The Friends of St Clement Danes

Registered Charity No. 1048757

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The Friends of St Clement Danes

Issue No. 54
Autumn 2022

ROYAL AIR FORCE St Clement Danes Church

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"Enabling the sacrifices of the past to support the challenges of the future."

Editorial Note

Iza Seabrook



It is my pleasure to edit the current issue of Oranges & Lemons. We have had a very full six months and I hope you are all holding up. A very warm welcome to both our new Chaplain-in-Chief who has a long-standing relationship with St Clement Danes and our new Resident Chaplain. Thank you for all you do!

If you have articles or pictures you wish to see published, please email me: iza.seabrook@gmail.com



Trustees' Book

Located within the crypt at St Clement Danes is The Trustees' Book. The book contains the names of people who have died since leaving the Royal Air Force. Names can be included at the request of family members of the deceased, for which a fee of £40 is payable. To apply for an entry in The Trustees' Book please email: info@stclementdanesraf.org and request an application form.

Chairman's Letter

Group Captain Mark D Heffron MA FCG CMgr FCMI RAF

It is with great sadness that we learned of the passing of Her Majesty The Queen and our thoughts and prayers go out to His Majesty the King and all members of the Royal family at this difficult time. Queen Elizabeth II visited St Clement Danes on numerous occasions and as you are aware the ties between our church and the Royal Household are close. I have written separately to our Patron-In-Chief, His Royal Highness The Duke of Gloucester, expressing the condolences of your Board of Trustees and on behalf of all members.



Welcome to the autumn 2022 edition of Oranges & Lemons. How time flies! Due to demands of the Service (RAF Music Services taking the lead in State ceremonial events) we've had to adjust the date of our annual concert. It will now take place on Thursday 1 December 2022, at the usual time and place! We are delighted that on this occasion, we will enjoy The Band of the Royal Air Force Regiment and The St Clement Danes Choir with all of the musical elements being put together by the Band Director and our own Director of Music, Simon Over. I hope to welcome as many of you there as possible.

After many changes over the course of the summer, it is my pleasure to firstly welcome The Venerable Dr (Air Vice-Marshal) Giles Legood MBE QHC as the new Chaplain-In-Chief to the RAF. He is a known friend of The Friends, having served on our Board, as well as the Main Trust Board of St Clement Danes. We are delighted that he has assumed the appointment and very much look forward to working with him for the greater good of the Central Church of the RAF and its congregation, our Service Personnel, veterans and respective families.

I also welcome the Reverend (Squadron Leader) Mark Perry as the new Resident Chaplain at St Clement Danes. Mark is also well known to our church and we've established a good link with him on a number of matters. We look forward to working together in the coming years.

Chaplain-in-Chief

The Venerable Dr (Air Vice-Marshal) Giles Legood MBE QHC



I am delighted to have been asked to introduce myself to the much-valued and worldwide community of St Clement Danes Church. As you will see from the piece further on in this magazine, I have recently been appointed as Chaplain-in-Chief of the RAF.

My connections to the Central Church of the RAF go back over 35 years when I was a student at King's College London, just a few hundred metres from St Clement Danes. I remember being struck by the powerful witness of a permanent memorial to all those who have served in light blue, located right in the heart of central London. Later, as a civilian clergyman in the 1990s, I chose to worship at St Clement Danes and remember, among others, Dame Felicity Peake as a member of the congregation. Dame Felicity (the founding Director of the Women's Royal Air Force) and her husband Sir Harald Peake were instrumental in driving forward the idea of re-building the bombed-out church of St Clement Danes for the RAF in the 1950s.

I am excited by the challenges and opportunities which lie ahead as we secure the fabric, funding and work of the Central Church for the current and future generations. Remembering and honouring those who have gone before is at the core of all we do, as is meeting the religious and pastoral needs of those currently serving in the RAF. Our wider vision is to develop unused space beneath the church

floor and serve veterans and others from the wider RAF family. In doing this we will reach out into the local community and look to make this foundational work increasingly self-funded. To do this we will use a new café, exhibition space and other income-generating out-reach to help us serve others. I look forward to all that is coming in the future as we all strive to maximise the work and witness of our beautiful church.

My prayers are for us all in this vision and endeavour.

Giles Legood was ordained into the Church of England in 1992. After taking his degree at King's College London in 1988, Legood worked in the City for two years before training for the priesthood. Having served as a curate in Hertfordshire, he was appointed Chaplain and Honorary Lecturer in the University of London in 1995. Working in the veterinary and medical environment, in addition to pastoral work, he taught ethics and communication skills. During this time he completed a master's degree and a doctorate, and wrote or edited a number of books and other publications on ethics and pastoral theology, including the area of chaplaincy.

Whilst working in the university he was commissioned as a Reservist chaplain, before joining the RAF as a Regular in 2007. As Station Chaplain at RAF Northolt/Uxbridge he also had pastoral responsibility for a number of smaller units including St. George's Chapel Biggin Hill. In 2008 he served on Op TELIC based in Basrah, Iraq. In 2010 he was posted as the RAF Instructor at the Armed Forces' Chaplaincy Centre, Amport House. Here, with RN and army chaplains, he taught Listening Skills, and Bereavement and Loss courses.

In 2013 Legood deployed on Op HERRICK, serving as chaplain to the UK Joint Force Medical Group, based at the hospital at Camp Bastion, Afghanistan. For this tour he was appointed MBE in the March 2014 Operational Honours List. In 2013 he was promoted to the relative rank of Wing Commander and posted to serve at HQ Air

Command as Staff Chaplain to the Chaplain-in-Chief. In 2015 he became Senior Chaplain at RAF Brize Norton, with the RAF's largest chaplaincy team. During his time here, and earlier in service, he has undertaken detachments to the Falkland Islands, Germany, Cyprus, Ascension Island, Kenya and Saudi Arabia.

In 2017 Legood completed a tour on Op KIPION, based at Al Udeid, Qatar but working across the broader Middle East. On his return he was promoted to become Deputy Chaplain-in-Chief (Operations), based at HQ Air Command. In this role he was responsible for chaplaincy delivery in the UK and the rest of the world, and for chaplaincy training and education. From September 2021 Legood studied as a Member of the Royal College of Defence Studies in London. In August 2022, on completion of the course, he was promoted and appointed Chaplain-in-Chief.

In September 2022 the Archbishop of Canterbury appointed him as Archdeacon for the RAF. Between July 2018 and September 2022 he served as an Honorary Chaplain to the Late HM The Queen.

