

## **RNHF Office and Engineering Staff**

### **Howard Read - Chief Engineer**

Howard Read joined the Royal Navy in 1971 and, after qualifying as an Aircraft Mechanician, served in aircraft carriers HMS Ark Royal, Bulwark, Hermes and Illustrious, together with several Royal Fleet Auxiliary ships. Shore service saw him posted to Royal Naval Air Station (RNAS) Culdrose, RAF Honnington, RNAS Portland, RNAS Lee-on-Solent and RNAS Yeovilton. Aircraft types worked on include Wasp, Wessex and Sea King helicopters (becoming Chief Instructor for Sea King airframe and engines) along with Buccaneer and Sea Harrier aircraft. On promotion to Warrant Officer he served as part of the tri-service team at RAF Wyton converging Engineering Policy and Regulation for military aircraft. His final draft saw him as part of the Joint Force Harrier team at RAF Cottesmore in Rutland, where he managed the Quality Cell and Harrier Aircraft Maintenance Group.

On leaving the Royal Navy after 34 years' service, Howard joined the Royal Navy Historic Flight in 2005 as Chief Engineer.

### **Katie Campbell – Display Manager**

Katie Campbell joined the Royal Navy in 1983 as a Radar Wren, taking up her first post at Royal Naval Air Station (RNAS) Yeovilton before joining BRNC Dartmouth in 1985 for Officer Training. She did not specialise, therefore undertaking a number of different and very varied appointments which included working as a Duty Operations Officer for Flag Officer Sea Training at Portland, the Joint Operational Support Cell at Northwood, as the RN Ship Agent in London, the Royal Navy Presentation Team and as an Events Manager for the first RN/commercial International Festival of the Sea. In the middle of these appointments she was very fortunate to be granted 12 months unpaid leave to go and live in Canada for a year!

Katie's final full-time appointment ended in 2002 assisting the running of the RNAS Yeovilton Air Day Flying Control Committee, a job she continued in a part-time capacity until finally leaving the Royal Navy in 2005. She joined the Royal Navy Historic Flight in 2006 in the part time post of Display Manager.

### **Neil Fraser – Avionics Senior Supervisor**

Neil Fraser, or "Fraz" as he likes to be known, was born and raised in Edinburgh. He left school in 1975 and joined the Royal Navy in 1980. On completion of his training as an Aircraft Mechanic (Radio and Radar) he became the first radio trade mechanic to join the Sea Harrier-equipped 899 Naval air Squadron (NAS) from trade training. In 1982 he joined 801 NAS and served during the Falklands conflict aboard HMS Invincible. He subsequently served in 899, 800 and 801 Sea Harrier squadrons, a Lynx Flight aboard HMS Avenger, and in the Ground Radio section at Royal Naval Air Station, completing a total of 15 years in the Service in 1994. He took up his present position with the Royal Navy Historic Flight in March 1995.

### **Mick Jennings – Mechanical Senior Supervisor**

Mick Jennings joined the RAF as an Aircraft Technician straight from school in 1967. On completion of his training at RAF Halton he enjoyed a varied career spent mainly on C-130 Hercules and Phantom aircraft. Retiring from the RAF as a Chief Technician, he joined the Royal Navy Historic Flight in July 1998. As the only member of the Flight with a "light blue" Service background, Mick is affectionately

known as "The Crab" by his ex-"dark blue" colleagues.

### **Stephen Henrick – Logistics and Quality Assurance Senior Supervisor**

Stephen Henrick joined the Fleet Air Arm in 1971 at the age of 16 and had a naval career spanning 34 years and earned the nickname 'Jimmy'! He worked his way up from junior Naval Air Mechanic to Chief Petty Officer seeing front line service with Wasp, Phantom, Sea Harrier FRS.1 and F/A.2 aircraft. Serving on various aircraft carriers including both old and new HMS Ark Royal, HMS Invincible and HMS Illustrious, his final draft was with the Sea Harrier Operational Evaluation Unit. He joined Agusta Westland Helicopters on leaving the Royal Navy as a project officer supplying EH101 Merlin aircraft to the Royal Danish Air Force.

Stephen joined the RNHF in 2008 as Logistics Support and Quality Assurance.

