



General News

Welcome to the second edition of the 241 Squadron newsletter, I hope this finds you well. Judging by the amount of favourable feedback, the first edition seemed to go down fairly well and we hope to build on that success with this issue.

The Squadron has been predictably busy over the summer months with training opportunities galore and the following pages should provide a snapshot of those activities. In this issue we have accounts of adventure training in Wales, annual camp at RAF Brize Norton, shooting at Bisley and fundraising at the V Festival in Chelmsford to name but a few.

As before, the idea is for the various articles to give the point of view of the cadets rather than the staff. As a result, the vast majority of the articles printed here have been written by the cadets, some as young as 13.

As has always been the case with 241 Squadron, we have a steady trickle of cadets and staff who are leaving us to join the regular Armed Forces. On 15th October, we will say goodbye to Plt Off Jason Reuben and Sgt Andy Webb as they will be starting their 32 weeks of Initial Officer Training at RAF Cranwell having both passed Officer and Aircrew Selection for the Royal Air Force. We wish them both the best of luck for the future.

The Squadron has also recently welcomed our first official Forces Helper into the fold. Marine Luke Cockles of the Royal Marines has completed the necessary paperwork and security checks to enable him to assist in the Squadron training programme. Luke was a cadet on 241 for 5 years before joining the Royal Marines in 2003.

Last, but definitely not least, a huge thank you to Mr & Mrs Light who raised £1,000 for the Squadron by organising a Jazz Evening. The Squadron is extremely grateful for your efforts.

I hope you continue to enjoy the newsletter and please be in contact (details at the end of the newsletter) if you have any comments as we welcome your views and any suggestions for the next one.

Kind regards,

Dan

Dan Davies
Pilot Officer RAFVR(T)
OIC Field Training & Co-editor 241 Sqn Newsletter



The summit of Mont Blanc (see page 5)

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1 Flight Wales

Cdt Ross Graham

30 June – 02 July

During the year, each of the three main flights on the squadron are allocated a weekend which they can use for adventure training. This year, 1 Flight decided to spend that weekend in Snowdonia, North Wales giving the cadets the chance to try mountain biking, rock climbing or mountain walking. Cdt Ross Graham takes up the story:

1 Flight Wales this year was really enjoyable because it was challenging while still being fun. Out of the activities on offer, I chose mountain biking, which was exciting and gave me a real adrenaline rush.

The mountain biking course we followed was the Marin trail, which is about 18 miles long and has many steep hills and narrow paths. You have to really push yourself when riding up the steep hills but it's worth it for the excitement of the ride down (especially when you do a forward somersault over the handlebars!). Everyone was fairly fit, so we did not need to wait very often for people to catch up. If mountain biking was an option for next years trip I would definitely do it again so that I could improve my somersaults, if nothing else.



The Marin Trail

In the evenings we had plenty of time to socialise and get to know the other cadets in the flight, which was the main aim of the weekend. Overall it was an excellent weekend and I had a great time!

RAF Lyneham Camp

Sgt Kirsty Troy

08 – 15 July

Six cadets (Sgt Troy, Cpl Dent, Cpl Gbeho, Cds Larkin, Chavner and Bedford) spent a week at Royal Air Force Lyneham with other cadets from London Wing. RAF Lyneham is the Royal Air Force base that is home to the Hercules C-130 transport aircraft. We arrived on Saturday 8th July and we were split into two flights, further split into four sections. We started with a familiarisation exercise, to get to know the station, also the people within our sections.

During the week we visited the various sections of RAF Lyneham: survival equipment, Air Traffic Control, army despatch unit, engineering, and the RAF Police alongside the dog handlers. We had a tour around the Hercules aircraft during which we got to climb all over the aircraft and had the opportunity to ask questions. Alongside section visits we also managed to get a flight in the Hercules for 17 cadets which lasted for over an hour.

Air Experience Flying and gliding was available and many cadets took the chance to further their flying experience. Several cadets also had the chance to spend a day doing work experience with their chosen RAF section. The work experience opportunities available included air traffic control, the armoury, dog handling and the RAF Regiment.

Many cadets were able to achieve their marksman standards with two days of shooting on the L98 and .22 rifles. In addition to this, there was an opportunity to complete the basic swimming induction which involves swimming four lengths and spending two minutes treading water. As well as swimming we played games of football, both 11 aside and 5 aside. When we had spare time during the day we completed command tasks to test leadership, mental ability and team work. In the evenings we were also kept busy. For two nights we went out and played quasar and bowling. One night we joined with RAF personnel to take part in a night navigational exercise.

