

AIR CADET PETER EDMUND TUTTON 1950





AIR CADET PETER TWITTON, SEATED SECOND FROM LEFT, 1950, SWANTON MORLEY.



NO 4 RADIO SCHOOL
FOR SIGNALLERS



COLD WEATHER
FLYING GEAR

RAF EASTLEIGH, KENYA. 1952 - 1955

MAU MAU INSURGENCY.



AVRO LINCOLN



AVRO LINCOLN



DAD WITH LINCOLN



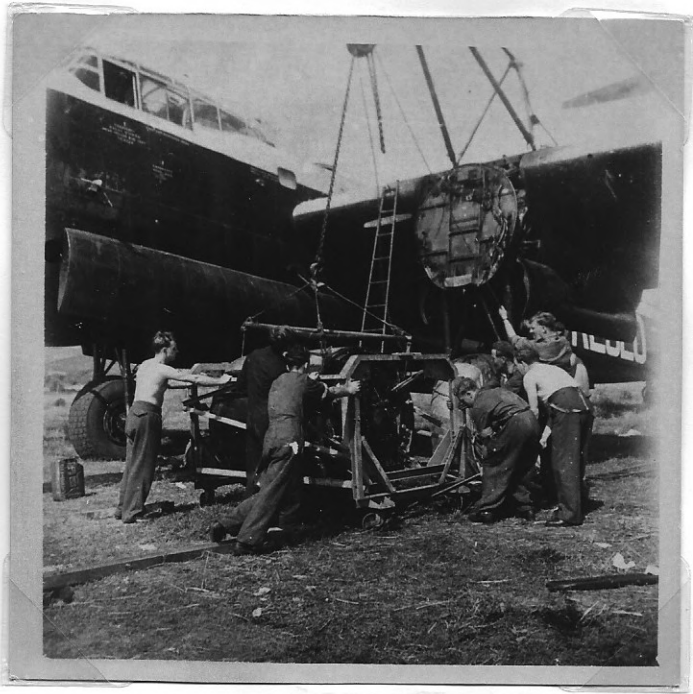
DAD SECOND FROM LEFT



WARM WEATHER QUARTERS



BOMBING
MAU MAU POSITIONS
MT KENYA.



DIY ENGINE REPLACEMENT



AVRO LINCOLN FLIGHT SIGNALLER
EQUIPMENT (NOT SURE IF ITS DAD)



HAVING A DRINK IN NAIROBI KENYA.



Remains of RF349, Lincoln of 49 Sqn, Sgt Peter Tutton, Air Signaller.



1953, SWING DEVELOPED DURING
TAKE OFF. PLANE RAN OFF
RUNWAY AND UNDERCARRIAGE
COLLAPSED. ENGINES TORN OFF
AND FUEL TANKS RUPTURED AND
ON FIRE. ALL CREW GOT TO
SAFETY.

ALSO:

IN 1951 DAD WAS ONBOARD
LINCOLN RF567 L WHICH DEVELOPED
ENGINE FAILURE ON ^{LANDING} ~~TAKE OFF~~.
CRASHED INTO A HANGAR AND
CAUGHT FIRE; TWO DEAD.
DAD BADLY BURNT ON FACE
AND HANDS.

LINCOLN BURNT OUT IN NAIROBI

Mishap during night take-off

"STANDARD" STAFF REPORTER

ONE of the Lincoln bombers—flown to Kenya recently to intensify the air attacks on Mau Mau forest gangs—crashed early yesterday while taking off from the R.A.F. aerodrome at Eastleigh, Nairobi. The aircraft, which had been scheduled to make a routine trip to bring supplies from Aden, burst into flames and was destroyed.

The crew of six escaped a few minutes before the fire spread to the fuselage. Apart from cuts and bruises, none was injured.

Still smouldering

The R.A.F. emergency fire service and the Nairobi Fire Brigade fought the blaze for nearly three hours. The debris was still smouldering yesterday morning.

