



THE HURRICANE

The Newsletter of the North Weald Airfield Museum Association

EDITION: SUMMER 2015



LOOKING TO THE FUTURE

In many ways the airfield at North Weald is a millstone for the owners Epping Forest District Council [EFDC]. They have owned it for decades, but despite the positive early promotional words it has tended to cost a great deal of time and effort for a not always great return. Naturally as a local authority they have been far better landlords and rubbish collectors than having any potential aeronautical inclinations. Unfortunately, as we have found in recent weeks with less than slick rubbish collections, even their areas of expected expertise can be put under strain.

So running the airfield has been challenging and costly when they have been obliged to defend it at great cost from being over-run by housing whilst facing less than expected rental gains from the airfield and its users. Like many others in the area the once great outdoor market is not what it used to be and other areas have been equally 'difficult.'

Those 3,000 houses that were destined for the airfield were eventually thwarted, or at least delayed, at great cost and are now to be built in adjoining fields to the west of the airfield as Harlow expands. There is little doubt that the threat to the airfield will re-emerge when inevitably another 3,000 dwellings are needed.

With this as a background this summer the EFDC employed Savills Co, a global real estate services provider to put out a call for what they term an *Airfield Partnership Opportunity*.

EFDC as the landowner is seeking an experienced partner to implement a growth strategy for the airfield to increase profitability through managed investment, intensification and redevelopment and has advertised in *Flight* for this person or body.

With traditional areas of airfield income including the market weakening there have already been successful new developments started including using the Control Tower for events and conferences [such as the Essex & Herts Air Ambulance using it regularly for meetings] but EFDC hope that the new partners will have bigger better ideas to bring to the table.

BE

Four years after EFDC bought the airfield the highly successful Fighter Meets started. This image is from the May 1988 Fighter Meet where The Falcons were dropped from RAF C130 Hercules [BE]



TRAINING

One of the latest high profile improvements has been in the area of flying training.

For several years, Saxon Microlights has been the only organisation on the Airfield permitted to conduct ab initio flight training on a small scale. With the change in the Private Pilot's Licence (PPL) training at unlicensed airfields, a case was put forward to allow ab initio training in larger General Aviation aircraft from North Weald as part of the move to generate more income from aviation activities. The training has been approved subject to some limitations relating to noise abatement, the Saturday Market and other activities such as fast jet operations and formation flying.

PPL training has been undertaken by North Weald Flying Group (NWFG), a CAA Approved Training Organisation, since April 1. The majority of the training will be carried out using NWFG's two-seat Cessna 152, G-LOMN (call-sign Weald 01), and G-NWFA (call-sign Weald 02). [EFDC]

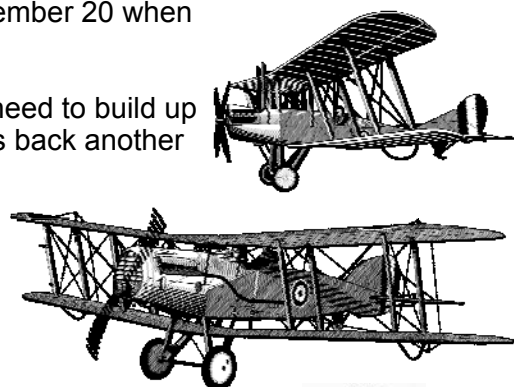


Saxon Microlights were exhibiting at the recent Air-Britain Fly-In [BE]

September this year is the 75th anniversary of the Battle of Britain and EFDC and some of the aviation industry tenants are planning big things. Clearly this will be a major National commemoration and there will be a very crowded calendar of events in that month across the country. The Community Day normally held in September is being held earlier on July 12. This event is now almost upon us and the die is cast for its content of stalls, bands and flying turns. This will be no major air show in the mould of the past, long lamented, Fighter Meet events but it will be a show of its time and we can expect sight of sleek Spitfire's and Hurricane's and much more. The museum will be present with its sales table and with displays marking the 75th Anniversary.

In September the museum will have its open day and there will be commemorative events locally related to September 15, the official Battle of Britain Day and September 20 when there will be the Annual Battle of Britain Church Service.

Already plans are turning towards next year and of course we will need to build up to the 100th birthday of the airfield. This will move the aviation focus back another two decades to the Great War, of bi-planes and giant airships. 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.



WHATS ON

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

2 August 2015 Nostalgair. A flying event centred on The Squadron

6 September [Sunday] North Weald Airfield Museum Open Day at Ad Astra House, Hurricane Way, CM16 6AA on the edge of North Weald village and by the old entrance to the former RAF airfield. The museum will be open as usual and in addition we will have outside displays that will include the museum shop, the Royal Air Forces Association, Police Aviation News and some delicious food outlets. As usual entry to the museum and extra displays is free on the day.

