



Almost all of the plans outlined in the last edition of The Hurricane have ground to a halt.

The hopes that we would all celebrate the real peace in Europe that came in May 1945 have been dashed, not by church services and the laying of wreaths but in a new slant of mortal combat with a new and virulent flu virus that treats all with equal disdain.

All comers – British, French, German or Italian are afflicted with the same scant disregard. Not unlike the historic war we wished to remember, COVID-19 leaves many dead in its wake – perhaps a rather poignant reminder of loss.

With the scheduled summer season opening day looming, the museum decided it could not open its doors to the public in mid-March as it became clear that this annoying export from Wuhan in China was actually something we ought to sit up and pay attention to after all. Most, if not all, of the volunteers are in the 'at risk' category, some more than others.

This unwelcome development places the museum at a severe disadvantage in that its income stream has been severely disrupted this year. People coming through the door provide entry money and they buy from our shop. We need to sell more on-line through our website shop and attract more 'Friendship' members. Someone new signing up membership for just this coming year will greatly ease the burden the museum faces in maintaining the service into a new, hopefully virus free, year 2021.



Squadron Leader Roger Topp AFC

On March 6, Roger Topp, the iconic leader of the 111 Squadron Black Arrows Hawker Hunters died after short stay in hospital. He was 96 years of age.

Air Commodore Roger Topp created a sensation at the 1958 Farnborough Air Show when he led 22 Hawker Hunter fighters over the airfield and pulled up to complete a formation loop – a feat that has never been repeated.

When he assumed command of No 111 Squadron (Treble One) in January 1955, he was 32 and a Squadron Leader, the Hunter had started to replace the Gloster Meteor at RAF North Weald. Shortly after, Topp broke the Edinburgh-to-London speed record previously set by a Hurricane in 1938. Reaching speeds in excess of 700mph, the 332-mile journey in a Hunter was covered in 27 min 52 sec. The record stood for 32 years.

Roger Topp is credited with transforming the squadron while stationed at RAF North Weald - overturning low morale by introducing his men to aerobatics in the Hunter jets. He led a five-aircraft display team which was soon performing to crowds in the UK and overseas. After winning Fighter Command's aerobatics competition Topp and his team represented the RAF at every major air show in 1957. The aircraft were finished in an all-black gloss finish, which would play a key role in deciding the team name later. The name was attributed to a French aviation journalist.

Building up from the small formations he introduced a formation with nine aircraft, and all this culminated with the spectacular Farnborough Display. For this he brought in other RAF squadrons to join his all black aircraft in boosting the record breaking and show stopping, never to be repeated 22-plane loop-de-loop, twice. After the other squadron aircraft broke away the 111 Squadron Hunter's went on to fly a six-ship barrel roll. Although the squadron had moved from North Weald to RAF Wattisham by the date of this memorable feat, the training was commenced at North Weald.

The headline grabbing display flying was the start of the RAF jet display teams – when the Black Arrows went, they were replaced by the Blue Diamonds, also flying Hunters, and progressively through to the Red Arrows of the modern RAF.



That leadership led to Roger Topp [centre above] receiving a third Air Force Cross (AFC).

The son of a Sussex farmer he had joined the RAF as an apprentice boy entrant and was trained in wireless and radio, serving for two years at Gosport as a wireless mechanic. He was selected to be a pilot and was trained in Canada. By the time he had gained his wings it was 1944 and the demand for general pilots was greatly reduced. Heavy losses among glider pilots during D-Day and the assault on Arnhem led to him being assigned as a glider pilot.

On 24th March 1945 he was piloting a Horsa glider loaded with a jeep, gun and its crew in a tow behind a Dakota transport in the huge armada crossing the Rhine. He released from the tug aircraft near Wesel and was on the approach to a landing when the Horsa was hit by ground fire.

He lost control and the craft hit the ground hard. Fortunately, despite all the resultant damage all the people on board survived without injury.