### **Mark Wilson - Mechanical Supervisor**

Mark 'Tug' Wilson originates from Cumbria. He joined the Royal Navy in 1977 as a 16 year old Junior Naval Air Mechanic, leaving 33 years later as a Chief Petty Officer. During his service career he worked on Lynx helicopters, serving on HMS Alacrity which was one of the first British warships to visit Shanghai since the 'Yangzi' incident. He also maintained Sea King helicopters whilst serving on 707, 706 and 814 'Pinger' Naval Air Squadrons and 845 'Commando' Naval Air Squadron. He has seen active service in the first and second Gulf wars as well as the Balkans.

### **Dave Clarke - Mechanical Supervisor**

Awaiting CV

### **Nick Bailes - Mechanical Supervisor**

Awaiting CV

### **Pilots**

#### **Lieutenant Commander Glenn Allison Royal Navy – Swordfish Display Pilot**

Lieutenant Commander Glenn Allison was born in Durham City in 1967 and spent his formative years there. He left school in 1984, joined the Royal Navy as an apprentice aircraft engineering artificer at HMS Daedulus and subsequently worked on Lynx helicopters at Royal Naval Air Station (RNAS) Portland.

In 1990 the Royal Navy decided it would be safer for Glenn to fly aircraft than maintain them and he was selected for officer and flying training. He followed the well-trodden path of a Naval helicopter pilot, through BRNC Dartmouth to Elementary Flying Training on the Bulldog at Topcliffe and thence to 705 Naval Air Squadron (NAS) Gazelle helicopters at RNAS Culdrose, where he was awarded "Wings" in 1992. Advanced and Operational flying training came on the Sea King Mk4 and he became a Commando "Jungly" pilot. Front line service included tours of duty in Northern Ireland, Bosnia and Norway with 707, 845 & 846 NAS.

After front line tours he was selected for Qualified Helicopter Instructor training (QHI), and to that end joined the Defence Helicopter Flying School (DHFS) at RAF Shawbury in 1997. After completion of the QHI course he taught ab-initio pilots on 660 and 705 Squadron, qualifying as an A2 QHI on the Squirrel. He converted to the

Lynx helicopter and was appointed as Flight Commander of HMS Cumberland in 2001. He had a very enjoyable and varied two years in HMS Cumberland ranging from the Baltic with NATO, to a 9-month deployment carrying out interdiction operations in the Northern Gulf and Indian Ocean.

In 2003 Glenn was appointed back to Squirrel helicopters at DHFS where he was responsible for the training of student pilots from all three services in advanced helicopter flying techniques, such as low level navigation and mountain flying. After this tour he returned to the Commando Helicopter Force as a QHI in 848 NAS, where he was responsible for refresher and conversion training of pilots to the Sea King Mk 4. 2007 saw him appointed to HMS Ark Royal as Lieutenant Commander Flying, responsible for the flying operations before becoming the Commanding Officer of 727 NAS, primarily responsible for pilot grading. He is currently working at RAF Aldegreave and is keeping himself current flying tail dragger aircraft in the hope he will soon be in a position to fly the Swordfish again.

He first joined the Royal Navy Historic Flight as a Swordfish pilot in 2006 and is currently the RNHF Qualified Flying Instructor.

### **Lieutenant Commander Mark Jameson Royal Navy – Swordfish Display Pilot**

Awaiting CV

### **Lieutenant Simon Wilson Royal Navy – Lead Swordfish Display Pilot**

Lieutenant Simon Wilson was born in Lisburn, Northern Ireland in 1980. He first flew in small aircraft with his father, who was a Flying Instructor, at the age of six. Hooked on flying, he took every opportunity to fly with whoever he could convince to let him in the cockpit, going solo on his 17th birthday. He went on to complete his PPL within the following few months.

Simon joined the Royal Navy as a pilot in 2002, completing the flying training requirements of flying grading, JEFTS and DHFS, before joining the maritime Lynx community. He was one of the last pilots to complete the final ab initio Lynx Mk3 course, gaining his wings in 2005, and converted to the Lynx Mk8 DSP a short time later. Following on, he joined HMS Sutherland for Operation TELIC in 2006.

He subsequently served on HMS Montrose as the flight pilot, deployed in the Mediterranean, and participated in Operation ACTIVE ENDEAVOUR during 2007. He joined 815 Naval Air Squadron and flew Lynx helicopters on a range of demanding tasking and converted to the upgraded Lynx Mk8 SRU. In 2010 Simon flew as the 815 NAS Solo Lynx Display Pilot. Following a Qualified Helicopter Instructor (QHI) Course at RAF Shawbury, he returned to 702 NAS as a QHI teaching ab-initio and 'refresher' courses for pilots to fly the Lynx.

