

Lossie Lighthouse

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LOSSIEMOUTH**

Winter 2020

The Magazine of RAF Lossiemouth





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Front Cover: Copyright RAF Lossiemouth Photo Section.

Hello From the Editor!

Sqn Ldr David Wild

I'd like to welcome everyone
to the Winter edition of the
Lossie Lighthouse. Thank
you all for your continued
help and assistance with the
magazine, without which
none of it would be possible.
Whilst the last two editions
have been released digitally,
we hope to re-start physical copies to sections and
families as soon as possible.

As always, if you have any submissions, ideas or comments
about the magazine, please do not hesitate to get in touch.



Lossie Lighthouse is the magazine of RAF Lossiemouth and is intended to be read by
station personnel and their dependants. It is not an official document and the opinions
expressed within it are not necessarily those of the MOD, the RAF or the editorial staff.

STATION COMMANDER'S FOREWORD

Group Captain Chris Layden

I'd like to extend my welcome to the Winter edition of the Lossie Lighthouse.

Against the backdrop of COVID-19, I have been immensely proud of what the Team Lossie continues to deliver on a day to day basis. Typhoon QRA and Kinloss Bolthole proved to be hugely successful, and with the runway works nearing their completion, I was delighted to recently welcome both Typhoon and P8 back to home turf. A huge thanks must go out to our Army brethren at Kinloss barracks and Leuchars Station for their unparalleled support during this period.

Whilst this important infrastructure work continues, Lossiemouth has simultaneously delivered on operations globally. 5 FP wing continue their excellent work in response to Governmental COVID-19 response, 6 Sqn return successfully completing Baltic Air Policing whilst II(AC) have delivered another outstanding Op SHADER deployment. In addition, CXX have taken delivery of their third P8 – "Terence Bulloch DSO* DFC* - a fitting homage to a pilot with the greatest number of submarine attacks in the Battle of the Atlantic.

This work is all down to you, Team Lossie: "One Team, Delivering Together, Safely". I wish you and your families all the very best.



Chaplain's Corner

Friends and Colleagues,

We have been through (and continue to live in) a strange and difficult time, with considerable uncertainty inherent in the situation and in our lives. Some people have really struggled during the pandemic and lockdown period, and mental health is being talked about even more than it was previously. We are aware of issues around mental health and wellbeing more than ever, and to some extent, the stigma associated with mental illness has decreased or disappeared (though certainly not entirely).

So, I thought I would give you Padre Richard's take on how we can help ourselves to be more content, happy and more mentally resilient. All of these suggestions have helped me personally and a lot of others, and all of them are things that are being talked about and recommended.

- 1) Socialising. We are naturally social creatures, even if like me you are an introvert who needs time alone to recharge his batteries. Socialising is often with friends, but also getting to see your family such as parents, grandparents and siblings is important, especially now when we may not have seen them for quite some time. We are lucky that even during lockdown, we could still maintain contact and socialise online with our families and friends- Though this is not the same as actually seeing people in person.
- 2) The Great Outdoors. As I regularly tell my 14 year old son, fresh air and exercise are really important, but also, many people have connected (or reconnected) with the natural world during lockdown when it was unusually quiet and peaceful and we were confined to our local areas. And if you are stationed at Lossiemouth, there are fantastic opportunities for AT and getting out into the mountains, forests or onto the beaches, whether this is on foot or on a bike. Ask me or an ATI if you need some suggestions for mountains to climb!
- 3) Phys. In the military it is really important (indeed mandatory!) that we keep fit, but exercise is also good for

our mental health and an important part of many of our lives and routines. Most of the usual opportunities for physical exercise were taken away from us during lockdown, but (as I write) are being opened up again. I've benefitted greatly from the outdoor circuits led by the PTI's on Station, and now these have been extended in scope with the Stn Gym about to open again.

- 4) Being able to do things you love. I know that many of you enjoy gaming, which you have been able to continue to do throughout these last 6 months and is a good way of keeping connected with others. But many sports, physical activities and hobbies had to stop, though some, like golf, have restarted. One of my favourite things is ringing church bells and I have no idea when we campanologists will be able to start ringing together again as we were before coronavirus hit! But whatever it is that floats your boat, I hope you can begin doing it again before long (if you haven't already) as this is certainly good for our mental health.
- 5) Take time to be aware of yourself and be thankful for who you are and what you have, in terms of relationships, work, possessions and so on. Mindfulness has become a big thing recently and can be very helpful, but I do think that a positive attitude towards ourselves, our lives and especially those around us goes a long way to make life better.... To be slightly theological for a moment, treat others as you would want to be treated yourself.

So, take care of yourselves and those around you, and I wish you all good mental, physical and spiritual health.

Padre Richard Clement





The last few months have been busy for 1(F) Squadron, trying to maintain business as usual despite the challenging circumstances that 2020 has been providing. 1(F) returned to Lossiemouth in late March, following CAPEVAL, a NATO assessment of the UK Typhoon Force down at RAF Leeming. Since then, the squadron has been the 'home team' for the Lossiemouth Typhoon Wing whilst both 6 and 2 Squadron have been deployed on Ops. This has clearly been a challenging time, with UK defence unable to take a break during the nationwide lockdown, and as such 1(F) has been striving to keep running to full capability whilst doing so in a safe and covid compliant manner.



Intercepting a USAF B-52 overhead Belfast to show NATO solidarity across partner nations.



A 1(F) pilot seamlessly blending into the ground environment whilst operating with Army and Marine JTACs.



Over the summer we have been the UK high readiness squadron, requiring all personnel to be current and ready to deploy at a moment's notice. This means 1(F) have been practicing all the various skill sets that the Typhoon is capable of both airborne and in the simulators, in order to prepare for whatever task they may be called to perform. As part of this, before the squadron takes on its high readiness status, it is assessed by a Standards Evaluation team of experienced Typhoon pilots. Fortunately, through hard work by everyone on squadron, 1(F) was assessed as well above the required standard.

Alongside the covid challenges, RAF Lossiemouth's runway closure has also provided more hurdles to overcome, with QRA having to be relocated to Leuchars and routine training flying occurring at Kinloss Barracks. Despite this, 1(F) were part of the team that performed 3 live scrambles over 6 days to intercept Russian aircraft that entered the UK Flight Information Region, showing that even under unusual circumstances QRA are ready to defend

UK airspace 24/7. Alongside this, 1(F) intercepted a USAF B-52 that was overflying all European NATO countries in a single day as part of a demonstration of NATO solidarity.

Through September one of the squadron focusses has been conducting Close Air Support training with Tri-Service Joint Terminal Attack Controllers (JTACs). This involves members of the Army and Marines on the ground talking Typhoons onto targets in their close vicinity. Clearly this requires good co-ordination between the ground and airborne units, and during this 3-week period some 1(F) pilots were lucky enough to go out in the field with the JTACs and have a go from the opposite end of the radio. This proved to be an interesting and entertaining experience for all involved and was certainly beneficial in building tri-service relationships. The squadron's focus on air-to-surface training will continue through to December, with 1(F) preparing to head off to Cyprus in January to take over Operation Shader from XI(F) Squadron.



1(F) crews scramble from Leuchars to intercept Russian aircraft.



II(AC) Squadron

SUMMER/AUTUMN 2020

The summer of 2020 saw 'Shiny Two' deploy to Operation SHADER, the UK's contribution to the international Coalition effort to defeat Daesh in Iraq and Syria, and deny any resurgence of the terrorist group in the Middle East.

The two months leading up to the deployment saw II(AC) Squadron complete an intensive pre-deployment work-up, working jointly with ground forces from the Army and Royal Marines, before deploying to RAF Akrotiri in Cyprus.