Welcome to the new Resident Chaplain

The Chaplain-in-Chief has appointed the Reverend Mark Perry as Resident Chaplain of St Clement Danes, the Central Church of the Royal Air Force.



Padre Mark formally took up post 6 May 2022. *"I feel it is a great honour for me to be at St Clement Danes, the Royal Air Force's family church,"* he said. *"Being a Chaplain in the RAF is a privilege. I serve extraordinary people, not least the whole force community from this beautiful Wren Church which offers much to the diverse family of the RAF and public benefit. The Church's history is something to behold and has an exciting future ahead. I truly believe that with St Clement Danes' unrivalled heritage, alongside a superb team of paid and volunteer staff, all committed to delivering the best service for all, sets the uncompromising tone, vital for our pastoral care and spiritual resilience into the future."*

Interested in the military, Mark joined the Air Training Corps at thirteen and stayed on till his late teens, then university saw entry to the University Officers' Training Corps. Inspired by what the Air Cadets did for him, he wanted to give something back and during further enlistment in the Territorial Army he also became an Adult Instructor in the Army Cadet Force. Following Ordination, the Royal

Army Chaplains' Department commissioned him as an Army Cadet Force Chaplain. Going full circle, he was later commissioned into the RAF Chaplains' Branch, serving the RAF family and sister services through the motto, 'Ministrare non Ministrari.'

Since joining the RAF, Mark has travelled to various places in the UK and overseas. Recently completing a successful tour at RAF Marham, he served with the '5th Generation' F-35B Lightning Force, and a highlight of this tour was the honour of being President of the Mess Committee. Mark also notes that serving the Defence Medical Rehabilitation Centre at Headley Court was the most humbling yet rewarding of his tours. Furthermore, he assisted with the MoD research project on the social impact and return on investment of the UK Cadet Forces with the University of Northampton and has graduated with a Master of Arts in Professional Studies. He is a member of the RAF Chaplains' Branch Steering Group for its partnership with the Community of the Cross of Nails and is Co-Ordinator for the RAF's Officiating Chaplains to the Military.

Prior to joining the RAF, Mark was a Metropolitan police officer and qualified teacher. After working in secondary education, he later undertook theology and ordination training. With both urban and rural ministerial experience, parish, cathedral, diocesan and chaplaincy roles, Mark is a priest in the Church of England, and for many years has been a Life Friend of Coventry Cathedral and served the Cathedral's Chapel of Unity. He has supported third sector organisations in a wide range of charities and was a member of a team awarded The Queen's Award for Voluntary Service. He is a Liveryman of the Worshipful Company of Educators and Freeman of the Honourable Company of Air Pilots. As a Fellow of the Royal Society of Arts his diversity of 'dyslexic thinking' is empowered to

help create a better future. For services to the Faith and of Humanity he was appointed to the Order of St John.



Padre Mark Perry with St Clement Danes Church’s Ambassadors Hon Gp Capts Sally Bridgeland & Paul Beaver of 601 (County of London) Sqn.

ROYAL AIR FORCE Music

The Friends of St. Clement Danes
Annual Concert 2022

Band of the Royal Air Force Regiment and Choir of St. Clement Danes

Thursday 1st December, 7pm

St. Clement Danes Church, The Strand, London, WC2R 1DH

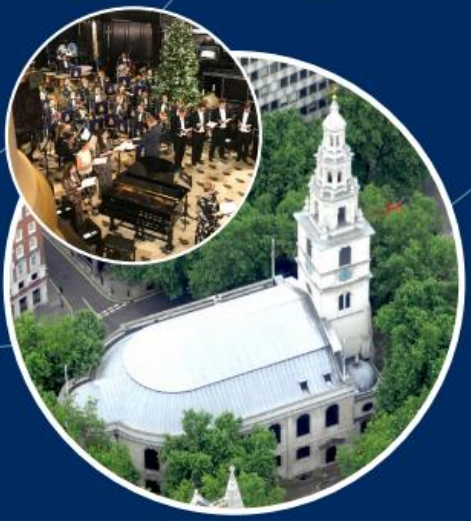


Tickets from Eventbrite
www.eventbrite.com/e/scd-concert-dec1-tickets-416518697637

Or by post to:
Treasurer – SCD Annual Concert
Laerdal, Fetterdale, Tayport
Fife DD6 9PF

Entry also at the door on Dec 1st
Donation suggested





Registered Charity No. 1048757
(The Band plays by permission of the Air Force Board of the Defence Council)

COVER STORY Showing Our Wings: RAF and Luftwaffe Tensions at the July 1939 Brussels International Air Salon

Dr Victoria Taylor



A Belgian poster advertising the International Military Meeting on the second day of the 2nd Brussels International Air Salon, 9 July 1939 (Pinterest/Merryvitericoleccion)

When examining the last fractious years of peace between Great Britain and Nazi Germany, historians tend to fixate upon the infamous Allied policy of appeasement. Understandably, these scholars often document the perspective of British and German politicians in this fraught period – from the narrow aversion of war in the Munich Agreement on 30 September 1938, to renewed international tensions after Germany seized the Czechoslovakian regions of Bohemia and Moravia in March 1939. What is perhaps covered less frequently, however, is how various individuals within British and German defence circles were expected to peaceably interact and coexist with one another despite the menacing backdrop of a potential new World War.

It is easy to think that the British Royal Air Force and Nazi Germany's Luftwaffe only really came up against each other in wartime. In reality, they had already sized up each other's men and machines considerably at various flight competitions, diplomatic

visits and aeronautical exhibitions by the end of the 1930s. Possibly the most revealing and yet neglected example is the 2nd Brussels International Air Salon, which took place from 8 – 23 July 1939 at the Palais du Centenaire, just two months before the outbreak of war. As the aviation historian Pete Fusco writes, 'before bombs and guns officially kicked off World War Two, there had been many hints of things to come, including the long-forgotten 1939 Brussels Salon Air Show'.

The importance of refocusing historical attention onto this obscure air event is that it furthers our understanding of how interwar acrimony and rivalry between the RAF and the Luftwaffe had reached its peak. In addition, it bestows the reader with a more thorough comprehension of the delicate balance both sides had to strike between military deterrence and showy aggression – especially in front of the neutral countries that they sought to win over. Highlighting the RAF and Luftwaffe's tense relations at the July 1939 Brussels International Air Salon, then, demonstrates how aviation diplomacy between the two sides had become irrevocably strained by the second half of 1939, whilst offering a valuable preview into how the impeding European war in the air was developing.

