



EDITION: SPRING 2015

NEW SEASON

North Weald Airfield is an operational General Aviation airfield owned and operated by Epping Forest District Council. The airfield was a key fighter base during the Battle of Britain, you can discover more about the airfield's history and current operations via our website www.nwamuseum.co.uk The North Weald Airfield Museum and the Memorial to those who served and died there are to be found at the former main entrance to the RAF Station accessed through the village of North Weald Bassett.

September this year is the 75th anniversary of the Battle of Britain and the operators of the airfield, Epping Forest District Council, and the aviation industry tenants are planning big things. Events need funding and it appears that the only opportunity to plug into additional money was to align the date with a Great War period battle re-enactment. As a result the North Weald Airfield Community Open Day, generally held in late summer, will be earlier this year on Sunday 12th July 2015. This places it in the middle of the Battle of Britain rather than towards the end as has been usual in the recent past. The financial pressure on the date is unfortunate but it is hoped that aligning the 1939-45 event with the added resources of a 1914-18 commemoration will greatly enhance the overall event.



For next year we are already planning the build up to the 100th birthday of the airfield. It will be interesting to see what effect, if any, financial pressures will have on that event. There is no actual date set for the main event commemorating the airfield event just yet. North Weald started setting up the infrastructure for what was in those days a very basic flying field over August and September 1916 with actual air operations in defence of London being recorded from late September.



The Trustees of the Memorial outside the museum arranged for it to be cleaned in the winter period – the 15 years since it was built have taken their toll and a ‘wash and brush up’ of the stonework was again due.

On a December day marked by motorway chaos, Greg Morgan of Westone Ltd, the original stonemasons that erected the memorial in 2000, struggled up from Weston-super-Mare to steam-clean it with boiling water. The dirt just drained away leaving it sparkling. Then in February Memorial Trustee Winston Ramsey had a new flag-pole installed on the old RAF tabernacle to replace the one broken by vandals in 2013. The new one has the rope internally which hopefully will also prevent the flag being removed.

NB: Winston Ramsey is the Vice-President of North Weald Airfield Museum. Although the memorial is in front of the museum it operates as an entirely separate charity from the museum.

For this year the museum had hoped to improve signage by adding ‘Brown Signs’ but the cost was prohibitive so it was decided that we would simply market the existing signs for the Memorial and Debt of Honour as they point in the same direction.



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WHATS ON

4 April Saturday Museum Opens Saturday and Sundays 12-4 for the 2015 Summer Season. You can travel by car or make use of the Epping & Ongar Railway Bus Service that operates from Epping Station London Underground Central Line.

12 April Sunday Epping Air Training Corps holding a parade of cadets at 1pm by the Hurricane Gate Guardian at the Control Tower.

17 April A Friday night Quiz Night in aid of the Thornwood Village Hall - Weald Hall Lane, Epping, CM16 6NB 7.30pm Start £2 per person. Pre-booking only please. Call Elaine on 01992 560691 to book a table (*max 8 people for team*). Please bring your own refreshments. This quiz is organised by the Volunteer Committee of the Parish Hall to help raise funds for the up-keep to the Parish Hall in Thornwood.

20-21 June [Saturday and Sunday] 20-21 Air-Britain Annual Fly-In on the airfield.

12 July [Sunday] Airfield Battle of Britain 75th Anniversary Open Day [Community Day].

6 September [Sunday] North Weald Airfield Museum Open Day. On the same date our near neighbours the Epping & Ongar Railway are scheduled to have a car show. Make a day of it and visit both sites on the vintage buses.

15 September Battle of Britain Day

20 September Annual Battle of Britain Church Service

8 November Remembrance Sunday services

If you check out our website you will see that we have added a number of the other on airfield events including such as motor cycle events etc not directly related to aviation.

NEWS

FINAL REPORT - One year ago on March 29th 2014 the museum lost a good friend and supporter, our former Secretary, Simon Chamberlain in the crash of a Yak-52 aircraft G-YAKR near Highwood, Chelmsford. In March this year the Air Accident Investigation Board [AAIB] issued its final report on the accident. The investigators concluded that the reason for the aircraft being at low level and the cause of the final manoeuvre that led to the crash could not be determined.

The report on the accident [AAIB Bulletin 3/2015] is on the AAIB website



©Essex Fire & Rescue

EPPING MARKET

Every Monday

www.eppingmarket.co.uk

Please come along and see us!