15 September The official date of Battle of Britain Day

20 September Annual Battle of Britain Church Service at North Weald

8 November Remembrance Sunday services. Towards the end of the museums opening period it will be opening early on the Sunday to work alongside the Parish Council to host the annual service in memory of the fallen of what is now 99 years.

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. You can also check these out on the airfield website and in the latest edition of their Spirit of North Weald newsletter – No.16. <http://www.eppingforestdc.gov.uk/index.php/out-and-about/north-weald-airfield/docs-spirit-of-nw>

MUSEUM NEWS

To further the activities of the sales team at outside events, and to protect them from all that the sun and rain may wish to throw at them, the museum has a new gazebo. Look out for it when you visit the Community Day and of course the NWAM Open Day in September.

Although the museum is generally only open at weekends there have been instances where it has opened its doors midweek to groups large and small subject to an entry charge covering costs. In the last few months there have been visits by such diverse groups as the family of war heroes and youngsters with the youth groups including the Scouting Cubs. In the time there have been enquiries from such as schools and research groups, historians and even ghost hunters. Where possible they are fitted in but as can be expected the weekends fit better.

The museum first moved in to Ad Astra House its current home in 1991 and shared the newly refurbished with the West Essex Wing of the RAF Air Training Corps. They were upstairs and the museum was downstairs. This was the heyday for the museum as the RAF pretty much looked after the day-to-day running of the building.

Eventually though the RAF restructured its ATC set-up and West Essex Wing moved out leaving the museum to fend for itself with the able assistance of EFDC and the North Weald Parish Council. Since that time there have been major changes in how the museum was run, a couple of new constitutions and a need to look after the circa 1908 building alone.

MUSEUM OPENING TIMES

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.

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

Those RAF refurbishments were undertaken over 20 years ago and now the museum is taking on a new round of refurbishments intended to keep the building in good condition. Recently it has been a need to change the old strip lighting units for something more modern but the latest area of change is stripping out the now dated storage heating system and replace it with something more manageable and economic to run. Storage heaters are designed to switch on at night and to release their heat during the day so are not very manageably for our erratic heating needs.

Just disposing of the heavy heat retention bricks in the storage heaters has been a major problem.

As a result of the works though it has been far easier to warm up the building for use by groups wanting to hire the 30 seat conference room.

SOCIAL MEDIA

Reaching out: The museum has two Twitter account's which run in parallel. One is the original linked to the web site set up by Simon Chamberlain, our late Secretary, and largely maintained by his widow. The other is the newer account set up last summer. The latter account achieved 1,000 followers in March this year and has now moved beyond 1,140 where the original account has nearly 900 followers.

The museum has a Facebook account that has over 1,100 likes on it so we are getting out to people who often cannot get to North Weald and through the museum door so easily.

facebook

twitter

RECENT VISITS TO THE MUSEUM

On April 15 the museum was honoured to receive a visit from Sarah, Fiona and Domenic, the children, Alex and Isobel, the grandchildren and Rodolpho the son-in-law of Air Vice Marshall David Scott-Malden, who was the Wing Commander of 131 and 132 Squadrons (the Norwegian Wing) at North Weald during 1942.

After service as a fighter pilot with No 611 (West Lancashire) Squadron, No 603 (City of Edinburgh) Squadron and command of No 54 Squadron he moved to the headquarters No 14 Group in Scotland, and given the task of helping to bring to operational readiness the first Free Norwegian fighter squadrons, with pilots who had escaped from Norway. When they were ready Scott-Malden was appointed, in March 1942, to command the Norwegian Fighter Wing of three squadrons at North Weald. In the summer, the wing built a magnificent reputation and covered itself in glory during the disastrous Dieppe raid of August 20. Operating from the Kent coastal airfield at Manston, Scott-Malden led Nos 242, 331 and 332 squadrons in three separate sorties on the day, seeking, against great odds, to protect the mostly Canadian troops as they attempted to land and then to withdraw. Scott-Malden was awarded a DSO and was also decorated by King Haakon of Norway with the Norwegian War Cross, lunching with the King afterwards at Claridge's. He took a full commission in the peacetime RAF and married Anne Elizabeth Watson in 1955; they had two sons and two daughters. He was invalided out of the service in 1966 and finally retired to Norfolk in 1978. He died aged 80 years.

Sarah had found out about the museum from our website and together with her husband had flown over from California, where they now live, to link up with the rest of the family and visit North Weald.

The Chairman and Steve Wagstaffe acted as hosts, showing them around the museum and concentrating, of course, on our many Norwegian artefacts, including their father's uniform which has



David Scott-Malden

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

Continues on page 6

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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.