Prelude

During the second half of the 1930s, the RAF and Luftwaffe embraced an uneasy and often distrustful spirit of international co-operation. In the absence of taking direct military action, international flight contests and air shows became the ideal medium of showcasing their aeronautical prowess under the guise of 'friendly' competition. In Brussels, this had already been observed at the inaugural International Air Salon held at the Evere airfield from 2 – 8 June 1937. Writing on the opening day of the event, the British aeronautical magazine *The Aeroplane* reported that 'Germany, which took no part in the Danish Aero Show in 1934 nor the Paris

Show of last Autumn, continues the campaign she launched at the Stockholm Show last Summer where a hall was specially designed and built for her exhibits'.



'In July 1939 I took the Squadron to Brussels for the Air Display. Here we are practicing'. From B1722 – Photograph album of AVM Sir Hugh Pughe Lloyd, 1926 – 1950 (RAF Museum)

The article confessed that Germany 'provides the most impressive national exhibit at Brussels' and that its 'representation in the Salon receives the full and effective backing of the German Government, plus all the impressive ceremonial stagecraft in which that country knows how to excel'. The article tries to remedy this admission by claiming that 'if Great Britain's part in the opening ceremonial was not conspicuous, the most significant aeroplane in the Show is definitely British. This is the Fairey Battle which has been ordered "*en grande série*" by the Belgian Government'. As international tensions continued to wax and wane in Europe, the British in particular were anxious to play up co-operative ties to their neutral Belgian Air Force hosts.

Such was the British alarm at the strong German showing, however, that senior officials from the RAF Air Council, the Air Ministry, the Department of Overseas Trade, the Foreign Office and the Treasury pushed to bolster the nation's aeronautical presence at the next Brussels International Air Salon in July 1939. On 15 May 1939, LGS Reynolds of the Air Ministry wrote how 'the Society of British Aircraft Constructors has informed the Air Council that a floor space of 1,400 square metres has been reserved for the use of its members', whilst 'the German government has reserved a floor space of 2,200 square metres, including 500 square metres originally reserved for Czecho-Slovakia'. Reynolds stressed within the correspondence how:

> It has been strongly represented to the Air Council that, having regard to the large official entry of German aircraft, there should be an equally impressive British exhibit particularly in view of the effect on Belgian, Dutch and neutral opinion generally. This view has been put forward by the Commercial Counsellor and the Air Attaché, Brussels and is strongly supported by the Foreign Office. It has been ascertained that additional floor space with an area of 480 square metres, adjoining that reserved by the Society of British Aircraft Constructors is available at a rental of £435, and the Society has expressed its willingness to place [it] at the Department's use, without payment.

The letter from Reynolds concludes that this supplementary funding would secure 'additional space as may be required to stage an effective display of types of Royal Air Force aircraft which would be thoroughly representative of the British effort in air armament'. However, a disagreement over distributing additional funding to create a more intricate British Air Raid Precautions (A.R.P.) section began to dominate the debate. In a letter dated 22 May 1939, the Treasury Undersecretary Sir Alan Barlow wrote, 'I can see no

reason at all why the Government should spend £5,000 on space, plus an unknown sum for staff and exhibits, in order to participate in an A.R.P. exhibit at the International Aeronautical Exhibition at Brussels.'

Barlow added that 'the Germans are making a great display of their most powerful Bombers in order, presumably, to impress the Belgians, and it is thought desirable that we should send something equally frightful in order to show that we can look after ourselves. Consequently the Air Ministry are joining in the exhibit by sending one or two military types. No consideration of this sort applies to A.R.P. I understand that the reason for participation is purely one of prestige. Other nations are sending A.R.P. exhibits and it is thought that Belgium and other countries would like to have a first-hand view of what we are doing'.

B. W. Gilbert of the Treasury wrote similarly that 'we understand that the Germans are hoping to impress the Belgians by sending some of their most fearsome military aircraft and it is thought highly desirable that we should do ditto by sending some of ours. This particular reason does not, I think, apply to the air raid precautions exhibit'. That such thought was given to the bomber and air raid defence exhibits at Brussels, then, illustrates how darkly the spectre of aerial bombardment was hanging over the various European air forces by the late spring of 1939.

German Press Coverage

Yet, in what is likely symptomatic of the Luftwaffe's impending deployment over Poland eight weeks later, the Germans had a significantly reduced turnout at the 2nd Brussels International Air Salon. They elected to have just one aerial display, with the *Rheinsberger Zeitung* newspaper reporting on 7 July 1939 that 'an aerobatic squadron of the German Luftwaffe, consisting of nine Bücker-Jungmeister aircraft, under the leadership of *Hauptmann*

Trübenbach, will demonstrate an extensive aerobatic program at the air show held at Evere airfield'. This did not prevent the German press from presenting the Luftwaffe as the star of the show, with the newspaper adding that 'the team's flight manoeuvres, which were executed with the greatest precision, attracted the most attention'. In addition, the *Fehrbelliner Zeitung* newspaper ran the headline, 'Germany strongly represented at the International Air Show' on 10 July 1939, focussing intensely on the foreboding Junkers Ju 87 'Stuka' dive-bomber that was the centrepiece of the German section in the exhibition hall.

Meanwhile, the Nazi air magazine *Deutsche Luftwacht* ('German Air Watch') provided lengthy commentary on the international flight displays. In perhaps another reflection of how the Germans attempted to butter up the Belgians, the magazine spoke especially favourably of the Belgian display teams: the reporter enjoyed the 'aerobatics of 3 Belgian single-seater Gloster "Gladiator" fighters connected by cords. These performances were excellent'. Admittedly, the magazine did offer praise for a French air display as well, writing about 'a squadron of 9 Morane 225 fighters from the well-known *L'Ecole de l'Air* in Etampes, commanded by *Captaine* Fleurquin. This French aerobatic team has been known for years and they are well attuned to each other. The demonstration was very good'. Nevertheless, *Deutsche Luftwacht* was not impressed with most of the British aircraft such as the Fairey Battle, which seemed 'to not be very agile'.