On the last day a final parade was held in which the prizes for best flight (B Flight) and best cadet were awarded. The best cadet was none other than 241 Squadron's Cpl Gbeho. The Commander of London Wing, Wg Cdr Silver, was on parade to hand out the awards. The last night consisted of a cadet disco where the London Wing Commander came down and partied the night away with us. We returned on Saturday 15th July having had a fun filled week and with lots of things to talk about.

Annual Camp – RAF Brize Norton

Cdt Emily Channon

05 -12 August

On Saturday 5th August, 34 cadets and 6 members of staff left 241 Squadron HQ for RAF Brize Norton in Oxfordshire for a week of section visits, inter-flight competitions and generally learning about the Royal Air Force.

Because it was my first annual camp I had originally thought the experience would be daunting; especially being independent for a week and having to maintain the very high standard that is expected of us as cadets of 241 Squadron. But, the less experienced cadets (including myself) were helped by the NCOs and other senior cadets, which I found really helpful and got me through the week. Also, throughout the week we had regular contact with Cpl Mike Caffrey, the DACLO (Duty Air Cadet Liaison Officer). His job was to look after us and our general wellbeing and to make the trip as enjoyable as possible.

During the week we fired the L98 rifle on the station shooting range. We went Air Experience Flying in the Grob Tutor light aircraft, went orienteering and played plenty of sport. We also had a tour around some of the aircraft stationed at RAF Brize Norton, including a C17 Globemaster (a very, very large strategic transport aircraft, pictured above), a VC10 and a Tri-Star (both used for transporting personnel or for air-to-air refueling tasks). Unfortunately, we were unable to get a flight in any of the aircraft, but we still had a great time anyway!

Some of the highlights included visiting the fire section and experiencing the incredible strength of some of their equipment while getting extremely wet in the process! The night exercise was brilliant and was a great insight into tactical fieldcraft. Being shown around the C17 was also very interesting.



VC10 aircraft

Overall, the week gave us an insight in to what being in the RAF is like. I, for one, learnt a great deal and thoroughly enjoyed my first annual camp. At camp we were divided into sections and flights that were different from the ones at the Squadron. Because of this I met lots of new people from the squadron and strengthened current friendships. The staff and NCOs in particular, worked extremely hard to make sure we all had a really enjoyable time at RAF Brize Norton and they were successful. I would definitely recommend that cadets claim their places for camp as soon as possible because it is something you really don't want to miss out on.

Germany Camp 2006

Cdt Jack Chavner

09 – 16 August

On Wednesday 9th of August Cdt Jack Chavner and Cdt Ryan O'Grady went to Rheindahlen Camp in Germany. On the first day of camp we had a camp photo taken early in the morning, after which we were divided into our flights. 'A' flight went off to complete a familiarisation exercise whilst 'B' flight went shooting on the SAT range (an electronic shooting range). After lunch the flights switched over. After we had dinner that night we went out to the local town of Monchenglandbach and went go-carting for the night. This was a good laugh, even if Cdt O'Grady kept on crashing into the tyre walls.

On Friday we went to a theme park which was based on films such as Ice Age and Back to the Future. This was a really good activity which brought the cadets from all over London and the South East Region closer as friends. At the end of the day there was a really interesting stunt show: people performed amazing tricks and threw themselves off of buildings! Unfortunately it rained all day, but this did not spoil our fun.

On Saturday we went to the Netherlands where we visited a Second World War museum which gave us all another view of the conflict which claimed so many lives. The museum also had a lot of Second World War vehicles from different nations in the conflict. When we had finished we went off to the local war cemetery. This was emotional for me and a few other cadets on the camp as we had family who had died during the war. When we got back to the camp we went bowling in the evening. This was extremely funny, especially watching the Officer's fall over on the floor!



We went back to the Netherlands again the next day to visit the Arnhem War Cemetery where we paid our respects and laid flowers for those whose family's had lost loved ones. We then went to the Airborne museum and learnt about Operation Market Garden, the ill-fated attempt to end the war in 1944 – immortalised in the film A Bridge Too Far. When we had finished we went into Arnhem town and met someone who had lived there at the time. He told us of how the British Paratroopers had fought against the Germans for 4 days and 3 nights.

On Monday the whole of the camp went shooting for the day. When we arrived at the range in the morning we found out that there would be a Paratrooper as the range officer. Whilst half of the camp went shooting the other half had a fieldcraft lesson. This turned out to be another wet but enjoyable day.