DEPLOYMENT AND QUARANTINE

Deploying on Ops at the height of the COVID 19 pandemic meant extra layers of complexity and uncertainty were added, with a significant period of quarantine for pilots and groundcrew alike. Resourceful and resilient, squadron members used the opportunity of enforced isolation together to conduct fitness training, further reading of tactics and procedures, and even a well-attended whole-squadron Sports Day. The three-legged race in 40-degree heat proved challenging in multiple ways...

Once out of quarantine, II(AC) Squadron became part of 903 Expeditionary Air Wing (903 EAW), under the command of No. 38



Expeditionary Air Group (38 EAG). As a vital part of the UK mission, II(AC) Sqn and the Typhoon Detachment delivered 100% of all tasking, conducting sustained and complex missions over Iraq and Syria.

FORCE DEVELOPMENT AND ADVENTUROUS TRAINING

While working on Op SHADER operations for 6+ days a week, squadron personnel also took the opportunity to conduct Force Development (FD) and Adventurous Training (AT) on the Mediterranean island of Cyprus.

The Squadron conducted a visit to the UN Buffer Zone in Nicosia, hosted by 7 RIFLES Battlegroup, the resident United Nations Battalion. In 1974 a Greek military coup, which aimed to join the island of Cyprus with mainland Greece, led to a Turkish invasion and the division of the island between Turkish Northern Cyprus and the Greek Cypriot Republic of Cyprus. Since the 1974, the UN Buffer Zone has separated the two areas of Cyprus. Approximately 60,000 troops on both sides have scrutinised every move along the Zone for over four decades – with 860 unarmed UN troops sandwiched between the opposing checkpoints, sandbags and fortifications. II(AC) Sqn personnel were given a fascinating tour of the Zone by soldiers from 7 RIFLES, which provided unique insight into working with the UN as part of OP TOSCA (the UK contribution to the UN Peacekeeping Force).



In addition to FD visits, a number of squadron members made the most of the warmer sea temperatures and accomplished a Sub-Aqua 'Try Dive' with the local dive club. Nearby wrecks in Akrotiri Bay were explored, with the dive completing the first step on the path to a full 'Ocean Diver' qualification. Only time will tell whether diving in the North Sea proves as attractive as in the Mediterranean when the team returns to Lossie...

KITE SURFING, CYCLING AND HILLWALKING

As well as Sub-Aqua diving, several squadron members also enjoyed the warm coastal winds of Episkopi Bay and qualified as kite surfers. Although many hope to continue kite surfing after returning to Scotland, all would agree that a sandy beach with warm water is the best place to learn, especially since the process of mastering the sport involves frequent wipeouts into sand or sea!



In addition to the numerous watersport activities on offer in Cyprus, there were also opportunities for hill walking and cycling on the island. Challenging excursions took place to the Troodos mountains and several keen cyclists reached the top of Mount Olympus, where the climate at 6,404ft elevation is dramatically cooler than the coastal T-shirt weather.

RETURN TO LOSSIE

In sum, II(AC) Squadron delivered a highly successful OP SHADER deployment: sustaining the UK and Coalition effort in destroying Daesh, preventing any resurgence, and protecting allies and UK interests in the region. At the same time, squadron members made the most of opportunities to expand their wider military knowledge through Force Development and gain new skills and qualifications by conducting AT and sports training whenever possible. The Squadron looks forward to reuniting with family and friends on return to RAF Lossiemouth and enjoying the cooler climate of north Scotland in the autumn.





6 Squadron



Following their return from Op AZOTIZE and the beginning of their work-up to R2, 6 Squadron celebrated an important historic milestone. The 15th October 2020 marked the 70th anniversary of King Abdullah I of Jordan inviting 6 Sqn officers to the Royal Palace in Amman to receive a personal Royal Standard, making 6 Sqn the only RAF Sqn to hold two Royal Standards.

The honour was in recognition of 6 Squadron's many years of service in the Middle East (from July 1919 to 1969), where a close bond was formed between the Sqn, the Hashemite Royal Family of Jordan and the Royal Jordanian Air Force (RJAF). In 1940, the Emir Abdullah of then Trans-Jordan was granted the honorary rank of Air Commodore in the Royal Air Force, with the Sqn carrying out a flypast in his honour from Ramleh in Palestine. Ten years later, on 31st May 1950 the Sqn arrived in Mafraq, Jordan in their new Vampire Mk5s to trial using a sand airfield as a base for jet operations. The Squadron continued its close relationship with Jordan throughout the 1950s and 60s, with both King Talal and King Hussein before returning to the UK in 1969. Following their return to the UK, King Hussein attended the Squadron's Diamond Anniversary celebrations in January 1974.

Later, in 1995, to mark the 45th anniversary of the awarding of the Royal Standard by King Abdullah I there was an exchange of Friendship flags between 6 Sqn RAF and 6 Sqn RJAF. This was split over two events, one held at the King Hussein Air College in Mafraq and the other held at RAF Coltishall. Following this, the relationship remained strong



6 Sqn Royal Jordanian Standard.

and King Abdullah II was the Reviewing Officer at the 6 Sqn RAF 90th Anniversary celebrations at RAF Coltishall on 12 February 2004. The last formal interaction between 6 Sqn RAF and 6 Sqn RJAF was in 2017 when 6 Sqn RAF visited Amman on their way to support Exercise MAGIC CARPET in Oman.



6 Squadron RAF had hoped to hold a parade to celebrate both the 70th anniversary of the presentation of the Royal Standard and the 25th anniversary of the exchange of Friendship flags. Regrettably, COVID-19 restrictions have prevented such activity for the foreseeable future but a socially-distanced photograph was taken with personnel from a broad cross-section of trades and experience across the Squadron, led by Wing Commander Matthew D'Aubyn. Seven members of the Sqn were chosen to each represent a decade since the presentation of the Royal Standard by King Abdullah I back in 1950.



23 Nov 95. King Hussein inspects 6 Sqn personnel flanked by Parade Commander Sqn Ldr Edgar, 6 Sqn SEngO.



A IX(B) Squadron Typhoon post air to air refuel during Ex CRIMSON OCEAN.



IX(B) Squadron

The Bats' last update highlighted many of the Red Air exercises in which we participated. In this edition you'll see the part we've played in major NATO exercises, notice some of our personnel have changed and find out about where our new home at RAF Lossiemouth will be. We have a lot to share with you, so let's get on with it!

IX(B) Squadron is an aggressor squadron, which means we utilise the tactics, techniques and procedures of potential adversaries to give realistic threat representative simulations to provide the best possible training to other front-line squadrons and units; this is often referred to as 'Red Air' flying.

One of the high points in June was providing Red Air support to Exercise CRIMSON OCEAN, a joint RAF and RN training exercise to deliver routine fighter and helicopter operations, in a range of environments from the aircraft carrier HMS Queen Elizabeth during the latest phase of her readiness cycle. Held in UK waters and the Eastern Atlantic, the ship was assessed in its ability to defend from air, surface and sub-surface attack before she deploys operationally next year.

As dedicated Red Air, IX(B) Squadron have been providing airborne opposition for the Carrier Strike Group to train against. Whether in direct defence of the carrier, or on Strike and Air Interdiction missions onto the UK Mainland, the F-35s embarked on HMS Queen Elizabeth were thoroughly tested by a dedicated and professional Red Air simulating a number of different threats.