Of the RAF's Vickers Wellington bomber display, the magazine claimed that 'the individual formations were very good, but it was noticeable that the formation change took a long time' and the 'close-formation flight was very slow'. In addition, the *Belfast Telegraph* published a translated article from *Die Nationalzeitung aus Essen* in late July 1939, which allegedly ranted about 'the English, who sent a whole bunch of their flying crates over the

Channel and gave a less than mediocre performance'. *Deutsche Luftwacht* struggled more to pick fault with a specially modified version of the Hawker Hurricane – one of Britain's most promising single-seat fighters – that was ably displayed by the experimental test pilot Richard Reynell. Nevertheless, the magazine was keen to point out that the difference between Reynell's model and the standard Hurricanes flown by the Belgian Air Force 'was not only striking for the expert but also for the layman'.

British Newspapers

Such newspaper coverage in Germany, then, sought to simultaneously undermine the British performance at the 2nd Brussels International Air Salon and inflate the importance of the Luftwaffe's display. However, the British press were even less subtle in how they trumpeted the RAF's military capabilities at Brussels. On 29 June 1939, the *Liverpool Daily Post* ran the headline 'Showing Our Wings' and reported that 'more significance attaches to the Brussels International Air Exhibition, which opens on July 8, than to any other show of the kind in recent years.' The article added that 'delegates from nearly every country in Europe will attend, and the showing of each nation's products will have as marked a propaganda value as broadcast talks or the printed word. It is therefore good to know that no fewer than twenty-four British firms have combined with the Air Ministry to put on a show that will completely dominate the exhibition'.

The Wellington bomber was given particular attention in the article: 'the outstanding exhibit of the whole display, indeed, will be a British twin-engined bomber, the largest of its kind, capable of flying 3,240 miles non-stop and representative of an entire squadron that will roar over the Brussels aerodromes on the opening day'. The report concluded that 'we shall have Spitfires there too, and eight-gun fighters and single engines capable of developing more than 1,000 horse-power. Altogether a formidable array'. The move handed the

Germans an opportunity to criticise the British for this seemingly provocative showing, with the translated *Nationalzeitung* article from Essen having allegedly claimed that ‘at the International Air Salon in Brussels, there was no showing off with masses of military machines, as the English and French do’.

The *Belfast Telegraph* used this translated German article to run the headline of ‘Germans Chagrined at British and French Show’, asserting that this ‘ill-tempered comment by the “National Zeitung” [sic] of Essen, the organ of Field-Marshal Goering, Reich Air Minister, on the International Air Exhibition in Brussels, has caused amusement in foreign circles in Berlin’. After citing the translated article in full, the newspaper concludes that ‘the Reich usually makes a point of being exceptionally strongly represented at international exhibitions. There is reason to believe that the fact that there was only one machine at Brussels has caused heart-burning in high German Air Force circles’. Caution over the veracity of the translated German article must be exercised, but this *Belfast Telegraph* snippet nevertheless demonstrates how the Brussels International Air Salon had been swiftly weaponised by the press on both sides to discredit the other’s air force.

Tense Relations

This journalistic squabbling was merely a broader consequence of the deep unrest experienced between the RAF and the Luftwaffe in the final weeks of peacetime. A particularly intriguing chronicle of this tense diplomatic relationship comes from Air Chief Marshal Sir Hugh Pughe Lloyd. In July 1939, Lloyd had been Officer Commanding of the RAF’s No 9 Squadron, which supplied the Wellington bombers that put on the aerial display at the 2nd Brussels International Air Salon. Within his personal photo album, he pulled no punches in the handwritten captions he provided for pictures of the 1939 Air Salon.



From B1722 – Photograph album of AVM Sir Hugh Pughe Lloyd, 1926 – 1950 (RAF Museum)

'Milch – I loathed him,' he scrawled underneath a photograph of *Generaloberst* Erhard Milch, State Secretary and *Generalinspekteur der Luftwaffe*, at the event. 'Just look at this horrible man! Pompous-like brute – he knew and we knew that war was near'. Lloyd also noted, 'how I hated and detested the swaggering all conquering Germans', though he wryly added that 'they laughed at the Wellington: they were right perhaps'. Tensions were running high on all sides, with Lloyd speaking witheringly of how 'I thought the French, Belgian, and Norwegian officers quite useless', deeming them all 'pretty useless officers (as airmen)' in another caption.

It should be kept in mind that such captions were added retrospectively, thus potentially being distorted somewhat by his wartime experiences. Nevertheless, Lloyd's observations were possibly rendered even more emotionally charged given that many of the photographs showed the laying of wreaths by German, British, French, Norwegian and Polish airmen in July 1939 – both at

the Tomb of the Unknown Soldier in Brussels and in memory of fallen Belgian airmen from the First World War. For war to be hanging in the air at the same time that it was being collectively mourned constituted a bizarre juxtaposition for the airmen who attended the 2nd Brussels International Air Salon.

However, Lloyd's complaints about the disingenuousness of the German Luftwaffe were not entirely inaccurate. At the 2nd International Brussels Air Salon, a Luftwaffe pilot – *Hauptmann* Wille – was killed as part of the Bücker-Jungmeister display. The *Teltower Kreisblatt* reported on 10 July 1939 that 'the news of *Hauptmann* Wille's death in the air caused the greatest sympathy throughout Belgium. The Belgian King awarded *Hauptmann* Wille the Order of Leopold. *Lieutenant-Général* Denis, accompanied by the chiefs of the Belgian military aviation, appeared on his behalf and pinned this high decoration of the Belgian king on the dead officer's chest'. The Belgian Air Force kept guard over Wille's body at Evere until the Luftwaffe could repatriate it, with the *Fehrbelliner Zeitung* reporting on 12 July 1939 that Milch had thanked the Belgians 'for their comradely memory and friendly attitude'. Barely a year later, however, Luftwaffe bombs fell on that very same airfield when the Germans mercilessly seized Belgium in May 1940.

These sources provide a crucial insight into the complexity and volatility of maintaining diplomatic equilibrium within European aviation during this period. That Anglo-German tensions spilt over into all-out war by September 1939 is perhaps rendered less sudden when the underlying tensions just between its respective air forces and media at the Air Salon are examined properly. Thus, the 2nd Brussels International Air Salon should not remain overshadowed by the gathering war clouds; rather, it should be illuminated within its own right to shine further light upon the RAF and Luftwaffe's precarious military-political situation by the last half of that fateful year.



‘Laying wreath on the tomb of the Unknown Warrior, Brussels, July 1939. Germans including General Milch, British (9 Sqn), French, Norwegians, and Poles’. From B1722 – Photograph album of AVM Sir Hugh Pughe Lloyd, 1926 – 1950 (RAF Museum)

Church Diary

Sunday services take place at 11am unless stated otherwise.