He has recently converted to the new Wildcat helicopter and has joined 700W NAS as a QHI and now has the privilege of concurrently flying the newest as well as the oldest aircraft in Royal Navy service.

In his spare time Simon enjoys flying a wide range of aircraft. He has flown everything from weight shift microlights, through many different general aviation aeroplanes, to vintage aircraft. He has his own aircraft and has been restoring it to an airworthy condition over the last few years. Simon has accumulated flight time in over 70 different aircraft types to date, of which more than 25 are taildraggers.

He joined the Royal Navy Historic Flight in March 2010 and first displayed the Swordfish in 2011. Now in his 4<sup>th</sup> season as a Swordfish pilot Simon is responsible for training of current and new Swordfish pilots on the Flight.

## **Swordfish Rear Cockpit Crews**

### **Lieutenant Commander Paddy McWilliams Royal Navy – Swordfish Observer**

Lieutenant Commander Paddy McWilliams was born and raised in Northern Ireland and left in 1986, aged 16, to join the Royal Navy. He initially trained as a Weapon Engineering Artificer and ended up as a Chief Petty Officer in HMS Resolution, the Polaris Class submarine. He volunteered for a Commission and commenced his officer training in 1994.

After BRNC Dartmouth and Basic Observer Course at 750 Naval Air Squadron (NAS), Paddy was streamed to the Lynx HAS Mk3 and completed his Advanced and Operational Flying Training at 702 NAS, which was then based at RNAS Portland. Appointments to HMS Cardiff and HMS Edinburgh followed before he converted to the Lynx HMA Mk8 and completed another tour, in HMS Iron Duke, where he was involved in Ops PALLISER and SILKMAN in Sierra Leone.

In 2002, Paddy qualified as a Helicopter Warfare Instructor (HWI) and Qualified Observer Instructor before becoming the HWI on 702 NAS. It was during this time that he had his first real taste of display flying, where he was one of the Lynx Pair Observers in 2003 and the Black Cats Team Manager in 2004. He rejoined 815 NAS in 2005 as the Flight Commander of HMS Montrose, participating in deployments to the Arabian Gulf and the Mediterranean Sea supporting Ops TELIC and ACTIVE ENDEAVOUR respectively.

Paddy then decided to broaden his horizons and completed the Aerosystems Course at RAF Cranwell before taking up a position as a Trials Officer at ATEC Boscombe Down, where he was involved in test and evaluation for mission systems across the UK rotary wing helicopters. At the end of 2009, he completed an operational tour in a NATO HQ at Kandahar Airfield, Afghanistan. He is currently the Squadron Warfare Officer in 700W NAS, which is the Royal Navy's new Wildcat squadron based at RNAS Yeovilton.

Paddy joined the Royal Navy Historic Flight in 2011 as the first volunteer Swordfish Observer and is one of the team that regularly occupies either the Observer or the Telegraphist Air Gunners (TAG) cockpit in the Swordfish when she is travelling around the country

### **Lieutenant Commander Andy Thompson Royal Navy – Swordfish Observer**

Lieutenant Commander Andy Thompson joined the Royal Navy in 1987 and graduated from Anti Submarine Warfare Observer flying training in 1990. He joined 814 Naval Air Squadron (NAS) embarked in HMS INVINCIBLE exercising in the Mediterranean and North Atlantic.

On leaving 814 NAS in 1992, he joined the Flight Test team at RNAS Fleetlands as the Maintenance Test Observer where he spent the next three years flying a host of different helicopter types ranging from the Gazelle to the Chinook. After completing the Helicopter Warfare Instructors course in 1995 he joined 810 NAS Operational Evaluation Unit based at Boscombe Down where he was involved in flying trials of the HAS Mk6 Anti Submarine Sea King.

Andy converted to the Lynx Mk3 at 702 NAS in 1997 and then joined the frontline

squadron 815 NAS, embarked initially in HMS Beaver and then HMS Glasgow. In 1998 he became a Flight Commander and joined HMS Nottingham and HMS Exeter. A respite from sea came with a tour as the Squadron Warfare Officer at 815 NAS, training frontline crews for their deployments and completing a Lynx HMA Mk8 conversion.

After completing the Qualified Observer Instructors course in 2003 he taught observers at both 702 NAS and again at 815 NAS. In 2007 he went back to sea as Flight Commander embarked in HMS Kent completing a very enjoyable deployment in the Far East. A ground tour attached to the Royal Marines followed and then a tour at 702 NAS teaching ab-initio aircrew. He has recently converted to the Wildcat and is serving at 700W NAS which is the Royal Navy's new Wildcat squadron based at RNAS Yeovilton.