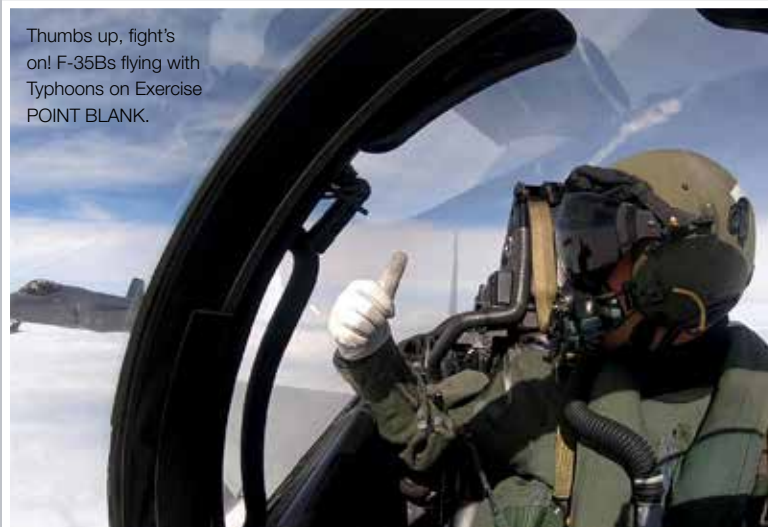
Exercise POINT BLANK is a quarterly joint RAF and USAF exercise which takes place over the North Sea to prove warfighter readiness using realistic training against near-peer adversaries. Over 45 aircraft took part on 12 May, including F35s from 617 Sqn RAF Marham, Typhoons from RAF Lossiemouth and RAF Coningsby and F15s from RAF Lakenheath, as well as several Airborne Warning and Control System (AWACs) and Air to Air Refuelling (AAR) aircraft. The scenario for this specific exercise included deliberate Combat Search and Rescue (CSAR), reactive CSAR, Defensive Counter Air and Destructive Suppression of Enemy Air Defences.

In addition to the huge benefits of training alongside our NATO allies in the air, it's also of enormous training benefit for support staff on

the ground who maintain the aircraft, provide air traffic control and manage the battlespace environment; ultimately enabling the pilots to be more effective in a range of disciplines in the air.

In September IX(B) Squadron also played its part in the latest iteration of Exercise POINT BLANK, this time with new players from the Royal Netherlands Air Force in F-35As, along with two USAF F-16 Squadrons operating from Italy, F-35Bs from 617 Sqn and the US Marine Corps operating F-35Bs. Our Typhoons acted as the enemy for these fifth-generation stealth fighter aircraft, simulating the tactics and threats of our adversaries to provide a complex air-battle that tested the skills of all pilots involved in their world-class and futuristic aircraft.

Thumbs up, fight's on! F-35Bs flying with Typhoons on Exercise POINT BLANK.



Voyager tankers from RAF Brize Norton also supported Exercise POINT BLANK, ensuring training opportunities were maximised by keeping aircraft airborne longer and allowing more realistic training. It was a significant privilege for IX(B) Squadron to be the first RAF jets on the hose of the new Vespina VIP voyager with its new (and some say controversial) paint scheme!



A RAF Typhoon, flown by a IX(B) Squadron Pilot, waits for the F-35Bs to finish refuelling.

However, it hasn't all been about major exercises this summer! IX(B) Squadron escorted both USAF B-1B Lancer and B-52 long range bombers across the country as they flew training missions across the world, which was used to train for a Quick Reaction Alert (Interceptor) North (QRA(I)N) scramble as we 'intercepted' the USAF aircraft.



A IX(B) Squadron pilot escorts a B-1B Lancer (left) through UK airspace.

On 8 May 2020 two pilots from IX(B) Squadron proudly soared over Edinburgh at 10:00 hours to commemorate the 75th anniversary for Victory in Europe day (VE75). The jets flew as a pair over Edinburgh city while the UK stood still for a moment of remembrance.

Our personnel have also been busy this summer. In April two pilots left us, one short-term to the Falklands and the other posted out as the new executive officer for II(AC) Squadron deploying on Operation SHADER. In early summer our Operations Officer and many of our engineers deployed to Operation AZOTIZE with 6 Squadron to Lithuania as part of the RAF's Baltic Air Policing Mission, flying alongside Spanish F-18s protecting the skies from unidentified and potentially threatening aircraft. We have seen new faces join us throughout the summer with three new pilots, including our new executive officer, a new engineering officer, new admin staff, new air and space operations specialists - the list goes on! We would like to welcome all those who have joined us and say a special thank you to those that have left us to continue their RAF career elsewhere.

Since IX(B) Squadron stood-up at RAF Lossiemouth back in April 2019 we've been lodging with 6 Squadron, but we're here to stay and it's only right we get a proper, fit for purpose home (and no doubt 6 Squadron will be glad to see the back of us and have their office space back!). This summer, the RAF officially announced the plans for Hanger Two be converted for use by IX(B) Squadron. This will include an all new suite of facilities for mission planning, briefing, team management, flight management, aircraft maintenance and more. We're very excited about this and as work has now started we can see the demolition and progress teasing us every day.

Whilst the Station's Aircraft Operating Surfaces are being refurbished flying has taken place from two 'bolthole' locations in Scotland – Kinloss Relief Landing Ground (RLG) for routine flying and Leuchars Diversion Airfield (LDA) for QRA(I)N. The team of engineers, pilots, survival equipment specialists and air and space operations specialists from IX(B) Squadron have been hard at work between the three stations. Routine aggressor flying takes place from Kinloss with a 'home-team' looking after the jets between RAF Lossiemouth and Kinloss Barracks. QRA(I)N is based from LDA and teams are deployed there for around one week at a time to maintain the UK's high readiness state to respond to threats to UK airspace. IX(B) Squadron personnel have been instrumental in ensuring BOLTHOLE is a success

A pair of Typhoons take-off for the VE(75) flypast.





Jets on the line at Kinloss during Operation BOLTHOLE.

and this a testament to the hard work and dedication from all our personnel from all branches on the Squadron.

During Operation BOLTHOLE IX(B) Squadron crews have held QRA(I) N duties alongside pilots from 1(F) and 6 Squadrons. Our pilots have been fortunate to be on duty when the call to cockpit comes, and have launched on multiple occasions to intercept Russian Bear Foxtrots and Russian Tu-160 Blackjacks. The Russian Bear Foxtrot is primarily used as a maritime patrol aircraft, much like the RAF's new P-8A Poseidon only much older. They specialise in Anti-Submarine Warfare and Maritime Reconnaissance across the world, regularly approaching the UK's area of interest without talking to UK Air Traffic Control which can cause serious safety implications for other aircraft operating in the surrounding airspace. RAF Typhoons are routinely scrambled to intercept and monitor their movements and help air traffic controllers deconflict traffic in the air. Alongside the Bear, the Blackjack is a long range and high-altitude bomber from the cold-war era. This aircraft will also fly long distance and extended duration missions without communicating to the appropriate air traffic services.

Well, that just about rounds things up from the Batcave and Gotham. No doubt we'll be just as busy over the winter months – we look forward to updating you in due course. Remember, 'There's Always Bloody Something!'



QRA(I)N scramble from Leuchars Diversion Airfield during Operation BOLTHOLE.



51 Sqn RAF Regt with their trophy haul from the RAF Regt Operational Shooting Competition.

51 SQN RAF REGIMENT

2019 saw 51 Squadron RAF Regiment deliver two Short Term Training Teams to Nigerian Air Force Regiment personnel at Kaduna Air Base furthering their Air Force Protection capability. The evolution of Training Team deployments since 2015 has seen Squadron officers and airmen taking an increasing mentoring role with their Nigerian counterparts. Significantly, the November deployment also saw the introduction of Human Security, Protection of Civilians and Gender training workshops to the Nigerian Air Force, influencing both the lowest ranks and Air Force hierarchy and promoting the concept and culture of Human Rights. The Squadron deployment provides opportunities to the RAF Regiment's junior commanders to instruct their Nigerian counterparts in low level tactics, contributing to the UK's Defence Engagement strategy.