North Weald Airfield's



OPEN EVERY DAY - 930am to 5pm



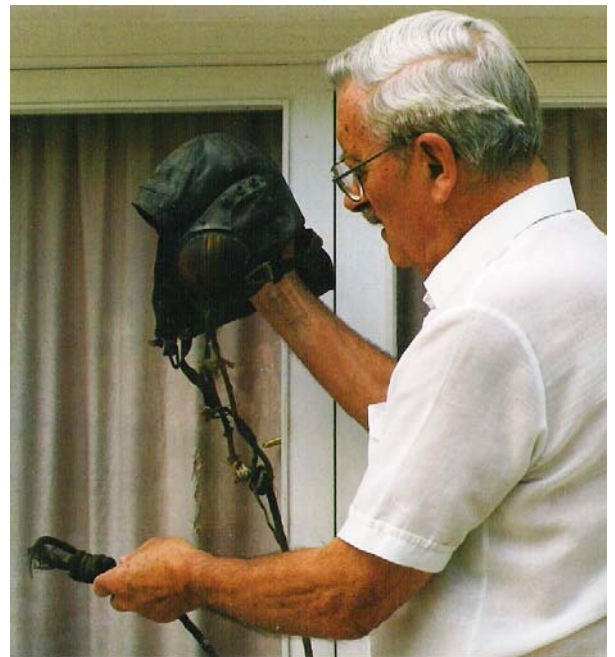
NORTH WEALD MUSEUM ON THE BBC

From time to time the museum is able to assist the media with their research as often as not receiving vague mentions or a few tiny words in the end credits.

We were particularly pleased to be specifically mentioned in a recent BBC programme that told the tale of one of the museum's treasures—a flying helmet in the Battle of Britain Room.

Nearly five years ago the museum welcomed the donation of the flying helmet and some associated papers by Maurice H Mousdon a former Battle of Britain pilot with 56 Squadron at North Weald now living abroad.

As a Pilot Officer he had been shot down in his burning Hurricane near Good Easter, Chelmsford and lost the helmet. Badly burned he received treatment from McIndo and his medical team. The surprise came in September 1940 when a member of the public found the helmet in a field and returned it to North Weald through Essex Police.



Salute to the Few



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

Babies 12 months and under enter free



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

Sunday 12 July 2015 • Gates open 10.00



- BBMF Hurricane and Spitfire, plus XtremeAir XA42 and Yak 50 aerobatics, Mustang, Gnats and Hunter displays
- RAFA Parade and Sunset Ceremony
- North Weald and the Battle of Britain exhibition

pride of place in the Allies Room. They were especially touched to see that this room is now known as the David Scott-Malden Room.

Although they have never been able to visit the RNAF base at Bodo, they are old friends with Gen. Mohr, who has recounted many anecdotes about life at North Weald under the "Wingco", some of which were passed on to us!

To make an exciting day even more special while the family were in the museum three veteran Norwegians, Erik Gran, Svein Lind and Jens Lyngees, who had flown over from Asker in Norway specially to visit Ad Astra House arrived at the front door completely unannounced. It turned out that the brother of Svein had served with the Norwegian Wing under DS-M's command, so yet more stories came out!

After a fascinating hour and a half, but not before Sarah, Fiona and Domenic had filled in museum membership application forms, we handed them over to Arthur Moreton and Trevor Jago at the airfield main gate for a visit to the control tower and an airfield tour.



Sarah has since written a very generous thank-you letter and it is reproduced below:-

Citation for the award of the Distinguished Service Order
"Acting Wing Commander Francis David Stephen SCOTT-MALDEN, D.F.C. (74690), Royal Air Force Volunteer Reserve.

During the past 6 months, this officer has led his wing on a large number of sorties. In this period, the wing has destroyed 49 enemy aircraft and probably destroyed and damaged many others. During the combined operations at Dieppe on the 19th August, 1942, the wing completed a large number of sorties; 21 enemy aircraft were destroyed, and many others damaged. Wing Commander Scott-Malden led the wing on 3 of these sorties. The splendid success achieved on this and other occasions is largely attributable to the magnificent leadership displayed by Wing Commander Scott-Malden. He is a brilliant pilot and a fine tactician, whose thorough knowledge and personal example have proved worthy of the highest praise."

(London Gazette – 11 September 1942)

David Scott-Malden



Dear Peter and Stephen

We are back in California now, a little jet lagged but full of great memories of our UK trip.

One of the highlights was definitely our visit to North Weald and I would like to thank you both on behalf of all my family for showing us around and making the afternoon so special. Your dedication and passion for all things North Weald have made the museum a deeply personal and interesting place.

It meant so much to us to stand in my father's old office, see the memories of the people he served with and visit the airfield. You have created a wonderful place to remember and honour the men who served at North Weald.

