



THE AIRBORNE ENGINEERS JOURNAL



For All Airborne Sappers

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Thank you to everyone who has provided the content for this issue of the Journal, your input is much appreciated. If you would like to submit an article for a future issue, please get in touch using the Webmaster contact details below.

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President's Update

Dear Members and friends of the Association.

The extraordinary heat waves we had in the summer months seem to have been forgotten, as I look across at the North Downs covered in frost. Although, walking through the lower downs, I noted how many of the fields have been converted to vineyards. I guess its progress in one way, but the loss of agriculture and rural life along with our small farms and communities, along with its associated artisan skills is slowly disappearing.

The thought of a rural life reminded me that back in July we attended 23 Parachute Regiment's Freedom Parade and Open Day. The town of Woodbridge is located in the County of Suffolk, with Rock Barracks a short distance outside of town. With the Regiment celebrating its 20th anniversary it was an excellent turn out of Sappers for the freedom parade. The Regt were honoured to have General Sir Peter Wall receiving the salute. The civic parade and celebrations demonstrated how the town has taken the Regt into its family. The strength of the Regt was further boosted, as 70 Gurkha Parachute Squadron became part of the new Regimental Orbat, allowing the Regt to expand its airborne and parachute capability.

The open day at Rock Barracks, including civilians, gave the opportunity to view the Regiment at play, showing off some of its skills. At one stage it made me realise what a fantastic organisation we have in the Regt. A phenomenal "golf bag" of skills that allowed formed units and individuals to be deployed worldwide on operations on training exercises in Africa and beyond, yet at the same time maintaining a throughput of highly qualified and competent men. A number of us veterans were shown around the offices and spent the time chatting with troops and reviewing some of the events which were recorded in the Squadrons diary. A successful day, which was very well supported by the AEA Shop team, which not only did a great trade but was a focal point for many members to stop and have a chat. The day culminated with a fantastic parachute display from the Regt's Freefall team finishing off with an all ranks Photograph and Regimental smoker.

I also managed to attend the annual Falkland Island Memorial Chapel service at Pangbourne. This allowed me to rekindle some old memories, what, a lovely setting and wonderful support by the Trust to recognise the fallen. This was followed by an excellent lunch along with Col Chris and Jenny Davies, with a gathering together for a Squadron Photo. As always you can't attend every event that is occurring across the UK and you need to be selective, it is fantastic though to be able to attend events and just meet up and chat. Our Chairman Steve with his wife Melanie always make a great effort to get out and about in their travels.

My next trip, which I had been waiting many years to attend was the Double Hills ceremony. When I think back to the early 80s and the cairn stone we used to parade at and celebrate, how much it has changed, is amazing. I must add my huge thanks to Peter Yates and his team who has for years personally driven this forward and made it into what it is today, a recognition of the of the loss of life yet also a celebration of everything of what's good about a village and a wider community coming together.

I know there are several other events that have occurred, the AGM dinner and dance, a fantastic event organised and run brilliantly by the Wales branch. What a great location and fabulous food and entertainment, who can forget the Regimental 2IC entertaining the ladies.

Finally, the small team led by Col Chris to the Falklands paying their last respects along with Paul Moore and Charly McColgan completing the final stage of the Ride of Respect after many years and miles and slowly but surely gathering and collecting the data to honour each individual. My personal thanks to the SAMA and the Ride of Respect team for their outstanding efforts over those years.

I can't fit in all my thanks to everyone for their efforts to keep their particular branches operating successfully, but well done. As an example, our Christmas lunch was held last week with over 70 Friends, Widows and family members attending. It is that type of organising by a small handful of Men and Ladies and their commitment that has ensured that we as an association continue to meet and enjoy ourselves, long may it continue.

Until next time, I wish all of you a very Happy Christmas and New Year and hope to see you all in 2024.

Baz

Chairman's Update

Hi everyone and I hope this finds you all well.

As we come to the end of another very busy year it's hard to think of where the time has gone. The years seem to fly by ever quicker the older we get!

Once again this has been a very busy year for Mel and I as we have travelled the length and Breadth of the country attending memorial events as well as trying to get to see as many of you as possible. The highlight of the year was the excellent AGM and Gala Ball arranged by the Wales and West Branch in Great Malvern. The venue was superb and the organisation top notch. My congratulations go to John Askey and Dave Leibrick for their outstanding work.

We had the honour of attending the Scottish Branch 25th Anniversary Dinner in Edinburgh where I was proud to present the Presidents Commendation to Craig McQuade. It was a fantastic day despite the atrocious weather, and we look forward to visiting again for the AGM in 2025.

With Christmas fast approaching we were invited to the Yorkshire Branch Christmas dinner in Newcastle. We managed to combine this with a long weekend staying in a medieval Castle near Hexham and managed to visit the Roman Forts at Vindolana and Housesteads. Having trained on Otturburn in the depths of winter I can appreciate what it was like for those soldiers manning the forts and keeping out the Rampaging Hoards from the North.

The Yorkshire Branch Dinner was a lively affair with great food and entertainment, and it was good to catch up with old friends, one of whom we had not seen for over 30 years. The Raffle was probably the funniest we have ever seen! I took the opportunity to present the presidents commendation on behalf of Baz Bassett to Dave Grimbley for his outstanding work with the Yorkshire Branch.

We are now looking forward to a quiet Christmas with visits from the family and friends, no doubt there will be much eating and quaffing of Beer.

We wish you, one and all, A very Merry Christmas and a Happy New Year and we look forward to seeing you all in 2024.

Branch News

Aldershot Branch

Those in receipt of our September branch 'gathering' minutes, must wonder if we actually have any news to disclose.

We hasten to add that the most recent gathering at Brewers Fayre, Aldershot, we, due to the lowest ever assembly of branch members, refer to it as "A gathering of the few"!

Branch members have been active, not only in their attendance at our meetings, but also in outdoor pursuits.

Attended by branch members and guests, Chris Davies organised a short hike culminating in a visit to the Butser Ancient Farm Museum. On show are real and reproduction buildings from the Stone Age through the Bronze, Iron, Roman occupation and the Anglo Saxon eras. Museum staff were on hand to demonstrate the ancient skills needed for the construction of various dwellings, which included some excellent mosaics and handy craft. The visit proved to be a fascinating insight of how ancient Britons lived and survived during those times.



**Dave Ford, Dave Rutter, Chris Davies,
Nat Hague, John Foran & John Ferry
(ace photographer Sandra Ferry)**



Butser Ancient Farm



Rufus Stone Memorial Script

Here stood the oak tree on which an arrow shot by Sir Walter Tyrell at a stag, glanced and struck King William the Second, surnamed Rufus, on the breast of which he instantly died, on second day of August 1100 AD

Pictured at the Rufus memorial:
Dave Rutter, Dave Ford, Chris Davies and Holly (the Labrador)

Note: The Rufus stone is located at Minstead, Lyndhurst SO43 7HD. More information can be found here: <https://www.britainexpress.com/counties/hampshire/rufus-stone.htm>



John Ferry, Nat Hague, Dave Rutter, Tony Manley & Henry (the dog)
(Ace photographer Sandra Ferry)

With glorious countryside on our doorstep the South Coast Ramblers, the majority being branch members supported by local AEA members, have been meeting, usually twice monthly, for hikes of approx...2 hours in various parts of Hampshire and Surrey. Needless to say the start and finish point needs to have a 'dog friendly' pub close at hand! Organising each event passes around the group, with attendees attending able to 'dip in' or dip out' as and when convenient. These rambles are conducted over Forestry Commission land, National Trust land, the New Forest National Park and public byways.

Following the visit to the Ancient Farm Museum, on the 24th August Chris Davies organised a visit to the aircraft wind tunnels at the Royal Aircraft Establishment (RAE), Farnborough. The programme commenced with a safety presentation, followed by a short film demonstrating the experimental work involved in testing various aspects to improve the design and performance of aircraft. Guiding our party round the structures were former employees of the RAE all of whom had worked in the wind tunnels. It proved to be a fascinating visit which concluded with an in-depth talk standing beside one of the huge jet engines that powered Concord.



Scott Ferry, John & Marie Foran, Jenny Davies, Dave Rutter, Dick Brown, John Ferry, Sir Donald Spiers, Dave Ford & Chris Davies

There have been many commemoration events over the past few months, many attended by branch members. Singling out one particular member, John Ferry has travelled far and wide in both the UK and Normandy with his 'pipes' plus numerous funerals and commemorative services. Praise too is extended to John's wife Sandra who has accompanied him when or where ever he plays.

Voted by the members for a 2024 Spring lunch, Billy Morris (entertainment member) offered his apologies that due to his civilian work overload he would be too busy to organise the event. Chris Davies stepped into the breach offering his services. The date and venue have now been booked, (same venue as last year), the Bush Hotel Farnham on Saturday 24 February.