23	Oct	Service of the Word: WAAF/WRAF Service
30	Oct	Choral Eucharist
06	Nov	Choral Eucharist and Baptism
13	Nov	Service of the Word: Remembrance Sunday Service
20	Nov	Choral Eucharist
27	Nov	Service of the Word: Advent Carol Service
04	Dec	Choral Eucharist and Baptism
11	Dec	Service of the Word: Carol Service with 601 (County of London) Sqn
18	Dec	Choral Eucharist
24	Dec	MIDNIGHT MASS (2300 hrs)
25	Dec	CHRISTMAS DAY SERVICE
01	Jan	CHURCH CLOSED
08	Jan	Choral Matins
15	Jan	Choral Eucharist
22	Jan	Choral Matins
29	Jan	Choral Eucharist
05	Feb	Choral Eucharist
12	Feb	ATC Service
19	Feb	Choral Eucharist
26	Feb	Choral Matins
05	Mar	Choral Eucharist and Baptisms
12	Mar	Choral Matins
19	Mar	Choral Eucharist
26	Mar	Choral Matins

You need to be aware that the works outside the church – the pedestrianisation of the Strand / Aldwych junctions is continuing at speed. The main thing to remember is that the layout and traffic flow has been radically changed – please allow more time if using a taxi or Uber to come to the church.

News from the Parish Registers

We are delighted to share in families' excitement when they come to St Clement Danes for a Wedding or a Baptism.

Baptisms

Isla Brucie Aneira James (1 May)
Maisie Helen Grinham (3 Jul)
Winnifred Eleni Raw (3 Jul)
Casper Robin Barda-Turner (7 Aug)
Elliot Hugh Tyrrell Sands (20 Aug)
Clementine Rose Todd (4 Sep)

Weddings

Christopher Lucas & Nicola Colyer (12 Mar)
Christopher Norman & Holly-Jayne Stubbings (28 May)
Samuel Harding & Dani Gordon (11 Jun)
Angus Shiells & Clarissa Aiken (9 Jul)
Timothy Allison & Justine Davies (23 Jul)
Harrison David & Charlotte Clark (12 Aug)
Robert Grocock and Claire McAteer (1 Sep)
Joanna Mobed and Alessandro Forzani (3 Sep)
Emily Close and George Brooke (10 Sep)

Requests for Baptisms, Weddings and Marriage Blessings should be made to the Resident Chaplain.



Annual General Meeting of the Friends of SCD

Thursday 1 December 2022 at 4pm
To be held in The Crypt Chapel, SCD, Strand

All members of the Friends are entitled to attend and vote. It is hoped that as many as possible will be able to attend.
Notice is issued by Christopher C K Priebe, Secretary

Agenda

1. Opening Prayer
2. Apologies for Absence
3. Chairman's Opening Remarks
4. Election of Council Officers and Members
5. Minutes of the 25 November 2021 AGM
6. Treasurer's Report
7. Membership Secretary's Report
8. Any Other Business
9. Date of Next AGM

As in previous years, audited accounts will be available at the meeting and will be published with the minutes in the next Oranges & Lemons.

A copy of the Friend of St Clement Danes Constitution will also be available.

The Rainbow: Ghostly Memories of Bomber Command

Sue Weaver

Wg Cdr Cyril Charles Povey OBE DFC
(b 22 February 1922 d 26 November 1996)
RAF Bomber Command, 1941-1945

In March 1941, my stepfather Cyril Povey aged 19, joined the Royal Air Force to learn to fly. By January 1942 he was a Flight Sergeant flying Wellingtons on operations.

That was a good start, but in April 1943, while instructing on a Wellington Mk lll, he and his pupil crashed. His pupil was killed and his own injuries kept him away from flying until October, by which time his rank was Warrant Officer, and he continued on many more operations until fully qualifying as a Flying Instructor on Wellingtons in November 1943.



In April 1944, he attended a promotion interview with Leonard Cheshire VC. He remembered that the notoriously shy Cheshire, without even once looking up from his desk, enquired: *"So, Povey, why do you want to become an officer?"*

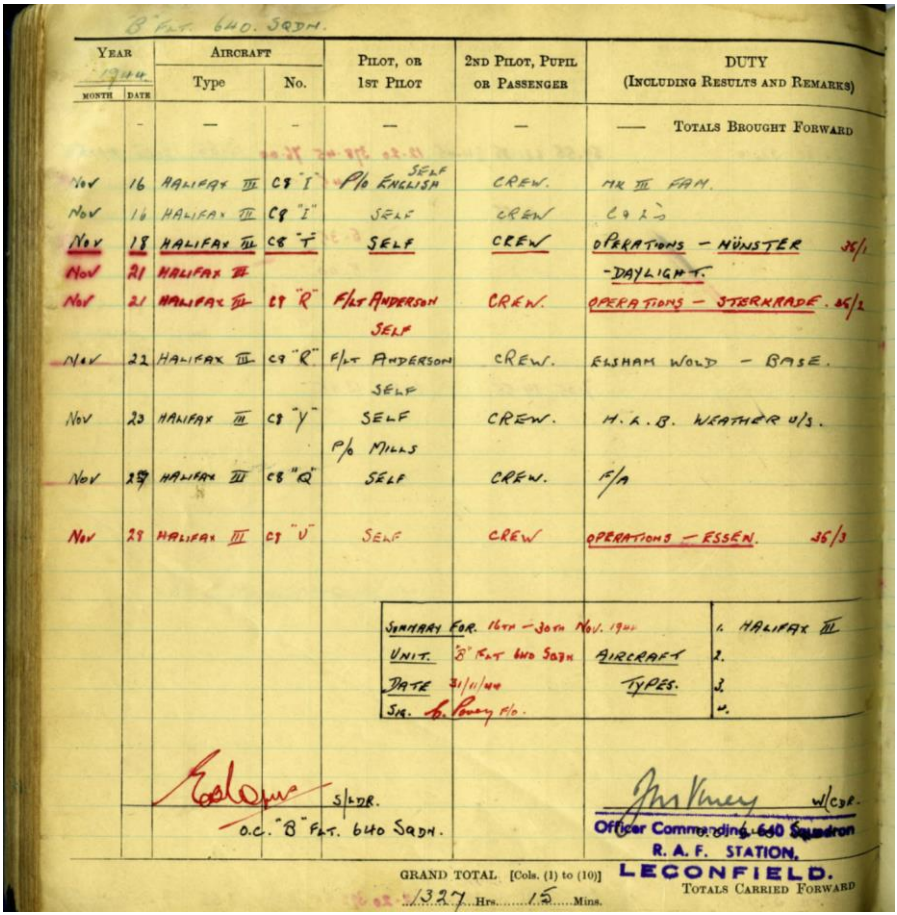
Whatever he replied, it must have worked because he left with the rank of Pilot Officer. A successful career with the RAF followed, concluding in retirement in 1968, aged 46.