Please also thank Arthur very much for welcoming us and giving us such an interesting visit to the airfield too. We really appreciated his knowledge and dedication to the exhibits at the airfield.

We look forward enormously to coming to North Weald again when we are in the UK and I know there are some other members of the family who are planning a visit soon. I really appreciate the time you spent with us and your kindness.

With best wishes

Sarah Scott-Malden

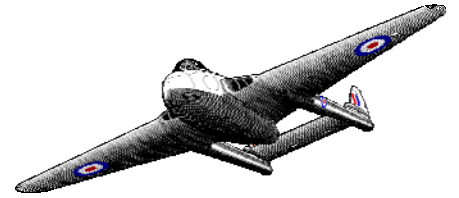
*Storyline by Stephen Wagstaffe
26th April 2015*

Additional information: Sarah Scott-Malden studied French and Italian at Bristol University before moving to Italy for three years where she had her first teaching jobs in Pisa and Florence.

She took the RSA Diploma in TEFL and then took up a teaching post with the Bell School of Languages, at first in Norwich and then in Saffron Walden. She taught at the Saffron Walden School for eleven years before moving with her family to California. While working as a teacher trainer. Her sister, Fiona Andrews, is a GP in Suffolk.

TALES OF NORTH WEALD AND VAMPIRE'S

One of the visitors to North Weald in early June was former LAC Frederick John Rootkin 4046551. Always known as John [his mother disagreed with her husband's choice of name and the world followed suit] John was carpenter/joiner by trade. The family lived in Great Dunmow, Essex.



On being called up for National Service early in 1951 he was moved from his trade into the very different craft of Electrical Mechanical Engineer. He recalls that when offered his RAF job by the instructors at Melksham he had little idea what they were talking about but accidentally chose to be "Elec Mech Air" which turned out to mean that he was to be out there on the airfield servicing the aircraft – if he had left off that last word 'Air' he would likely have spent his time in an office. Such are the chances of life.

He spent 16 weeks at 10 School of Recruit Training based alongside the School of Technical Training [12 SOTT] Melksham and hankered after a posting close to home – held by everyone a most unlikely eventuality. He was therefore pleasantly surprised then when he was notified he was indeed to be posted to North Weald.

With a number of other National Service recruits he turned up at North Weald on June 4, 1951 to find that a plane had crashed close to the forecourt of the railway station at North Weald. It was to be the first of seven pilot deaths that took place during his relatively short time at North Weald.

The pilot of a 72 Squadron Vampire jet, Sergeant 650278 Charles Harry Hunter, aged 29 and single and from Yorkshire was seven minutes into a solo flight intended to last between 45 minutes and one hour when the aircraft crashed, nose first, a few yards off Kiln Lane near the railway embankment.

He was seen to start to pull out of a loop but the aircraft flipped over onto its back and went into a spin taking the Yorkshireman to his death.

After that far from promising arrival incident John found he was to be posted to B Flight of 72 Squadron undertaking the maintenance of similar single seat de Havilland Vampire fighters.

They had no real facilities, the rooms in the arms of the wartime revetments and a canvas hangar being the only places they could take cover in case of bad weather.

In this period North Weald was home to the full time RAF - 72 Squadron and a Station Flight - and the part-timer Auxiliary Air Force including 601 and 604 Squadron's. The RAF operated in the weekdays and part-time air force mainly turned out for the weekends. John and his fellow 'Erks' looked after all of them and often found themselves working weekends for different masters. All units operated the Vampire when John arrived but by the summer of 1952 they were changing to the twin-engine Gloster Meteor. Other types stationed included the Tiger Moth and the Anson.



A Vampire of A Flight

Another Vampire accident, occurring on July 9 involved Flying Officer 201760 G J Briggs who had a total flight experience of 125 hrs, of which 23 hours had been on the Vampire.

Setting off along the North Weald runway for a low flying detail at 0952hrs the pilot believed that the aircraft, VV187, was not going to fly, he quickly throttled back and braked the aircraft but it was going too fast and ended up going through the airfield boundary fence. The pilot climbed out and walked away from the Vampire, which had crashed across the main Epping Road with part of the fuselage across road, in a style that had been performed many times before!

The museum has records of all sorts of accidents from the period but many of them were simply never recorded. On another instance of a Vampire “going agricultural” it simply sank in an area of boggy ground with no significant damage. The Vampire was fairly light – like the far larger de Havilland Mosquito it was basically made of bonded balsa wood – and in this instance the remedy for retrieving the machine was to march a whole team of ‘Erks’ out to it and they got under the wing and lifted it on their shoulders and shuffled back onto firm ground where a tractor could tow it back to dispersal for a clean-up. Meanwhile the said recovery squad also went back to get the mud and grass off their uniforms and boots!