Andy joined the Royal Navy Historic Flight as a volunteer Swordfish Observer in 2012 and is one of the team that regularly occupies either the Observer or the Telegraphist Air Gunners (TAG) cockpit in the Swordfish when she is travelling around the country.

### **Lieutenant Commander Matt Tazewell Royal Navy – Swordfish Observer**

Lieutenant Commander Tazewell joined the Royal Navy in 1997 having gained a Degree in Civil Engineering from Loughborough University. After initial officer training at BRNC DARTMOUTH and at sea in HMS Brave, he joined 750 Naval Air Squadron (NAS) at RNAS CULDROSE for basic Observer training. Having been selected for Lynx Mk3 operational conversion he was awarded his observer flying wings in December 1999.

Joining 815 NAS for on job training with HMS Gloucester Flight, he deployed as carrier escort to the Arabian Gulf, before moving to HMS Newcastle deployed in the Far East. Having achieved his certificate of competence in 2000 he joined 214 Flight HMS Kent, which deployed on OP ARMILLA to the Arabian Gulf which was instrumental in the stop and seizure of oil smugglers. Appointed to HMS Endurance in 2002 he then enjoyed a wide variety of flying in the most challenging conditions during two seasons in Antarctica.

In 2004 he successfully completed his Helicopter Warfare Instructors (HWI) and Qualified Observer Instructors courses joining 702 Naval Air Squadron as the HWI and then the Squadron Warfare Officer. Returning as a Flight Commander to the frontline in 2007 he undertook specialised overland training to support the Army and Police in Northern Ireland on Op BANNER, before joining RFA Wave Knight for a counter narcotics deployment in the Caribbean and disaster relief operations, earning the Flight the Osprey Trophy for 2007. The Flight then moved to HMS Cumberland who deployed as the first UK unit conducting counter-piracy operations as part of NATO in the Horn of Africa region. During this period the Ship successfully interdicted four separate pirate groups over an 8 day period. For its part in these operations and for maintaining outstanding serviceability the Flight were awarded the Boyd Trophy for the most operationally effective Flight in 2008.

Upon leaving the cockpit Matt took up the post of Lynx Tactical Development Officer at the Maritime Warfare Centre at HMS Collingwood in early 2009, conducting trials and capability enhancement for the Lynx, Wildcat and wider Fleet Air Arm. He then joined Navy Command Headquarters in Portsmouth as the Lynx and Wildcat Capability Manager responsible for the development and delivery of Operational Capability to meet Defence outputs.

Matt joined the Royal Navy Historic Flight as a volunteer Swordfish Observer in 2014 and is one of the team that regularly occupies either the Observer or the Telegraphist Air Gunners (TAG) cockpit in the Swordfish when she is travelling around the country

### **Lieutenant Rich Bell Royal Navy – Swordfish Observer**

Lieutenant Rich Bell was born and educated in Durham before moving across the Pennines to read International Relations and Strategic Studies at Lancaster University. During this time he flew the Bulldog with Liverpool University Air Squadron, and on completion of his degree in 2000 was commissioned into the RAF as a Navigator. Following Initial Officer Training at RAF Cranwell he commenced flying training, adding Tutor, Tucano, Dominie and Hawk to his logbook. After being awarded his brevet in 2003 he was selected to fly the Tornado GR4 and joined XV(R) Squadron at RAF Lossiemouth. In 2005 Rich transferred to the Royal Navy to fly something considerably less fast and pointy; a short introduction to naval life at BRNC Dartmouth was followed by the basic Observer course on the Jetstream at 750 Naval Air Squadron (NAS) and subsequent streaming to the Lynx helicopter.

Appointed to 702 NAS at RNAS Yeovilton in 2006, he completed Operational Conversion on the Lynx and was awarded his Observer Wings in 2007. Since joining 815 NAS, the front-line Lynx squadron, he has spent two years as the squadron programming officer and subsequently served in HMS Liverpool and HMS Montrose as Flight Observer, the latter for a varied and memorable Atlantic patrol which included being present in the Falklands for the 30<sup>th</sup> anniversary commemorations. Having recently spent time in HMS Illustrious and RFA Cardigan Bay, he is currently appointed to 815's Maritime Interdiction Flight as the Operations Officer.