On behalf of our branch members we extend sincere thanks and congratulations to the AEA webmaster Dave Pace for the provision of the on-line production of the AEA Journal, which with the ability to publish photographs in full colour supporting the written articles, is really excellent. Well done Dave.

Cromwell Lock Memorial Service

The annual Cromwell Lock memorial service was held on Saturday 23rd September to remember those soldiers from 131 Independent Parachute Squadron RE(V) who died there whilst on Ex Trent Chase in 1975.

Representatives from the Airborne Engineers Association, local Parachute Regimental Association Branch members and individuals paid their respects to the 10 soldiers from 300 Tp, based at Grangemouth, Scotland who perished on that exercise.

A short service was conducted, as in previous years by the Rt Rev'd John Finney, wreaths were laid at the memorial, the Last Post and Reveille sounded and the names were read out.

The service this year was held on the Saturday in order not to clash with the memorial service held at Donnington for 1 Parachute Squadron RE who were based there during WW2.

The memorial looked in good shape thanks to the efforts of members from 299 Association and the Birmingham Branch AEA who throughout the year have conducted maintenance work on the memorial, following the repair work carried out by 23 Parachute Engineer Regiment last year. Our thanks go to all concerned in making the memorial a fitting place for remembrance.











Double Hills Memorial Service

Report from John Ferry

This was the 44th year of the commemorative service, Brigadiers John Mullin MBE, Ian McGill and a Brigadier from the AAC were in attendance so to was the OC, SSM, a SSgt and a couple of JNCOs from 9 Para Sqn were present this year, but no soldiers from the AAC attended. There was just the service held in on the site, with our AEA President Baz Bassett BEM laying the Association wreath, during an extremely hot afternoon.

The gentleman who is writing a book on Operation FRESHMAN was also in attendance giving a briefing on his book, having done a sterling job researching this, however, he does live near the crash sites and Vermork, even though he lives in Dundee. The book should be ready for publication in about a year's time.



Articles from our Members

Happy Birthday, Brian (Lofty) Gibson

By Syd Hoyle

Way back in July, Jonny Nichols posted on Facebook requesting delivery of a card/parcel to Brian on his 90th birthday. As I live on the same road as Brian, I did of course volunteer with no hesitation.



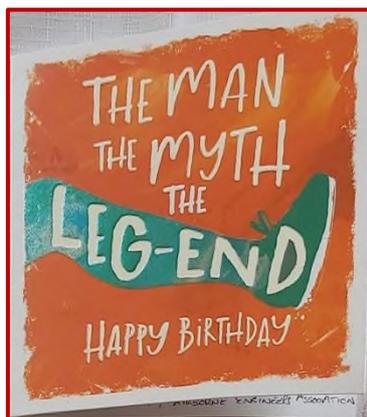
Brian's 90th birthday was on July 24th 2023, followed two days later by Brian and Margaret's 65th wedding anniversary

Brian passed his Para course in 1952, followed by three weeks in Abingdon. He served in 3 troop; the Troop Commander at that time was Capt Dennis Eagan.

Brian had a part as an extra in The Red Beret (staring Alan Ladd, 1952)

He jumped into Suez in 1952 and carried out patrols in the Sinai Desert and Suez Canal as part of the peacekeeping force.

He returned home in 1955 where he took part in the Freedom of Aldershot parade, the saluting officer was the Duke of Edinburgh.





Three ex Sqn. members on one road, must be a first, Don Shaw (85) at No. 54, me (78) at No. 81 and Brian (lofty) at No. 115, Compass Rd. Hull.



Happy 90th Birthday Brian and Happy 65th Anniversary to you and Margaret

The Lifesaver Red Handle – only if pulled properly!

By Col Doug Swanson

Every paratrooper can tell you tale of his exploits on exiting an aircraft. But how many walk off the drop zone thanks to their reserve chute being deployed by yanking the red handle?

Many more non paratroopers also have similar personal experiences, but they are parachutists – not paratroopers! They have not been through “P” Company, one of the toughest and unforgettable lifetime experiences. A harsh reminder of the difficulty is that the other two officers who started pre para training at the same time as myself died during the course – one died on a run and the other drove home at the end of a day and died when parking his car in his garage. Nor do parachutists generally jump in groups ranging from 5 or 6 up to 64 using both aircraft exits – and often in the dark.



Back in 1992 whilst leading the Royal Mail sponsorship of the Olympic and Paralympic Teams for the games in Barcelona (no I did not go as my 2 weeks TA Training coincided with the games). Inverness for Barcelona, which, on reflection, I would not have exchanged. Anyway, I spent a weekend with the Paralympic Team at Keil University. At a meeting of the Blind Team, I was mighty impressed when the Chairman announced that he was going to make a parachute jump to raise money for his team.

Looking at his face, his eyes were completely white, totally blind. In response to a question from the meeting, asking how he would know when he was about to hit the ground. Calmly he said, “That will be easy, as the lead on my guide dog will go slack just before the impact!” I have told this tale to many

groups to howls of laughter. One of my granddaughter's blind friends, who worked on stage as a comedy act, told that tale at the start of his act forever after I told it in his company.

But then some of us are here today after having had to deploy their reserve. There is not a lot of time to achieve this, as jumping from 800 feet by day and 1200 by night, it does not take many seconds to hit the ground if one's main chute fails to open. Accelerating at 120 feet per second per second means less than seven seconds from leaving the aircraft to hitting terra firma. But one does not think about this.

On leaving the aircraft it is "Check your canopy." If this is okay, then it's "All round observation" to make sure no one is in your air space and that you are not in theirs. Next, assess your drift and steer, pulling on the appropriate rigging lines to slow your drift driving into any wind to make your landing safer. Incidentally I once got this very wrong in the pitch-black night over Chalk Farm on Salisbury Plain. I felt the wind in my face so assumed I was being blown backwards and steered to drive into the wind. When I landed it was feet first followed by the front of my helmet and almost knocking myself out. I had been drifting forwards and accelerated this with my misjudged steering. You live and learn!

In the mandatory ground training with the RAF in the week before parachuting we always had a spell in the harnesses stepping off a platform and swinging as one would under a parachute. There was always a shout of "Chute not deployed" which meant we had to yank out our red handle to notionally



deploy our reserves. In the training hanger the reserves did not open, and the red handles were tied to the parachute.

On our Parachute Training Course at RAF Abingdon, we spent four weeks learning how to parachute and how to ensure our own and others safety. One must admit the training was excellent, as were the accommodation and meals. During the training we would start with two jumps from a balloon cage from 800 feet on two different days. As the only regular officer on the course, it was my "honour" to be first at doing everything that was new.

The first four aircraft drops were made clean fatigue which meant we did not carry any equipment. The first one was on 11 November 1965, and this was now real. First out the door and looking up saw I had a blown periphery which meant one or more rigging lines were over the canopy giving me less support that needed. But hang on a second the guilty rigging line was moving, and it slid off the canopy giving me a full chute. On landing the DZ Safety Officer asked what had happened. When I explained he said I had done the right thing although I could have opened my reserve, but my actions were fine.

In September 1967 I was lucky enough to be selected to complete an exchange with the French Para by spending two weeks at their Parachute School near Pau in the Pyrenees. We went in pairs for this, and my partner was a coloured Gunner officer who spoke English with a posh Oxford accent and French with a Parisian accent. With travel and admin this meant eight days when we could parachute. Week one we joined what is their equivalent of Sandhurst students and we learned how to operate all their airborne kit (and that their normal training parachuting height was 1200 feet) we joined them on an evening exercise parachuting onto scrubland to set demolition charges on a railway bridge. As an "Officier du genie" it was my "honour" to inspect the demolition charges and their positions on the bridge (glad of my physics and mechanics A Levels). The second week was with a group from the Légion Étrangère Française. Men from all over the world - and pretty hard too.



This week we would do many different things including pulling the red handle to open our reserves. This was serious, as not doing the correct things one could break one's nose or even collapse both parachutes. Attention paid!! Routine for the practice was checking our main chutes were open and then left hand over the reserve and keep it there, and with right hand pull the red handle and place it in the leg pocket of our trousers. Blast and double blast! British jungle greens only have a pocket on the left leg whereas the French have one on each leg! So, holding the reserve without letting it open and changing hands with the red handle and pocketing it. Then, legs tight together and chuck the reserve out in front of me and shake its rigging lines to get it open and prepare to land. Apparently if you let the reserve pass between your legs and deploy behind you, you land horizontal and are guaranteed a broken nose!