Of all the accidents he was to be aware of during his time at North Weald only one pilot’s name remained in his memory for over 60 years and that was an officer Ray Wyborn.

Football was a major pastime for most service personnel at the time and it was one area in which differences in rank were suspended. As a result LAC Rootkin and Flight Lt. Raymond George Sylvanus Wyborn were equals only on the football pitch and the Wing Commander living in what we now know as the museum building was a great football fan.

One year after arriving at North Weald, on July 12, 1952, that football friendship was suddenly cut short by another Vampire accident in which a formation of four 72 Squadron Vampire FB5 aircraft took off from North Weald on a practice training mission for the forthcoming Battle of Britain display. The squadron were flying in a loose diamond formation with Squadron leader Clive Mason as leader, Sgt Gordon Buckle to his left and slightly astern, Sgt Cecil Victor Randall (24) to the right and astern and Ray Wyborn (25) to the rear.

The formation performed loops and rolls for some 20 minutes a distance away from North Weald, before returning to repeat what they had practiced over the airfield. After completing a roll and loop in very close formation an attempted roll to the left at 2,000 feet resulted in a collision between the aircraft of Randall and Wyborn [WA366 and VV683] to the left rear of the formation. Neither survived.

In an earlier story told to the museum a visitor told us he had been at the scene as a boy and cycling near Chigwell Row. He saw two aircraft collide and fall to the ground and went to investigate. He recalled seeing the covered bodies being carried to an ambulance and, because the field was muddy and the ambulances were 'stuck' and the gathered crowd helped out by pushing the ambulances across the field. John was able to read up on that dimly recalled event and refresh his memory while visiting the museum – but the story is also on-line at the museum website.

A few months after the death of Ray Wyborn it was time for John to move on. In the meantime the weeks before he left were spent in accepting the 72 Squadron Gloster Meteor Mk 8 aircraft and being in the thick of the procedure undertaking the backlog of modifications the new aircraft needed to get them up to a common standard even before they could be taken into service and then signing off the old Vampire’s which left North Weald for pastures new.

The final 9 months of his National Service was spent at Pembrey in South Wales. From September 1952 RAF Pembrey became home to 233 OCU [Operational Conversion Unit] which flew Vampire’s and Hawker Hunter’s. It was a great surprise to find on arrival that he was accepting Vampire aircraft for use with the OCU at Pembrey that included the exact same 72 Squadron aircraft he had sent personally signed off at North Weald only weeks earlier!

After 3 years of National Service John reverted to civilian life and being a Carpenter/Joiner back in Great Dunmow where he lives today.



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Another visitor in June was long standing member Peter Beck who, like me partly joined North Weald Airfield Museum because of strong RAF family member connections. In his case the tie with the village is far stronger in that as a 4-5 years old he lived in the married quarters close to the museum and has some great pictures of the street before it was crowded by cars.

His father, Flight Sergeant W B Beck [pictured below right], flew with 111 Squadron and some time ago he donated a cow bell that had been presented to the members of 111 when they flew an air display in Zurich during May 1956. Both the bell and a photograph of the team in Zurich are on display in the museum Roger Topp Room.



Regular attendees at North Weald air shows will have seen the Lockheed Martin F-16 mounts of the Royal Norwegian Air Force [RNoAF] performing a number of times but the situation is about to change quite soon. The average age of the current front-line Norwegian fighter aircraft is more than 30 years and plans are in hand to replace them with the product of an international fighter project that will see service across a major part of the Western world – the F-35. The advanced technology and interoperability of the new technology F-35 will support and augment Norwegian national security. In 2012, it was announced that the RNoAF would be purchasing 52 CTOL (Conventional Take-Off and Landing) variants of the F-35 from Lockheed Martin in the USA. The current front line fighter [the F-16], the C-130J transport and the P-3 sub-hunter all originated from Lockheed Martin.



The 1st Norwegian F-35 in production ©LMCO

The F-35 programme will provide expertise and knowledge to Norway to help grow and develop their industrial capabilities. This partnership will also foster an environment of technology and knowledge sharing between countries. As long as the RNoAF regards North Weald as its home, we can look forward to being thrilled by the power of their new mounts. Meanwhile the type remains in production in the USA.

LETTERS

Dear Bryn,

On page 7 of the newsletter someone is inquiring about a silver Spitfire possibly of 601 in the hangars at North Weald. The last Spitfires with 601 were Mk XVI's and they were replaced by the Vampires at the very end of 1949. It's my understanding that the silver Spitfires were not painted silver, but rather not painted at all. As the gentleman who wrote the article was there in the 50's it's probably not a 601 Spitfire and the one in the photo for the article has a 5 bladed propeller so it's later than an Mk XVI. I have attached a photo that you may find interesting from North Weald from December 1949 showing the Squadrons Spitfires lined up opposite the then brand new Vampires and it nicely shows the hangars in the background. One 601 MXVI Spitfire from North Weald still exists. RW393. Doing an internet search on the serial number it appears to be at RAF Cosford now as a static display (it probably only survived as it was a gate guardian for a while).