Rich joined the Royal Navy Historic Flight in 2012 as a Swordfish Observer and is one of the team that regularly occupies either the Observer or the Telegraphist Air Gunners (TAG) cockpit in the Swordfish when she is travelling around the country.

Rich lives with his rescue Border Collie, Sam, who is also a permanent fixture at 815 NAS. When not flying Rich can be found lowering the standards on local golf courses, attempting to further his long-standing ambition to complete the South West Coast Path, or engaged in a seemingly fruitless quest to train Sam in basic obedience.

### **Chief Petty Officer Andy Vanes – Swordfish Aircrewman**

Chief Petty Officer Andy Vanes was born in Tipton in the West Midlands but grew up in Gloucester before he left in 1970 aged 16 to join the Royal Navy. He initially trained as a chef before transferring to the Aircrewman branch in 1977.

After training at Lee on Solent and basic flying training at Royal Naval Air Station Culdrose, Andy was streamed to the Wasp HAS Mk 1 and completed his operational flying training as a Missile Aimer at 703 Naval Air Squadron (NAS) at RNAS Portland. Appointments to HMS Naiad and HMS Ashanti followed before he qualified as a Wessex HU Mk.5 SAR crewman at 772 NAS. Further appointments to Wasps followed with the training team at 829 NAS and as the ships flight crewman onboard HMS Euryalus.

In 1982, Andy completed Commando Operational flying training at 707 NAS at RNAS Yeovilton. The period during and after the Falklands conflict resulted in a number of short notice appointments to 772 'A' Flight onboard HMS Illustrious, 771 Search and

Rescue flight at RNAS Culdrose and 845 NAS on Ascension Island. Eventually returning to Yeovilton for the Sea King HC Mk 4 conversion course and subsequently 846 NAS. This was followed by an appointment as the Senior Aircrewman based at RNoAF Bardufoss in Norway and 707 NAS.

Andy left the Royal Navy in 1993 and joined the RNR Air Branch the following year. As a reservist, in 1998 he joined Heron Flight (the Royal Navy's communication flight) as one of the operations team and subsequently flew as a qualified right hand seat crew member in the Jetstream T3 aircraft until the demise of the unit in 2008. He joined Agusta Westlands in 2010 on contract to teach foreign students based in Vergiate in Italy and returned in 2012 to 848 NAS. He is now with 845 NAS in their Operations room. He has amassed a total of over 8800 flying hours.

He joined the Royal Navy Historic Flight as a volunteer Swordfish crewman in 2012 and is one of the team that regularly occupies either the Observer or the Telegraphist Air Gunners (TAG) cockpit in the Swordfish when she is travelling around the country.

Outside of aviation he is a very keen chef, other hobbies include photography and live sports.

### **Colour Sergeant Paul Collacott Royal Marines – Swordfish Aircrewman**

Colour Sergeant Paul Collacott was born in Exeter in 1974, where he attended school and college before joining the Royal Marines in 1995.

On finishing Commando Training, he was drafted to 42 Commando Royal Marines in Plymouth, and then onto what used to be 3 Commando Brigade HQ & Signals Squadron also based in Plymouth. His job here was as signaller for the Brigade Commander at the time. Paul was then drafted to the Mobile Air Operations Team at Royal Naval Air Station Yeovilton, and after deciding that he had had enough of getting wet and carrying extremely large rucksacks began flying training in 1999.

On completion of flying training on 848 Naval Air Squadron (NAS), he was posted to the frontline 846 NAS, where he deployed on numerous combat operations to Northern Ireland, Bosnia, and Iraq. In addition he conducted amphibious operations and exercises in Norway.

Paul was then sent to 848 NAS as an aircrewman instructor for two years. The second year of which he spent as the squadron senior instructor. He then returned to 846 NAS and deployed on combat operations to Afghanistan.

Defence Helicopter Flying School at RAF Shawbury was next, as an instructor to Ab-initio aircrewman on 705 NAS before being drafted back to 848 NAS as the senior squadron instructor for a couple of years until recently joining 845 NAS as the chief aircrewman.

He joined the Royal Navy Historic Flight as a volunteer Swordfish crewman in 2012 and is one of the team that regularly occupies either the Observer or the Telegraphist Air Gunners (TAG) cockpit in the Swordfish when she is travelling around the country.

Paul enjoys the outdoor life, in particular, mountain biking, climbing, and white water kayaking and is a keen supporter of Somerset Cricket Club and the Exeter Chiefs Rugby Team.