An official statement by the R.A.F. reports that the crash was the result of "a technical error." A court of inquiry, at which the Directorate of Civil Aviation will be represented, is to be held.

The bomber's crew consisted of Sgt. Keay (pilot), Flying Officers Pessers and Norton (navigators), Sgt. Summers (flight engineer), Sgt. Tutton (signaller) and Sgt. Hollingshead (gunner).

Eye-witnesses said the aircraft seemed to swing to starboard after travelling 300 to 400 yards along the runway. The undercarriage was sheared off and fire broke out in one of the engines. The machine, it is stated, was not airborne.

The R.A.F. fire tender checked the flames for two or three minutes while the crew clambered out.

Full tanks

The bomber petrol tanks were full for its long journey. Also on board was a quantity of small arms ammunition, which exploded as the flames enveloped the aircraft.

A dense cloud of smoke billowed from the blazing wreckage.

An airman stationed at Eastleigh said yesterday: "I was walking along the road leading from the hangars when I heard

the engines cut out. There was no noise, but after a few minutes I saw smoke and flames.

"I ran to the burning aircraft, but by this time the crew had got out.

"There was quite a bit of excitement when the ammunition started to blow up."

Write-off

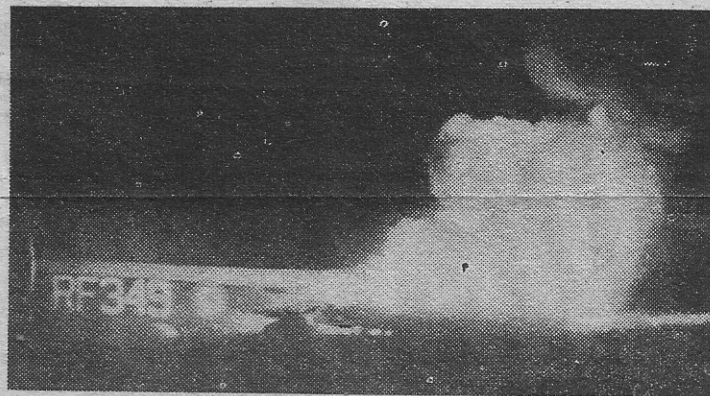
An official of the Directorate of Civil Aviation who was summoned to the aerodrome described the aircraft as "a complete write-off." He said the official inquiries would be conducted by the R.A.F., authorities, but that the Directorate would be represented at the court "to look after the interests of the Kenya Government."

Mr. Nehru hints at further steps over Goa

Mr. Nehru, the Indian Prime Minister, has hinted that India might take "further steps" regarding Portuguese possessions in India.

India has already closed down her Legation in Lisbon because Portugal will not negotiate the transfer of any of her national territory in India—Goa, Damao and Diu.

Mr. Nehru told the Council of States (Upper House of Parliament) that India did not intend to take any "aggressive steps" against the territory itself. He said any action which might be taken would not be of a "dramatic type to be burst upon an astonished world." (Reuter)



The blazing bomber on the runway at Eastleigh.