On the ground the pilot became an infantryman in charge of a Piat anti-tank rocket launcher and he attacked an anti-aircraft gun emplacement with the weapon. Two rounds from the Piat destroyed the target and took prisoners. Two days later he was home in Britain.

The war in Europe finished a little over a month later. He stayed in the RAF into the peace and flew a range of aircraft types including de Havilland Mosquitos in Germany. Soon he was training others to fly on instruments for the occupation forces. At the end of his tour he received the first of his AFC's.

His next assignment was training with the Empire Test Pilots School. He was subsequently employed testing new armaments including guided weapons and the 30mm cannon.

In 1954 he and another pilot were assigned to 100 hours of testing the new and world-leading de Havilland Comet in the wake of some catastrophic and unexplained fatal accidents that blighted the type in its early service. For this work he received the second AFC before moving on to command 111 Squadron at North Weald.



After he left 111 at Wattisham, in July 1959, he moved back to Germany for three years, then on to Boscombe Down testing station, responsible for testing the early versions of the English Electric P1/Lightning and the Hawker P1127 vertical take-off development aircraft.

In December 1963 he commanded RAF Coltishall, the base chosen for the service introduction of the Lightning into RAF Fighter Command.

In the following fifteen years of service he was involved in the international Multi-Role Combat Aircraft [MRCA] project that led to the Panavia Tornado that left RAF service recently but continues to serve in Germany. Even upon leaving the RAF in 1978 he spent ten years working as a consultant with Feranti in Bonn.

One of the former Black Arrows Hawker Hunter jets, XG194 - named Black-jack Red One in honour of Roger Topp's call-sign - has been restored by the Wattisham Heritage air museum and placed on display. On his 90th birthday he was reunited with the aircraft - the one that Topp flew when he led the record-breaking display over Farnborough.

Son Jeff Topp, 69, said: "Dad was always an immense figure - someone who you could see had achieved great things."



MEMBERSHIP DETAILS HOW TO JOIN

We accept all currencies in welcoming you to museum membership—becoming a Friend of North Weald Airfield Museum as long as it means the same as £12.50p!

You can join through the museum website www.nwamuseum.co.uk

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CONTACT US

MUSEUM OPENING TIMES

The normal museum season is April until November and it is closed for the winter. Sadly that will not be happening any time soon in 2020. No entries by families and friends or members.

ADVERTISING AND THE HURRICANE

One way in which the NWAMA can earn income and to finance the production of hard copies of the Newsletter is advertising. Advertisers need circulation beyond the membership and they also need to know who is reading the Newsletter. If you pass this edition on please let us know who to so we can help finance your reading!

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The Hurricane includes artwork produced for it by Ian J Commin of Insight Design of North Burnham, Slough SL1 6DS. In some cases it may not be possible to indicate the source of this material directly associated with the images used.

Regular readers may recall that last year we had an image of a mystery plaque shown in the magazine. It was clearly something to do with deliveries to the NAAFI at RAF North Weald but no-one knew its exact provenance so guesses were allowed. Unfortunately since then there has been no additional information on the original item.

And now we have another one, thanks to an enquiry from Amanda McHugh!

She bought the latest plaque in a flea market. This one is made of pewter and is undated but apparently 1940s. Like the original item from last year it features the impression of a penny coin of the period. Back in the land of the guesses it would appear to be a plaque affixed to the outer casing, or wooden crate, of a package containing cigarettes. The size is 3 x 4 inches the manufacturer is G W Dodd.

A quick check on the Internet suggests that there a number of similar pewter objects from G W Dodd & Sons in Newcastle including a Great Western Railway platform ticket, clearly of 1940s vintage and a post-war military Land Rover badge relating to the RASC.



What we still do not know is why our forefathers chose to produce such robust 'labels' to attach to the goods they were delivering to North Weald. And why would the railway need a pewter platform ticket?