HILLTOP: In addition to North Weald Airfield the museum collects related squadron histories and details of local air accidents and aircraft landing grounds. These latter vary from long lost airfields to modern general aviation airfields and even a heliport.

The heliport is that of the Metropolitan Police helicopters at Lippitts Hill, long standing supporters of special events at North Weald and often to be seen taking afternoon tea at the cafes on the airfield when duties permitted.

Things are now changing for the officers at Lippitts Hill with the relatively new National Police Aviation Service taking control from the end of March with control passing way up north to West Yorkshire. In time it is intended to move the three based helicopters to Elstree.

With the local link being broken it remains to be seen whether they will be permitted the time to support the airfield events in future.

If the helicopters do move out it can be expected that Lippitts Hill might have a new future, perhaps as a tourist attraction. It is attractive in being a well preserved former 1939-45 gun site, former prisoner of war camp and Civil Defence Centre from the Cold War period. Lots of potential there but of course it will take money and that as ever is in short supply. There are planning requests in the pipeline to increase the number of houses in the surrounding area with long term stables giving way to dwellings.



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

C O N T A C T

NORTH WEALD AIRFIELD MUSEUM

Ad Astra House
Hurricane Way
North Weald
Epping
Essex
CM16 6AA

Telephone: 01992 523010 [24/7 answering]

secretary@nwamuseum.co.uk

www.nwamuseum.co.uk

Registered charity: 1081157

MUSEUM OPENING TIMES

The museum is now open during weekend afternoons until November 2015.

When we are open again entry is, as usual, free for members.

Except on Special Event Days visitors will be charged standard rates for entry:

Adults	£2
Concessions	£1.50
Children [5-15]	50p

Group rates vary but generally there is a minimum charge of £50 per group.

The museum is still awaiting access to the original North Weald Airfield Museum.com website but it remains elusive.

Until we manage to retrieve it the museum leaflets will be incorrectly marked although there are examples with added stickers explaining the replacement web and e-mail address.