Regards
James Ivers
601 OCA.

Hello Bryn,
I really enjoyed the latest issue of THE HURRICANE newsletter from the North Weald Airfield Museum. Hope to see you at N/W this summer. Photos are from our base Rygge AB south of Oslo.

Best regards
Kenneth Aarkvisla
Director/chief pilot



Norwegian Air Force Historical Squadron
www.historicalsquadron.no



Posted by Margaret Pryke on Facebook

I was born at Woodford in 1940. I can remember bits of the war. One thing is our old dog Judy. She used start barking all of a sudden for what seemed to be nothing, then one of my parents would shout and say "down the shelter Quick" and a few seconds later the German planes would be overhead, followed by the boys from North Weald, the dog always heard the planes before the Siren went off.



www.loughton-selfdrive.co.uk 020 8508 0888

NOT ONLY BUT ALSO

Trustees of the NWAMA have other interests calling upon their time and the following is one of what we might call an occasional 'series' and covers the wanderings of Trustee Stephen Wagstaffe and his 'Reflections on ten years of battlefield tour guiding...'

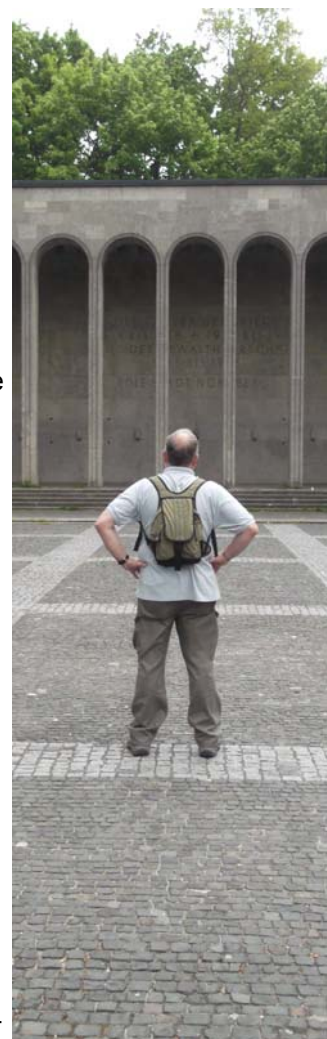
I met the second great love of my life under the lion at Waterloo – no, not the clock and no, not the railway station. It was 12th September 1999, I was in Belgium, part of a group of tourists and I was on the top of the Lion Mound looking out across the battlefield at Waterloo. I have always had a great feeling for place and atmosphere and standing looking down on a landscape that had hardly changed since 1815 lit a spark in me. Then even more excitement was to come as on the way back to our hotel we stopped at the railway cutting at Nimy where two VC's were won on the 23rd August 1914 and then called in at the war cemetery at St Symphorien where Commonwealth and German soldiers lie side by side and the first and last British soldiers to die in WW1 are buried just a few feet apart.

Having been brought up in the 1940's and 50's the after effects of WW2 particularly had a huge effect on my childhood with bomb sites all around, clothes patched and mended many times and rationing – I wasn't able to buy sweets without a coupon until I was six!. I felt then, and still do, an obligation to my parents and grandparents to find out as much as I can about what they endured so for the next four years I went on every tour I could find, from Ypres to Verdun, from Utah Beach to Pegasus Bridge and from St Mere Eglise to Falaise.

Since 1996 I have worked as a tour guide taking visitors anywhere in the UK or the Continent. It was while returning from a five day tour of the Loire Valley with an American couple in 2003 that we found ourselves stranded at Caen for eight hours because of bad weather in the Channel. The cardinal rule of tour guiding is to always have a back-up plan so being slap in the middle of the Normandy invasion area I thought "let's have a go at a D Day battlefield tour to fill in the time". It worked and from then on trips to Flanders, the Somme and Normandy have been regular events.

Up until the early 2000's many of the sites from both wars were difficult to locate and information about them fragmented. But in the run up to the 60th anniversary of D Day in 2004 much money was invested in supporting museums, access, signage and ground work in Normandy and this momentum has been carried over to all the other battlefields of WW1 and WW2 so that visits now-a-days are much easier and well informed. Another notable change that has come about in the 21st century is the return of the Germans to the sites of both conflicts. In the 1990's you seldom saw a German car, bus or tourist anywhere on the Western Front or in Normandy but now you do and on a recent visit to Nuremberg I was amazed to see a number of hard hitting documentaries on German TV about WW2 and in particular about the Holocaust and death camps that made no attempt to put a gloss on any facts.