LETTERS TO THE EDITOR

Dear Mr. Elliott,

I would like to explain my interest in the RAF and North Weald as I am searching for information about my father Arne J. Aardalsbakke. During a family reunion in Norway in August there were discussions about the WWII activities of my father. We descendants have different recollections of what we were told happened which prompted me to look into the documents which we have and what I could find on the internet. It would be greatly appreciated if the museum by any chance should have any records / photos of him.

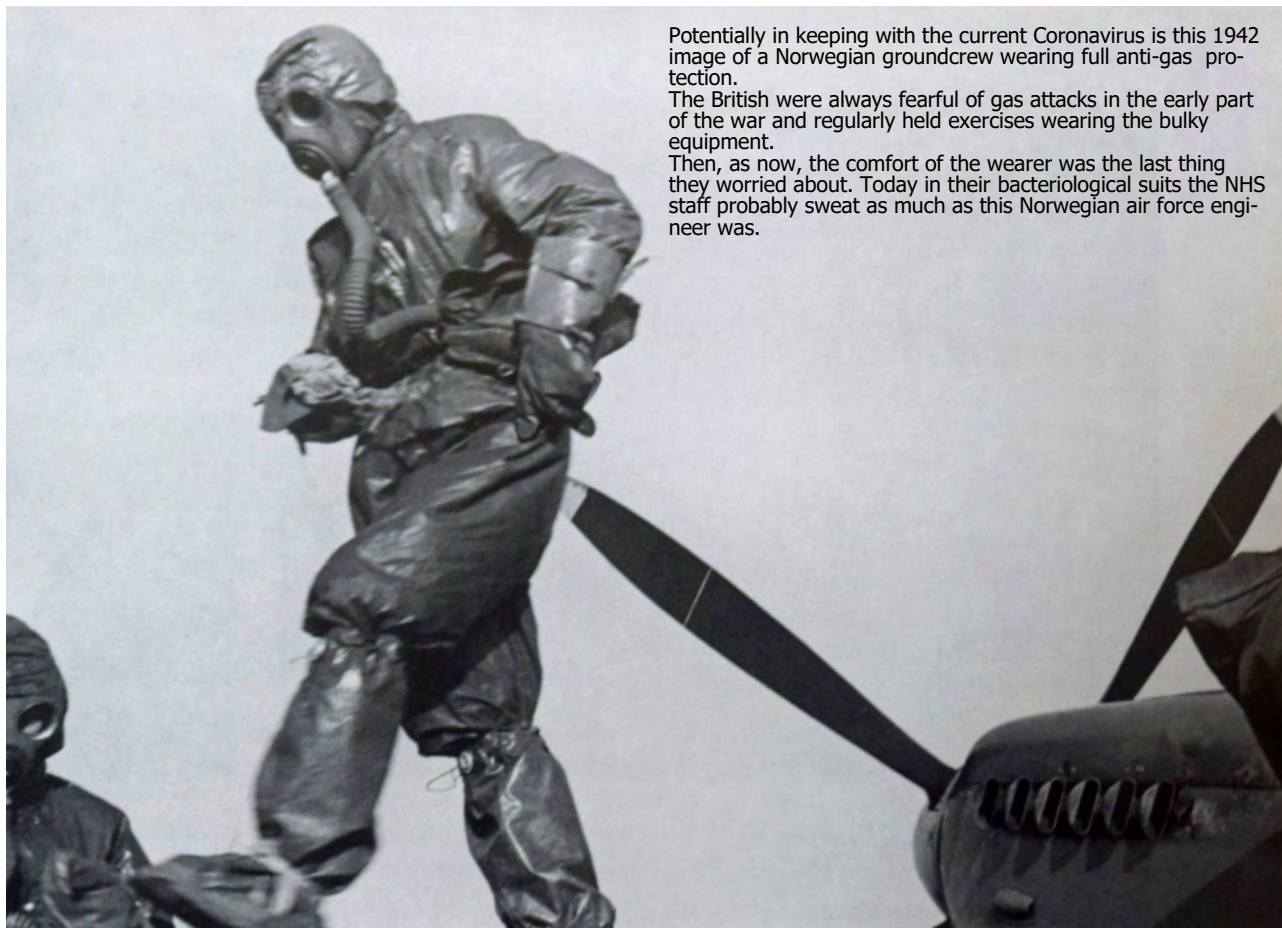
Like many who experienced the war, my father did not like to talk about it and he left few records. He was on one (or two?) ships which were torpedoed by the Nazis. The first time he was rescued after the life boat had capsized in heavy seas north west of the Hebrides by HMS Isis in November 1939. He may have been in South Africa at the time Norway was invaded in May 1940. He volunteered for service in New York on November 8, 1940 and was asked to report to the newly established training base Little Norway near Toronto, Canada. Because he was an electrical engineer by education, he was trained on aircraft maintenance. He came to RAF Catterick in July 1941 with 331 Squadron, later he was at RAF Castletown and RAF Skaeabrae. He was at RAF West Drayton in January/February 1942 and joined Squadron 332 at Catterick thereafter. On November 1, 1943 these squadrons were moved to North Weald as part of Wing 132 (Squadrons 66, 127, 322, 331 and 332 – Spitfires). At the time my father was a Wing Sergeant (?). From what I can see, he was stationed at North Weald until the end of March 1944 when the Wing was moved to Bognor Regis in preparation for D-Day. Accordingly he was at North Weald for about 5 months during WWII