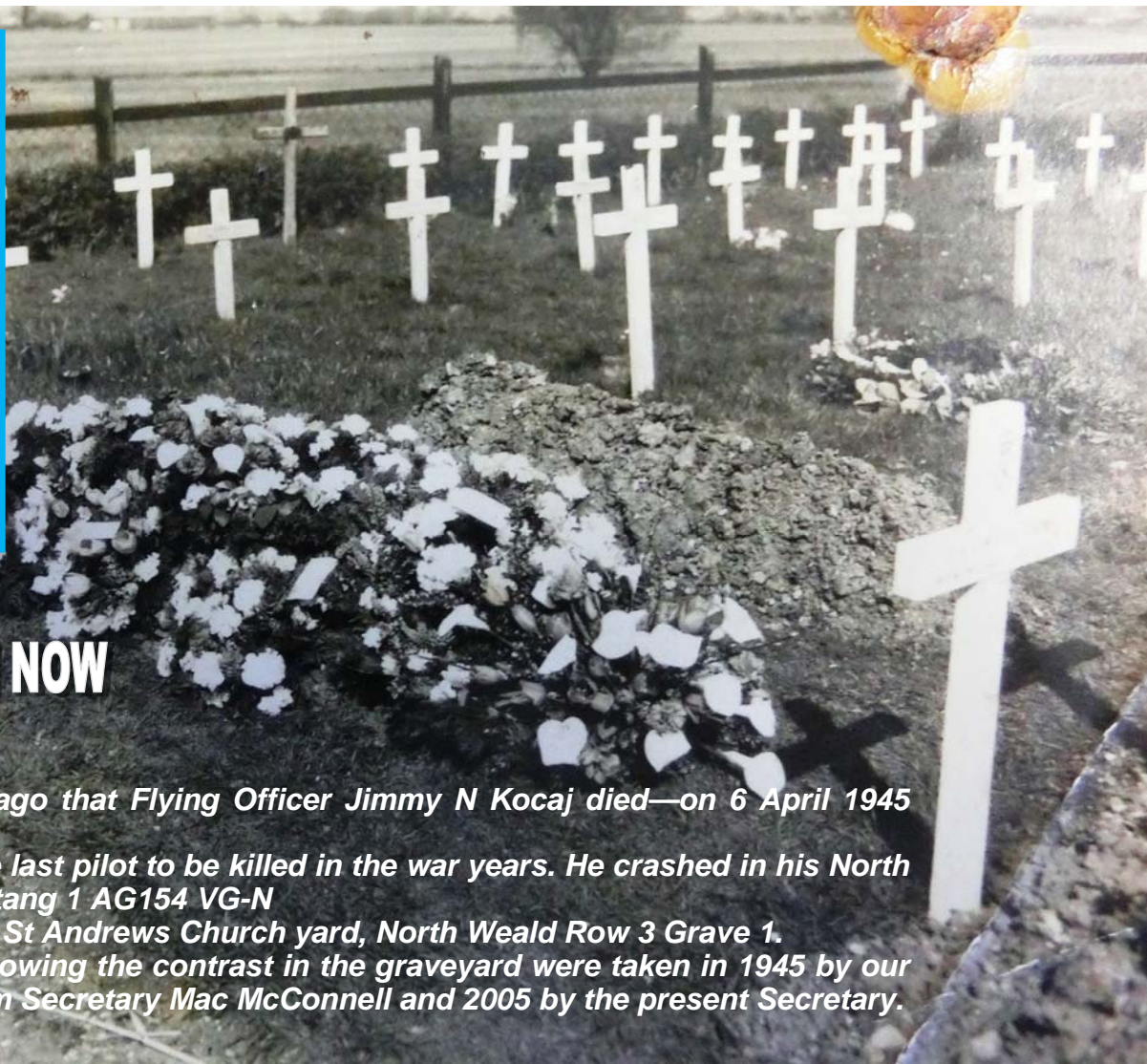
ADVERTISING AND THE HURRICANE

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!

Copyright Notice: The content of this publication includes items that are the copyright of others. The source of words and images will usually be indicated together with the source of additional information that seeks to enhance the original information.

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.

©Museum



THEN - and NOW

It is 70 years ago that Flying Officer Jimmy N Kocaj died—on 6 April 1945 aged 21.

Jimmy was the last pilot to be killed in the war years. He crashed in his North American Mustang 1 AG154 VG-N

He is buried in St Andrews Church yard, North Weald Row 3 Grave 1.

The images showing the contrast in the graveyard were taken in 1945 by our former Museum Secretary Mac McConnell and 2005 by the present Secretary.

TOURISM: On March 20 groups and individuals wishing to make more of local tourism were invited to the One Epping Forest Tourism and Visitor Board Tourism Conference at the Marriott Hotel, Waltham Abbey. The free entry afternoon conference was set up to boost local tourism and in so doing increase the income and jobs in the district.

It is claimed that the tourism sector is worth almost £200M per annum and already supporting 7% of local employment. Epping Forest District claim that it offers opportunities for both established and new business to capitalise upon whilst promoting the value of volunteers.

A range of speakers addressed different subjects including accessing grants to promote investment, new ideas for activities designed to boost visitor numbers and the wider picture and support from Visit Essex.

Councillor Tony Boyce, Chairman of Epping Forest District Council and Chairman of the Tourism and Visitor Board said: "Our district is already performing well in terms of its visitor economy which has grown steadily in the last few years. With a range of top attractions such as the forest, Epping Ongar Railway, historic Waltham Abbey plus tranquil countryside and a host of great restaurants, pubs, high streets and independent shops, it can do even better. We want this conference to bring together all those already working in the sector or thinking about expanding into or starting out in the visitor economy to come along and help us plan a better future".

As a result of this short conference the museum was able to strengthen its contacts with the operators and promoters of the **Epping and Ongar Railway** our near neighbour visitor attraction, to promote the name and aims of the museum and learn about possible avenues of additional funding. Particular thanks must go to Quentin Buller [EFDC] who set it all up just months after taking office. www.visiteppingforest.org

72 SQUADRON

An elaborate ploy devised by the RAF to conceal the true extent of the damage inflicted on a Wessex helicopter in a terrorist attack almost 40 years ago has recently been revealed for the first time.

On the evening of April 15, 1976, a Wessex of the RAF's No 72 Squadron was on a routine troop-carrying flight to Crossmaglen when it came under attack from the IRA firing an RPG-7 rocket launcher as it came in to land at a football pitch next to an RUC station in the town.

At the time the RAF insisted the helicopter had only been hit a glancing blow by the rocket-propelled grenade, but it has been revealed that the damage was far more serious. As the pilot came into the hover, an RPG-7 was fired at the Wessex from alongside a nearby football pitch, it hit the step outside the cabin and then ricocheted down through the fuel tank. Luckily, it didn't go off.

After making a successful emergency landing, the crew and the soldiers on board wheeled the stricken aircraft into the grounds of the fortified police station, under heavy IRA fire.