We did two other interesting things in this week first was to parachute after a Jeep and try to land near it. For this the rear end of the Nord Noratlas aircraft was removed and rollers fitted to the floor for the Jeep on its platform to roll out the back and would be followed by us. What I did not know, nor realise, is that when you chuck something as heavy as a Jeep out of an aircraft it suddenly rises in the air. I nearly fell to the floor but recovered in time to run out the back, stepping between the rollers. Following the French Major who had told us just to make a normal exit by running out the back of the plane. As an expert he did a freefall style exit spreadeagled in the slipstream. Me being heavier and more compact in my usual exit shape I passed under him and threw him off his usual route to land beside the landed Jeep. Once I landed (beside the Jeep) the Major arrived shouting "Vous cochon, vous cochon" which, even with my O Level French, I realised was not a compliment!

The next bit of excitement was to make a jump into water on 14 September. The “water” being the Lake at Lourdes where those of the Catholic Religion go on a pilgrimage to be immersed. So, my companion and self were out the door of the aircraft and clear sight all round and only the two of us



Sgt Dave Gladwin, Spr Pete Raven, Cpl Mick Coles, our Brigade heavyweight boxing champion, Me, and Spr Brian Lee who later changed trade and joined 9 Sqn.

in the air. I spot our recovery boat and start to steer to land near it. Looking at my pal I realised he was not going to land in the lake, so I shouted at him to steer for the water. He did not and landed on a concrete path at the lake edge. I landed in the water, went under, came up with my hand above my head (to prevent the parachute from sticking to my face) and remembering NOT to inflate my life jacket as I “did NOT have fear.” The safety boat collected me quickly and I observed my exchange partner standing on the lake edge shouting in his perfect French for the team to collect him. The group of Legionnaires on the boat shouted something in unison, which roughly told him to walk back round the Lake and not to forget his parachutes and lifejacket!

And so ended our short stay with Les Paras, who were immensely hospitable and kind to their two Brits. Wonderful food and mighty fine Mess life with free wines with meals and terrific company. French Paratrooper brevets and home to Blighty after 12 excellent days with our French Comrades. Managed 14 jumps in 8 days and awarded French wings and made Honorary members of 2 RAP – Second Airoporte Regiment.

Two more tales about operating reserve parachutes. On my final night drop in the Brigade, we were bound for Everleigh DZ on the Salisbury Plain for a night descent in the dark from an Argosy aircraft. Over the DZ and second out the port exit I looked up and saw my parachute looking like a bundle of washing. A real blown periphery, so pulled the red handle and threw it over my shoulder and my reserve fully deployed immediately. Just then a voice calls “steer away, steer away” and a body passes through my rigging lines from behind. It is followed by his parachute. (What he should have done was to spreadeagle and bounce off my rigging lines. But too late for that.). I realised that we were safe with my one and a bit chutes up and open, and not wishing for my new friends chute to open under me and collapse my chute, I grabbed hold of his chute as it tried to slip from behind my shoulder. I shouted to him how we were and to lower his container and confirm he had. (The containers held our kit and rifle all weighing between 60 and 80 pounds and when lowered was held by a 20 feet long rope attached to our parachute harness)

I then told him to watch his head as I was about to lower my container. This done we glided to earth, and then he hit the ground, my container hit the ground, my parachutes breathed, and I landed gently. I find that my interloper was in some pain as he had forgotten to pull the leg release on his container. So, when it was released, it slid down his leg and stayed there for his landing and damaged his ankle – no one has ever managed to lift their container when it had slid down to their ankle. The DZ medics were quick to arrive and the Military Police Sergeant (my new pal) on the stretcher in the ambulance was joined by we six posties, driven off the DZ, and united with our transport and taken to the nearby pub where our tradition demanded a beer or two after another safe night parachuting.



And finally, the real need for the red handle safety of my reserve. Parachuting onto Hankley Common in April 1968 with 5 of the unit including Sergeant Dave Gladwin. One of the few seniors who graced the unit and left as highly experienced paratroopers. Out the door over the DZ and almost casually look up to see my parachute fully deployed. But no!! There was a knot under the main canopy, and it prevented the chute from opening. Just enough time to shout “F*cking H*ll” before pulling my red handle (and throwing it over my shoulder, as trained) causing my reserve to open fully in an instant. Brakes on at 300 feet and just enough time to flick the quick release hooks and drop my container on its rope attached to my harness and on I go to a soft landing as my opening the reserve had knocked the knot off my main chute. What I did not know at the time was that Sgt Gladwin had seen me hurtling towards the ground and shouted “Goodbye, Sir.” But justice was delivered in another form. Dave had loaded his container, not with military kit, but neatly folded mail bags which gave bulk without the weight of kit. Unfortunately, when he landed, his container had come to earth in one of the many puddles on Hankley DZ. Now his container was full of soaked mailbags, which I believe were heavier than the kit normally carried. Anyway, good reason for Unit laughter and a comradeship celebration. Oh, and I went to Hankley Common DZ the following weekend and found what I have always believed to be the red handle that saved me from not being here by less than 3 seconds!!

1967 proved a terrific year for the Unit. We had taken ourselves from being known as The Postal Balloon Unit, to being the Unit with the very best parachuting record in the Brigade for the year, with 250 aircraft jumps between the 12 of us and 87 of those by night – AND not a single injury. Proud or what?? Everyone now knew the 16 Parachute Brigade PCCU RE; often chalk commanders with 50 Para Regiment members on board – and behind us in the queue to exit over the DZ. And Cpl Mick Coles won the Brigade Heavyweight Boxing, beating a much larger Guardsman = but not such a skilled boxer. Great to hear all the crowd there get behind Mick.

(I think somebody did not much like parachuting from aircraft and so the unit then only parachuted from balloon cages!)

An Old Photo

By Andrew Nelson

I found the attached photo whilst clearing out some boxes. The photo was taken sometime in 1972 when the troop was tasked in carrying out a demolition of old farm steadings for an upcoming civilian project in Doune, Scotland. In the photo is myself in the foreground and Pat Harkin to the rear (the only survivor of the river Trent tragedy). The other Sapper's name I cannot recollect.



And my Epitaph will be...

By Terry Froggatt



About the author

My first novel! I have enjoyed translating books in the past from French to English, so I thought "Why not try a novel"? The early part of the book is authentic, I really did join the TA Parachute Engineers in order to re-apply for the RAF - but I never did.

The Butcher really was as dour as that, and Josephine did work at the Ladies Dress Shop on Saturdays, and yes, I was the Dork who never had the courage to ask her out. I live in France now, we moved over in 1977 to work for an American Company making gearboxes for Heavy Lorries - a two-year contract, and we have been here ever since. In the last chapter I mention a daughter Charlotte, who "will be telling her own story" and that is what I am working on at the moment.

Retirement finally brought me time to write a novel, in fact it meant that I had run out of excuses not to get down to writing it.

I roughed out the headings of the subjects I would use and simply filled out the empty spaces.

It took me about two years, with family commitments, like gardening, "getting in the way," but finally it was finished and I contacted about twenty agents and publishing houses, I sometimes even received a reply..... !

Finally I published it on Kindle.

Into amazon.co.uk you simply type : - **and my epitaph will be**, and there it is, just waiting for you to be amazed. Ha !

I hope you enjoy it; I am busy writing the second and third books to make up a trilogy.

To give you an idea of the content, below is a short synopsis.

....and my epitaph will be....

Will Fallendene

The book is "Fictional Autobiography" based on the rarely used subject of the Vietnam War.

A tale of contrasts, from ordinary beginnings with life in an industrial city in the Midlands, an insight into the life of an Apprentice in the 1960's

Application for training as an Officer in the RAF ends in catastrophe, so he joins the local Parachute Engineer Regiment.

An easy step to wondering if he could "Hack it in Combat" leads him to applying to the USMC.

He is posted to Vietnam and endures the horrors of the War.

He trains as a Helicopter Pilot for a second tour in Vietnam. He upsets a Family by dropping three loads of poppy resin into the river.

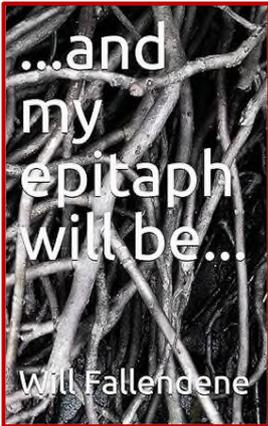
Two Hit Teams are sent over.

Finally having to return to America to end the vendetta.

He returns to America as a tourist to show his family a little of the country.

His time in the Marines gives him nostalgia for walking, on one such walk he is witness to a Russian Family putting an arms dump in place.

He has an active and varied life; his Air Charter business thrives. His family thrives and develops. His acquaintances, some useful, some plain annoying.