Over the years I have had generous help from many friends, such as discovering the contribution that Alan Crouchman made to the installation of the Maurauder bomber at the Utah Beach museum, touring the German installations in Jersey with Peter Gardner, retracing the route of Hitler's 1940 summer holiday in and around Fromelles thanks to clues given me by Winston and Gail Ramsey, and exploring Col-ditz Castle, again with Winston and Gail's help, plus encouragement from Graeme Cooper. I have found the names of two relatives, missing in action, one in the cemetery at Le Touret and one on the Menin Gate and the latter is just two columns away from a relative of my wife. But for me the greatest moments both happened in 2004 when I was standing in the cemetery at Bayeux on 5th June watching the pipe band of the Calgary State Troopers leading a parade of Commonwealth veterans and being in a congregation of over 2,000 people attending a memorial service at the Menin Gate on the evening of 10th November when the last post was played by a massed band made up of 50 buglers from the fire brigades of all the allies who fought in WW1 – never ever to be forgotten moments!



SW

With the 100 years Anniversary just around the corner as it were time to dig out this image from the Great War of James Latham a Rigger with 39 [Home Defence] Squadron North Weald 1917.

James was born in Stoke on Trent 1898 and died in Woodford 1982

While at North Weald he married Grace "Pinny" Overall from Walthamstow. They lived in Walthamstow and Woodford after the Great War.



ON THE AIRFIELD

On June 10 the Essex & Hertfordshire Air Ambulance Trust [EHAAT] held its annual one day Aeromedical Conference 'HEMS – not just trauma' at Chelmsford's Anglia Ruskin University. The event attracted a broad church of attendees but they were in the main air ambulance people from the south east – doctors, paramedics, fundraisers and charity trustees. The programme content was heady stuff very much orientated towards medical practice with both local and guest speakers presenting a number of real life scenarios that would leave even the most avid watchers of "ER" types of programmes bemused. Definitely an event for the medical practitioner rather than others but not without areas of wider interest.

Local though the event was it attracted speakers from across the United Kingdom – with input from the west and northern Scotland and a keynote speaker from the USA. The American Professor James E Manning, MD, Vice Chair Department of Emergency Medicine; Director Resuscitation Research Laboratory, University of North Carolina gave an important and detailed presentation on 'Pre-Hospital Extracorporeal Oxygenation (ECMO)' – which will fly clean over almost everyone's head but in its basic form it is all about treating heart attacks.

The more important aspect for North Weald is that he attended the airfield the day before the conference to sample for himself air medical operations of the EHAAT charity and to be involved as part of the clinical crew as an observer that day. Being a Tuesday it was also the weekly review of missions attended as part of the clinical governance process held at the hangar. When he spoke at the conference he was able to report that the people of the region duly provided him with two heart attack calls to respond to and observe on the day.



The American Professor James E Manning, MD, Vice Chair Department of Emergency Medicine; Director Resuscitation Research Laboratory, University of North Carolina [centre] with the crew of G-HAAT ©EHAAT



As described within the Book Review [next page] the Spitfire was selected as the best aircraft type to attract ordinary people to save their meagre wages in the form of War Bonds and other savings and donations. This specific image was used in the campaigns in Cheshunt, Waltham Cross and Waltham Abbey but it was similar to that used across the country.



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BOOK REVIEW

The publication of this edition of The Hurricane was slightly delayed by a new book and perhaps unfortunately it is a book about none other than the Spitfire. You would think that there was nothing fresh to write about the Supermarine Spitfire after more than seven decades of it gracing our skies but again an author has set out to prove that assumption wrong.

The book, *Spitfire People*, was launched to a group of journalists and aviation aficionados at the RAF club on June 18.

The author in this instance is Paul Beaver, journalist, broadcaster and commentator as well as an historic aeroplane pilot who has been flying the Spitfire for a handful of years. Although he has over 40 books to his credit, this is his first for 20 years.

Paul is a political animal and his strong links with the corridors of power enabled his book launch in Piccadilly to include some very important people. His position as an independent defence / aerospace consultant with a wide range of experience and knowledge of defence and aerospace saw him appointed a Specialist Adviser to the House of Commons Defence Committee and he continues to have links in that area. In his journalistic role you may have read his input into the Jane's Group, or heard him presenting for the BBC, Sky News, CNN and the Discovery Channels.

