



## Worthing Veterans Newsletter May 2026



**Veteran's News** A lot coming up in the next few months, please remember "many hands make light work" 😊

First and foremost is "Armed Forces Day" 99% of the work is already done, we just need to deliver 10,000 flyers over the next 4 weeks and put up 100 posters, last year we (and by we I mean mostly Sid) delivered 8,000 last year. I will be bringing them to the breakfast club on the 6<sup>th</sup> in packs of 50 in the hope that a lot of you kind folk will take some off me to deliver to the houses in your neighbourhood. Thanks in advance.



Ladies and gents please meet Richard "he's one of our own". Richard came 2<sup>nd</sup> in the National Standard Bearers Competition, missing out on 1<sup>st</sup> place by just 5 points. He now has two large pieces of silverware to keep highly polished until next year when he will swap them for 1<sup>st</sup> place. BZ Richard.



A big thanks to all those who attended the HMS Hood Memorial service.

There is still a call for people to join the "Vets Buddy Club" to help Ron with home/hospital visits to isolated members – so far only 2 (including me) have put themselves forward 😞

The South Atlantic Medal Association Riders Group will visit Durrington Cemetery at 14:00 on Sat 6th June to pay respects to LCpl Chris Lovett MiD (3 Para). Meet at 14:00hrs.



**Navy News Ensuring safety in the strait: Mine-hunting drones transferred across from HMS Stirling Castle.** HMS Stirling Castle is a commercial vessel which has been adapted to protect seabed infrastructure and communications.

HMS Stirling has met up with RFA Lyme Bay in Gibraltar

RFA Lyme Bay has been in Gibraltar since deploying to the Eastern Mediterranean early in Operation Epic Fury in case of possible non-combatant evacuation operations following the US/Israeli attacks on Iran. Lyme Bay is a logical option for a mothership in the Gulf of Oman as she is larger with more accommodation and carries Phalanx air defence systems for protection. These include Royal Navy Motor Boat (RNMB) Ariadne. This USV is 12 metres long and can deploy and tow the Thales TSAM. TSAM stands for Towed Synthetic Aperture Multiviews, which is an advanced, side-scan sonar system used for naval mine countermeasures.

Also carried on HMS Stirling Castle is Atlas Elektronik's RNMB Halcyon. This class of craft is operated by the Royal Navy's Mine Threat and Exploitation Group. RNMB Halcyon can deploy a variety of payloads which detect mines or trigger mines to think a ship is passing by. It is believed no mines have been detected so far by the US Navy working in the Strait of Hormuz. However, the threat of them means the assumption has to be that they could be present.

Also spotted on HMS Stirling Castle's flight deck are what are believed to be Kraken USVs, which are operated by 47 Commando Royal Marines as part of Project Beehive. These are similar to the Sea Baby drones used by the Ukrainians in the Black Sea. They are fast and carry surveillance cameras, allowing the Commandos to stand off from the mine-hunting USV and outrun any Iranian fast attack craft if necessary. They can also deploy smaller aerial drones.

It's unclear if RFA Lyme Bay will take the long route around Africa to reach the Arabian Sea, as happened with RFA Tidespring during the Carrier Strike Group 25 deployment.

If so, it is likely the journey would take around a month.

If the Suez Canal/Red Sea route is taken then HMS Dragon and vessels deployed as part of Operation Aspides, the EU naval mission to protect commercial shipping, would probably act as escorts past the Houthi threat in the Bab-el-Mandeb strait.

RAF Typhoons flying from Cyprus would also likely to be tasked with protecting the vessels.



**Commit the orders: Former Navy Commander urges more support for UK shipbuilding**

A former Royal Navy Commander says the Government needs to get the cheque book out and order more vessels to secure the future of British shipbuilding after a UK yard missed out on a lucrative contract with Sweden.

Babcock, the firm building the Type 31 frigate for the service, failed in its bid to supply four ships to the Royal Swedish Navy, with the French FDI ship being preferred for the fleet's Luleå-class vessels.