Cadets with the Warrior AFV

On Tuesday we had the drill competition that we had been practising for every evening. After the drill competition we went off to Ayrshire barracks to look around the tanks and armoured vehicles currently in service with the British Army. We also had a display by the 'Warrior' armoured fighting vehicle. After the display we had a photo taken with the whole camp on the tanks. As it was the last night, the camp staff handed out awards and each flight performed a show which they had practised the night before. These turned out to be extremely funny and even the staff did one.

Overall this was a really enjoyable trip which I would thoroughly recommend to anybody that has the opportunity of going. Start saving now!

Fundraising at the V Festival

Cpl Caroline Dent

19 August

The Sqn deployed 66 Staff and Cadets on the evening of 19 August to Hylands Park, Chelmsford to the Virgin V Festival. However, we were not there to enjoy the various bands, we were there to work overnight picking up rubbish left by the festival goers to allow the areas to be able to open to the public the next day.

The reason we do this is to raise as much money as possible for the squadron. Each cadet that attends is paid per hour and the money raised goes straight into Squadron funds. We work for a company called NuKleen who provide us with high visibility vests and thick gloves to wear during the night. This year we only had one shift from midnight until 8am on the Sunday. It is our main source of money for the Squadron every year and is vitally important to us, helping us provide the cadets with the equipment and technology we need to run 241 as well as we do!

Starting work at midnight and finishing at 8am the following morning was a new experience for some of the cadets,

but all too familiar for the staff and senior cadets! As midnight approached it started raining: waterproofs on, gloves on, we started work. We were divided into separate



groups to work on different areas of the arena and throughout the night we sang to keep everyone's spirits up. Various things were found including misplaced shoes and the odd Wellington boot and everyone seemed to be working hard and having a good time. We didn't cover such a large area as previous years, making it quite a bit easier...

As the night went on people started to get more and

more tired, but nevertheless people were still high spirited and working as hard as they could. By the end of the evening we must have picked up TONS of rubbish and made Hylands Park look spick and span!

A whopping £2,500 profit was made, though had we filled all 80 places we would have raised over £3,000. Thank you to all the staff that drove us there and back (and worked alongside us) and to each & every single one of you that turned up and worked your socks off all night. It was a great night's work and we hope to raise even more next year providing many more cadets.

Silver and Gold Lake District

Cpl Carl Gbeho

26 August – 02 September

On Saturday 26th August, the majority of the NCO team and 33 senior Cadets embarked upon the 7 hour minibus drive towards the Lake District, the most visited National Park in the United Kingdom. Here, many were hoping to take one step further in completing their Silver Duke of Edinburgh's Award and a select handful were hoping to achieve the most prestigious of the Duke of Edinburgh's Awards...Gold.



Once we arrived in Glenridding, our home in the Lake District, we had the usual task of offloading all the kit from the various vehicles and setting up two large tents for the Silver and Gold group girls to sleep in. We were then briefed on the various duties we were to carry out and given free time until dinner. We used this relaxed time to get to know each other better before setting off for our expeditions.

On Sunday it was an early start for the Silver groups who had to complete a further training day on the mountains before their expedition began on the Tuesday. For the Gold groups there was a slight lie-in, as we were to venture to the well-known town of Keswick. Here the two groups went into various mountaineering stores to buy kit that would aid them in the completion of their expeditions. This evening we met David Lawson, a Gold Duke of Edinburgh's Award assessor who would track our every move, making sure we were staying to our planned route and in sane mind!



Monday morning soon came and those completing their Gold expedition began trekking through the rain in the harsh English wilderness for four days surviving only on their wits and training...and also the copious amounts of food bought the day before.

On Tuesday the Silver groups also began their expedition across the Lake District. Leaving the remaining Staff

and SNCOs to rejoice in their absence for the next two days.

Thursday afternoon eventually came and the majority of groups arrived at the bunkhouse in Glenridding smelling terribly, sweating and contaminated with generous amounts of the British countryside. This didn't last long as everyone swiftly scrubbed up and feasted on a brilliantly cooked lasagne, the best meal we had tasted for days.

Awaking with aches and pains, we enjoyed our last day by all journeying to Bowness, a town on the shore of Windermere. Filled with golf, sweet shops, clothes shops and many restaurants, it was very clear Bowness is a tourist-fuelled town.