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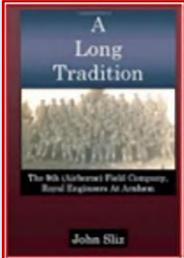
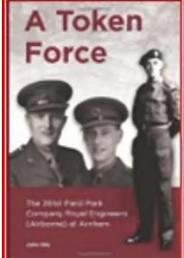
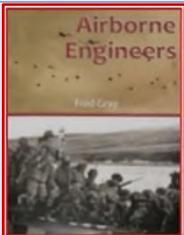
[Link to the book on Amazon UK](#)

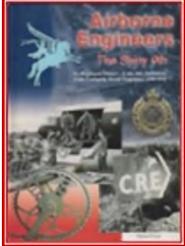
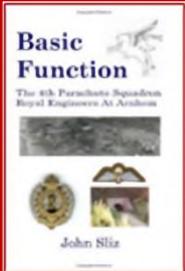
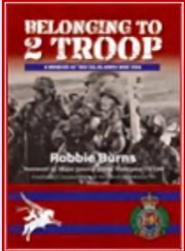
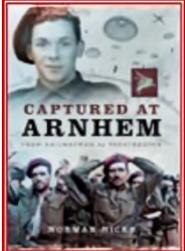
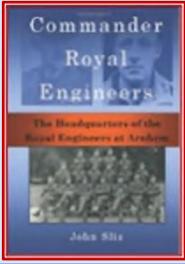
From the AEA Website

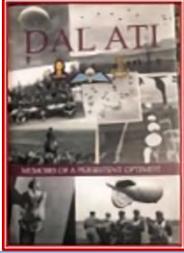
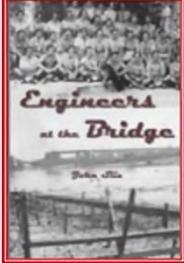
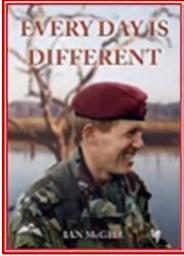
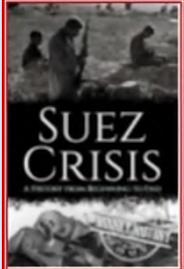
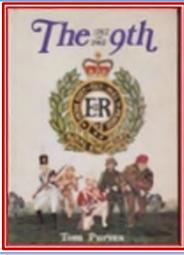
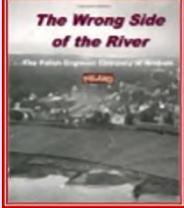
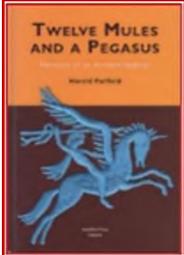
Staying on the subject of books, check out these publications, which are either written by Airborne Engineers or have significant Airborne Engineer content:

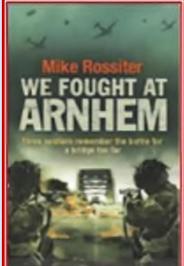
Airborne Sappers Library

Also available via the AEA website <https://www.airbornesappers.org.uk/books.htm>

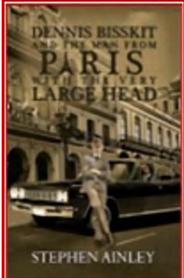
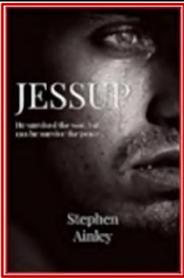
Title	Author	ISBN	Image
A Long Tradition	John Sliz	ISBN10 098774044X ISBN13 9780987740441	
A Token Force	John Sliz	ISBN10 192767932X ISBN13 9781927679326	
Airborne Engineers	Fred Gray	ISBN 9780957442900	

Airborne Engineers, The Shiny 9th	Patrick Pronk	<i>ISBN 9080471836</i>	
Apprentice to Airborne	Transcribed by Peter Dunstan	<i>ISBN10 1515146251 ISBN13 9781515146254</i>	
Basic Function	John Sliz	<i>ISBN10 0978383818 ISBN13 9780978383817</i>	
Belonging to 2 Troop	Robbie Burns	<i>Hardback ISBN 978-1-913012-68-7 Paperback ISBN 978-1-913012-69-4 Kindle ISBN 978-1-913012-70-0</i>	
Captured at Arnhem	Norman Hicks	<i>ISBN10 178303033X ISBN13 9781783030330</i>	
Commander Royal Engineers	John Sliz	<i>ISBN10 1927679044 ISBN13 9781927679043</i>	

Dal Ati, Memoirs of a Persistent Optimist	John Hedley Hooper		
Engineers At the Bridge	John Sliz	ISBN10 0978383842 ISBN13 9780978383848	
Every Day Is Different	Ian McGill	ISBN 9781913012304	
Suez Crisis, A History from Beginning to End	Hourly History	Paperback ISBN 13 979-8395795823 Hardback ISBN 13 979-8395796486 Kindle ISBN B0CD16WYQ7	
The 9th	Tom Purves	Paperback ISBN 0951349414 Hardback ISBN 0951349406	
The Wrong Side of the River	John Sliz	ISBN10 097838380X ISBN13 978097838380	
Twelve Mules and A Pegasus	Harold Padfield	ISBN10 0956633331 ISBN13 9780956633330	

We Fought at Arnhem	Mike Rossiter	ISBN 9780552162333 ISBN 0552162337	
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And of course an honourable mention must go to Steve Ainley for all of the following:

		
<p>ISBN10 1786294052 ISBN13 9781786294050</p>	<p>ISBN10 1788784839 ISBN13 9781788784832</p>	<p>ISBN10 1528978080 ISBN13 9781528978088</p>
		
<p>ISBN10 0645166618 ISBN13 978 0645166613</p>	<p>ISBN-10 0645166685 ASIN B0BNVZZJKP</p>	<p>ISBN-10 0645166626 ASIN B0C9ZGR86P</p>

Airborne Engineers Shop

<https://airbornesappers.org.uk/shop/>



Online Shop Update by Jon Nichols, Shop Manager

Hello All,

I hope this correspondence finds you and your families well.

Following its launch in September 2022 and thanks to your support the Shop is doing well and in a strong and healthy position.

Attendance at Branch Meetings.

I am planning to visit our Branches over the next 12 months to provide a short presentation on the shop and its online features and functions, including a question and answer session

Current and Future Product Inventory

You can see from the shop products and sale items products tables below we have a good variety of inventory. We're in the process of restocking following some excellent sales, particularly at the 23 Para Regt birthday weekend and the AGM in Malvern, thank you to all of you for your support.

New Products

The Following new products are being researched regarding potential order and availability via the shop:

- Baseball Caps
- Umbrellas
- Cufflinks (new design)
- Pocket Square

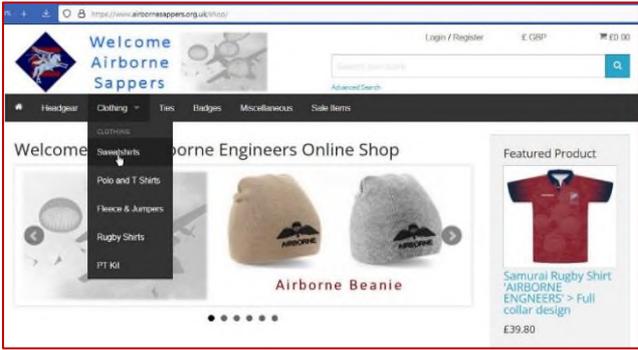
We'd like to hear from you, tell us which products you like or don't like; do you have any suggestions for future inventory and design?