The deal is believed to be worth more than \$4 billion and would secure work at the Rosyth Dockyard, which is currently building five Type 31s for the Royal Navy.

Tom Sharpe, who was commanding officer of four warships during his 27-year career in the service, said it is a blow for the industry and the MOD should be looking to do more to support shipbuilding. "We are still determining that this whole business of defence is unaffordable, and the Treasury are holding the whip hand, and it's putting Number 10 and the Ministry of Defence in this impossible position, and companies are going under as a result," he said. "We have to be much, much more decisive. We never give the yards the confidence to scale up. "Let's not forget the Batch 2 OPVs only exist because we delayed the Type 26 build by so long.

#### **'Commit the orders'**

"They needed something to fill the order book and so we got these great little ships that are doing sterling work around the world, but we're never part of the Navy's plan.

#### **"Imagine that being your strategy?"**

He went on: "I could say that the Type 26 prospects are good – I think that's going to be a world-beater. "The Type 31 prospects could be very, very good – we've got to put our back behind it and then get our cheque book out. "Maybe dust off the national shipbuilding strategy whilst they're doing it; that's been completely, completely sidelined.

"That was a decent document, get that going, commit the orders. "We're so bad at having the courage to go, right, this is what we need to do. And then financially backing it.

#### **Speed of delivery**

"Of course, the entire business of defence finances is up for grabs right now.

"The magic defence investment paper, one year on from the defence review on which it's based, still hasn't been published."

Sweden chose the French design due to speed of delivery, with the first ship being delivered by 2030 and one being supplied every year as well as the maturity of design and integrated combat systems alongside the opportunity to share costs with other suppliers.

The first FDI ship underwent sea trials in 2024 while the first Type 31 only completed its first entry into the water in the Forth last year.



**Army News** Calls to reverse decision to refuse Royal Regiment of Scotland freedom of Glasgow. A decision to refuse the Royal Regiment of Scotland the freedom of Glasgow has been criticised by politicians.

The proposal was defeated after a council vote where the Scottish National Party and Green Party councillors objected to the motion brought by Labour councillor James Adams. Politicians branded it a "shocking decision" with one MP saying it was an "insult to Glaswegians".

Councillor Adams said he was astonished by the decision to refuse the civic honour to the regiment as it marks its 20th anniversary. He said: "Astonishing that @GlasgowCC has voted to deny the The SCOTS Freedom of the City of Glasgow, breaking a tradition that Glasgow has had for generations. "Apparently giving organisations Freedom of the City is 'inherently problematic' according to the Glasgow SNP group."

During the meeting, SNP member Bailie Norman MacLeod complained that the Lord Provost and Armed Forces Champion had not been consulted on the motion. Instead, he called for the reinstatement of Scotland's ancient regiments, while Councillor Declan Blench raised concern that giving the honour to groups rather than individuals would risk making the council a "hostage to fortune".



The motion to offer the regiment the honour was defeated after a 39 to 28 vote in favour of the SNP-Green amendment.

The decision has sparked criticism from politicians with calls for the council to reconsider it.

Former reservist and Glasgow MSP Paul Sweeney said: "As a former member of the Royal Regiment of Scotland, I am ashamed by the crass refusal by Glasgow City Council to grant the Freedom of the City of Glasgow to the regiment on its 20th anniversary. "There are hundreds of serving and former members who are Glaswegian. "We lost friends in Afghanistan and Iraq. "Half of Scotland's 32 local authorities have already granted Freedom status to the Royal Regiment of Scotland. "Next month, the regiment will receive the Freedom of Dundee. "I hope Glasgow City Council will reflect on this tone-deaf decision and reconsider it."

MP for Glasgow North East Maureen Burke said: "More than 20 councils have granted the SCOTS freedom status to mark their 20th anniversary. "Shockingly the SNP and Greens in Glasgow City Council voted against granting the regiment Freedom of the City of Glasgow. "This is an insult to the Glaswegians currently serving in our Armed Forces and to those who made the ultimate sacrifice. "Councillors must rethink this decision and grant this respectful and unifying civic honour."