Our final morning in Glenridding saw us all tidying our accommodation and packing away all the kit into the vehicles. On completing this, we all piled into the minibus to venture home, 7 long hours away...

Team News

Shooting Team:

Inter Services Cadet Rifle Meeting, Bisley

Cdt Bianca Nicklen

06 – 09 July

The Squadron performance at ISCRM (Inter Service Cadet Rifle Meeting) in early July was our most successful yet! ISCRM is an annual four-day competition held between all the cadet services in the UK and Commonwealth, with teams entering from as far away as Canada and Australia.

This year we were able to enter 3 teams of 4 cadets. Each year all the teams compete to achieve a place in the top 100 cadets out of all the services, those who succeed receive a Cadet 100 badge. This badge is an achievement that many cadets in London Wing can only dream about. However, IFS Kristina Pisano achieved her second Cadet 100 and Cdt Ben Filer achieved his first after coming 11th overall. This is the highest amount of Cadet 100's that the Sqn has ever achieved, as we have only been awarded with 3 cadet 100's in the entire history of competing at this event.

This wasn't our only achievement; after Cdt Filer's success he was selected to represent the Corps (the country); this is an achievement in itself as nobody has ever been selected for this before. A lot of pressure was put upon him and his coach, CI Dave Grant, as he was competing against the best shots from every service. Nevertheless, the pressure didn't appear to affect him as he achieved fourth place out of all the cadets in the ATC, adding to his already impressive record.

After all the hard work put in throughout the year by the shooting team, coaches and Flt Lt Godden, our achievements show that it has all been worthwhile. A massive well done to all the shooting team members - especially the A team who achieved the two Cadet 100's and the other two members who narrowly missing out. With the ability of our shooting team and the success of our Sqn growing, what will next year bring?

Feature Items

Flying Scholarship

Sgt Natalie Ali

In the summer of 2005 I was awarded the Air Cadet Pilot Scheme which would entitle to me to 12 flying hours at Tayside Aviation in Dundee, Scotland. In addition to this, London Wing ATC awarded myself and Cadet Warrant



Officer Paul Fothergill with enough money to gain a further 23 flying hours at our local Aerodrome at Stapleford. This would give

a total of 35 flying hours which would meet the minimum hours required for a NPPL (National Private Pilots Licence) which allows the holder to fly anywhere over British sovereignty.

I began my flying training at Stapleford that summer. I managed to fly a total of 22 hours, which included 1.40 flying solo. In October I went to Scotland, where my accommodation and meals were paid for. The hotel that the flying scholars stay in resembles Fawcley Towers and has its very own Basil Fawcley. Every morning we were picked up and taken to Tayside Aviation. I spent two weeks there and lucky for me the weather was nice almost every day, despite being in Scotland. As I had previous experience I got through the cadet flying syllabus very quickly and managed to do a solo sector recce, where I went off into the local area for an hour. I also did a few navigation exercises and to top it all off on my final day I got to do a land away at Fife airport. In the two weeks that I was at Tayside they were having their semi-annual inspection from CFS (Central Flying School). I was selected to fly with them so that they could keep an eye on what Tayside were teaching, and so I got an hour completely free, meaning I left Tayside with a total of 13 flying hours.

When I returned home I had achieved 35 flying hours in total. My parents said that as my birthday present I could either learn to drive or have the money put towards more hours so that I could gain the full JAR PPL (which allows the holder to fly anywhere in the world). Naturally I chose flying! However, I decided to continue after completing my A-Levels, as the workload was getting heavy.

Whilst on a flying break for my studies, I received a letter in the post. Every year four people are chosen for the John Cunningham Award from all the cadets that have completed a flying scholarship at Tayside Aviation. The John Cunningham Award is a further 23 flying hours designed to take the cadets up to NPPL level. This was perfect because with my previous experience I would be able to use these hours to finish my licence and have enough left over to do my two and a half hour flight test.

In July 2006 I returned to Tayside Aviation for just over a month to complete my licence. The first week was great for weather and we had BBQs next to the airfield. There were some weeks of bad weather, but despite this the club made a big effort to make sure I got in as much flying as possible. I took full advantage of bad weather days to get all 7 of my PPL exams done. Spending a month away from home was a lot harder than I thought it would be, especially after two weeks when the people I had arrived with completed their flying scholarships and left, leaving me to get to know a whole new bunch of people. But in the end I left having passed my flight test first time.

Now at the age of 18 I can fly all over the world, but can still not drive a car. It is with thanks to the ATC that I have been given this opportunity.