Internationally partnered training opportunities continued with a Flight level deployment to Upjever Air Base, Germany, for a collaborative Force Protection exercise with the Objektschutzregiment der Luftwaffe, the RAF Regiment's German Air Force counterparts. The Complex Air Ground Environment orientated exercise, Ex GLOBAL CHEETAH, saw an exchange of tactics, techniques and practices between nations, culminating in a Joint training exercise around the airfield.

51 Squadron RAF Regiment conducted Joint Personnel Recovery capability development training with the Chinook Force as part of Exercise JOINT WARRIOR at RAF Lossiemouth during October. Forming the primary element of Ground Extraction Force, the Squadron conducted a variety of scenarios across Scotland and the North of England with the Chinook Force, aimed at finding and extracting isolated personnel from both contested and non-contested environments.

The Squadron's Shooting Team were highly successful at the RAF Regiment Operational Shooting Competition, taking home 25 of 33 trophies. Gunners from the Squadron also provided the majority of the RAF Lossiemouth Shooting Team with individuals competing at both Inter-Services and at international Skill At Arms meets, representing Corps, Air, and UK Armed Forces.

The Squadron maintained readiness for ceremonial duties, and in 2019 provided the Guard of Honour at RAF Lossiemouth Battle of Britain commemorative events. 51 Squadron RAF Regiment also provided the RAF contingent at the Scottish National Service of Remembrance in Edinburgh in November alongside representatives from the Royal Navy and the British Army.

Sporting and training opportunities continued with the Squadron taking advantage of the Scottish terrain. Squadron weekly physical training sessions included Moray coastline loaded marches and Lossiemouth beach circuits, as well as Adventurous Training and Force Development opportunities in the more mountainous regions of the country. The Squadron also organised and ran a Station boxing event, drawing talent from the Squadron, Station, other RAF Regiment Squadrons and the local Elgin based boxing clubs with whom the Station Boxing Team enjoy close ties. In addition to boxing, Squadron personnel represented, at multiple levels, in triathlon, rugby, archery, football, brazilian Ju-Jitsu, badminton, ice hockey and golf.



Cpl MacDonald getting a back brief from one of his students on STTT 19-1.



Ex GLOBAL CHEETAH interoperability brief
on German Air Force tactics.



Strn Boxing SAC Evington and SAC MUIR.



UK and German Air
Force Joint training
on Ex GLOBAL
CHEETAH.



51 Sqn RAF Regt conducting JPR serials with the
Chinook Force on Ex JOINT WARRIOR.



51 Sqn RAF Regt instructors oversee a Nigerian Air Force Regiment patrols lesson on STTT 19-1.



51 Sqn RAF Regt demonstration of TTPs on Ex GLOBAL CHEETAH.



Practicing low level tactics around West Frew Air Field on Ex FIGHTING CHEETAH.



Sqn Gunners conducted training with 27 Sqn Chinooks ahead of deploying on Ex JOINT WARRIOR JPR tasks.



CXX Squadron

Crew 4 aircrew at NAS Jacksonville, Florida.

The summer term has continued to be a remarkably busy period for most elements of CXX Squadron. With Crews 1 and 2 being the most qualified to fly the 2 Squadron aircraft, the bulk of the sorties have been conducted by them. That does not mean that the rest of the Squadron have been resting on their laurels; the training of follow on crews has continued apace, both in the UK and the US throughout this period.

The early summer time was filled with exercises for Crews 1 and 2 with Crew Training sorties taking place during Exercises Joint Warrior, Grampus and Dynamic Mongoose. All of these were utilised to hone both Anti Submarine and Anti Surface warfare skills and giving the newly Limited Combat Ready (LCR) aircrew the opportunity to gain experience towards being fully fighting fit in the near future. Of note during Dynamic Mongoose, the UK P8 achieved notable integration with US forces, and was capable of conducting a simulated attack on the enemy submarine within 10 minutes of arriving on task having utilised the onboard connectivity granted by modern tactical systems to receive a comprehensive update of the tactical plot from the off going US P8.

At the end of July, the Prime Minister, Boris Johnson paid a visit to RAF Lossiemouth, and was keen to see how the new capability achieved by the purchase of Poseidon was progressing. He was given a thorough tour of ZP801, being operated from the Bolthole detachment at Kinloss Barracks, and was introduced to the amazing abilities that the P8 can bring to the roles associated with a modern maritime patrol aircraft and how it was being integrated into wider UK defence capabilities.

The ability to find and track contacts at longer range than has recently been possible since the demise of the Nimrod was proven in August when the Russian Patrol Ship, Vasily Bykov was intercepted as it transited close to UK territorial waters. The interception gave the



Boris Johnson receives a tour of ZP801.



Interception of the Russian Patrol Vessel Vasily Bykov.

perfect opportunity for the Poseidon crew to practice integration with another Lossiemouth resident, the Typhoon, as 2 of the aircraft escorted the MPA on its mission to search, locate, identify and track the stealthy Russian vessel. This type of mission was extended to another headline grabbing area of UK waters in late August, as CXX Squadron crews were tasked to patrol areas of the Channel coast to provide assistance to maritime agencies, and other UK assets in the interception of vessels crossing the small stretch of water between the UK and France. With a high-performance radar designed to detect submarine periscopes, the Poseidon was able to produce a comprehensive picture of the surface traffic in the area and report back its findings.

Exercises and operations are not the only things achieved this term. The Squadron now has 3 further courses being trained to operate the Poseidon. Course 2 returned to Florida in early June, to conduct Post Graduate School (PGS) training at Naval Air Station Jacksonville. A mix of classroom lessons and simulator training, this element of training is designed to build on the extensive US Navy procedures and operations taught during the initial CAT 2 course to give the crews an LCR status on completion of the air segment of the course, due to be complete by early October. Course 4 joined them in Florida, to receive their 6 month CAT 2 Course, and Course 3 have returned to the UK on completion of



A Poseidon patrols over the Straights of Dover.

the CAT 2 course for some well earned leave and to prepare for their PGS training later this year.

In preparation for the standing up of the Poseidon OCU next year, the first of 2 full motion cockpit simulators arrived at the Strategic Facility at the end of this term. Being large pieces of kit, they required a special mode of transport, needing a specialised Antov aircraft to fly them into the country before being road moved to Northern Scotland. Once entirely in place the Strategic Facility will have to 2 full motion cockpit simulators, 2 cabin mission simulators as well as a range of part task trainers available, and will enable all crew training to be completed at Lossie instead of being a mix of UK and US based courses.



Poseidon Cockpit Simulator arriving in Scotland.

2622 (HIGHLAND) SQUADRON RAUXAF REGT- JUN TO SEP 20

Introduction

A successful 3 months for the Royal Air Force Regiment Reserves where we have not only been battling COVID but developing new and innovative ways of delivering our training. This has required all Regular and Reserve personnel to remain as flexible as possible, maintaining all outputs within a developing and ever-changing environment.

OP RESCRIPT support

From security taskings at RAF Lossiemouth and Kinloss Barracks to COVID testing in Yorkshire alongside the Army; the RAF Regt Reserves have been delivering continuously throughout the national crisis.

Whilst the Squadron was getting settled into the routine of delivering ground defence at RAF Lossiemouth and Kinloss Barracks it was quickly re-organised and sent to RAF Leeming at short notice. This was to support the Joint Military Command North East, which involved working alongside the 4th Regiment Royal Artillery and the Royal Horse Artillery on Mobile Testing Units. This was part of the national surge towards the 'test and trace' element of the Government's response to the current virus. Personnel conducted the task with distinction with the public commenting on 'the professionalism of the RAF Regiment'.

This was a team effort for the RAF and 2622 Squadron personnel worked alongside Regulars from RAF Leeming, and Reservists from 603 (City of Edinburgh) Squadron and 609 Squadron based at RAF Leeming. A testament to the versatility of our Reservists who re-roled from Force Protection duties to COVID testing within two weeks, worked in Joint Service environment supporting the civilian population with professionalism, compassion and good humour.