The regiment already has been awarded the freedom of Edinburgh and Aberdeen, with other areas across the country also bestowing the unit the civic honour. Royal Navy veteran and MP for West Aberdeenshire and Kincardine Andrew Bowie added: "Shocking decision by SNP Glasgow City Council. "The service of our men and women in the Armed

Forces who stand ready to fight and defend our way of life should be recognised and rewarded. "The Royal Regiment of Scotland should have the Freedom of our largest city."

MP, veteran and former security minister Tom Tugendhat said: "Glasgow is a great city. "Its connection to HM Armed Forces goes back generations. Sailors and soldiers set off from the Clyde to fight for the King for centuries. "Ships brought trade and wealth leading to the glorious past that made the once 'second city of empire' one of the most amazing cities in Britain today. "Rejecting that history won't change the past, but it says clearly what some think of those who walked these streets before.

"That's a choice. It says everything."



**Cheap and scalable: Were roadside bombs in Iraq a warning of the drone threat faced today?**

Retired Brigadier Ben Barry spoke to BFBS Forces News to help break down the comparison. Every year between 2003 and 2007, the number of British military fatalities in Iraq related to improvised explosive devices (IEDs) rose, becoming the most common cause of death at the hands of the enemy.

Cheap and easy to deploy at scale – especially when compared to their targets – they were not dissimilar to the threat of first-person view (FPV) drones that have been a common feature during the wars in Ukraine and the Middle East.

The shared characteristics between small drones and roadside bombs, the decades separating their emergence and the surprise at their effectiveness have prompted comparisons between the way the UK has responded to them.

### **Knowledge gained**

Retired Brigadier Ben Barry was behind a once-classified lessons learned report on the British Army's stabilisation efforts in Iraq from 2005 to 2009, and was encouraged to leave nothing unsaid in order to help the service learn after Operation Telic.

Referencing stabilisation efforts in Basra, he told BFBS Forces News: "Very quickly, the opposition became more lethal than it had been in Northern Ireland at the height of the campaign there.

"Sunni and Shia insurgents and militias made extensive use of improvised explosive devices; both various types of suicide and roadside bombs."

Iran started supplying Shia militia in 2005 with explosively formed penetrators (EFPs), containing a disc that an explosive focused into a metal slug. It overmatched much of the UK's patrol vehicle range – especially soft-skinned vehicles and lightly-armoured Land Rovers.

Electronic countermeasures used against IRA radio-controlled roadside bombs in Northern Ireland were far more easily jammed than the EFPs, which were initiated by a passive infrared signal. An innovation race – similar to that faced today – required agility, to either roll out or fail fast with the new defence technology to counter EFPs.

However, new vehicles could not be rolled out immediately, and the response to roadside bombs formed part of Brig (Ret'd) Barry's conclusion that strategic leadership had been inadequate. Some positive action was taken in response, though these in turn had their own consequential drawbacks. Patrol patterns were changed alongside tactics, techniques and procedures, Brig (Ret'd) Barry noted. "They reduced vehicle movement, and they also tried to complicate the terrorists' ability to attack them," he said.

"Now, all of that greatly reduced the amount of deployable combat power the British could put on the ground, and it meant they could spend much less time assisting the Iraqi army in southern Iraq in building their capabilities."

### **'Wading through glue'**

Intelligence gathering efforts were bolstered, as was the approach to hit supply line networks behind these devices. However, the decision not to attack in Iran - from where a lot of these EFP materials were smuggled over the border - meant this solution was limited.

Meanwhile, the UK's strategic goal of reducing troop numbers in Iraq, a lack of helicopter surveillance to spot signs of danger, and the expanded commitment to Afghanistan in 2006 all meant fewer troops on the ground to protect convoys. "It wasn't clear who was responsible for what in the MOD concerning improving the equipment and the protection for British troops in Iraq. "However, the injected uncompromising energy into the procurement of a new protected patrol vehicle, the Mastiff, was virtually proof against EFP warheads." The Mastiff vehicle entered service in Iraq in late 2006, a technological answer to a challenge that had been cheap, scalable and difficult to combat for a sustained period.