RAF EASTLEIGH, KENYA



NAIROBI





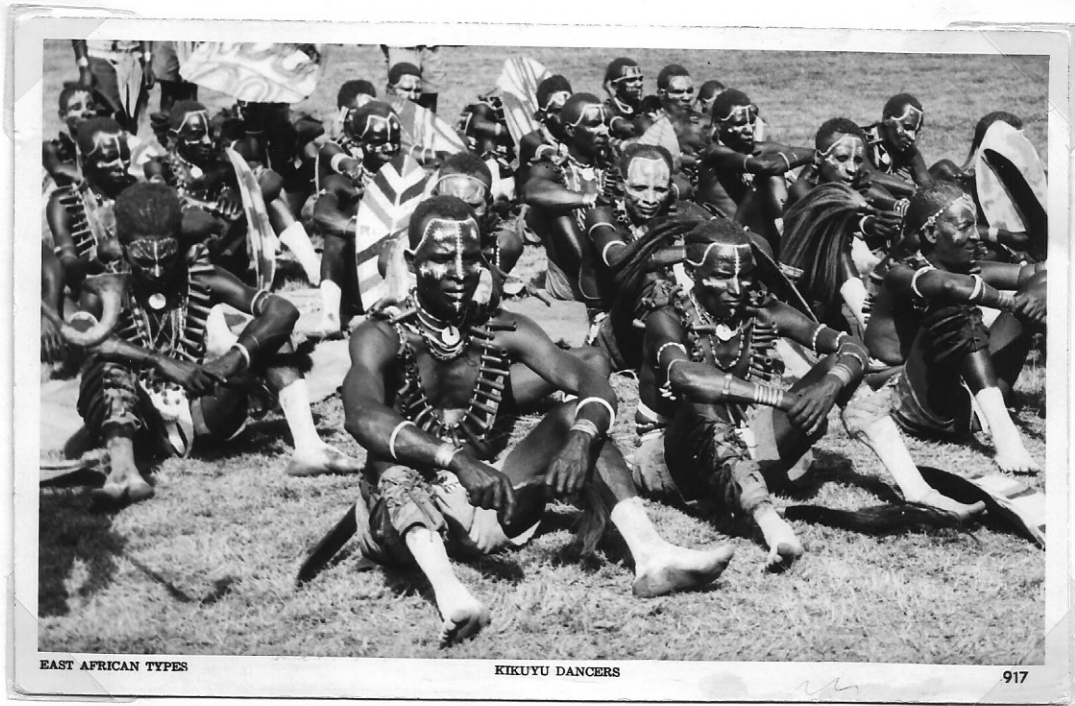
CHRISTMAS DRINKS, RAF CASTLEIGH, KENYA.



DAD FRONT, THIRD FROM LEFT. REST AND RELAXATION!



DAD, LEFT, SOMEWHERE IN KENYA. CIRCA 1952



EAST AFRICAN TYPES

KIKUYU DANCERS

917

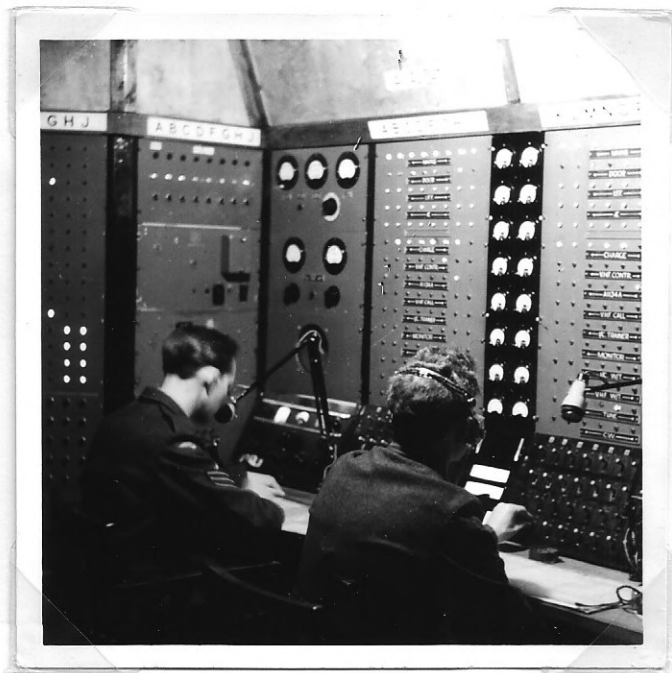


FLIGHT SERGEANT PETER EDWARD TUTTON, STANDING LEFT. BOMBER CREW CIRCA 1952/3

RAF KORMAKSAR. ADEN CIRCA 1958



RESTING IN QUARTERS.