Although it was found that the RPG rocket had inflicted serious damage, the RAF officer flew the damaged Wessex to Bessbrook Mill army base on a single engine, an act for which he was recommended for the award of the Distinguished Flying Cross.

The official recommendation for the award stated: "Knowing that the ground inspection might not have revealed all the damage, [he] nevertheless decided to fly to the more secure landing site at Bessbrook, thereby reducing the risk of further attack on the security base and his own ground crew.



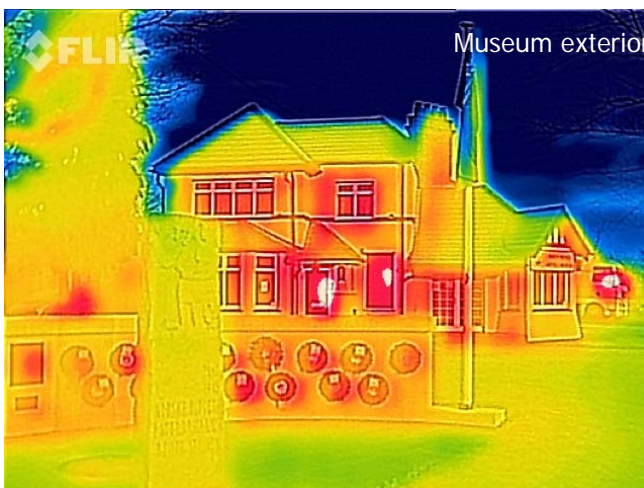
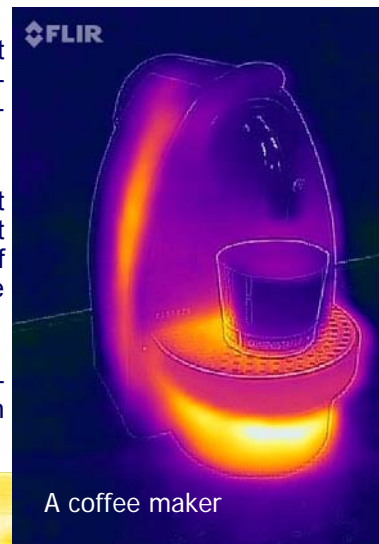
"His brave decision, made in the knowledge that his personal safety was at considerable risk, was a magnificent example of leadership and devotion to duty," which, it went on, "was in accord with the finest traditions of the Royal Air Force." [Belfast Telegraph]

Thanks to my 'other job' I managed to secure the short-term loan of a FLIR ONE attachment to my personal i-Phone, from the world leading manufacturer FLIR based in Kent. This is the attachment that turns the iPhone 5 or iPhone 5S into a thermal camera!

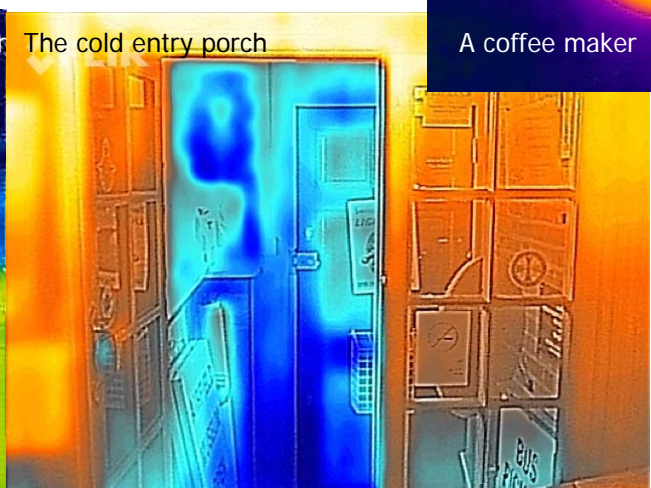
With FLIR ONE fitted your normal camera is quickly turned into a hand hand-held heat camera that can seek out draughts or hot spots either around the home or in the workshop/factory. It looks like a conventional case for a phone, clipping directly onto the iPhone and, via a free App, can take thermal images with enhanced digital detail.

It is an easy fit to the phone but you probably would not want it fitted all the time. I used it around home and found where an elusive draught was coming from—but also found that the building was pretty efficient. Less so with the 1908 built museum there were lots of issues there! But now we know where the heat is going out and the cold getting in we can address the lack of efficiency in the future.