Regards,
Odd Aardalsbakke

Ed: According to 'SPITFIRE SAGA' the dual language series of volumes covering the activities of the Norwegians in the Second World War, in March 1943 he was Sergeant electrician 267 with 332 Squadron at North Weald.

The museum is currently upgrading the Norway displays in the museum. We had hoped to open them before the scheduled winter closure dates in November but clearly events have overtaken us.

There are many images of the hundreds of men who formed the two Norwegian Spitfire squadrons at North Weald but to date none of those images has featured Arne J. Aardalsbakke.



Potentially in keeping with the current Coronavirus is this 1942 image of a Norwegian groundcrew wearing full anti-gas protection.

The British were always fearful of gas attacks in the early part of the war and regularly held exercises wearing the bulky equipment.

Then, as now, the comfort of the wearer was the last thing they worried about. Today in their bacteriological suits the NHS staff probably sweat as much as this Norwegian air force engineer was.

Dear Editor,

This 'Winters' issue is as enjoyable as always, and contained two photos of the 1937 Air Show. At age eight it was the first such event I had ever attended. The one with a crowd around the Avro Anson being extra special. Provoking a highlight, that being "If you could guess the speed" of a new British Fighter that would soon arrive and fly down the runway – the best four would get a flight in the Anson. Alas, I didn't but the new all silver fighter had everyone gasp as it topped 300mph and, as the Hurricane soon to enter the ranks of the immortal.

However on the reverse page you indulge in an 'inappropriate and provocative comment' after listing important milestones from the Second World War (1939-45) that are to be commemorated this year – that is the Bombing of Dresden in the closing months of the European part of the most horrific war in history.

Stirred and often led by that disgraced historian David Ervine who not only used lies and statistics over Dresden but the horror of the Holocaust as well.

There is much more that could be commented on – but let's leave it at that.

Yours Sincerely

John Hayward (born 1929)
Buckhurst Hill

Ed: Thank you John for making this humble editor's day. The addition of Dresden in the text was not supposed to be earth moving but newsletters such as this should never be too bland! It is a sad aside that none of us will be celebrating anything relating to VE Day in 1945 and we are unlikely to be doing a great deal by September either.

Dear Sir/Madam,

My father joined the RAF early 1944, and trained to be a fighter pilot, but did not see active war service due to the end of hostility's but continued on until 1950.