PETER TUTTON, LEFT, RAF KORMAKSAR
DISPATCH ROOM



RETURNING VIA GULF OF ADEN.
U.S. NAVY DESTROYER VISIBLE



THE QUEENS COMMISSION 1962

PILOT OFFICER PETER EDMUND TUTTON



PILOT Officer Peter Edmund Tutton, who was among new officers commissioned in the Royal Air Force following the successful completion of their O.C.T.U. course at Jurby, Isle of Man. His home is "Alexander House," 6, Mountview-road, Oliver's Battery, Winchester. He was born in Southampton and was educated at St. Peter's R.C. School, Winchester, later attending University College, Southampton, as a part-time student. He was a member of the 1105 Sqdn., Winchester A.T.C.

Pilot Officer Tutton has served abroad in Aden, Kenya, Australia and Singapore, and he has been commissioned as an Air Electronics Officer in the General Duties Branch.



49 VICTOR COURSE 6/12/62

P/O COLLINS P/O WEST F/L CLAYTON F/O GOSWELL F/O ELLIS P/O TUTTON

F/L BISSELL F/L LOVETT F/L BLISS F/L WILSON F/L ALLSOP F/L THOMPSON

NO 1 Bomber Group Standardisation Unit June 1971

FLY LT PETER EDMUND TUTTON, SEATED LEFT.



RAF GATOW, WEST BERLIN CIRCA 1975.

RECEIVING A HAGGIS (?)



WEST BERLIN.

BERLIN AIR SAFETY CENTER STAFF CIRCA 1975



VICTOR AIR CREW. DAD ON RIGHT.



FLT LT PETER EDMUND TUTTON

AUG 30th 1932 TO OCT 16th 2022



KEEP REACHING FOR THE SKY DAD !!

GOODBYE AND GOD BLESS YOU.



SECOND SUPPLEMENT TO
The London Gazette
of Friday, 7th December 1962
Published by Authority

Registered as a Newspaper

TUESDAY, 11TH DECEMBER 1962

AIR MINISTRY

11th December 1962.

ROYAL AIR FORCE

GENERAL DUTIES BRANCH

Appointment to commission (permanent)

As Pilot Officer (General List):
Graham STEWART (4230916). 27th Jan. 1962.

As Flight Lieutenants (Supplementary List):
William John MCGRORY (2558458). 9th July 1962.

Ernest Brice FLETCHER (2201273). 28th Sept. 1962.
Alan William McDONALD (4084132). 8th Nov. 1962.

As Flying Officers (Supplementary List):

Master Pilots

18th Oct. 1962

Reginald William DROWN (176968).
Alan KENYON (175024).
Campbell James Bissett MURDOCH, A.F.M. (1574556).

Stanley Cyril WILLIAMS (1319015).
Master Engineer Stanley Arthur James PIPER (1866359). 18th Oct. 1962.

Sergeant Kenneth Albert PILBEAM (4143061). 18th Oct. 1962.

As Pilot Officers (Supplementary List):

Flight Sergeants

18th Oct. 1962

Peter William FOWNES (4038675).
John Ivan GARDNER (4043728).
Peter Edmund TUTTON (3508741).

Appointment to commission (permanent) (D.E.C.(A))

As Pilot Officer (Supplementary List):
Sergeant Colin BARNES (2680248). 18th Oct. 1962.

As Acting Pilot Officers (Supplementary List):

Cadet Pilots

26th Oct. 1962

Michael Ronald Frederic MACLACHLAN (4231593).
Trevor John Bramley NEWTON (4231576).
Graham Walter PRICHARD (4231573).
Kenneth Johnstone TAIT (4231588).
Roger James Mullen TAYLOR (4231571).
Jonathan TYE (4231597).
Colin WILD (4231590).
Ashley Robert John WIRDNAM (4231594).

Anthony Edmund WHITE (4231449). 7th Nov. 1962 (seniority 31st Aug. 1962).

