds.
to give aircrew the best possible
hatch jettison all demanded rigorous
pressure changes, impaired vision
coping with disorientation, rapid
of survival. Knowing how to escape
...
The Commando Helicopter Force has been awarded 'Best Unit' when it matters. This is a testament to the immense effort of the Fleet Air Arm Junglies and crew. The Sea King is 40 years old and comes with a significant maintenance burden. It is only through dint of sheer hard work, considerable ingenuity, and certain saviness that they can always be relied upon that they can always be relied upon capability earning them the reputation that they can always be relied upon.

Naval aviation has never been for the faint hearted. The Fleet Air Arm is delivering operational capability in Afghanistan at unprecedented levels. Equipment in the most challenging conditions imaginable. The Sea King Mk 4 aircraft currently in Afghanistan is one of the most demanding and dangerous aviation environments in the world. Elements of 845, 846 and 847 Naval Air Squadrons from three separate headquarters have been operating in Afghanistan for the past seven years and their punishing routines continue to test both personnel and equipment in the most challenging conditions imaginable.

The Afghan situation has never been for the faint hearted. The Fleet Air Arm is delivering operational capability in Afghanistan at unprecedented levels. Naval aviation has never been for the faint hearted. The Fleet Air Arm is delivering operational capability in Afghanistan at unprecedented levels.
Our dinner at the Unicorn was a great success. We raffled one of the splendid Fly Navy 100 Sydney, Australia. The Squadron was then 1772 Squadron was one of three Fleet Air annual reunion at the Unicorn Hotel, Squadron formed in May 1944 held their Battle Honours Japan 1945 (35th) lost their lives when HMS Glorious was sunk off Norway. Their names are inscribed on Sadly, six months after passing out from Halton, 17 Apprentices from part of the first entry 'Halton Brats' as they were called went Halton product that a large number of apprenticed 1938 and 1942 and 160 RAF Naval Apprentices were trained agreed with the Air Ministry for this aircraft artificers so the Admiralty not have the facility to train its own RAF mechanics. In 1938 the Navy did Service the aircraft were maintained by Naval Wing Association Royal Navy needed to start its own aircraft maintenance branch. This year members of the Association been a part of this year's Centenary celebrations. The Halton Apprentices go back age now," said Frank. Met is Crucial Royal Navy Meteorologists for the operational messages and forecasts were sent several times a day. security and protect the secrecy of the forecasts were also Royal Naval Air Stations. Measures to protect operational crucial. From early airship operations defending Britain in all operations and in air operations it is absolutely Accurate weather forecasting is a fundamental factor of 'Mayfly' and started taking a keen interest in flying that Although there is evidence of 'weathermen' going further Hydrographic branch providing met to all three Services. If today the Royal Navy Met branch is an integral part of the Federation and ensure that the Fleet Air Arm memorial is Federation and we want to continue to support the work of "The Association is a founder member of the Fly Navy www.cloudobservers.co.uk www.faaba.co.uk Image 114x2208 to 512x2795 Image 558x2205 Image 872x2133 to 1338x2612 Image 874x3010 to 1173x3326 Image 874x2773 to 1173x3002 Image 874x2457 to 1173x2592 Image 1352x2419 to 1698x2445 Image 1512x2720 to 1717x2835 Image 1513x2598 to 1718x2713 Image 1513x2842 to 1719x3002
aviation operations, the Fleet Air Arm has also proved itself time and time again in supporting land operations and being able to deliver a formidable Joint Defence capability.

The Queen Elizabeth Class Aircraft Carriers – Carrier Strike.

Surveillance Capability (MASC) aircraft will be a flexible and complimentary addition to manned aircraft, offering a variety of applications and underlining the revolutionary STOVL propulsion system. The F-35B Short Take Off/Vertical Landing fighter is preparing to conduct its first hover and vertical landing trials at Naval Air Station Patuxent River in the United States early in 2010. The first prototype F-35B Lightning stealth fighter is now making significant progress at five different shipyards around the country. A distinctive feature of the F-35 is the integrated sensor suite – what is often referred to as the ‘Brain’ – which consists of a sophisticated avionics suite, which gathers, processes, fuses and displays information for the pilot.