If you are a cadet over 17, have 5 GCSEs graded A-C and have completed a gliding scholarship, you too can apply for the Air Cadet Pilot scheme. This could lead to many opportunities in aviation. For an application speak to Flt Lt Godden. If your application is unsuccessful you can try the air league and GAPAN. Check out their web sites (<http://www.airleague.co.uk> and <http://www.gapan.org/careers/pilotadvice.htm>) or speak to Sgt Ali for more information.

Mountaineering in the Alps

Plt Off Dan Davies

18 June – 01 July

For many years I had wanted to climb Mont Blanc, at 4808m the highest mountain in Western Europe. In early 2006 I decided to take the plunge and booked myself on a two-week Alpine training course. The course was to be run from Chamonix in the French Alps and was effectively two, one-week courses back-to-back. The first week consisted of an introduction to Alpine mountaineering while the second week was designed to build up to a summit attempt on Mont Blanc.



I arrived in Chamonix on Sunday 18 June to find that the office of the company who were running the course was closed and would not open for another five hours. This gave me a great opportunity to practise my pigeon French by trying to order some lunch. Once the office had opened I met up with the rest of the guys on the course. I was paired up with Robin and first impressions were not good, plus I was sharing a room with him...

On Monday we went to a large glacier known as the Mer de Glace and practised moving across differing levels of ice using crampons (spikes that attach to the soles of mountaineering boots). In the afternoon we had progressed enough to try a bit of vertical ice climbing – definitely something to do again.

The next day (Tuesday) Boris (the guide) myself and Robin went to a local crag to improve our rock climbing technique, as this is essential for successful mountaineering. Having climbed irregularly for a few years, I was able to progress fairly quickly throughout the day and was soon leading some of the climbing routes. We were blessed with great weather which made a nice change to climbing in the UK, where you are often trying in vain to coax your numb fingers to work.

On Wednesday we took the cable car up to the Aiguille du Midi (3842m) to practise crossing snow-covered glaciers and steep (but not vertical) ice climbing. This day proved rather frustrating as we were unable to complete our intended route due to Robin's failure to prepare himself physically for the course. I also came away with a nice little gash on my arm where Robin had fallen on me for the second time.

The last two days of the introduction week were to be spent ascending Gran Paradiso in Italy (4061m). On Thursday we took a slow walk up to the mountain hut where we would spend the night. The next morning we set off at 0500hrs to make our summit attempt. Robin had to stop after the first hour and return to the hut after it became clear to the guide that he was not fit enough to make it. Unencumbered, we made the summit in good time. The views from the top were absolutely breathtaking and well worth the effort (and money!). I was pleasantly surprised to find that I did not get affected by the altitude. This would bode well for Mont Blanc next week.



Ice skills on the Mer de Glace

a habit of saying strange things such as "I take my power from the cosmos..."

On Tuesday Ervin and I completed a really good alpine route known as Cosmique Arête. It was exactly the kind of thing I had come to the Alps to do – a mixture of snow skills, abseiling, rock climbing and ice! We had then planned to stay in the Cosmique mountain hut overnight before ascending Mont Blanc via the Traverse Route. Unfortunately a large storm blew in overnight which meant that any summit attempt would likely be suicidal. Instead we completed Cosmique Arête again (which was now completely snow covered and very icy due to the storm) before taking the cable car back down to Chamonix. The afternoon was spent rock climbing at Barberine, an area with very few hand holds – definitely not my forte!



Cosmique Arête

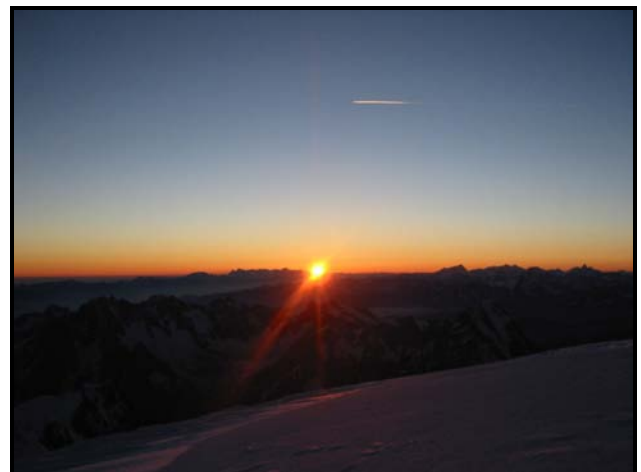
Thursday was the last chance to try and begin the ascent of Mont Blanc. Once again the weather was not in our favour and ruled out a summit attempt via the Traverse Route. Instead we would have to ascend via the more commonly used Gouter Route. The route into the mountain hut was long and tiring. Normally there is a tram which runs along part of the route. However this was not due to start running for another two days, so we had to rely on leg power from 1800m upwards.