Cadet Navigators

26th Oct. 1962

Roger Lambart De Hauteville BELL (4231582).
William Smith BOYD (4231586).
John Gordon CHILD (4231574).

Desmond Antony COUGHLAN (4231563).
James Goodwin LOWDON (4231575).
Vincent Francis O'SULLIVAN (4231587).
Michael Rene Gordon WATERSON (4231558).
Timothy Mervyn Kirtlan WHRATLEY (4231557).
Alasdair Cessford Mackenzie WOOD (4231569).

Air Electronics Cadet David Brian FRYETT (4231585). 26th Oct. 1962.

Appointment to commission (permanent) (D.E.C.(B))

As Acting Pilot Officers (Supplementary List):

Cadet Pilots

26th Oct. 1962

John Michael BENFIELD (4231580).
Jeremy Michael GOLDBERG (4231583).
David KEEFE (4231591).
Barry LEE-SMITH (4231567).
Andrew Harry MARKELL (4231592).
Anthony Gerard MOORE (4231565).
Maurice PATTERSON (4231596).
Brian PRATY (4231578).
Richard Holgate Needham RHODES (4231584).
Keith STUBBS (4231577).

Cadet Navigators

26th Oct. 1962

Paul BRADLY (4231581).
Richard Anthony GREEN (4231546).
Geoffrey John WEST (4231595).

Promotion

Flying Officer to Flight Lieutenant:

M. K. FIELD, B.A. (4230840). 14th Feb. 1962.

I. R. SINCLAIR (607909). 15th Aug. 1962.

C. J. PERRY (1869963). 6th Sept. 1962.

P. J. RYALL (2774890). 11th Oct. 1962.

6th Dec. 1962

R. N. BOND (1803235).
R. E. A. BUTTLE, A.F.M. (1604763).
G. de LOOZE (2203167).
J. R. RITCHIE, A.F.C. (1571507).
A. WRETMAN (1502735).
A. WILLIAMSON (579814).
R. A. ELLINGWORTH (2775369). 7th Dec. 1962.
J. A. LANE (4154421). 9th Dec. 1962.

Pilot Officer to Flying Officer:

B. HENNEBURY (2617386). 28th Sept. 1962.

1st Oct. 1962

L. R. PIPER (3521469).
A. THOMLINSON (5200026).

Eulogy for Flight Lieutenant Peter Edmund Tutton

August 30th 1932 to October 16th 2022

I would like to welcome you all and thank you for joining our family and relations as we celebrate the life of Peter Edmund Tutton and say our farewells.

Peter, a son, a brother, a husband, a father, and most of all an airman was born in Southampton on August 30th 1932 to Edward and Molly Tutton.

Peter has a sister Margo (hello to you in Scotland Margo on the live stream, we are so glad you could join us remotely) and two brothers Tony (now unfortunately deceased) and Richard.

Early in Peters life the family moved to Winchester and he attended St Peters Catholic School.

Peter was very much dedicated to his Catholic faith throughout his life.

As a boy of 9 years old he would walk from Highcliffe to St Peters Church to serve at the 7 am mass before school. One winters day in his shorts he said he nearly froze because the priest had over slept so he couldn't get into the locked gate.

Luckily Agnes the church housekeeper noticed him shivering at the gate; let him in and gave him a hot cup of tea to thaw him out.

On his early morning walks to the church, he befriended a group of men who always walked up North Walls to the train station. They would call out 'Hey Pete, say one for me!' and he always did.

On leaving school, Peter trained as a mechanic and worked on repairing cars and lorries, but his real ambition was to fly and join the RAF.

He studied hard to gain his 'O' levels doing day release courses at Southampton collage.

In 1950 his hard worked paid off when he joined the Air force as an aircrew cadet.

In 1951 he qualified as an Air Signaler and was assigned to fly Wellingtons.

Soon after he was sent on active duty flying the Avro Lincoln stationed at RAF Eastleigh in Kenya during the Mau Mau insurgency.