When it first appeared in the UK from the USA it was costing around £400 but now Internet prices are around £200 it is a more affordable optional extra that can save money in the right hands. www.flir.com/FLIRONE/



Museum exterior



The cold entry porch

A coffee maker

LETTER TO THE EDITOR

Bill Green's letter in the Winter edition of "The Hurricane" certainly stirred my memories of life in the Station Workshops, 1956-57. The Hunter crash he refers to is imprinted in my memory, as that afternoon we were eagerly waiting to get away for Whitsun grant. The workshop end doors were wide open as it was a warm day and I was working on a piece of ground equipment, facing the open doors. There was a roar as, I believe, five camouflaged Hunters beat up the runway at low level. Then there was a bang and a huge ball of flame and black smoke filled the sky.

I think they were flying borrowed aircraft, not the black ones for some reason, having been away from base for a few days on some exercise. The four survivors landed at RAF Debden nearby. I am fairly sure it was 1957 and not 1956, but as Flying Officer Garret was buried in North Weald Churchyard, that can be checked.

As to the crash, I believe the aircraft were in echelon and No 4's wing tip touched No.5s. The noise of the bang was in my ears for days. Miraculously no one on the ground was injured. Our Sergeant P.T.I. whose name I forget was on a tractor mowing the sports field across the Epping Road. He told some of our staff that he ducked and wrapped his arms over his head and heard stuff whistling past him, but was untouched. The Aden gun pack hit the railway line knocking it out of alignment, just before a train was due, but that was stopped.

As to what types of aircraft visited North Weald (page 9) how about the Blackburn Beverley which was there for a few days, again I think in 1957 rather than 1956, and ferried ground crew and equipment abroad (I know not where) when Treble One Black Arrows were displaying. The short take off was unbelievable.

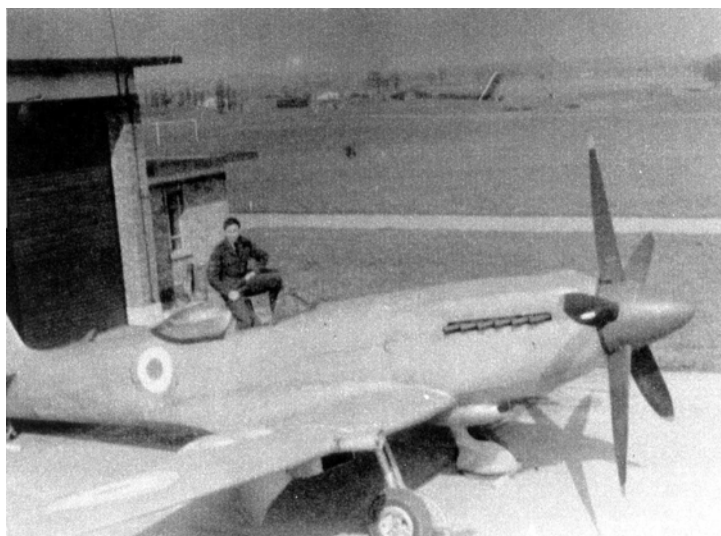
I now have a query of my own. Periodically we would walk over to the 601 and 604 hangars to service ground equipment. In one there was a silver Spitfire. I know that 601 painted their /spitfires silver in the late 1940s. What mark was it and does it still exist?

Yours, Roy Bell (a long time ago SAC 2776713)



We have some parts of the aircraft and images of the derailed train but do not have photos of FO Garret's June 1957 accident but this news shot is from another in May 1957 where the aircraft over-shot the runway.

The Spitfire PK624 is probably the one Roy remembers. It is pictured here near the Control Tower in 1957. It was last heard of stored with The Fighter Collection at Duxford.





INSIGHT DESIGN

Insight Design specialises in aircraft and helicopter paint scheme design, brochures, advertising and publicity, corporate design, logo design and illustration.

Insight Design can also provide side view illustrations of UK and Irish police and public service helicopters and fixed wing aircraft at A4 size, suitable for framing and printed on archival quality paper.

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And while on the subject of Spitfire's MEL Aviation, the Suffolk-based engineering solution provider, has paid £10,000 as a contribution to keep the Bentwaters, Suffolk based Grace Spitfire ML407 maintained to support the excellent work of Britain's only current, and most dedicated, female Spitfire pilot. This support helps to keep the much-acclaimed WW2 project flying and in particular during the 70th Anniversary of the D-Day landings where the plane was officially accredited with shooting down the first enemy aircraft on D-Day.

MEL Aviation used its specialist engineering knowledge to look after the extremely rare air bottles for the Grace Spitfire for many years. The significant donation brought forward the decision to place the spare Merlin engine for the plane into overhaul which has an estimated cost of £120,000.