You can contact us by the following means:

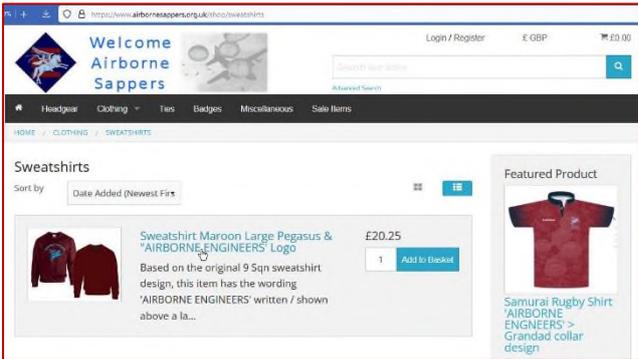
1. Facebook Shop Discussion Group - <https://www.facebook.com/groups/2016356088754648>
2. Not on Facebook? Get in touch via the Shop "[Contact Us](#)" form.
or via email aeashopmanager@outlook.com
3. A product review following a purchase from the shop

New Feature - Displaying Stock Levels for Products with Size and/or Colour Options

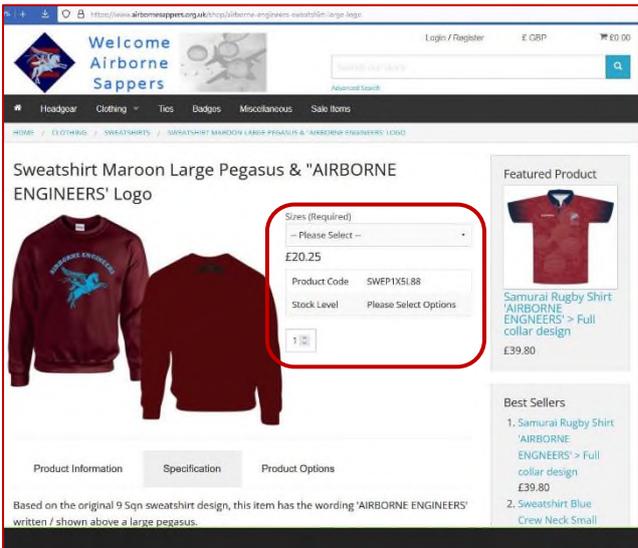
We have been aware of an issue, which was causing some confusion, regarding how we displayed stock levels for products with options, such as colours and sizes. In October 2023 we installed an upgrade to fix this, which works as follows:



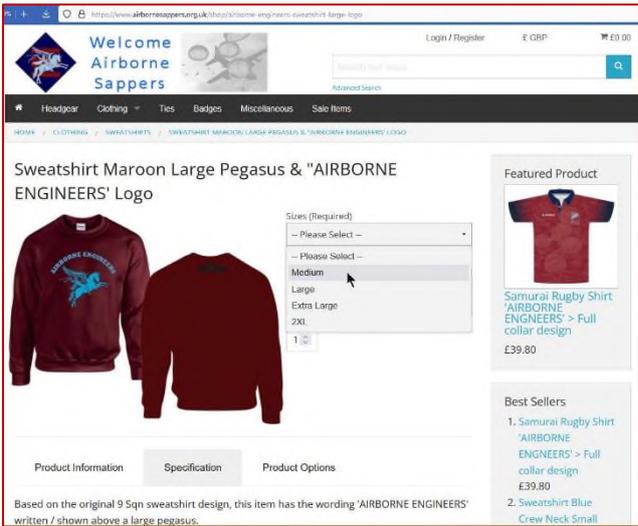
For this example we'll look at Sweatshirts, which have size options



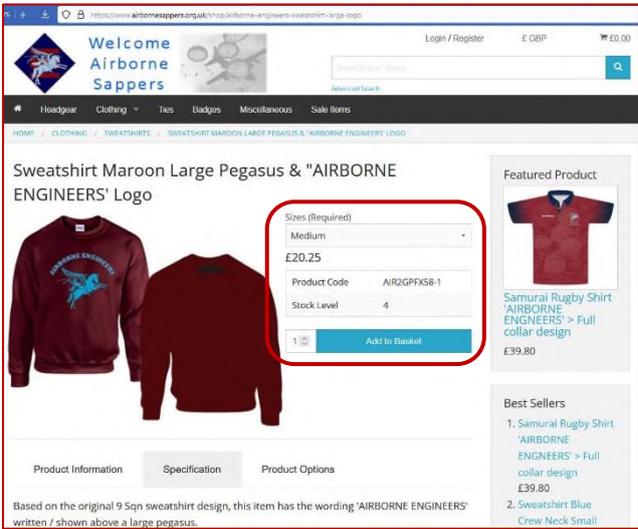
Click on the specific product you're interested in



This is the default state for any product with options you can choose from. Note the text in the Stock Level field prompting you to select an option. Also, at this point the "Add to Basket" button is not visible (usually displayed next to the quantity field)

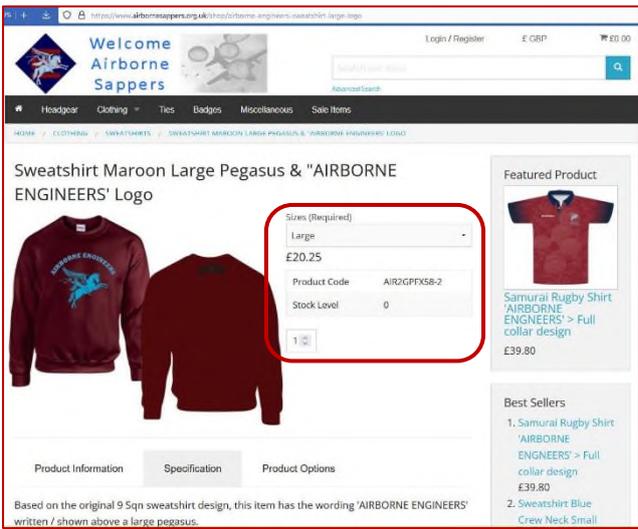


Select an option, in this example, Medium



Having selected a size option the Stock Level for that option is now displayed.

If the stock level is greater than zero the Add to Basket button will also be displayed.



If an option is selected which has zero stock the Add to Basket button will not be displayed.

If you run into this situation, where your required option is out of stock, please get in touch with us via email: aeashopmanager@outlook.com

Or [Contact Us](#) web form

Sizes (Required)
Large
£20.25
Product Code AIR2GPFX58-2
Stock Level 0

Product Information Specification **Product Options**

Code	Option	Price	In Stock	Qty	
AIR2GPFX58-1	Sizes: Medium	£20.25	4	1	Add to Basket
AIR2GPFX58-3	Sizes: Extra Large	£20.25	4	1	Add to Basket
SWEP1XSL88-4	Sizes: 2XL	£20.25	1	1	Add to Basket

You can also click on Product Options; this will display a table that shows stock levels per product option.

Any product option with zero stock will not be displayed in this table

Summary of 2023 AGM Shop Presentation

October 2023
AGM Great Malvern

Online Shop,
Point of Sale
&
Accounts

Web <https://airbornesappers.org.uk/shop/>
Email aeashopmanager@outlook.com
Facebook <https://www.facebook.com/groups/201635608875468>

How Your Shop Is Run

- Our chosen shop platform is CubeCart, a well established and well supported open source ecommerce platform.
- Being open source, the software was obtained free of charge to the Association and there are no software rental fees involved.
- Being free of charge doesn't mean free of other aspects. A great deal of time is spent by the Admin team (willing volunteers) in setting up, operating and maintaining the shop.
- All profit made by the shop is paid back into the Association's bank account, these payments are made at the end of each quarter
- Shop Admin Team meetings held outside of the OGM and AGM are minuted, those minutes are distributed to the executive committee.

PayPal & Zettle

We currently have two selling streams



PayPal
Online shop sales
(live since Aug 2022)



Zettle
Point of sale card reader sales
(live since Jul 2023)

Zettle is a subsidiary of PayPal therefore our Point of Sale transactions are linked directly to our PayPal account

Fees:

PayPal– 1.4% plus 20p per transaction. Year to date this equates to £68.48 in fees against £5,471.65 in sales
Zettle– 1.5% per transaction. Year to date this equates to £13.28 in fees against £832.12 in sales

3

Stock Check, Accounts & Audit Schedule

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Accounts	Accounts	Accounts									
Stock Check	Stock Check	Stock Check	Stock Check	Stock Check	Stock Check	Stock Check	Stock Check	Stock Check	Stock Check	Stock Check	Stock Check
		Payment to AEA Bank									
								Audit			

4

Shop Administration

- Sourcing products and liaising with suppliers
- Product design with welcome input e.g. via the Facebook Discussion Group
- Process improvements e.g. Zettle card reader and online shop functionality
- Setting up new products
- General maintenance and updates to CubeCart software
- Design, production and installation of logos product images and slider images



The Admin Team

5

Shop Accounts

- Microsoft Excel based accounts records
- Processed monthly
- Always cross checked between two people
- Audited annually
- Monthly stock checks