Online training

Not allowing COVID to stop the Squadron from training we have made great strides in our ability to conduct essential, developmental and interesting training using Skype and Microsoft Teams. These platforms have been used to deliver interactive lessons for our RAF Regt and RAF personnel on leadership and management, fighting within the Complex Air Ground Environment and for our Basic Recruit Training Courses. This will undoubtedly continue to change as the UK deals with COVID but will equally be used as a platform as we move towards 'normal training' weekends.

SAC Imlah's Lord Lieutenant's Commendation

Here is an extract from the commendation, 'Senior Aircraftsman Imlah's initiative and dedication in his role as a RAF Reserves Logistician provided 51 Squadron RAF Regiment with the specialist skills that enabled them to deploy successfully to Nigeria... On the 21 July SAC

Imlah received his commendation from the Lord Lieutenant for his outstanding contribution to 51 Squadron in 2019. The commendations themselves are vetted through various levels to ensure that only personnel who have performed at the highest level receive these awards. SAC Imlah, who works as an MoD civilian employee in Logistics Support Squadron, worked with great initiative and little supervision doing an excellent job with ordering equipment for operations and then preparing it for air freight. This is a great example of how the RAF Reserves contribute to the daily business of the RAF, and displays the way in which experience and skills from civilian employment plus individual commitment and professionalism from Reservists add value to the Whole Force.

Basic Recruit Training Course RAF Halton

On 31 July, 2622 Sqn sent 6 recruits down to Halton to complete their Recruit Training Part 2. This involves the consolidation of all the training they have received during their time at their Reserve unit including basic Force Protection, First Aid, fitness and assessments of their ethos and core values. It's a challenging two-week course, that required hard work and thorough preparation over 6 training weekends. Not only succeeding in passing the course students went over and above and were able to grab the prizes for top student, best shot and the students- congratulations!

The next three months

With Op RESCRIPT coming to a close some would think that it is time for the Squadron to take some well-earned rest. However, the largest training event of the year for the Squadron is taking place in September- Annual Continuation Training camp. This year on the sunny shores of Angus, at Barry Buddon Training Camp, the Squadron will train its Gunners as teams using live-firing ranges to increase the realism and so learn valuable lessons, ready for operations protecting air bases, aircraft and RAF personnel. This should be an exciting, tough, challenging and ultimately enjoyable experience for all.

If you would like the challenge of joining the RAF Regiment as a Part-Time Reserve then ring Flight Sergeant Andy Stephens on 01343810776 or search us up on social media #2622 Sqn.

Seasaidh Sinn Ar Tir – We stand our ground



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finding out more about
joining 2622 Squadron
then call us on
01343 810776



FIRE SECTION

August 2020 sees the introduction of the first of 2 new Firefighting vehicles supplied to RAF Lossiemouth by Capita Fire and Rescue. We took delivery of 2 brand new Multi-Purpose Vehicles (MPRV), basically airfield and domestic vehicles. These are state of the art vehicles designed specifically to protect Defence and will be joined in November by the new HRET airfield firefighting vehicles.

For now, Fire crews at Lossie will go through a rigorous training and assessment period to ensure all personnel are fully familiar with the new vehicles before bringing them on line.

So, it's out with the old and in with the new in the months ahead.

The pictures below show the current fleet of RIV and MFV2 vehicles followed by the new MPRV's.





603 AUX SQUADRON



RAF FORCE PROTECTION PERSONNEL SUPPORT MOBILE TESTING UNITS ACROSS THE NORTH EAST

RAF Force Protection personnel have boosted the UK's capacity to test for coronavirus by reassigning RAF Regiment Reserves to Mobile Testing Units (MTUs) across the North and East of England. Helping to protect the public by supporting the Government's increase in testing, the team has been given training, introductory briefs on the various elements of the MTU's, demonstrations, practice on the correct use of PPE and the administration of the test.

Normally RAF Regiment Reserves and RAF Police Reserves work by providing Force Protection to the RAF's Main Operating Bases but now

RAF Reservist from Number 603 (City of Edinburgh) Squadron and Number 2622 (Highland) Squadron have been reassigned to MTU's to support the National Test and Trace Service.

Provost Officer Flight Lieutenant Mark Grange, from 603 (City of Edinburgh) Squadron said: Our Mobile Testing Unit has now been to 14 locations around the Yorkshire area and assisted the public through the COVID-19 Self-test process. This is certainly a different job from the RAF Police and Regiment role within Force Protection, however our core skills in communication and problem solving have been used to good effect. It is immediately obvious when you are working in these units that the public value the service being delivered by our team.

AIR TRAFFIC CONTROL

With Covid-19 still lingering around Scotland, we are all keeping up with the hand sanitiser, cleaning and wiping down surfaces to within an inch of their life.

The big change for Air Traffic is where we are operating. Some of our people have gone to Leuchars to help with manning QRA; others are staying at Lossie, but most of us are working from Kinloss.

The Typhoons have now become used to operating out of Kinloss, where they have to be more mindful of the P8s. If we have time between jobs, we wave to the aircraft as they taxi past the tower. The big, white hands have become an iconic sight. The ground crews occasionally mix up which airfield they are on, but that's to be expected and makes us smile.

Back at Lossie, the work to revamp the airfield is well underway. The Main runway is almost completed along with the P8 dispersal areas. Work on the Short runway and intersection (where both runways meet) commenced 17th August 2020. I'm sure many of you have seen the massive piles of old runway material near the Junior Ranks Mess. This will be broken down and reused as the foundation for the new runway.

The revamped airfield will now have a new layout and updated rules. The main change is that almost all of the red/ green traffic lights on the airfield will be replaced with wigwag, flashing amber lights. Everyone using the airfield will have to pay closer attention to their radio calls not to be caught out.

I hope you all are safe during this unstable time.

LOSSIEMOUTH DEVELOPMENT PROGRAMME

PROGRAMME UPDATE

INTRO The Lossiemouth Development Programme is set to deliver in the region of £345 million of infrastructure improvements to RAF Lossiemouth, for the Station and their personnel in the next few years. This article touches on projects and work that is underway as of October 2020 and what it means to the Station.

BOLTHOLE The Bolthole element of the Aircraft Operating Surfaces Project is nearing completion. 'Bolthole' occurs when Station based aircraft deploy to alternate temporary locations. In this case, essential work was carried out to reinforce and upgrade runways, ahead of the arrival of the Royal Air Force's latest Maritime capability. The Royal Air Force will take delivery of nine Poseidon aircraft—all of which will be based at RAF Lossiemouth.

The upgrades to the airfield and planned new Fire Station means that the Station will be better equipped to support other larger aircraft such as Voyager. This is excellent news for Service personnel based in the north of Scotland, as large scale deployments can be better served from Lossiemouth, removing the need for long coach journeys to the South of England.

In addition to Taxiways and Runways contractors have constructed a Tow-Way, which will join manoeuvring areas to the super structure that is the Strategic Facility — the new home for the Poseidon force.

Alongside military enhancements, other aspects of the Lossiemouth Development Programme include further accommodation and utilities which are required to support additional personnel and their families arriving at the Unit.

TYPHOON INFRASTRUCTURE PROJECT Contractors commenced work on the Number IX (Bomber) Squadron, Typhoon Infrastructure Project in July 2020. This project, that is expect to take in the region of two years to complete will provide the very latest Technical and Support accommodation, for the Station's newest Typhoon Squadron. Once fully established in their purpose built facility, IX (Bomber) Squadron will be the RAF's dedicated fourth-generation Aggressors. This involves simulating the tactics, threats and procedures of our adversaries to create the best training environment for our Royal Air Force pilots. Whilst providing this essential training, the Squadron will also be involved in Quick Reaction Alert duties alongside 1(F) Squadron, II(AC) Squadron and 6 Squadron — Securing the Skies of the United Kingdom every minute of every day.