To become a Grace Spitfire Supporter or to donate to the Grace Spitfire Fund visit www.ML407.co.uk. You may also write or send a donation directly to The Grace Spitfire, Solo Enterprises, PO Box 1172, Halstead, Essex, CO9 2QG.

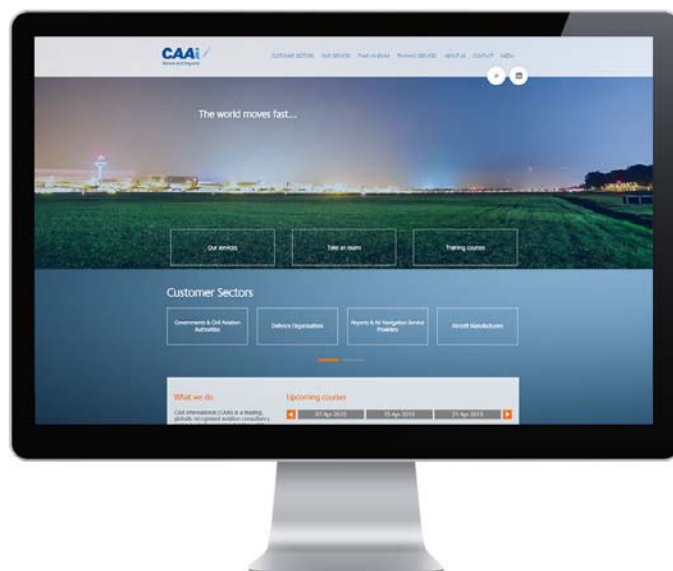


Caroline Grace ©MEL

CAA International (CAAi), a wholly owned subsidiary of the UK Civil Aviation Authority (UK CAA), has launched a new mobile-friendly, cutting-edge website, www.caainternational.com.

The newly designed website showcases CAAi's expertise in aviation regulatory assistance to CAAs and Industry across the globe. Featuring improved design, navigation and easy access to upcoming courses, the website is packed with new content, case studies and video content that will be updated on a regular basis. The inaugural video features an impressive airport time-lapse film.

One of the major revamps is to the Training section of the website. Through the introduction of an e-Commerce system, delegates can now easily book and pay for their UK CAA training courses online. Delegates will also have access to a dedicated online Training Portal. Once logged in, delegates can manage their professional development anytime, anywhere and on any device. The portal will also be used to support a series of new-generation, online learning resources and e-Learning modules later this year.

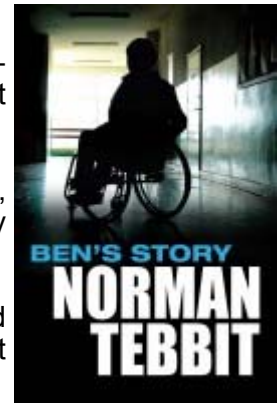


BOOK REVIEWS

I have not managed to get a copy of it yet but news that a first novel by internationally respected politician [and the President of NWAMA] Norman Tebbit is certainly worthy of a mention.

"Ben's Story" is a story of murder, friendship, adversity and personal struggle, while dealing with difficult contemporary issues such as drug addiction, family breakdown and disability.

Sam is a boy left paralysed after a car crash in which his father is killed. And he is left with a nagging doubt that the crash may not have been the accident it appears. Ben is a labrador dog, but he is a very special animal indeed.



The two are brought together and soon find themselves plunged into a breakneck adventure as they encounter the mysterious Miss Alice of MI6, and the sinister Sir John Munday whose outward jolly nature masks a terrible secret.

It is a secret that Sam and Ben must reveal if his father's death is to be avenged. But time is running out for a ruthless gang of drug smugglers have decided that Sam must die.

Here is a book written by a famous man who had his life changed by sudden personal and family tragedy.

When he talks about his fictional characters suffering sudden, life shattering injury, he knows from his own experience how this feels and what life changing decisions have to be taken and the results endured. This same man has also been at the very top peak of government and has knowledge of many of the ways of the security services.

But I did manage to get hold of the next title for review. It will join the Members Only Museum Library if you wish to read it.

Many of us still remember making use of Haynes Manuals to guide us unerringly through the intricacies of car repair in times when motor vehicles were not quite so complicated. Decades ago many of us had small libraries of the titles to cover all the cars we had owned despite the fact that at times even the book could not rescue us from fumbling attempts at saving money! Most of us have since given up such folly as our cars have increasingly become too sophisticated to even top up the coolant level!