So were the lessons in dealing with roadside bombs carried over to the 2020s, with cheap, alternative airborne threats emerging at scale?

"It's fair to say that a lot of commentators were surprised by the effective use of low-level drones," said the former Brigadier. "The response to Iraq in many respects was insufficiently agile, insufficiently fast and flat-footed. I have a lot of contact with people in the army, the middle leadership and the senior leadership, and I think they've taken those lessons on board. "But they do find the process... It's sometimes like wading through glue. When money is short, there are all sorts of constraints thrown up within the MOD about the spending of money and the spending of money on new things. "And there is red tape around experimentation, particularly with ammunition and experimentation with things that fly."

## Lessons from the past

Laser weaponry development like the UK's DragonFire, the purchase of 50 new Apache helicopters, and recent experimentation to integrate drones to work alongside them may well all be seen in the future as evidence of the UK getting to grips with the FPV surge. "The principles that applied to the British effort to counter the roadside bombs in Iraq seem to be being applied," Brig (Ret'd) Barry explained. "In terms of engaging with the future and avoiding the sort of shock that they suffered with EFPs, I think the Army has been working very hard," he said.

However, the retired brigadier said evidence would suggest those inside the Army do not believe the service has enough drones or is doing enough with them.

Despite many drones now being produced in the UK, Mr Barry said many are heading to Ukraine, and cited likely frustration with "peacetime safety rules that limit what we can do in UK airspace and what we can do on training areas".

Ultimately, despite similarities in cost and their deployable nature, Mr Barry acknowledged the differences between FPV drones and roadside bombs alongside their demand for agile responses.

Today, the author of *The Rise and Fall of the British Army, 1975–2025*, remains optimistic and hopeful that hard lessons from Iraq could be applied to current times, rather than relearned entirely.



**RAF News Saving a life: How the RAF and Army carried out medical para drop on remote settlement.** When a British national was suspected of having contracted a potentially fatal virus on a remote island group in the South Atlantic, the RAF and 16 Air Assault Brigade sprang into action to help.

Despite the huge distance involved, time was of the essence and because of the topography of the area help could only come in one way – by parachute.

Here's how the mission unfolded.

### Situation

An outbreak of Hantavirus was linked to the Dutch cruise ship MV *Hondius*. Sadly, at least three deaths have been reported in connection with the outbreak, although the UK Government says the risk to the public is very low. The ship arrived in waters off Cape Verde on 3 May, with a number of British nationals on board.

One suspected case of Hantavirus of a British national was confirmed on Tristan da Cunha and medical assistance was urgently required. Tristan da Cunha, a group of volcanic islands, is Britain's most remote overseas territory. It's located deep in the South Atlantic, has no airstrip and is normally only accessible by boat.

As well as the topography of the islands, distance was a major obstacle - the aircraft had to fly almost 10,000 kilometres from RAF Brize Norton to Ascension Island and then on to Tristan da Cunha.

## Mission

Hantaviruses are a group of viruses carried by rodents such as mice and rats, transmitted by their droppings and urine. They can cause a range of diseases from mild, flu-like illness to severe respiratory illness. Symptoms of hantavirus infection can include fever, extreme fatigue, muscle aches, stomach pain, nausea, vomiting, diarrhoea or shortness of breath.

In some cases, people develop severe breathing difficulties.

With oxygen supplies on the island at a critical level, an airdrop with medical personnel was the only method of getting vital care to the patient in time.

The operation would also ensure the resilience of wider healthcare to support the 221 people on the island by supporting Tristan da Cunha's two-person medical team.



Therefore a team of six paratroopers and two military clinicians, all from 16 Air Assault Brigade, were dropped by parachute from an RAF A400M.

## Execution

The military team flew 6,788 km from RAF Brize Norton to Ascension Island. The aircraft then proceed to fly more than 3,000 km to Tristan da Cunha, where the personnel parachuted onto the island.

They were supported by an RAF Voyager aircraft to refuel the A400M mid-air.