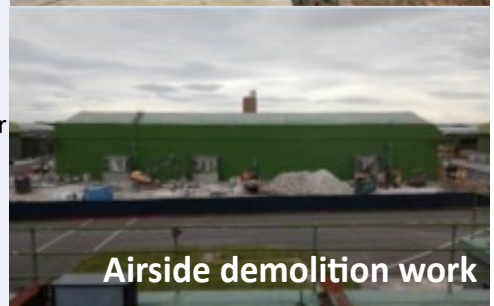
WHAT IS NEXT? Other projects in the pipeline include a US Navy aircraft wash facility, accommodation and storage, critical electrical and drainage utility upgrades, a new Fire Station, an Inflight Feeder facility and new Single Living Accommodation.



Bolthole work nearing completion



The new Tow-Way



Airside demolition work



Contractors at work on the Typhoon Infrastructure Project

SAC Kevin Hildrey (Left),
SAC Peddle-Banks (right).

AIR OPERATIONS

This has been a different time for Air Operations at RAF Lossiemouth. During this time, Air Operations in conjunction with Engineering & Logistics Operations have dealt with situations not just for Lossiemouth, but for Kinloss Airfield at 39 Regiment Barracks and RAF Leuchars, increasing our understanding of how each airfield operates.

For an aircraft to land at an airfield, they will require a Prior Permission Required number (PPR). This is to ensure that the airfield receiving the aircraft can handle, park and offload the aircraft, aircrew, and passengers. This includes notifying an average of 20 sections about the move to ensure they have the capability/manpower to handle it especially when it is out of the normal airfield operating hours; the final approval is made by OC Operations Wing.

Throughout the Summer, Lossiemouth Air Operations has seen an increased request for PPRs including BAE146, C-130s and C17s to take personal onto global operations which includes Op AZOTIZE in Lithuania. By being able to provide this service we are ensuring our personnel do not have the additional travel to Brize Norton, saving them 14 hours plus travel. Our PPRs have also included complex VIP visits from CAS, Air Chief Marshal Mike Wigston and our Prime Minister Boris Johnson, both of whom flew into Kinloss Airfield.

To support the local community, we receive regular requests from the Air Ambulance, mainly during the night, who bring specialist medical doctors and nurses to Elgin and deliver critical patients to major hospitals with specialist departments throughout Scotland.

Towards the end of summer, the nations QRA(N) deployed to RAF Leuchars. During this time, Lossiemouth Air Ops played a huge part in ensuring the armed aircraft made it safely, and all the procedures that was required, were in place. This ensures that the UK can always still protect UK airspace. During the essential works being carried out at here at RAF Lossiemouth we are still providing their flight support requirements.

Finally, the past few weeks has seen Typhoons divert around the UK into airfields such as RAF Coningsby and Stornoway airport due to our amazingly changing weather.

The COVID restrictions have not made it easy to be active in the community outside of camp, I along with SAC Hildrey looked closer to home and found the Bike Workshop has been set up by Chf Tech

Josey Wales, with the support of the SWO and generous donations from the local community. The workshop is in support of the Moray Emergency Relief Fund charity, they provide essential aid to those who are struggling through hard times and need the support to put food on the table or clothe themselves. So far, the workshop has donated £2500, with more on the way. We have received thanks from the Lord Lieutenant of Moray, Maj Gen the Hon Seymour Monro CBE LVO who founded the charity and have supported many households in need.

The way the workshop generates these funds is by recycling old and abandoned bicycles on camp, that have been left by either personnel going OOA or change of posting and decided not to take them; we have also been given a generous donation of old unused bikes from Lossie personnel which we say many thanks for your support. So far the workshop has upcycled/ dismantled roughly 70 bikes, with more on the way.

All these bikes are being stripped down to the frame, cleaned and restored to working function. If bikes cannot be restored the parts are taken off and reconditioned ready to go on to another bike minimising the need of buying in parts and increasing the amount of money we can donate. If anyone wishes to purchase a bike there is a waiting list available, please email the SWO to get your name added to the list and help a great charity.

The team is ever growing with more and more people finding out about it and wanting to participate, we have a mix of sections getting involved from Operations to Chefs, everyone wants to dive in to support the charity. By putting in their time they are getting useful skills to upkeep and maintain their own wheels, as well as to build friendships and meet new people they would not normally mix with. To get involved pop down and poke your head in to see what is going on, the workshop is located right next to the water tower opposite 2 hanger, most days there will be someone in there.

The Operations team are eager for the works to be finished so we can get back to normality, supporting aircraft and ongoing global operations. With Air Operations being 24 hours, we can provide continuous support to our Station, our personnel and our local community.

SAC Jacob Halstead & SAC Sam Peddle-Banks
Air Ops

MY MENTAL HEALTH STORY

Look around ... who is around you? According to the mental health charity Mind, 1 in 4 of the people you are looking at will experience a mental health problem of some kind each year with 1 in 6 experiencing a common mental health problem (like anxiety and depression) in any given week. 1 in 5 people have suicidal thoughts and 1 in 14 people self-harm.

Having been one of those last set of statistics I feel it is important for me to tell my story. I hope that by telling my story it will give someone the courage to seek help or inspire you to tell the story of your own experience to reduce the stigma and discrimination associated with mental illness. Before I start, I would like to provide a disclaimer that whilst I have tried to exclude them, my story is personal and therefore there may be triggers in my story and, secondly, I am not a mental health expert or professional – I am just telling the story of my experiences.

My mental illness journey started in 1998 when I first self-harmed. I initially made up a story as to how I became injured which looking back could have ruined someone else's life but being a 19-year-old, this didn't occur to me at the time. Eventually, I had no choice but to come clean and told my mum and my employer who told me to take a week's unpaid leave. To this day I'm unable to offer an explanation as to why I felt the need to self-harm.

A year later, on block leave from phase 1 training, my second self-harm incident occurred. Not being a strong swimmer, I became anxious over the swim test on return from leave and needed a way to make certain I avoided it. Until writing this article I have never told anyone the true nature of my injuries (even though nothing was said I suspect that my mum had her suspicions) fearing that the truth would be the end of my RAF career only weeks after it had begun. Over the years I continued to a lesser degree which did not require medical interventions.

The darkest moment of my career was during my deployment to Afghanistan in 2013/14. Initially, there were no issues however as time went on the working atmosphere became toxic. I started to feel as if I needed to get out of the work environment, easier said than done when on Ops. Over time I started to lose concentration in my work which caused mistakes to be made which ultimately led to low self-esteem and loss of self-respect. I just wanted to sleep and avoid everyone and even made excuses for not phoning my two boys (2 and 5 years old at the time) for weeks on end. I started to skip breakfast in order that I could get stay in bed to delay going into work and fell into a state of self-neglect. Every day for me was a constant downward spiral into an abyss. None of my colleagues seemed to notice or if they did, they kept quiet about it. I couldn't tell anyone how I felt or what I was thinking. I would often find myself staring at the blue outgoing mail bag hung on the side of the counter wondering whether today

would be the day I put my Bluey in telling the boys I loved them and saying goodbye. I had the means to take my own life, even recce'd the spot it would happen and decided on the time too – wanted it to be at a time and place where I wouldn't be immediately found. I didn't want to risk being saved. Looking back now I realise that I did not want to die, I just wanted to escape what I was experiencing and that seemed the only option. You may find what I am about to say next callous, but people would normally associate family as being their turning point but this not the case for me. My lifeline wasn't my family, who I'd not even thought of, but was the realisation that it wouldn't make a difference and I refused to let the toxicity win. I refused to seek help as I knew my Line Manager would be involved and I would be considered weak. On my return to the UK I began to come to terms and accept that my experience and what I had been feeling was normal. I also acknowledged that my recovery was prolonged by not speaking to someone at the time about how I was feeling and my dark thoughts.