6

Excel Accounts Workbook

This Setup worksheet is the main data input

Workbook Setup										Accounting Period									
HELD AT SHOP										INCLUDED TO SHOP									
Year	Month	Year	Month	Year	Month	Year	Month	Year	Month	Year	Month	Year	Month	Year	Month	Year	Month	Year	Month
Operating Stock Held At Cost	Payroll & Bank Interest	Stock Held At Cost	Online Sales	Card Reader Sales	Postage & Packaging	Charges To Shop	Total Income At Shop	Payroll	Bank Interest	Charges To Shop	Online Sales	Card Reader Sales	Postage & Packaging	Charges To Shop	Total Changes To Shop	Closing Stock Held At Cost	Bank Payments		
Month	Jan	£ 3,260.48	£ 1,677.17	£ 4,937.65	£ 1,478.96	£ -	£ 6,416.61	£ 322.95	£ 322.95	£ 143.88	£ 19.89	£ -	£ -	£ -	£ 266.72	£ 4,544.12	£ 1,238.34		
Feb	£ 4,264.14	£ -	£ 4,264.14	£ 202.31	£ -	£ 4,466.45	£ 1,111.00	£ 1,111.00	£ 11.11	£ 11.11	£ 21.00	£ -	£ -	£ -	£ 1,153.21	£ 5,697.33	£ 331.59		
Mar	£ 4,095.14	£ -	£ 4,095.14	£ 202.00	£ -	£ 4,297.14	£ 226.63	£ 226.63	£ -	£ 21.75	£ 4.29	£ -	£ -	£ -	£ 252.04	£ 5,949.37	£ 255.11		
Apr	£ 5,882.96	£ 1,954.08	£ 7,837.04	£ 1,946.58	£ -	£ 9,783.62	£ 2,081.25	£ 2,081.25	£ 75.19	£ 294.12	£ 27.48	£ -	£ -	£ 397.79	£ 10,181.21	£ 1,072.11			
May	£ 5,025.21	£ -	£ 5,025.21	£ 1,946.58	£ -	£ 6,971.79	£ 1,148.00	£ 1,148.00	£ -	£ 1.88	£ 1.88	£ -	£ -	£ -	£ 8,129.79	£ 1,223.90			
Jun	£ 3,771.25	£ -	£ 3,771.25	£ 804.15	£ -	£ 4,575.40	£ 443.20	£ 443.20	£ 34.85	£ 15.50	£ 4.45	£ -	£ -	£ 57.80	£ 4,633.20	£ 281.10			
Jul	£ 5,426.88	£ -	£ 5,426.88	£ 231.41	£ 853.11	£ 6,280.39	£ 1,148.00	£ 1,148.00	£ 144.40	£ 22.44	£ 10.11	£ 33.28	£ -	£ 160.23	£ 7,441.12	£ 524.64			
Aug	£ 2,882.77	£ -	£ 2,882.77	£ 167.88	£ -	£ 3,050.65	£ 17.88	£ 17.88	£ -	£ -	£ -	£ -	£ -	£ -	£ 3,068.53	£ 194.76			
Sep	£ 2,882.77	£ -	£ 2,882.77	£ 167.88	£ -	£ 3,050.65	£ 17.88	£ 17.88	£ -	£ -	£ -	£ -	£ -	£ -	£ 3,068.53	£ 194.76			
Oct	£ 3,881.31	£ -	£ 3,881.31	£ -	£ -	£ 3,881.31	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ 3,881.31	£ -			
Nov	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -			
Dec	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -			

Other worksheets include:

- Online Sales Data Jul
- Online Sales Data Aug
- Online Sales Data Sep
- Online Sales Data Oct
- Online Sales Data Nov
- Online Sales Data Dec
- Sales Data Annual
- Treasurer's Summary
- Summary Chart

Online Monthly Sales Data

Month	Product ID	Product Code	Product Name	Quantity	Cost Price Each	Total Cost	Current Price	Sale Price	Total Retail Value	Profit	Margin %	Gross Margin %
Jul	35	AR2832HT	Small Front Progress & Rear Wings Logo	2	£ 8.50	£ 17.00	£ 12.00	£ -	£ 24.00	£ 4.80	20.00%	20.00%
Jul	42	SAM712N	Small Front Progress & Rear Wings Logo	2	£ 12.20	£ 24.40	£ 18.00	£ -	£ 36.00	£ 11.60	47.54%	15.32%
Jul	34	S103831	Small Front Progress & Rear Wings Logo	2	£ 13.10	£ 26.20	£ 22.00	£ 14.00	£ 28.00	£ 1.80	28.15%	20.75%
Jul	37	AR1843A	Small Front Progress & Rear Wings Logo	2	£ 26.40	£ 52.80	£ 33.00	£ -	£ 66.00	£ 6.00	10.00%	20.00%
Jul	19	AS2832HT	Small Front Progress & Rear Wings Logo	3	£ 11.50	£ 34.50	£ 2.00	£ 2.00	£ 6.00	£ 3.00	25.00%	25.00%
Jul	41	MUG1W	Small Front Progress & Rear Wings Logo	3	£ 11.99	£ 35.97	£ 14.00	£ -	£ 42.00	£ 2.51	25.91%	17.51%
Jul	9	AS2832HT	Small Front Progress & Rear Wings Logo	3	£ 12.00	£ 36.00	£ 14.00	£ -	£ 42.00	£ 1.40	11.11%	10.00%
Jul	7	AS2832HT	Small Front Progress & Rear Wings Logo	3	£ 13.74	£ 41.22	£ 14.00	£ -	£ 42.00	£ 2.28	10.25%	13.25%
Jul	6	AS2832HT	Small Front Progress & Rear Wings Logo	3	£ 13.80	£ 41.40	£ 14.00	£ -	£ 42.00	£ 1.20	1.43%	1.43%
Jul	4	LAN1824U	Small Front Progress & Rear Wings Logo	3	£ 11.50	£ 34.50	£ 3.00	£ -	£ 9.00	£ 3.00	50.00%	50.00%
Jul	37	AR1843A	Small Front Progress & Rear Wings Logo	3	£ 26.20	£ 78.60	£ 25.00	£ 25.00	£ 75.00	£ 3.00	3.87%	11.30%

Card Reader Monthly Sales Data

Month	Product ID	Product Code	Product Name	Quantity	Cost Price Each	Total Cost	Current Price	Sale Price	Total Retail Value	Profit	Margin %	Gross Margin %
Jul	35	AR2832HT	Small Front Progress & Rear Wings Logo	2	£ 8.50	£ 17.00	£ 12.00	£ -	£ 24.00	£ 4.80	20.00%	20.00%
Jul	42	SAM712N	Small Front Progress & Rear Wings Logo	2	£ 12.20	£ 24.40	£ 18.00	£ -	£ 36.00	£ 11.60	47.54%	15.32%
Jul	34	S103831	Small Front Progress & Rear Wings Logo	2	£ 13.10	£ 26.20	£ 22.00	£ 14.00	£ 28.00	£ 1.80	28.15%	20.75%
Jul	37	AR1843A	Small Front Progress & Rear Wings Logo	2	£ 26.40	£ 52.80	£ 33.00	£ -	£ 66.00	£ 6.00	10.00%	20.00%
Jul	19	AS2832HT	Small Front Progress & Rear Wings Logo	3	£ 11.50	£ 34.50	£ 2.00	£ 2.00	£ 6.00	£ 3.00	25.00%	25.00%
Jul	41	MUG1W	Small Front Progress & Rear Wings Logo	3	£ 11.99	£ 35.97	£ 14.00	£ -	£ 42.00	£ 2.51	25.91%	17.51%
Jul	9	AS2832HT	Small Front Progress & Rear Wings Logo	3	£ 12.00	£ 36.00	£ 14.00	£ -	£ 42.00	£ 1.40	11.11%	10.00%
Jul	7	AS2832HT	Small Front Progress & Rear Wings Logo	3	£ 13.74	£ 41.22	£ 14.00	£ -	£ 42.00	£ 2.28	10.25%	13.25%
Jul	6	AS2832HT	Small Front Progress & Rear Wings Logo	3	£ 13.80	£ 41.40	£ 14.00	£ -	£ 42.00	£ 1.20	1.43%	1.43%
Jul	4	LAN1824U	Small Front Progress & Rear Wings Logo	3	£ 11.50	£ 34.50	£ 3.00	£ -	£ 9.00	£ 3.00	50.00%	50.00%
Jul	37	AR1843A	Small Front Progress & Rear Wings Logo	3	£ 26.20	£ 78.60	£ 25.00	£ 25.00	£ 75.00	£ 3.00	3.87%	11.30%

Annual Sales Data (Online & Card Reader Sales)