In Aden he flew the Blackburn Beverley heavy transport plane based at RAF Kormaksar flying flood and famine relief missions during the Aden Emergency.

Peter also spent time on Special Duties in the Pacific.

As an aside, I did a little research on these missions and found that the Lincoln was one of the most accident-prone aircrafts in the RAF with over 150 crashes. It seems many of these were due to undercarriage failure on landing. We are quite lucky there is a Tutton family at all. These were brave young men!

Peter was an ambitious and hard working Airman and on the 11th December 1962 he gained the Queens Commission and was promoted from Flight Sergeant to Pilot Officer.

They then quickly promoted him through the ranks to become a Flight Lieutenant.

I was talking to a retired Army Officer very recently and I told him Peter had worked his way from the ground up to be a commissioned officer. He stressed that this was a very significant achievement as it was very difficult to get past the rank of Sergeant.

Only the very best could make it!

On returning from the Middle East Peter joined 55 Squadron at RAF Honington where he flew the Hadley Page Victor as part of the UK's low level nuclear deterrent before they were converted for inflight refueling.

Peter was in the right place at the right time as he was appointed the Group Standardization Officer responsible for developing new global inflight refueling and tanker conversion procedures. This took him to various posting across the UK including RAF Marham and RAF Scampton.

Peter next qualified as an Air Traffic Controller and made another move to RAF Lyneham. Here he engaged in one of his passions and became the manager of the Lyneham "Little Theatre", Chairman of the Lyneham Stage Club and Operations Wing Entertainment Officer.

Towards the end of his career, I think, came one of his most intriguing and satisfying roles when he was posted to a Staff Appointment at the Berlin Air Safety Center in Germany.

This was a role linked to the Foreign Office and he was therefore responsible to the British Foreign Minister. In this role he jointly managed the air corridors across East Germany to West Berlin with the Americans and Russians.

This was during the cold war and he was right in the thick of it.

His final role was an appointment to the Civil Aviation Authority as the Liaison Officer for the NATO and US Aeronautical Information Service.

Peter achieved his ambitions charting an illustrious 37 year career with the RAF.

Peter was rightly extremely proud of his achievements and had the great pleasure of bumping into his old Head Master from St Peters one day who was keen to hear

what he had been up too. His head master said 'I'm so happy when my boys are doing well'

Peter had many interests alongside flying. He loved going to the theatre, and enjoyed amateur dramatics.

You would often find him on stage acting and singing at different postings and in the early days he would operate the lighting for the yearly pantomimes in Milner Hall, where he met his future wife Mary.

They had a long engagement as Mary was training to be a nurse and in those days trainee nurses were not allowed to get married!

They finally celebrated their engagement at the St. Patrick's day dance at Milner Hall where afterwards Fr. Gallagher opened the church late at night to bless the ring.

They were married at St Peters Church in June 1958 going on to have 6 children, living at various posting around the world.

A family favourite was Berlin where his children flew over for school holidays and experienced many activities such as, dancing, ice skating, diving, sailing, shooting and working at the RAF family food shop.

For family holidays, Peter would hook up the caravan and off we all went to explore Europe and the UK.

In retirement he enjoyed gardening, had a keen interest in Military history, politics, and of course his family.

He loved regaling humorous stories about his time in the RAF. (And yes, we heard them many times!)

He became an avid sailor, competing in 2 Fast Net races and sailing yachts around the Mediterranean.

He enjoyed learning languages including French, German and Arabic.

He was involved in the local Winchester allotment society where he proved to have a green thumb and kept the family fed with plenty of fresh veg.

Recently he had been suffering as his bodied failed him after so many years and having been through 2 triple heart bypasses during his life.

Peter reached a grand old age of 90, was fiercely independent to the last moment including driving, somewhat precariously, right to the end.

Goodbye Dad and God bless you.

We all miss you.

Chris Haslett-Tulston
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