Mental illness can come in all shapes and sizes and does not discriminate against gender, age, rank and trade - everyone is susceptible to mental illness.

To finish off I would like readers to take 3 things away:

- **Seek help** – whoever you feel comfortable and safe talking to. Friends, Colleagues, Line Manager, SMO, SSAFA, Padre, Unit Welfare Staff, Family and Samaritans are all possible avenues of support. Contact details can be found on the RAF Lossiemouth Welfare Hub which is located on the PMS Sharepoint page.
- **Provide support** – If you are concerned about someone check in with them. Ask twice –we all say "I'm fine" but do we really mean it? Do not be afraid to ask and remain calm if the subject of Self-harm or suicide is brought up.
- **Speak out** – If you have experienced mental illness don't be afraid to share your story. It may be the inspiration and courage someone needs to seek help and helps free the world of stigma and discrimination associated with Mental Illness - it's time to change!

Cpl Whittaker

Editorial Comment

Brave, hard hitting, honest and exactly what is needed. As an organisation, we may worry how accounts like this may impact our corporate image or our reputation but the truth is, by sharing publicly, honestly and bravely, we can get these issues out in the open and truly start to tackle them by taking responsibility. None of us can be bystanders; none of us can pretend that it doesn't affect us and, together, we keep our arms around people in a safe, secure space rather than lose them. We thank Cpl Whittaker for his personal experiences in the hope that individuals have the confidence to speak up if they or their friends/colleagues require additional support and guidance.

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Chairman of the BORED!

Nightshift, the Engineering and Operations Hub @ Lossie, BoJo has just dropped the anvil that we; the nation, would now be under lockdown. The coming months revealed a whole new dictionary; lockdown, social distancing, furlough, coupled with this was a range of measures directing us on the future of existence; face coverings, 2 metre rules, mandatory cashless transactions and the endless washing and sanitising of hands, Oh, and the pubs were closed!

Buried within this was not the worry of succumbing to the 'virus', but the potential of an unspecified period of time with nothing to keep my mind occupied. Now those of you aware of my existence will know 3 things for sure, the 1st is that I am a somewhat loud character, the 2nd is that there are only 2 guaranteed ways I'll remain stationary; asleep or dead, and the third is I get bored very easily.

Fortunately, just prior to the dreaded lockdown I had engaged with our illustrious SWO on the matter of abandoned bikes around the station. From experience and to my expense, I have found there to be a belief (by the undesirable characters) that ANY bike parked in a pile of uncared for/abandoned machines is fair game for nicking spares off), no matter how expensive and desirable it looks.

Spotting an opportunity to eradicate the boredom: 'Sir, these abandoned bikes; what exactly are you planning to do with them?', the reply? 'Well the last batch of 70 or so were gifted to a local charity'. From this the Lossiemouth Re-Cycle Project emerged; a way to remove detritus and improve the overall look of the station, to take what was in someone's eyes a 'waste product' turn it around into a sellable, useable item in support of the Moray Emergency Relief Fund. (At less than online auction prices).

An extract from the Moray.Gov website article describes the fund as below:

A fund has been launched to provide financial relief to people in the Moray Council area suffering severe hardship, illness or poverty as a result of the Coronavirus crisis.

Described by its trustees as a safety net of last resort, the Moray Emergency Relief Fund is intended for those who have not been helped sufficiently by measures available from the UK and Scottish governments and Moray Council.

The fund is registered as a charity and was formally launched by Andrew Simpson, Lord- Lieutenant of Banffshire, and Maj Gen Seymour Monro, Lord-Lieutenant of Moray, today.

A few weeks into the project, the Team (Sgt Wally Wallace, SAC's Peddle-Banks and Hildrey and myself), were visited by The Lord Lt. of Moray (Nice Chap!). In doing so he lightened the load on the SWO's wallet (the initial donation was gathering interest and making him walk funny), and briefed us on the importance of the work we were doing. 'In short', he said, 'You are putting food on the tables of those who have simply nowhere else to go, and I thank you'.

To date we have taken delivery of over 80 abandoned bikes and produced from this pile between 60-70 serviceable machines whilst



keeping the project almost self-sufficient. To give an idea, the Project financial pot is at a heady £2,500 whilst out goings are less than 10% of this to cover spare part and consumables. (And we still have stock to sell and rebuild).

The project continues to grow, but this would not be possible without the assistance of our regular volunteers, some of whom simply want to help out, be competent to fix their own fleet, and some have gone one to complete the MIAS bicycle maintenance course through use of their SLCs. Finally other qualified bike techs! (except Si who never turns up).

Looking to the future we have received a number of Ex AT bikes which we are re-generating into what we hope to be a Hire fleet to allow you (a member of the Lossiemouth Team) to borrow when family and friends visit to enjoy the local area via an enjoyable ride.

If you would like to get your hands dirty, learn a few things, get that old rusty bike of yours back to working order, or simply want to clear out the shed and donate a bike, we will take ANY machine in Any condition, it is amazing what can be harvested from an old bike for spares.

If you are looking for a cheap but reliable means of transportation get in touch and we will help out anyway we can.

Finally, I must thank a few people, a big shout out to the Team (You know who you are), for the work, dedication and putting up with my 'That's not good enough' approach. To the SWO without which this project would simply not have survived or had premises to operate and to the Stn Cdr for allowing this project to happen.

WO Ratcliffe
CT Josey Wales Chairman
of the Bored (No Longer).
FS Si Thorley
Sgt Wally Wallace

(Le Grande Fromage!) x 7252.

Stephen.wales681@mod.gov.uk
Simon.thorley354@mod.gov.uk
Wally.wallace532@mod.gov.uk



Full charge ahead for electric MT vehicles

Ultra-Low emission vehicles (ULEV) will soon be a common sight across all MOD bases as the UK government rolls out its 'Road to Zero' transport strategy. As part of the initiative, RAF Lossiemouth's first electric mechanical transport (MT) vehicle was recently handed over to OC ELW.

OC ELW took the key card from OC MT and, after a quick familiarisation from MT Training's Cpl Jacks, took the vehicle for a drive around camp. The Renault Zoe replaces a diesel-engine 'white fleet' vehicle and will be used by station executives who regularly attend business around station or other local military establishments.

The 'Road to Zero' initiative has set a target of 100% of government lease cars to be Ultra Low Emission Vehicles (ULEV) by 2030. The MOD currently operates about 7,770 vehicles but the overall size of the fleet will be reduced through optimisation, this means the size of the fleet the MOD uses will decrease overall. The first target is for the MOD to

have 1800 ULEVs by 2022 of which 400 will be run by the RAF. It isn't just white fleet vehicles that are going green, some of the MOD's 2,200 armoured vehicles are being converted with £3 million pledged towards installing hybrid electric-drive systems on the Jackal 2 and Foxhound platforms.



OC MT, Flying Officer Charles, said "there is a long history of mechanical transport being used by the military to achieve its missions all over the world. Although the MT fleet is essential to operational capability, it is dependent on fuels which pollute the atmosphere. Therefore, it is essential the MOD renews its current fleet with the environment in mind".