This loss of amateur mechanics severely affected the output of the Sparkford, Somerset based publisher and as a result a series of sophisticated 'user manuals' appeared covering such as the Concorde supersonic airliner and the Space Shuttle. We have covered one of these [the Ly-sander] in the past and now for the latest book in the series 'The Rolls-Royce Merlin' by author and engineer Ian Craighead.



The Merlin engine will forever be associated with the aircraft it powered, in particular the Spitfires and Hurricanes of the RAF in the Battle of Britain that are forever associated with North Weald. The Merlin and the Spitfire and Hurricane arrived on the scene just before war broke out; the fighter plane's manoeuvrability and firepower in the Battle of Britain helped the RAF defeat the Luftwaffe and forced the Germans to cancel their plans to invade Britain in the autumn of 1940.

The Merlin remained one of the most famous aero-engines of all time and this Haynes Manual charts the evolution, anatomy and history of this famous powerplant but hopefully no-one will use it to dismantle such a precious engine.

The Author Ian Craighead joined Rolls-Royce in 1986 as an engineer and has worked in a variety of roles in support of the Trent and V2500 jet engines. He is now Head of Corporate Heritage and Chief Executive of The Rolls-Royce Heritage Trust, where he also has responsibility for the company's airworthy Rolls-Royce Griffon-powered Spitfire PR XIX.

NORTH WEALD FLYING GROUP

From time to time we look at the fellow occupants on the airfield simply to remind you that there are such as helicopters and hovercraft for hire just over the fence and this time the 'reminder' is about a more conventional flying experience.



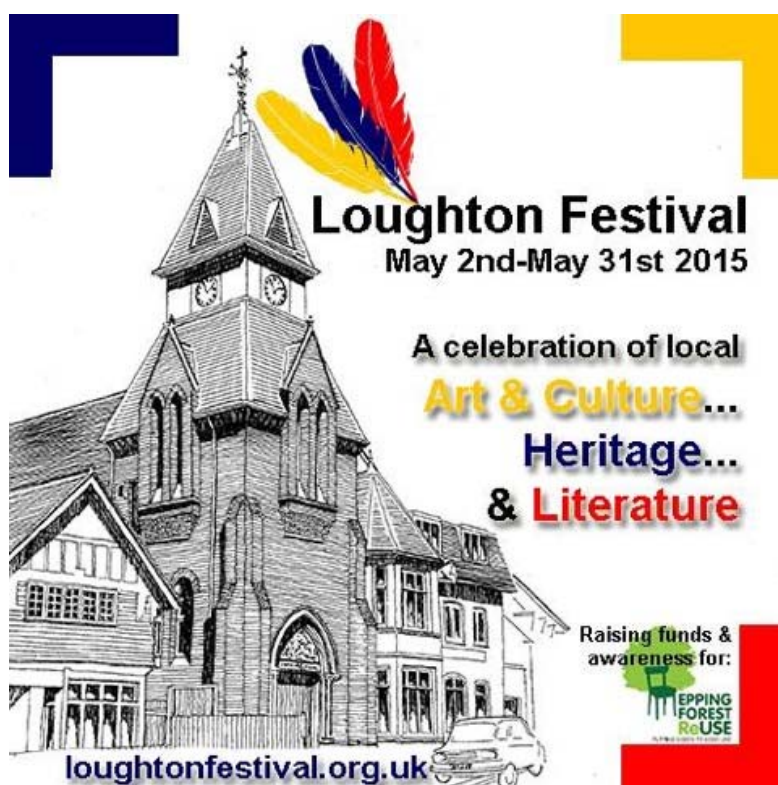
You can soar skyward by booking an exciting Air Experience Flight with North Weald Flight Training Ltd flying from the airfield. After an initial safety briefing from your Civil Aviation Authority licensed instructor, you'll be taken to the cockpit to see how the plane works before buckling up and taking to the sky. With your instructor close at hand if you wish you will have the opportunity to take the controls and make the aircraft climb, turn and descend over the Essex countryside.

Whether it's a flight of fancy for yourself, a special gift for someone, or even the first flight on your journey to becoming a pilot yourself, this experience makes for a fun starting point.

Just £140.00 will give you a one-hour two seat light aircraft flying experience for one person – a shorter 30 minute flight costs £75.00 - and either option commences with a common preflight briefing and then times at the controls.

Should you decide to take instruction towards a Private Pilots Licence your time in the air will count towards your future training.