His pilot's flying log shows he flew Stearman, Harvard, Mustang, Spitfire, Meteor, and Vampire planes, and was based at several locations including Texas, Italy and North Weald.

His flying hours amount to nearly 900. He loved this time in his life very much.

Sadly, he passed away May 27, 2015. No decision was made to place his ashes, so they remained at home. So now I feel it is time to place them somewhere that meant so much to him. I'm not sure if this is possible, but I would like to spread them at North Weald.

Martin Ivatt

Editor: To be honest I thought it would be an impossible mission – or at best one that was going to be expensive to carry through. Whilst a Flight Sergeant G A Ivatt had been with 601 (Aux) Squadron at RAF North Weald we did not have any detail. The squadron was based at North Weald from March 1949 to March 1957 with the Spitfire, Vampire and Meteor.

I could not be more wrong. The airfield authorities were very welcoming and earlier this year the family met up with Colin L'Anson, airfield manager, he made the arrangements for them to intern the ashes. Martin reported that the staff were helpful and sympathetic, and he could not thank them enough. And it was all quite free.

Further to this Martin Ivatt supplied the museum with some images of his late father and flying log-book pages covering North Weald.



| Year | Month | Day | Aircraft | No. | Pos. or Loc. Pilot | Sub. Rec. Part (or Remarks) | DUTY (Including Remarks and Remarks) | Time | Alt. | Speed | Direction | Remarks |
|-------------------|-------|-----|----------|-----|--------------------|-----------------------------|--------------------------------------|-------|------|-------|-----------|---------|
| Total Hours Flown | | | | | | | | | | | | |
| 1944 | 12 | 13 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 14 | HARVARD | 151 | PT. SMITH | SELF | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 15 | SPITFIRE | 490 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 16 | HARVARD | 151 | PT. SMITH | SELF | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 17 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 18 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 19 | SPITFIRE | 728 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 20 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 21 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 22 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 23 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 24 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 25 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 26 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 27 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 28 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 29 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 30 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 31 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 32 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 33 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 34 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 35 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 36 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 37 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 38 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 39 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 40 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 41 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 42 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 43 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 44 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 45 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 46 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 47 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 48 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 49 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 50 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 51 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 52 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 53 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 54 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 55 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 56 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 57 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 58 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 59 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 60 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 61 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 62 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 63 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 64 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 65 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 66 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 67 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 68 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 69 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 70 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 71 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 72 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 73 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 74 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 75 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 76 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 77 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 78 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 79 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 80 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 81 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 82 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 83 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 84 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 85 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 86 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 87 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 88 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 89 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 90 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 91 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 92 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 93 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 94 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 95 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 96 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 97 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 98 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 99 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |
| 1944 | 12 | 100 | HARVARD | 387 | SELF | PT. SMITH | 1. P. LONG. FLYING | 01:30 | 1000 | 100 | 100 | 01:30 |

The logbooks show that when 601 RAAF moved from RAF Hendon to RAF North Weald on 27 March 1949, he flew a North American Harvard trainer '399' across to the Essex airfield. That aircraft featured several times in the logbook alongside others including '151' '387' and '402' All the registrations are shortened to just numbers so actual identities are difficult to pin down.

I did however find a web image that showed that '727' one of the Spitfire's he flew was Spitfire LF16 TE727, image probably at RAF Hendon.





This group photograph does not appear to have been taken at North Weald, most likely RAF Hendon. Ivatt is in the back row second from the left. If the aircraft used as a backdrop is one from 601 it should be a an LF16 as the squadron used that mark from 1946 to 1949.

In this image F/S Ivatt is on the left and in the background is a Gloster Meteor T7 trainer. The squadron converted to Vampire jets in late 1949 and the Meteor fighter from 1952-1957. Squadron members were able to take jet air experience flights in a similar Meteor T7 in late 1949 so there is a question mark over whether this was an image taken in 1949 or after 1952.