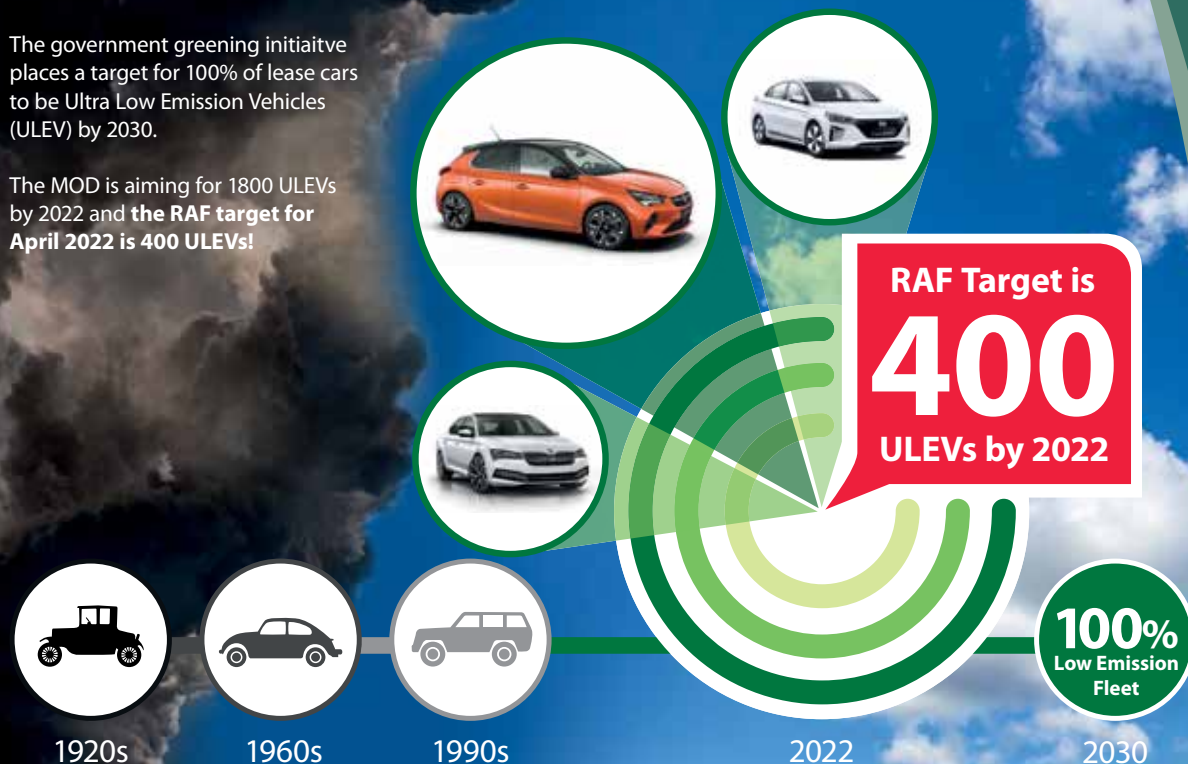
More ULEVs will appear on camp in the coming year in line with improvements to the infrastructure to support the vehicles.

ULEVs are coming

The government greening initiative places a target for 100% of lease cars to be Ultra Low Emission Vehicles (ULEV) by 2030.

The MOD is aiming for 1800 ULEVs by 2022 and **the RAF target for April 2022 is 400 ULEVs!**

ROYAL
AIR FORCE
Mechanical
Transport



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A MILITARY SPOUSE

An Article about what it's like being a military spouse and having a career which is able to travel with me.

I'm Anna and I am a professional artist, mum of two little girls and a military spouse. My husband was posted to RAF Lossiemouth in March and I want to share with you how my career has evolved to compliment the regular relocations as a consequence of my husband's job.

I've always had a passion for painting and graduated from Wimbledon School of Art in 2009. However, it wasn't until 2015 on maternity leave that I decided it was time to take the plunge and take up my new profession. With another posting on the horizon I realised one of the benefits of being an artist is that my basic tools such as the canvas, easel and paint are extremely portable.

Choosing my subject matter was easy; military aviation. As a child I frequented many air shows and military events thanks to my father's career working the air industry. Consequently, I love fast air and I find the thunderous roar of the jet engines ore-inspiring.

The subject matter also fits in well with my husband's postings in the Armed Forces. Living near military bases means there's inevitably something in the sky ready to inspire my work! I've painted Chinooks, Wildcats, Apaches, SeaKings and the Red Arrows. Now living near Lossiemouth the Typhoons and the Poseidon are an absolute delight to incorporate into my work.

As well as capturing the military aircraft my paintings also feature the beautiful landscapes and native wildflowers found around the UK. My narrative is very much about the countryside that I love and the military manoeuvres I see within it. I enjoy capturing the contrast between the tranquillity of our countryside and the dynamic roaring machines of the sky.

For example, when we lived on Salisbury Plain, I painted 'A Fine Day to Exercise', this canvas juxtaposes the military power of the Chinook helicopters with detailed wildflowers, bees and butterflies, native to the Plain.

So, in 2015 I had a subject matter I was passionate about and the skills and education for the job, the next step was becoming established as an artist which is a challenge when we are likely to move every couple of years. I discovered an online presence was key, as my residence was so changeable. Updating my website is a constant and social media plays a large part in promoting my work. There's a surprising amount of time taken on the administrative side of the role as well as the painting.

I'm really excited about this new chapter in RAF Lossiemouth and have already enjoyed working on some canvases featuring Typhoons over seascapes. I am overwhelmed by the beautiful landscapes, vast skies, mountains and wildflowers in the area. However, I like to think that although I am extremely spoilt by the breath-taking scenery of Moray, my profession will continue after this posting and I will pick up my easel, pack up my paints and take it to the next base, wherever that may be!

More examples of Anna's work can be seen on her website:
www.annaandersonart.com







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Tulloch of Cummingston have a wide selection of homes available to suit all budgets, tastes and styles at their two Lossiemouth developments. All homes are built to the highest of standards incorporating energy efficient design, spacious room sizes with ample storage and a specification which includes luxury fitted kitchens and bathrooms, natural wood internal finishes, feature stone frontages and underfloor heating as standard.

Kinneddar Meadows Lossiemouth

Positioned on the southern edge of town adjacent to open farmland and within easy walking distance of the school, community centre and supermarket, a wide and varied portfolio of homes are available to suit all tastes and budgets from two bedroom semi-detached bungalows and flats to three and four bedroom family homes.

Balormie linked



Attractive 3,4 or 5 bedroom detached house with integral garage and utility, lounge with bay window and spacious kitchen/diner

£247,250

Covesea



Three or four bedroom spacious bungalow with feature bay window to lounge, and scope to extend the bedroom wing.

FROM **£277,500**

Inchbroom Pines Lossiemouth

Ideally located on the outskirts of town these properties encompass the best of modern design with high specification finishes throughout. A selection of homes are available from two and three bedroom spacious bungalows and luxury apartments to four and five bedroom super luxury executive houses. A wide variety of choices and design options are available for purchasers to truly personalise their homes.

Treetop Apartments



A selection of spacious two bedroom luxury apartments with en-suites, each with a single garage and designated parking space.

FROM **£188,500**

Duffus



Luxury five bedroom split level house with integral double garage, vaulted feature ceiling and balcony to lounge.

FROM **£397,500**

OTHER LOCAL DEVELOPMENTS

Mains of Struthers by Kinloss

LAST
HOUSE
REMAINING



Spacious four bedroom house featuring master bedroom suite with walk in wardrobe and open plan kitchen/diner/ family area leading to the large south facing garden.

£375,000

Quarrywood Spynie by Elgin

LAST
HOUSE
REMAINING



Large high specification four bedroom detached house with open outlook over farmland, featuring master bedroom suite with walk-in-wardrobe, open galleried landing and optional sun lounge.

£433,750

Seaview Cummingston



Only three split-level individual luxury homes on large plots with outstanding panoramic sea views over the inner Moray Firth and across to the mountains of Sutherland.

FROM **£585,000**

For more information or to view please contact: Tulloch of Cummingston, Tulloch House, Forsyth Street, Hopeman IV30 5ST
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