One day, in the early 1990s, he was contacted by his wartime wireless operator, Archie Elks, who persuaded him, much against his will, to attend a reunion of 640 Squadron (Halifaxes) to be held at their old base of Leconfield. They stayed locally at the Beverley Arms, which brought back many memories of snatched beers – on the rare occasions they were allowed off the airfield.

There followed an emotional day visiting all the places which had hardly changed in the 50 years since Leconfield was a very busy operational station.

He described the church where he would watch the girls packing parachutes, all the time hoping that his would never be needed. Then there was the Nissen hut, where the crews gathered for their operational briefings, and the red telephone box. And finally, the runway.

He became uncharacteristically emotional when describing all those crews who failed to return, many of them Canadians. He was glad he had gone but declared he would never attend another reunion. It was just too much – too many memories.



'8' Flt. 640. Sqdn.

Year 1944 Month	Date	Aircraft Type	No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
Nov	16	Halifax III	C8 "I"	P/O English (Self)	Crew.	Mk III Fam.
Nov	16	Halifax III	C8 "I"	Self	Crew	C & L's
Nov	18	Halifax III	C8 "T"	Self	Crew	Operations – Münster 36/1 -Daylight.
Nov	21	Halifax III				
Nov	21	Halifax III	C8 "R"	F/Lt Anderson (Self)	Crew.	Operations – Sterkrade. 36/2
Nov	22	Halifax III	C8 "R"	F/Lt Anderson (Self)	Crew.	Elsham Wold – Base.
Nov	23	Halifax III	C8 "Y"	Self P/O Mills	Crew.	H.L.B. Weather U/S.
Nov	25	Halifax III	C8 "Q"	Self	Crew.	F/A
Nov	28	Halifax III	C8 "U"	Self	Crew	Operations – Essen. 36/3

Summary For. 16th – 30th Nov. 1944		1. Halifax III
Unit. '8' Flt 640 Sqdn	Aircraft Types.	2.
Date 31/11/44		3.
Sig. G. Penny F/O.		4.

S/Ldr. O.C. "8" Flt. 640 Sqdn.

W/Cdr. Officer Commanding 640 Squadron R.A.F. Station, Leconfield.

Grand Total [Cols. (1) to (10)] 1327 Hrs. 15 Mins. Totals Carried Forward

At the reunion, Archie gave him a cassette recording of an original and unique BBC wire recording of an operational briefing for a night raid on the Krupp steelworks at Essen on the 28/29 November 1944. He was particularly proud of this as his name was mentioned as the leader of one of the waves of bombers leaving Leconfield that night. So many failed to return the next morning.

He brought the cassette home, gathered the family around, turned off the lights, and we listened...

When Cyril died in 1996, he left to me his medals and flying log books which have enabled me to bring you a small part of his story. Every page is a lifetime's adventure which made me want to visit the place which was so important to him and where he had survived so much.

A friend, to whom I had played the recording and who also found the story interesting, organised a private visit to what had been RAF Leconfield but which was now run by the MoD as Normandy Barracks, Defence School of Transport, with 202 Squadron Search & Rescue Sea King helicopters as the only remaining Royal Air Force presence there.

Organising this visit took some doing but, on arrival, we were met by Major Terry Cavender, a most enthusiastic army historian who gave us a truly wonderful tour.

Our first point to visit was the RAF control centre, where the crews were on standby and actually got called out to rescue someone while they were showing us around their helicopters. Unfortunately, we could not go with them! After they had taken off and disappeared into the distance, we went to the church where we were given a great reception by the very lively regimental padre.

Alongside the church was the parachute packing station with its tower for drying the parachutes and where Cyril had watched those girls with eagle eyes, in case they made any mistakes.

All that was fascinating, but then came the Nissen hut.

Our guide explained that, after much research, he had only recently discovered that this was the actual hut where the pre-raid briefings were given to the bomber crews. It was still there because it was a listed building which was being converted into the camp cinema. Unknown to me, my friend had sneaked the briefing recording to the cinema projectionist and asked him to play it.

I was sitting in the middle of an otherwise empty briefing room, alone with my thoughts and imagining all those young pilots and crews sitting there, probably shivering with cold and a certain amount of fear, wrapped up in their leather jackets – and smoking – when an eerie voice came over the sound system.

Suddenly, it all came alive – with the ghostly voices of 1944. It was all there – the target, the route, the weather, the flak, the night-fighters – and all the time the nervous coughing and shuffling of seats.

Pilot Officer Povey's aircraft would be in the wave leaving at 05:00 next morning, destination Essen...

We were all transfixed. The actual voices in the actual place and more emotional than I can ever describe.

I had to be prised from my seat for the next surprise.

On a grassy mound just near the church was the red telephone box, attached to the door of which were the remains of a padlock hasp, all painted over and almost invisible. Our guide asked us what we thought it was but we had no idea. His answer shocked us. Just before a raid was announced, the telephone box would be locked. They simply couldn't risk any of the boys calling home to say when and where they were going. The thought of them going out and possibly not coming back without having been able to tell anyone sent a shiver down my spine.

And finally - the runway.

We drove out to the threshold from where Cyril and his friends had taken off so many times and I stood in the rain, alone with my thoughts, on the vast wide concrete – looking up to the skies, imagining waves of bombers thundering off into the night, and thinking of the many brave boys who had not returned – when

suddenly the rain cleared and an incredible rainbow appeared right on the far end of the runway. Unbelievable!



And, yes, ghostly indeed.