After eating as much dinner as I could manage, there was time for a few hours sleep before setting off at 2330hrs to attempt to summit Mont Blanc. The route was initially interesting, as we scrambled up to the Gouter Refuge (3817m), however once on the ridge things soon became monotonous; one foot in front of the other for hours in the pitch darkness. The sky was gradually beginning to lighten and I was feeling fine until we reached the Vallot Refuge (4362m). From there onwards I felt pretty awful as the altitude began to take its toll. We reached the summit (4808m) at 0525hrs, just as the sun was rising – a truly magical moment. After admiring the view for a while (and getting very, very cold) we began the long descent.



View from the summit of Gran Paradiso

After waving goodbye to Robin I spent the weekend relaxing with Fg Off Nick Harvey and ex-cadet Nick Faber (who also happened to be in the Alps at the same time). By Monday I was raring to go out and climb again. Once again we spent Monday on the Mer de Glace. It was good to see just how much my crampon and ice climbing technique had improved in only a week. At the end of the day we were sorted into pairs and teamed up with a guide with whom we would climb for the rest of the week. As there was an uneven number, I was alone with my guide, a mad Slovak called Ervin. He had a bit of reputation and



Sunrise on the summit of Mont Blanc

All Change!

There has been a recent reshuffle of the higher echelons of the NCO team resulting in four new flight commanders. The new flight commanders are as follows:

- Commander No. 1 Flight: FS Tom Burgess
- Commander No. 2 Flight: FS Mike Cross
- Commander No. 3 Flight: IFS Kris Pisano
- Commander No. 4 Flight: FS Anthony Makins

Congratulations to FS Burgess and FS Cross on their promotions. FS Laura Molen has moved from No. 3 Flight to become understudy to ICWO Paul Fothergill and she will soon be taking over from him as the Squadron Cadet Warrant Officer.

Recruiting

The next Recruit Course starts on Wednesday 4th October. This will be another big recruiting effort so if you have any friends or relatives who wish to join, bring them along.

Minibus Fund

As you are probably aware we have been working hard towards raising money for our new minibus. We are very pleased to announce that we have reached our fundraising target of £24,560. As a result, we hope to be driving our shiny new minibus through the Squadron gates very soon. If only we could agree on a colour...



Regular Armed Forces

Congratulations to ex-cadet Tom Henry who recently passed out of recruit training for the Royal Marines. At only 17, Tom was the youngest in his Troop. He was rewarded for his efforts in training by being made a Section Diamond (a recruit section commander). Tom has been posted to 40 Commando RM in Taunton.

Your Views

This newsletter has taken a fair amount of time to prepare. We would appreciate your views on it. Is it worth the effort? Have you enjoyed reading it? How can we improve it? Also if you have any other comments on the squadron we would love to hear them too. Please use the contact form at:

www.241squadron.com/contact.php

Forthcoming events:

08-10 Sept: 3 Flight Wales multi activity weekend

15-17 Sept: Recruit Exercise at Crowborough & Inness Sword Team training

24 Sept: London Wing Field Day

29 Sept – 01 Oct: Inness Sword Competition

30 Sept: Race Night at Trinity RC High School (fundraising)

04 Oct: Recruit Flight 54 starts

06-08 Oct: Elworthy Sword Competition, 2 Flight activity weekend & Region Field Day

15 Oct: Commando Challenge & Inter-Flight shooting competition

22-28 Oct: RAF Barnham & Honington annual camp

06-09 Nov: Collecting for the RBL Poppy Appeal

11 Nov: Lord Mayor's Show

12 Nov: Remembrance Sunday parade

13 Nov: Leading, Senior & Staff Cdt Part 1 exams

17-19 Nov: Field Exercise at Crowborough & Wing NCO courses

26 Nov: Wing cross-country competition



CHRISTMAS IS FAST APPROACHING!!

This year don't forget to shop online at www.buy.at/241squadron for all your Christmas gifts.

At **no extra cost to yourself** shop at all your favourite online stores and a percentage of your spend will be donated to **241 squadron**.

Retailers include:

M&S, John Lewis, Amazon, play.com and many, many more...