The final image is a group standing all over a North American Mustang . The location is unknown but the aircraft have British roundels.



The World Wide Web is full of stories linked to North Weald. Often they are family anecdotes posted by adoring children and other relatives like the story of WAAF Sergeant Georgina Stone told by Nell Rose on www.letterpile.com.

Her short story, plucked from the Internet, a family telling the world about their late mother and the tales she had told them. The original funny text by her daughter appears at <https://letterpile.com/memoirs/Sergeant-Georgina-Stone-Funny-Tales-Of-Her-Time-In-The-RAF>. It recounts individual tales which clearly have an affinity to North Weald but are not otherwise identifiable by date. Time enough in this case to add a little something to one of the tales thanks to the North Weald archive.

Georgina Stone was born on the 4th October 1919. She was one of three children. Ron was a couple of years younger than her, and Barbara came along nearly eleven years later. Early in the war she joined the Women's Auxiliary Air Force, or WAAFs as its known today. She became a telephone operator and rose to the rank of Sergeant and gravitated to North Weald where she served among both the American Eagle Squadron pilots and the Norwegian's.

Several adventures are recalled in the item including how she ended up flying in a Spitfire on one occasion and being chased by another that landed behind her as she was cycling across the landing ground.

One of the highlights was hitching a lift with the Norwegian King Haakon VII when forced to walk back to the airfield in bad weather. This particular day she missed her lift and decided to walk back to camp. It was about four miles and the weather was dire.

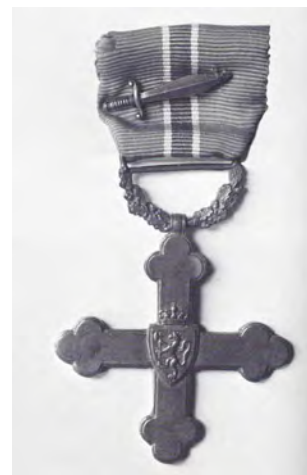
Suddenly a large car drew up beside her and the driver leaned out of the window offered her a lift back to the camp entrance. It was some time before the identity of the very distinguished man with a very large moustache in the back of the car was revealed as the King.



On 5 September 1942 King Haakon made his only known visit to North Weald accompanied by his son Olav and daughter Martha. Medals were awarded to the leaders of the Norwegian Squadrons 331 and 332 and then the guests stayed on to watch a sports and track event. The image on the left includes a staff car parked close to the Royal Party — perhaps the very one that Georgina Stone travelled in?



On 5 September 1942 King Haakon braved a strong wind that left flags straining on their poles. The occasion was for the king to present Majors Helge Mehre [left], Wilhelm Mohr [right], Kaj Birsted [not illustrated] with the Norwegian War Cross.



And finally Sergeant Georgina Stone the lady who this is mostly about in her days in the RAF. Unfortunately we cannot see any images of her getting out of King Haakon's car but at least we can work out what day she was talking about when she took the lift.

Thank you to her daughter for writing the tale and to author Cato Guhnfeldt for researching and writing the beautifully illustrated five, dual language, books **Spitfire Saga** focussing on the operations of 331 and 332 at North Weald. Without his words I would be lost!



This edition was completed under the threat of the Coronavirus COVID-19. The museum is shut and, like everyone else in the population, worrying about the future finances let alone the very survival of the ancient Trustees! Except for the police and air ambulance the airfield is closed for aviation business. The transport hub and ambulance storage facility continue to serve.

Like in 1939-45 the airfield remains at the forefront of our efforts in a very different kind of war.

Hopefully one day soon we will all be able to look back on this time with the same degree of relief that our forefathers felt when VE Day was declared in May 1945. Sadly there is little chance of us celebrating and giving thanks for the end of the war in Europe and we can but hope that something may be possible on 10 August, the date when the war against Japan came to an end on VJ Day.

Illustrations: Kjetil Åkra. © Wings Forlag A/S