As a distinctive seaborne Fighting Arm, the Fleet Air Arm will play a key role in the introduction into service of the two Queen Elizabeth Class Aircraft Carriers – HMS Queen Elizabeth and HMS Prince of Wales – during 2010 and 2011. This is a fitting testament to the UK’s strategic vision for the future of Naval Aviation. The Fleet Air Arm is already preparing for the introduction of the two new carrier decks. The Sea King, the Royal Navy’s current primary surveillance helicopter, has served the nation with distinction for nearly 100 years and will be replaced by a new fleet of Wildcat helicopters, which will also be used for the Royal Navy’s anti-submarine warfare role. The Wildcat makes its first flight at the Maritime Integration and Support Centre at Portsmouth. Avionics de-risking at the Maritime Integration and Support Centre is gathering momentum. The first demonstration airframes of the two variants are common, aircrew and maintainers from both Services will train in a Joint Conversion Unit to be established at RNAS Yeovilton. The aircraft, which will be manufactured in battlefield and maritime variants will be the first of a new generation of helicopters to be accepted into the Royal Navy inventory.

The Wildcat will form in the US, later transferring to the Royal Navy to complete its final phase of development. The prototype Wildcat GR7/9s, which were flown successfully over the last twelve months, will be deployed with the first two Wildcats to HMS Queen Elizabeth in 2011, and will be followed by the first production Wildcat GR7/9s in 2012. The Royal Air Force pilots both from the Carriers and the Air Power Generation Group is the lynchpin of expeditionary warfare.

Wildcat makes first flight

Wildcat makes first flight

Maritime Surveillance and Control

As a distinctive seaborne Fighting Arm, the Fleet Air Arm has a significant role to play in the introduction of carrier strike capability. The Royal Navy and it is fitting testament to the

The Queen Elizabeth Class Aircraft Carriers – Carrier Strike.

Surveillance Capability (MASC) aircraft will be a flexible and complimentary addition to manned aircraft, offering a variety of applications and underlining the revolutionary STOVL propulsion system. The F-35B Short Take Off/Vertical Landing fighter is preparing to conduct its first hover and vertical landing trials at Naval Air Station Patuxent River in the United States early in 2010. The first prototype F-35B Lightning stealth fighter is now making significant progress at five different shipyards around the country. A distinctive feature of the F-35 is the integrated sensor suite – what is often referred to as the ‘Brain’ – which consists of a sophisticated avionics suite, which gathers, processes, fuses and displays information for the pilot.

As a distinctive seaborne Fighting Arm, the Fleet Air Arm will play a key role in the introduction into service of the two Queen Elizabeth Class Aircraft Carriers – HMS Queen Elizabeth and HMS Prince of Wales – during 2010 and 2011. This is a fitting testament to the UK’s strategic vision for the future of Naval Aviation. The Fleet Air Arm is already preparing for the introduction of the two new carrier decks. The Sea King, the Royal Navy’s current primary surveillance helicopter, has served the nation with distinction for nearly 100 years and will be replaced by a new fleet of Wildcat helicopters, which will also be used for the Royal Navy’s anti-submarine warfare role. The Wildcat makes its first flight at the Maritime Integration and Support Centre at Portsmouth. Avionics de-risking at the Maritime Integration and Support Centre is gathering momentum. The first demonstration airframes of the two variants are common, aircrew and maintainers from both Services will train in a Joint Conversion Unit to be established at RNAS Yeovilton. The aircraft, which will be manufactured in battlefield and maritime variants will be the first of a new generation of helicopters to be accepted into the Royal Navy inventory.

The Wildcat will form in the US, later transferring to the Royal Navy to complete its final phase of development. The prototype Wildcat GR7/9s, which were flown successfully over the last twelve months, will be deployed with the first two Wildcats to HMS Queen Elizabeth in 2011, and will be followed by the first production Wildcat GR7/9s in 2012. The Royal Air Force pilots both from the Carriers and the Air Power Generation Group is the lynchpin of expeditionary warfare.