ROYAL AIR FORCE Music

RAF Music Services at St Clement Danes

Lunchtime Concert Series

Mondays starting at 1pm

17th October
31st October
21st November
28th November



Registered Charity No. 1048757
(The Band plays by permission of the
Air Force Board of the Defence Council)

The Berlin Airlift

Sue Weaver

In the mid-90s, the renowned aviation artist, Michael Turner, interviewed my step-father, Wg Cdr Cyril Charles Povey OBE CBE, for his impressions of the Berlin Airlift in order to get the best possible accuracy for the painting he was about to undertake and which currently hangs over the reception area staircase at the Royal Air Force Club, Piccadilly.



The following is an excerpt from Turner's book: 'Royal Air Force - The Aircraft in Service Since 1918': "I went on to Yorks early in 1946 when I was transferred to 206 Squadron. Our main task was to bring back from the Middle and Far East people who were due for de-mob and take out replacements. I thought the York was a lovely airplane by the standards of those days; it was docile, pretty steady to fly and had no nasty vices. The engines were very reliable; in perhaps a couple of thousand hours of flying Yorks over a period of four years, I had only one engine failure in the air, which is pretty good going.



The York was not as beautiful an airplane to fly as, for example, the Mosquito and the Beaufighter. In fact, it was a lumbering heap as all transport aircraft were, but as transports went it was a good aircraft. I think all the York's virtues, especially its reliability, were shown to perfection in the Berlin Airlift.

When the Berlin Airlift began in 1948, we moved to Wunsdorf, which until then had been the base of some Vampire fighter squadrons. Then the whole place became a transportation set-up. The operation was very, very well organised from the start with improvements constantly being made.

Our Yorks mainly carried foodstuffs such as grain, tinned foods, sacks of sugar, powdered milk, egg substitute and so on. All the seats had been taken out leaving the long fuselage completely empty and when we took off we were always crammed full of cargo. The few passengers we did carry were either very senior or were

serious medical cases being flown out of Berlin for better treatment elsewhere.

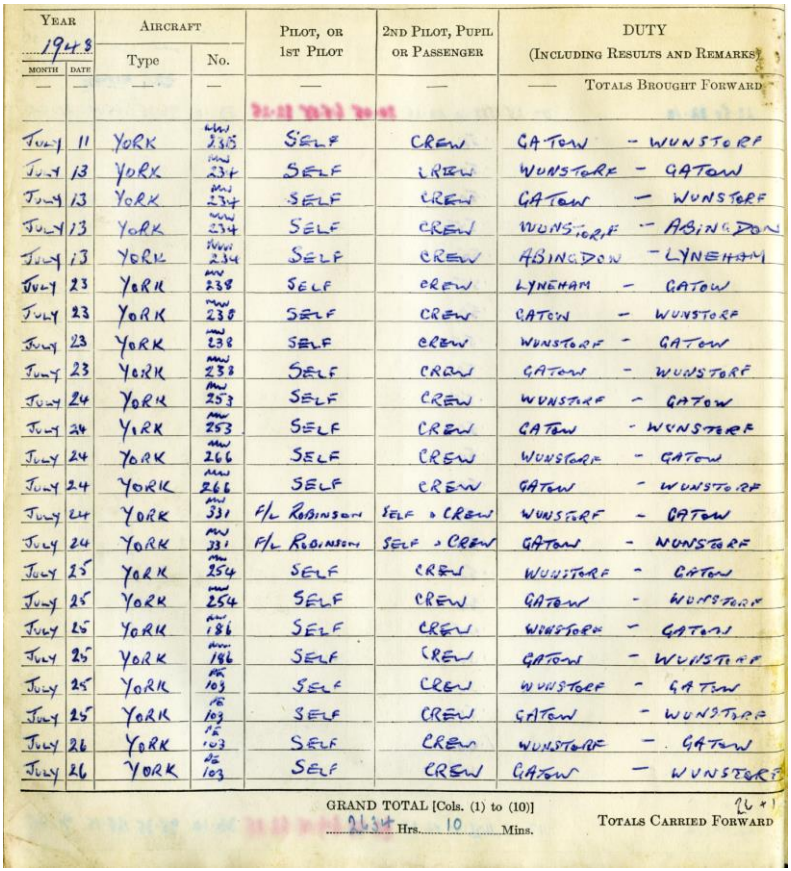
We would fly three return trips to Berlin a day, which took 14 hours (the average flight time was about an hour) around the clock. Aircraft were constantly taking off and landing at the Berlin airfields, making the air extremely crowded. For that reason the very best air traffic controllers were there and that made a tremendous difference, but you still could have only one stab at a landing.

If you misjudged it, you just carried on in the pattern and took the load home to base. Normally, when you missed an approach you could circle around and try again – but not over Berlin. The sky was much too crowded and any such action would very likely have brought you directly into another stream of oncoming aircraft.

Bringing a load back was always embarrassing but, of course, an inexperienced pilot would fly as a co-pilot to gain experience.

The Russians attempted to harass aircraft in several ways. At Gatow there were Russian anti-aircraft guns just off the end of the runway, which would fire practice rounds at all sorts of odd times and we were never quite sure when we took off whether they were going to start firing at us or not. That was uncomfortable, much more so than being buzzed by fighter aircraft while flying to and from Berlin. We assumed that they weren't going to fire on us and so it wasn't terribly worrying to see them there. An airplane is not a very frightening thing unless it starts shooting at you!

By the time the Airlift ended in May 1949, we had proved that it was possible to keep a large city supplied from the air, although there was an enormous amount of belt-tightening. I don't think the Communists ever imagined that we could do it, but we did".



Year 1943 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
July	11	York	MW 235	Self	Crew	Gatow – Wunstorf
July	13	York	MW 234	Self	Crew	Wunstorf – Gatow
July	13	York	MW 234	Self	Crew	Gatow – Wunstorf
July	13	York	MW 234	Self	Crew	Wunstorf – Abingdon
July	13	York	MW 234	Self	Crew	Abingdon – Lyneham
July	23	York	MW 238	Self	Crew	Lyneham – Gatow
July	23	York	MW 238	Self	Crew	Gatow – Wunstorf
July	23	York	MW 238	Self	Crew	Wunstorf – Gatow
July	23	York	MW 238	Self	Crew	Gatow – Wunstorf
July	24	York	MW 253	Self	Crew	Wunstorf – Gatow
July	24	York	MW 253	Self	Crew	Gatow – Wunstorf
July	24	York	MW 266	Self	Crew	Wunstorf – Gatow
July	24	York	MW 266	Self	Crew	Gatow – Wunstorf
July	24	York	MW 331	F/L Robinson	Self & Crew	Wunstorf – Gatow
July	24	York	MW 331	F/L Robinson	Self & Crew	Gatow – Wunstorf
July	25	York	MW 254	Self	Crew	Wunstorf – Gatow
July	25	York	MW 254	Self	Crew	Gatow – Wunstorf
July	25	York	MW 186	Self	Crew	Wunstorf – Gatow
July	25	York	MW 186	Self	Crew	Gatow – Wunstorf
July	25	York	MW 103	Self	Crew	Wunstorf – Gatow
July	25	York	MW 103	Self	Crew	Gatow – Wunstorf
July	26	York	MW 103	Self	Crew	Wunstorf – Gatow
July	26	York	MW 103	Self	Crew	Gatow – Wunstorf
						Totals Carried Forward
						GRAND TOTAL [Cols. (1) to (10)] 26 Hrs. 10 Mins.