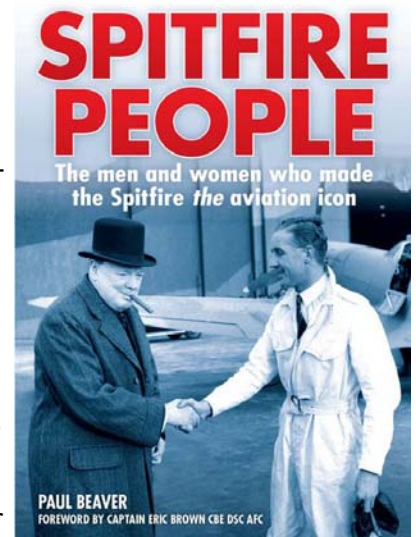
Published to mark the 75th anniversary of the Battle of Britain, *Spitfire People* examines the world's most iconic aeroplane from the people perspective, breaking new ground by using previously unpublished sources to shed light on the Spitfire's design, production and operation.

Paul not only uncovers the political supporters without whom the Supermarine fighter would not have progressed after the first failed attempt, but also identifies those who designed the famous wing when Supermarine brought in new talent. This allowed the creation and development of a truly gifted team of designers whose legacy is Britain's finest aeroplane and the only Allied machine of the Second World War to have remained in production and service throughout the conflict.

The 50 people selected include the inevitable political people such as Sir Winston Churchill and the wartime leaders as well as the designers of the airframe and its Merlin engine, test pilots and even modern flyers of the aircraft today. I admit that Paul's book challenged many of my preconceptions from the start and that alone is a good thing for an icon that has been with us for so long.

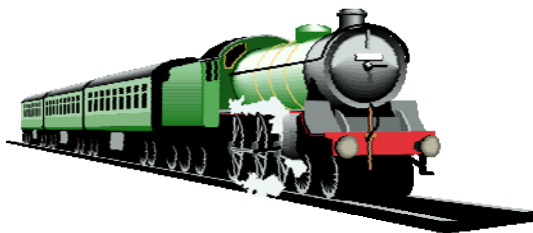
And why did the Spitfire "outgun" the Hurricane in people's hearts despite the clear numerical advantage the latter had during the Battle of Britain? Well Paul puts it down to politics. The Spitfire was more advanced, sleeker and easier to 'sell' by the marketing people when it came to boosting war savings to the people in 1940. Once the Savings drive started there was no stopping the place this sleek craft earned in the hearts of the people and it remained so throughout the war and into the peace beyond.

This is the first book by Paul for the relatively new publishers Evro Publishing, a motorsport book publisher launched by Eric Verdon-Roe (formerly with Haymarket Publishing and he worked with the museum a few years ago on the British Aviation 100 project) & Mark Hughes (former Haynes Publishing) they specialise in top-quality books at affordable prices, written by the finest authors and covering only the best subjects. This is also their first aviation book. www.evropublishing.co.uk Check out twitter @EvroPublishing The book is available through the website for £25.



THE NEIGHBOURS

On 24 April 2015, the Epping Ongar Railway [EOR] celebrated 150 years to the day since the Great Eastern Railway opened the line from Loughton to Ongar.



The Railway welcomed guests from the Epping Ongar Railway Volunteer Society, children from the Chipping Ongar Primary School, Mr Eric Pickles, Secretary of State for Communities and Local Government, Cllr Tony Boyce, Chairman of Epping Forest District Council, and David Campbell Bannerman MEP amongst others.

In mid-June they held a 1940s weekend [which gave NWAMA a gratifying increase in visitors and they were dressed in costume] and in August the EOR will be celebrating further with a Victorian Bank Holiday. Fitting celebrations to mark the occasion and events that are a significant source of first time and non-aviation visitors to NWAMA. A new book by J.E. Connor, which is a definitive history of the branch, is available for sale from the railway shops for just £7.95.

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!

Readers of the last edition may recall the item on the FLIR ONE camera attachment for the iPhone. Great bit of kit but pricey and likely to be useless if your model of iPhone goes wrong.

In recent days the manufacturers have improved the product to widen the appeal by making it work with other phones beyond the Apple product.

The next generation FLIR ONE™ thermal imager is now available for purchase worldwide. With versions for both iOS and Android devices, the versatile and pocket-sized FLIR ONE transforms a mobile device into a powerful thermal imager that sees heat and accurately measures temperature.

The cost—at \$250 may still seem a lot but it has now become more useful and longer living!

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Coming soon — 100 this year.

In September 1915, one hundred years ago, the village of North Weald was bombed in mistake for London by an airship! Shows how difficult it can be to fly in the dark when there are no street lights to guide you. Luckily no significant damage was done but a number of crude bombs were left behind. Who knows whether that led to a small field near North Weald being selected as a landing ground.

There may be no bombs from airships to worry about today but there are plenty of aircraft on the airfield to continue the aviation heritage.