Weather conditions at Tristan da Cunha can be challenging, with average wind speeds often exceeding 25mph, presenting difficult conditions for the paratroopers. The six paras made the jump with the two medical personnel in tandem. Meanwhile, the oxygen supplies and other medical equipment were dropped from the ramp of the A400. On the ground, the military personnel liaised with local officials, and the islanders recovered the heavy supplies using a low-loader and a truck.

The Atlas A400M was the ideal choice for the mission as the aircraft has the ability to carry a 30-tonne payload 4,445 kilometres to both established and remote civilian and military airfields, or by landing on short, unprepared or semi-prepared strips.

However, in this case there was nowhere to land, hence the need for the para drop.

## Debrief

This operation marked the first time the Armed Forces had inserted medical personnel to provide humanitarian support via a parachute jump. It demonstrated how the military can deploy at very short notice across the world on a range of tasks.

All images courtesy of the Ministry of Defence



## **RAF's new anti-drone missiles move from testing to deployment in just eight weeks.**

RAF Typhoons on operations in the Middle East have been fitted with new laser-guided anti-drone missiles – a feat which took less than two months to accomplish. The Advanced Precision Kill Weapon System has now been deployed, with sorties being flown by IX (B) Squadron fighter jets. The MOD says British citizens and regional partners will be better protected against drone attacks as a result.

### How a rocket becomes a missile

Rapid procurement and testing work by the MOD and industry partners BAE Systems and QinetiQ has enabled the system to move from testing to deployment on operations in eight weeks.

March saw a successful test strike on a ground-based target, and RAF Typhoon pilots from XLI Test and Evaluation Squadron conducted successful air-to-air firing in April, demonstrating the system's ability to defend against drone attacks.

The APKWS uses a laser targeting system which turns unguided rockets into low-cost precision missiles and is able to take down enemy drones and other threats.

The MOD says the low-cost systems provides a more effective and sustainable means of countering the increasing threat of drones to UK forces and partners.

### Securing safety - at speed

QinetiQ supported the integration of the weapon with the Typhoon before the trials to prove the engineering had been successful, also creating a safety zone at the range and providing realistic targets for the Typhoon pilots to train against.

Simon Galt, QinetiQ's managing director air, told BFBS Forces News how they were able to do this in just eight weeks, which is a much faster timescale than normal and something they think they can continue to do moving forward.

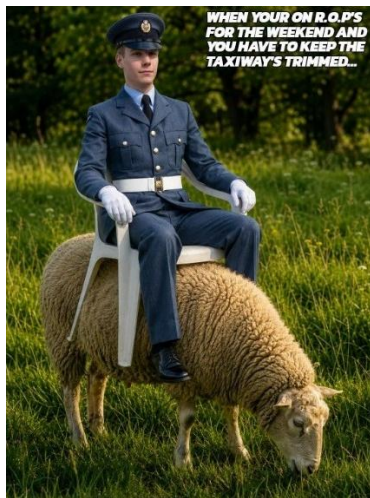
"We are 100% trying to move to a place where this type of pace becomes the norm for us and working with various stakeholders to make that the case," he explained.

"I think demonstrating something like this, where you can do a weapons integration in eight weeks safely and deploy to theatre, should give all of those regulatory stakeholders confidence that with the right partners in place you can get after this stuff quickly."

Defence Readiness & Industry Minister Luke Pollard said: "This has been a superb effort working with industry to test and deploy this system in a matter of months, which will help the RAF shoot down many more drones at a much lower cost.

"Our Typhoon fleet is the backbone of UK and Nato air defence, with the RAF protecting Europe's eastern flank from Russian drone incursions and defending our partners across the Middle East."

And now for some banter...



Jackie & Sally – Have you got something to own up to?



When your unit gets re-based to the UK after 10 years in Germany



That's all folks..... Submissions for inclusion gratefully received.

## Useful Contact Info – Military

**Worthing Veterans Association:** Providing a “one stop shop” point of contact for anything veteran related in and around Worthing. Contact Steve on 07948920339.