On finishing the painting, Turner sent a print to Cyril, who wrote back: *'How very kind of you to send me the print of your lovely painting of the Yorks at Gatow. I have wonderful memories of the Airlift and the tremendous feeling of doing good, rather than dropping bombs. I am always surprised that friends and relatives ask me about the war but never mention the Airlift and, of course, the younger ones often do not seem to know about it at all. I suppose it assumes such a large importance in my memory because it was the longest sustained effort I was ever called upon to make in my RAF career, including the war years.'*

296 Stoke Newington Squadron

Warrant Officer Avtar Singh

It's been an action-packed year so far for the cadets and staff of 296 Stoke Newington Squadron. There's been plenty to do on land, air and sea. Cadets had the chance to attend several camps throughout the country including adventure training at the National Air & Space Camp in Lincolnshire. They had the opportunity to attend Cranfield Aerospace College and the RAF Museum at Duxford. More recently several cadets attended Oxford Airport, where they got to look behind the scenes of Air Traffic Control, the Fire Section and a local Flying School. The bus was very quiet coming home, which I guess means they enjoyed it all.







Cadets have been keeping active: attending regular Paddle Sports (though I think staff got more soaked than cadets) and rock climbing at a local climbing centre. Back in the squadron, numbers continue to grow and the cadets have obtained a number of qualifications as well as blue badges in subjects ranging from Cyber, Radio & Flying to name a few. The Squadron has lots more planned for the future so I'm sure the upcoming year will be just as busy as the last.

Who are the Friends?



The Friends were founded in 1976 by John Samuel Thomas then Resident Chaplain of St Clement Danes. John served in the RAF from 1941 to 1946 and then 1951 to 1976 achieving the rank of Group Captain and Assistant Chaplain in Chief, Air Ministry.

In 1996, under Air Commodore Felicity Peake's tenure of leading the Friends, the Friends achieved its charitable status.

We are a group of individuals who share a common goal in seeking to provide an important underpinning to the work and ministry of the Central Church of the Royal Air Force. We help to bring the church to life through our activities, including an annual concert featuring the choir of St Clement Danes and The Central Band of the RAF or The Band of the RAF Regiment. We have a Friends Service annually as well as the production of two editions of our publication Oranges & Lemons.

Our mission is to encourage growth in the membership of the Friends of St Clement Danes through promotion of what St Clement Danes provides spiritually, socially and culturally.

We consider the ongoing work of St Clement Danes vital and the need to keep the church resplendent. We must build on the successes of the past, continue to support the church and the wider Friends organisation, ensuring that we remain relevant and a force for good through the 21st century. We welcome new members from all walks of life.

Application to become a Friend of St Clement Danes

Please complete and return to: The Friends of St Clement Danes, Strand, London WC2R 1DH

Current categories to join the Friends are:

Normal Membership by Direct Debit

Corporate Rates please contact the Membership Secretary at the church.

Serving RAF Personnel please contact your Station Representative

Membership renewals are made from 1 July each year. Part-year subscriptions may be made initially to cover an intermediate period.

Please tick the category that you are applying for:

- ☐ **I wish to join as a single member** and authorise a Direct Debit of £26pa**
- ☐ **We wish to join as joint members** and authorise a Direct Debit of £40pa**

  ** *From my/our account until further notice; I enclose a completed Direct Debit instruction (page 42)*

☐ I enclose a completed **Gift Aid Declaration** (overleaf)

Name and Surname:

RAF Rank (if applicable):

Address:

Postcode:

Telephone: Email:

Signature: Date:

GIFT AID DECLARATION

I would like The Friends of St Clement Danes to reclaim tax paid on all donations and subscriptions I have made to this charity since 6 April 2016 and any such future payments. I realise that I can only sign this Gift Aid certificate if I have paid enough in Income Tax and/or Capital Gains Tax to cover the amount that all charities that I donate to will reclaim for each tax year. Council Tax & VAT do not count and I understand the charity will reclaim 25p of tax on every £1 that I have given. I am a UK tax payer and understand that if I pay less income tax and/or Capital Gains Tax than the amount of Gift Aid claimed on all my donations in that tax year, it is my responsibility to pay any difference.

I know I can cancel this declaration at any time by advising The Friends of St Clement Danes.

Signature: Date:

Instruction to your Bank or Building Society to pay by Direct Debit

DIRECT Debit

Originator's Identification Number 9 4 2 2 6 7

Please fill in the whole form and send it to: Hon Treasurer, The Friends of St Clement Danes, Strand, London, WC2R 1DH

1. Name and full postal address of your Bank or Building Society

To: The Manager

Bank or Building Society

Address

Postcode

2. Name(s) of Account Holder(s)

3. Branch Sort Code (from the top right hand corner of your cheque)

4. Bank/Building Society account number

5. Reference Number *(Hon Treasurer to complete)*

6. Instruction to your Bank or Building Society

Please pay The Friends of St Clement Danes direct debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this Instruction may remain with The Friends of St Clement Danes and, if so, details will be passed electronically to my Bank/Building Society.

Signature(s)

Date

Banks and Building Societies may not accept Direct Debit instructions for some types of account

FSCD Privacy Policy

1. The Friends of St Clement Danes will never sell or divulge your details to any other organisation.
2. We will only retain such information as we need to support the administration of the membership of the Friends and for no other purpose.
3. We may contact you by letter, email or phone including SMS unless you have told us otherwise.
4. You may change your preferences at any time by contacting the Membership Secretary by email at membership@fscd.org.uk or via the Church at: Membership Secretary, The Friends of St Clement Danes Church, St Clement Danes Church, Strand, London WC2R 1DH