Wildcat makes first flight

Wildcat makes first flight

Maritime Surveillance and Control

As a distinctive seaborne Fighting Arm, the Fleet Air Arm has a significant role to play in the introduction of carrier strike capability. The Royal Navy and it is fitting testament to the
Pride of Britain Award for Bravery

Fly Navy Federation

VC Wounded

New CO for Fleet Air Arm Squadron

All Naval Contribution to Fixed Wing Aviation

Naval Strike Wing

Grahame Trophy

Fly Navy Federation

VC Wounded

New CO for Fleet Air Arm Squadron

All Naval Contribution to Fixed Wing Aviation

Naval Strike Wing

Grahame Trophy
The Fleet Air Arm Officers Association

The Fleet Air Arm Officers Association was founded in 1947 to provide a club generously allowing members to enjoy all the advantages of a Naval and Military Club in St James’s Square and are eligible to join. Members of the Association meet regularly to renew and maintain lifelong friendships forged in the service. The Association office is located in the Old Royal Naval College Greenwich on 10 November 2009. Distinguished guests included Their Royal Highnesses The Prince of Wales, The Duke of York, The Princess Royal and Prince Michael of Kent.

The Royal Navy marked the end of the Centenary Year with a magnificent Dinner in the Painted Hall at Old Royal Naval College this year. The evening was intended to provide an opportunity for celebration, but also for reflection and to remember those who made the Fleet Air Arm the proud and successful organisation that it is today.

The centenary year has been an exciting and challenging time for all those associated with the Fleet Air Arm and how to support our Naval aviators, both past and present, in the light of the current financial and operational challenges.

This year's Centenary has been highly successful in raising awareness of Naval aviation in the public eye, particularly set against the intensity of current communications challenges. With such a small team, the organisational and communications challenges have been enormous, but the outpouring of goodwill and support especially from past and present serving members has been immense.

The Fly Navy 100 team disbanded in December 2009 following a highly successful Centenary year. The birth of Naval aviation in 1909, however, was only the beginning, and over the following years there will be successive Centenaries and Anniversaries of the Fleet Air Arm and how to support our Naval aviation achievements in the development of Naval flying. For information on the Fly Navy Heritage Trust, contact Commander Robin Wain.

Editor’s Note

This year’s Centenary has been highly successful in raising awareness of Naval aviation in the public eye. So much has been achieved this year that cannot be allowed to slip away.

FLY NAVY 100
BEYOND
Momentum of Fly Navy 100
Sustaining the
heritage, including the 70th Anniversary of the Battle of Taranto, the dedication of The Channel Dash Memorial and the 70th Anniversary of RNAS Yeovilton in 2010, contact Commander Robin Wain.

Thank you to all our Sponsors

To the Royal Navy, senior representatives from government, business and industry. The dinner was hosted by the First Sea Lord, Admiral Sir Mark Stanhope KCB OBE.

200 members and guests of the Fleet Air Arm Officers’ Association remembered the Falklands campaign and the Battle of Taranto with a formal dinner in the Great Hall of Lincoln’s Inn on 10 November 2009. Guests included Sir George Martin, Admiral Sir Jonathon Band GCB, Rear Admiral Scott Lidbetter, Hampton and Stanhope KBC OBE.

The Fly Navy Heritage Trust

The Fleet Air Arm Officers Association, Admiral Sir Raymond Lygo KCB.

The Fly Navy Heritage Trust

The White Ensign Association

The Royal Aeronautical Society

The Port of London Authority

The Guild of Air Pilots and Air Navigators

The Fly Navy 100 team disbanded in December 2009 following a highly successful Centenary year. The birth of Naval aviation in 1909, however, was only the beginning, and over the following years there will be successive Centenaries and Anniversaries of the Fleet Air Arm and how to support our Naval aviation achievements in the development of Naval flying. For information on the Fly Navy Heritage Trust, contact Commander Robin Wain.