To purchase a 'North Weald Flight Training Air Experience Voucher' please call 'The Squadron' on 01992 524510. The North Weald Flying Group currently operates three Cessna 172s, one Cessna 150 and one Piper Archer aircraft in a membership flying group based at North Weald Airfield. Contact paul.bazire@btinternet.com or simon@northwealdflyinggroup.co.uk





In March a new structure appeared on the airfield and passing observers made several attempts at guessing what it could possibly be. One of the more popular options was that it was to be a film set, this was followed by being a storage building to facilitate the dismantling of the C-54/DC-4 parked nearby. A few well placed questions quickly answered the mystery. The dwelling house like building turns out to be a short life house designed to test smoke alarms. ©Museum

Last November almost 250 guests celebrated the best and brightest from the air ambulance world at the national Air Ambulance Awards of Excellence 2014.

Awards host, BBC Breakfast presenter Louise Minchin handed over 10 Awards to some outstanding individuals and teams, whose stories were inspirational, astonishing and humbling. The awards, which are independently judged, went to pilots, paramedics, doctors, fundraisers and volunteers who collected their trophies from Louise Minchin and co-host, Red Dwarf's Robert Llewellyn, at the ceremony.

An enthusiastic audience listened to the remarkable stories of each shortlisted nominee, all of whom demonstrated excellence and commitment well above and beyond the call of duty. The Essex and Herts Air Ambulance [EHAAT] were able to announce an award given to one of the doctors operating with the North Weald based emergency helicopter air ambulance.

AgustaWestland Helicopters sponsored Air Ambulance Doctor of the Year which was presented to Dr Rik Thomas a Pre-hospital Care doctor.

Rik's award is in recognition of his actions following an incident that required quick thinking and careful consideration in equal measure. Dealing with a complex patient in a hazardous environment, Rik co-ordinated a team from various different organisations as they sought to help a patient in a confined and greasy space in the presence of large machinery with moving parts – and all this 30 metres above the ground. Not only was he focused on treating the patient there and then but also planned how he would communicate with the other agencies from 30 metres up. The patient subsequently made a good recovery.

The latest fundraising scheme from the air ambulance team was announced early in March.



The fundraisers are seeking out secret entrepreneurs who might make them money. The Essex & Herts Air Ambulance Trust (EHAAT) is looking for five secret entrepreneurs to take part in a brand new fundraising initiative; the Entrepreneurs Challenge sponsored by Medical Aviation Services, the supplier of their helicopters.

The Charity will be investing £500 in the five local entrepreneurs with the best and most creative fundraising ideas to turn that money into £5,000. From all the candidates that apply, ten will be shortlisted to pitch their idea in front of the EHAAT Guardians. The panel consists of Jane Gurney, CEO of Essex & Herts Air Ambulance Trust, Simon Stevens, Director of Symbian Print and Fiona Colwell, Partner and Head of Civil Litigation Department at Paul Robinson Solicitors and John Higgs, Legal and Contract Specialist of Medical Aviation Services.

After a grilling by the EHAAT Guardians the top four candidates will be selected to receive the £500 investment and the 5th candidate will be chosen via a public vote. Videos of all 10 pitches will be broadcast on You Tube for the public to view and then vote for their favourite. The top five candidates then have 3 months to turn their £500 into £5,000 (or more!) with the support of a mentor.

If you think you have what it takes then register now to receive your application pack! Simply visit EHAAT.uk.com or email Events@EHAAT.uk.com. Deadline for applications is Friday 22nd May 2015.



**LOOK OUT
FOR THE
FLYERS!**

**THE HURRICANE
WILL BE BACK
IN THE SUMMER**



Salute to the Few

North Weald Airfield commemorates the 75th Anniversary of the Battle of Britain

Sunday 12 July 2015

Entry £5 per person, including FREE rides and entertainment all day in the children's 'Adventure Corner'

- Air displays
- Aircraft on static display
- IAFI Parade and Sunset Ceremony
- Historic Military Vehicles & Re-enactors
- General Aviation fly-in
- Classic Car & Bike Show
- Children's 'Adventure Corner' with FREE Rides
- Community Arena, Stalls & Displays
- Licensed Bars & Food

Free parking. Gates open 10.00. Arena displays

Have a great day with Combined Tickets for the event and the Epping Ongar Railway including shuttle bus

For more event information phone Weald Aviation on 01992 525 176
e-mail: office@wealdaviation.co.uk
The Squadron on 01992 525 510 or
Airfield Operations on 01992 564 200.
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