Year	Month	Product ID	Product Code	Product Name	Quantity	Cost Price Each	Total Cost	Current Price	Sale Price	Total Retail Value	Profit	Margin %	Gross Margin %
2023	Jan	35	AR2832HT	Small Front Progress & Rear Wings Logo	2	£ 8.50	£ 17.00	£ 12.00	£ -	£ 24.00	£ 4.80	20.00%	20.00%
2023	Jan	42	SAM712N	Small Front Progress & Rear Wings Logo	2	£ 12.20	£ 24.40	£ 18.00	£ -	£ 36.00	£ 11.60	47.54%	15.32%
2023	Jan	34	S103831	Small Front Progress & Rear Wings Logo	2	£ 13.10	£ 26.20	£ 22.00	£ 14.00	£ 28.00	£ 1.80	28.15%	20.75%
2023	Jan	37	AR1843A	Small Front Progress & Rear Wings Logo	2	£ 26.40	£ 52.80	£ 33.00	£ -	£ 66.00	£ 6.00	10.00%	20.00%
2023	Jan	19	AS2832HT	Small Front Progress & Rear Wings Logo	3	£ 11.50	£ 34.50	£ 2.00	£ 2.00	£ 6.00	£ 3.00	25.00%	25.00%
2023	Jan	41	MUG1W	Small Front Progress & Rear Wings Logo	3	£ 11.99	£ 35.97	£ 14.00	£ -	£ 42.00	£ 2.51	25.91%	17.51%
2023	Jan	9	AS2832HT	Small Front Progress & Rear Wings Logo	3	£ 12.00	£ 36.00	£ 14.00	£ -	£ 42.00	£ 1.40	11.11%	10.00%
2023	Jan	7	AS2832HT	Small Front Progress & Rear Wings Logo	3	£ 13.74	£ 41.22	£ 14.00	£ -	£ 42.00	£ 2.28	10.25%	13.25%
2023	Jan	6	AS2832HT	Small Front Progress & Rear Wings Logo	3	£ 13.80	£ 41.40	£ 14.00	£ -	£ 42.00	£ 1.20	1.43%	1.43%
2023	Jan	4	LAN1824U	Small Front Progress & Rear Wings Logo	3	£ 11.50	£ 34.50	£ 3.00	£ -	£ 9.00	£ 3.00	50.00%	50.00%
2023	Jan	37	AR1843A	Small Front Progress & Rear Wings Logo	3	£ 26.20	£ 78.60	£ 25.00	£ 25.00	£ 75.00	£ 3.00	3.87%	11.30%

Treasurer's Summary

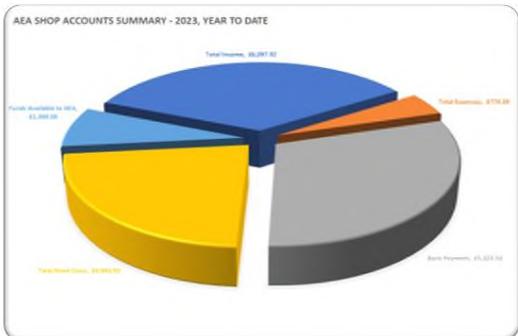
BOB'S MONTHLY SUMMARY SHEET													
A		B				C				D			
Month	Year	Revenue	Expenses	Profit									
Jan	2023	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0
Feb	2023	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0
Mar	2023	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0
Apr	2023	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0
May	2023	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0
Jun	2023	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0
Jul	2023	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0
Aug	2023	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0
Sep	2023	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0
Oct	2023	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0
Nov	2023	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0
Dec	2023	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0	1,336.91	1,336.91	0
TOTAL PAID TO AEA BANK ACCOUNT												1,336.91	

Already paid into AEA bank account

Will be paid into AEA bank account at end of relevant qtr

Includes payments made and to be made i.e. Jan to Jun have been paid into AEA bank account. July will be paid in at end of Q3 along with Aug and Sep sales

Summary Chart



Admin Team Meeting Minutes

Minutes of the Zoom meeting held on 11th July 2023 to discuss the Airborne Engineers Association online shop

Attendees: [List of names]

Agenda:

- Review of shop accounts
- Review of shop orders
- Review of shop products
- Review of shop marketing
- Review of shop logistics
- Review of shop finance
- Review of shop HR
- Review of shop IT
- Review of shop legal
- Review of shop other

Minutes of the meeting are available on the company intranet.

Stock Check Records

Product Name	Product Code	Product Option	Stock Level	Cost	Retail Price	Profit	Mark Up	Order	Total Cost	Retail Value	Profit	Revenue
1. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
2. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40
3. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
4. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40
5. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
6. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40
7. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
8. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40
9. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
10. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40
11. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
12. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40
13. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
14. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40
15. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
16. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40
17. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
18. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40
19. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
20. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40
21. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
22. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40
23. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
24. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40
25. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
26. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40
27. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
28. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40
29. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
30. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40
31. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
32. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40
33. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
34. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40
35. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
36. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40
37. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
38. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40
39. [Product Name]	[Code]	[Option]	2	111.10	144.00	32.90	29.5%	222.20	222.20	444.40	32.90	444.40
40. [Product Name]	[Code]	[Option]	7	111.10	144.00	32.90	29.5%	777.70	777.70	1555.40	32.90	1555.40

Future Plans

- Sell 23 Regt PRI products via our shop

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Any Shop Related Questions or Comments?



This presentation will be made available to members via the Members Only section of the AEA website and in the [DataHub](#)

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Association Merchandise

Visit the AEA [Online Shop](#) for Product Details & Pricing or click a specific product link from the following table to view the product in store. **See separate table on next page for Sale items**

Headgear

[Beanie Pull Down Black Wings logo 'AIRBORNE' wording](#)

Sweatshirts

[Sweatshirt Maroon Large Pegasus & "AIRBORNE ENGINEERS' Logo](#)

Polo & T Shirts

[T Shirt Cotton Maroon Small Front Pegasus & Rear Wings logos](#)

[T Shirt 'Wicker' Large Pegasus & "AIRBORNE ENGINEERS' Logo](#)

[Polo Shirt Maroon Small Pegasus Logo](#)

Jumpers

[V Neck Jumper Woollen Maroon Mini Pegasus Logo](#)

Rugby Shirts

[Samurai Rugby Shirt > Grandad Collar Design](#)

[Samurai Rugby Shirt > Full Collar Design](#)

[Traditional Rugby Shirt Maroon Small Wings Logo](#)

PT Kit

[Vest Wicker Fabric Maroon Small Front Pegasus & Wings logo](#)

[Vest Cotton Maroon Small Front Pegasus & Wings logo](#)

Cummerbund, Bow Ties, Cufflinks, Tie Clips & Ties

[Cummerbund - Wings and Pegasus Logos](#)

[Bow Tie - Self Tie Design](#)

[Cufflinks - Gold Pegasus](#)

[Pegasus Tie Clip / Slide](#)

[Cuff Links Corps & Pegasus logo](#)

[Bow Tie \(Wings & Pegasus\) Clip Fastening](#)

[Airborne Engineers Tie \(wings\)](#)

[Airborne Engineers Tie \(wings & Pegasus\)](#)

[Airborne Engineers Tie \(Pegasus\)](#)

Badges

[Lapel AEA Corps Badge + Pegasus Design](#)

[Lapel Ladies Gold Coloured Pegasus Brooch](#)

[Car Grille Badge \(AEA & Pegasus Logo\)](#)

[Association Car Sticker \(inside screen mounting\)](#)

[Blue Wings Lapel](#)

[Association Blazer Badge](#)

Miscellaneous

[Mug 'Regular 325ml' wings Pegasus cap badge logo](#)

[Mug 'Large Size 444ml' wings Pegasus cap badge logo](#)

[Association Shield](#)

Sale Items

The following items are on sale (limited stock and size options):

SALE

Click a link to view the item in store	Original Price	Sale Price
Sweatshirt Maroon Crew Neck Small Breast Pegasus Logo	£19.50	£14.00
Sweatshirt Maroon V Neck Small Breast Pegasus Logo	£19.50	£14.00
Sweatshirt Blue V Neck Small Breast Pegasus Logo	£19.50	£14.00
Crew Neck Sweatshirt, in Blue with Pegasus logo	£19.50	£14.00
Polo Shirt, in Blue with Pegasus logo	£15.00	£11.50
T Shirt Cotton Maroon with small Pegasus logo	£9.00	£7.00
T Shirt, Cotton Blue with small Pegasus logo	£9.00	£7.00
Fridge Magnet Association Logo	£2.50	£2.00
Paper Weight (AEA & Pegasus Logo)	£5.00	£4.50

Obituaries

Ray Checkley

By John Lee



Ray Checkley sadly passed away on the 6th September after losing a long fight with cancer. He enlisted with 131 Parachute Engineer Regiment (TA) in 1964 and served with Plant or Sp Troop at Kingsbury where I first met him.

He was a keen, jovial member of the troop and worked his way up the promotion ladder finally serving as a Sgt when he left the Sqn in 1976. After having completed his parachute course and completing his combat engineering training he qualified as a plant driver and regularly attended the annual camps including several in Germany and Sharjah in 1973.

Ray attended many of the 131 and AEA reunions until fairly recently and he will be sadly missed. Our condolences go to Ruth, his partner and the family.



l to r:
John Piffner, Paddy Bracken, John Brennan,
Ray Checkley & Mick Ridge

RIP Ray



Ron Day

Ron Day was a loving husband to Dorothy and later Daphne and a beloved father to Anne and Martin and Grandad to Joe.