**Blind Veterans:** Supporting veterans with sight loss to overcome their challenges. Website is [www.blindveterans.org.uk](http://www.blindveterans.org.uk) or call on 01273 307811.

**Boots on the Ground:** The charity runs small activity weekends for veterans and their families, offers back to work programs, sign posting and support services. Tel: 08000 699 990 or <https://www.bootsonthegrounduk.org/>

**Care for Veterans** - a multi-disciplinary approach towards the care and rehabilitation of residents, which includes physiotherapy, occupational therapy, speech and language therapy, and neuropsychology, as well as social and recreational activities – all delivered from our facilities in Worthing, West Sussex. [www.careforveterans.org.uk/](http://www.careforveterans.org.uk/) 01903 213458

**Help for Heroes** Providing lifetime support to those wounded in the service of their country. No matter when someone served. <https://www.helpforheroes.org.uk/get-support/get-support-today/>

**Royal British Legion:** Website is [www.britishlegion.org.uk](http://www.britishlegion.org.uk) or call 0808 802 8080.

**Royal Naval Association** With over 11,000 members across 250+ branches in the UK and overseas, we are a family of current and former Naval Service personnel, relatives and supporters of our country's Royal Navy. <https://royal-naval-association.co.uk/>  
Email: [admin@royalnavalassoc.com](mailto:admin@royalnavalassoc.com) Tel: 023 9272 3747

**RAF Association.** The charity that supports the RAF family. Tel: 0800 018 2361  
Website is: <https://rafa.org.uk/>

**SSAFA:** The UK's oldest military charity, providing support for veterans and families.  
Website is [www.ssafa.org.uk](http://www.ssafa.org.uk) or call SSAFA Sussex on 0800 169 9060.

**Veterans Gateway:** Point of contact for veterans and their families to access information, advice and support online for a range of issues. Website is [www.veteransgateway.org.uk](http://www.veteransgateway.org.uk) or call 08088021212.

**Walking With The Wounded:** Walking With The Wounded, a military charity for injured veterans in the UK, supports a pathway for vulnerable veterans to re-integrate back into society and sustain their independence. At the heart of this journey is employment. Website is [www.walkingwiththewounded.org](http://www.walkingwiththewounded.org) .  
WWTW is not a crisis support organisation so all contact can be made through the website

## Useful Contact Info – civilian

(If anyone wants to recommend a local tradesman or charities to other veterans please let me know and they will be listed here.)

**Flamingo Rock:** Launched by one of our own. Gifts for him and her with a classic feel. Also bespoke items can be purchased. See website: <https://www.flamingorock.co.uk/>

**Carers Support West Sussex:** Providing support for family and friend carers across West Sussex. Website is [www.carerssupport.org.uk](http://www.carerssupport.org.uk) (you can chat online to them too) or call on 0300 028888.

**Freedom Powerchairs** Charity led mobility solutions, run by a RAF Veteran. 0800 0096631 or email [info@freedompowerchairs.org.uk](mailto:info@freedompowerchairs.org.uk)

**Helping Hands at Home** “No job too small” Home maintenance. Call Gerren on 07884 213613. Website is [www.hhhworthing.com](http://www.hhhworthing.com)

**Injury Treatment Centre:** Chartered physiotherapist dealing with joint and muscle injuries, and back and neck pain. Website is [www.injurytreatmentcentre.co.uk](http://www.injurytreatmentcentre.co.uk) or call 01903 205599.

**Wall Bros Carpets** Local firm run by strong supporters of the Veterans community. <https://wallbroscarpets.co.uk/> call them on [01903 20503638](tel:0190320503638)

**Painting & Decorating Services** No job too small, special care for veterans. Contact Teresa Lee on 07494711276 or email [teresalee309@gmail.com](mailto:teresalee309@gmail.com)

**Plumbing Services** Son of one of our own James Heaton has his own Plumbing & Heating business. Any jobs, small or large and will offer a 10% discount on labour for all Veterans. If you need any plumbing or heating work please contact James on [heatonsplumbing@gmail.com](mailto:heatonsplumbing@gmail.com), or by phone on 07919948630.