Ron was born and grew up in Portsmouth, son to John and Nora. He was the second eldest in a family of four children having one older brother, Jack and a younger sister Gill and brother Geoff.

He enrolled as a boy soldier in 1943 at the age of 14, going on to enlist in the army proper just before his 18th birthday when he joined the Royal Engineers where he was to go on and complete 28 years military service.

Ron was to meet Dorothy at their mutual friend's wedding. He was 22 years of age when he and Dorothy were themselves married in May 1951 in Aldershot. A month later Ron, was shipped out to Egypt's Suez Canal Zone.

It is difficult to imagine now, but he was to be away without leave for three years, a time where he was separated from his new wife, but where he was to form friendships which lasted a lifetime, especially Eric Blenkinsop (who was to be Martin's godfather), Tom Thornton, and much later, Tom's wife Bobby.

When Ron eventually returned to the UK in 1954, he and Dorothy were then able to start their married life proper. They were first stationed in Chatham where they saw the arrival of Anne in 1956, before moving to Warminster.

A few months after Martin was born in April 1958, Ron was posted to Benghazi in Libya, although this time he was able to take Dorothy and his young family with him, where they stayed for three years.

At the end of those three impressionable years, the entire family were packed into a car, filled to the brim with possessions and provisions and they travelled over 3,000 miles back to the UK through Tunisia, Italy, Switzerland and France. A feat that would be adventurous today let alone in 1961, a time when cars were not as comfortable or reliable as they are today, and with none of the infrastructure and roads we now take for granted.

After periods in Derby and Barnard Castle, in 1964 the family were posted to Germany, for what was to be home for many years.

The family were first in Hanover, then then moved to Paderborn.

Once they were both old enough, Anne and Martin were both to take advantage of the army's policy at that time to fund boarding schools in the UK.

In 1969, as man landed on the moon, Ron was sent to Malaysia to build a bridge in the back of beyond which if you know exactly where to look, Google Earth would suggest that it is still standing today. While in Malaysia Ron was to be again separated from Dorothy who was relocated to Uckfield in the UK. For a whole year, Ron, a gifted writer, wrote long letters to Dorothy every day in his beautiful handwriting.

Ron and Dorothy were to be reunited after a year where they then headed back to Germany, this time to the Pied Piper city of Hamelin.

It was in Hamlin that Ron and Dorothy were to become good friends with their neighbours Fred and June Still, an acquaintance that would become very significant many years later.

After two years in Hamelin, Ron left the army in 1972 and Ron and Dorothy travelled back to the UK and bought their first property in Farnham, close to three of Dorothy's sisters' families.

Ron joined the Civil Service Property Service Agency, working in London and was responsible for the maintenance, upkeep and improvement of key government buildings.

During this time Ron took it upon himself to build an extension to the family home, where for many months he would get home at 6pm, have something to eat and then work until 10pm on the extension, and at the weekend all day Saturday and Sunday.

After a good number of years, Ron and Dorothy got itchy feet and Ron requested an assignment in Germany and he and Dorothy kept the Farnham home but went back to Germany this time to Bergen-Hohne.

In Germany, what had been Ron's role when he was in the army had since been assigned to the PSA so he was now a Civil Servant attached to the military, managing the maintenance of the region's British and NATO military infrastructure. Their social life being very much back among the military community, a time that Dorothy and Ron both enjoyed to the full.

It was while they were in Germany that Dorothy was diagnosed with cancer. As the cancer gradually took hold, the Civil Service allowed Ron to return with Dorothy to the UK, inventing a job that he didn't really need to do. Once the hospital had given up on their treatment, Ron took Dorothy back to the family home in Farnham and cared for her until she died in the summer of 1987.

The loss of Dorothy was a difficult time for Ron, he returned to Germany this time to Soest, where he lived on his own in a house on the banks of the Möhnese.

Although Anne and Martin and many friends and family went to visit Ron in his rather swank Bachelor pad, it was without doubt a difficult time.

It coincided with the end of the cold war and having so recently lost Dorothy, he was tasked with turning off the lights, as the bulk of the NATO forces all returned home. It is a time that he must have felt everything was coming to an end as he reached his own retirement; the Forces TV and Radio stations shut down, the NAFFI and Officers Mess closed their doors and his colleagues were one-by-one relocated. A job that nevertheless he stoically completed before his own retirement at the start of 1990 aged 61.

From 1990 through to 1999 were Ron's wilderness years, he kept busy, with many of his family benefiting from his carpentry skills. He holidayed on his own and with the family, played golf, was always doing something, and worked hard at staying in contact with friends and family.

In 1999 Jane, the daughter of June and Fred Still, who as previously mentioned were Ron and Dorothy's neighbours in Paderborn, introduced Ron to her cousin Daphne.

Jane had tried countless times to engineer a meeting between Daphne and Ron, thinking them suited to one another, but time after time Daphne had rebuffed Jane's attempts, until Jane said that she would try one more time and Daphne finally relented.

To cut a short story even shorter, Ron and Daphne met and proved to be soulmates; Ron proposed to Daphne on Millennium eve, and they married in June 2000, in Loch Lomond.

They were together, first in Farnham and then in February 2010 they moved to Worthing to a flat facing the sea where they continued to be devoted to each other.

They were to enjoy eleven years together but where life had been so good, it was then cruel, when Daphne was to die in December 2011. Ron was devastated at the loss of Daphne, something that even twelve years later he never fully came to terms with.

Year after year Ron would make a weekly trip from Worthing to Cobham to Daphne's memorial stone laying fresh flowers and taking the time to visit Daphne's mother Josephine.

Only when his driving license was prised from his hand, at 92 years of age, did he stop going weekly, but he still managed almost monthly visits.

In a letter that Ron left for Anne and Martin, he was able to express better than anyone his true feelings when he wrote:

In meeting your mother Dorothy and marrying, I was indeed extremely fortunate. Latterly of course, I was yet again most lucky to have met and married Daphne. How very, very fortunate to have had the love and companionship of two, so lovely ladies. Ladies for whom I would have willingly died for. (Ron Day 6 March 2012)

To those that met Ron they might comment that he was always impeccably dressed, polite and kind with a positive attitude.

That he had high morals, but rarely was he judgemental of others.

They might say that he was generous with his time, wisdom and resources.

He had a hot line to the local flower shop.

He would always say "please" and "thank you," hold the door open for others, tip generously, and smile often.

He was as confident and equally comfortable at a casual gathering with friends as he was in more formal environments.

He had a strong work ethic, taking pride and giving his best to whatever, he did.

He was rarely idle and always a prolific reader of books.

He had the most beautiful handwriting, no emails, his letters were always crafted with a fountain pen and many of his family have kept their letters and continue to treasure them along with the small gifts he would send.

He had great self-discipline. Throughout his eighties he would exercise on his bike for two hours, three times a week and was still doing 150 sit-ups into his nineties. When Martin asked Ron why he wanted to trade his cross trainer for an exercise bike, he said that he didn't feel the cross-trainer was giving him a good enough work-out.

Ron was well-spoken, an attentive listener, had a wonderful sense of humour and a great laugh.

He would try to do the right thing even when no one was watching, a man of his word, who would not be swayed by peer pressure or by popular opinion.

To many he was a good and loyal lifelong friend, who made the people he met feel special.

Women adored him, men respected him.

When his great friend Bob Prosser was informed of how the hospital staff at Worthing hospital who cared for Ron had told Anne and Martin that they adored him Bob wrote, "I can just imagine all the nurses falling in love with him. What a wonderful smoothy he was."

Simply put, Ron Day was a Royal Engineer, a true gentleman, and such a wonderful loving father and to many, a great friend.

Join the Airborne Engineers Association

Eligibility

The Airborne Engineers Association (AEA) was formed in 1989 and is open to all personnel who have served, or are still serving, on the strength of any Airborne Engineer Unit.

This also includes parachute trained Royal Engineers who have served, or are presently serving with any Regular or TA unit, which has in its order of battle a parachuting capability.

Membership may also be given to any person who in the opinion of the Executive Committee has rendered special service to the Airborne Engineers.

The Association currently has seven branches:

Aldershot, Birmingham, Chatham, 299 Association (Hull), Scotland, Wales and West & Yorkshire.

Life membership of the Association costs just £25.00

Unsure if you're eligible to join the AEA or have any other questions? Get in touch via our [Contact](#) page or via email contactaeawebmaster@gmail.com

Apply for membership via [web form](#)

or print, complete and post the following PDF documents

[Membership Application Form & Gift Aid Declaration](#)

General Data Protection Regulations - [Personal Data Consent Form](#)