**Snack Shack** Located in the Lancing Business Park, run by a former Royal Marine. With space for up to 60/70 bods, interesting décor and obviously he knows what a brekky should taste like you should check this place out if in the area.

## Forecast of Events

<b>June 2026</b>	
Mon 1 <sup>st</sup>	Drop In – Gordon Room 10:30 – 12:00
Sat 6 <sup>th</sup>	D Day
Sat 6 <sup>th</sup>	Breakfast Club – Snack Shack 0930 – 1100
Sat 6 <sup>th</sup>	SAMA Ride of Respect 1400 – 1500, Worthing Cemetary
Sun 14 <sup>th</sup>	Falkland Islands Victory Day
Thu 18 <sup>th</sup>	Waterloo Day
Sat 27 <sup>th</sup>	Armed Forces Day
Tue 30 <sup>th</sup>	The Day Sussex Died – Battle of Boar’s Head
<b>July 2026</b>	
Sat 4 <sup>th</sup>	Breakfast Club – Snack Shack 0930 – 1100
Mon 6 <sup>th</sup>	Drop In – Gordon Room 10:30 – 12:00
<b>August 2026</b>	
Sat 1 <sup>st</sup>	Minden Day
Sat 1 <sup>st</sup>	Breakfast Club – Snack Shack 0930 – 1100
Mon 3 <sup>rd</sup>	Drop In – Gordon Room 10:30 – 12:00
Sun 16 <sup>th</sup>	Canadian Memorial Day 10:30 onwards
<b>December 2026</b>	
Sat 5 <sup>th</sup>	Breakfast Club – Snack Shack 0930 - 1100
Mon 7 <sup>th</sup>	Drop In – Gordon Room 10:30 onwards
Sat 12 <sup>th</sup>	Vets Xmas Bash – Palm Court Pavilion

# Annual Diary

A place for us to list annual events which may require observing at the Cenotaph, Parade, Dinner or visit to the pub. If anything is missing please let me know.

<b>January</b>	
<b>27<sup>th</sup></b>	<b>Holocaust Memorial Day</b>
<b>February</b>	
<b>March</b>	
<b>April</b>	
<b>1<sup>st</sup></b>	<b>Formation of the RAF 😊</b>
<b>May</b>	
<b>8<sup>th</sup></b>	<b>VE Day</b>
<b>24<sup>th</sup></b>	<b>HMS Hood Day</b>
<b>June</b>	
<b>6<sup>th</sup></b>	<b>D Day</b>
<b>14<sup>th</sup></b>	<b>Falklands Victory</b>
<b>18<sup>th</sup></b>	<b>Waterloo Day</b>
<b>30<sup>th</sup></b>	<b>The Day Sussex Died – Battle of Boar’s Head</b>
<b>July</b>	
<b>August</b>	
<b>1<sup>st</sup></b>	<b>Minden Day</b>
<b>15<sup>th</sup></b>	<b>VJ Day</b>
<b>September</b>	
<b>13<sup>th</sup></b>	<b>Battle of Quebec (1759)</b>
<b>15<sup>th</sup></b>	<b>Battle of Britain Day</b>
<b>22<sup>nd</sup></b>	<b>Battle of Arnhem (17<sup>th</sup> – 25<sup>th</sup> Sept 1944)</b>
<b>October</b>	
<b>21<sup>st</sup></b>	<b>Battle of Trafalgar</b>
<b>25<sup>th</sup></b>	<b>Charge of the light brigade (Balaclava) 1854 and Agincourt 1415.</b>
<b>28<sup>th</sup></b>	<b>Formation of the Royal Marines</b>
<b>November</b>	
<b>5<sup>th</sup></b>	<b>Battle of Inkerman</b>
<b>11<sup>th</sup></b>	<b>Armistice Day</b>
<b>11/12<sup>th</sup></b>	<b>Battle of Taranto</b>
<b>December</b>	
<b>17<sup>th</sup></b>	<b>Lancaster Bomber crash</b>