WHAT'S ON

VICKY GUNNELL - PROGRAMME SECRETARY

2 July 10'........... An Audio Visual Presentation by....... JIM BETTERIDGE
"The Berlin Airlift"

6 August 10'........... An Evening Visit with Buffett........ EAST ESSEX AVIATION
"Point Clear - A Martello Tower near St.Osyth Essex"

3 September 10'...... An Audio Visual Presentation by....... KEEITH FROOM
"The Mid-Suffolk Light Railway"

12th September (Sunday) ...................... CONTROL TOWER “FUN DAY”
'Bring the Family and a Picnic'

1 October 10'.............................................................. CLIVE DENNEY
'To be Advised'

5 November 10'.............................................................. TO BE ADVISED
'To be Advised'

14 November 10'...... A Time to Remember............. THE BARRACK SQUARE
'Remembrance Service 3:00pm'

Newsletter Contributions

If you have an article or a story you would like to share with the other members of the Society then please send it to me....

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JACK RUSSELL DESIGNS
EDITORIAL

I know we always seem to be patting ourselves on the back and saying “well that was another successful year”. But its true ain’t it? Record attendances at our monthly meetings and now that the better weather is, (hopefully!), here again we can look forward to enjoying days out. Don’t forget to take your camera when you visit air shows, you may want to enter one of your pics in next years “Holly Hall” photographic competition.

Our Publicity Secretary, Howard King is arranging a coach outing to Brooklands where there is an aviation museum as well as cars. Should be a great day and I understand there are still a few seats available. Howard’s number is on the back of the newsletter.

Our August meeting is traditionally in the form of an evening visit. This year it is to the Point Clear Aviation Museum at St Osyth. Should be a great evening followed by a visit to a pub for supper.

Our Chairman, Martyn Cook has written his report on the last year following our AGM at the beginning of June. I have included a few articles sent in by contributors and I am sure you will find these interesting.

I am always looking for articles to include in the newsletter and particularly if they have local interest. Keep em’ coming.

We are now a registered charity, (charity number 1135957). Details are available on the official Charity Commission website. This will open certain doors for us in the form of grant applications previously not available to us.

Finally, although its some time off don’t forget to come and support us at our Fun Day on Sunday September 12th.

ED

OUR AGM

The 7th May 2010 saw our 29th AGM and what a joy it was to see our President Mr Gordon Kinsey back with us following the sad loss of his wife Margaret.

The evening began with the chairman welcoming around one hundred members which, is not a bad turnout for such an occasion although I guess the Charles (Holly) Hall photo competition held after the break was perhaps the better draw.

The customary list of absentees was read out and then straight into “Matters Arising” from the 2009 AGM. For the first time in 29 AGM’s there appeared no items to carry forward which certainly shortened that part of the procedure. The minutes were approved and it was onto the Chairman’s report.

As I said in my opening paragraph, how nice it was to see Gordon our President back and with no loss of his quick humour that he is well known the family the runner up was Mr G Durrant, who happens to be the father of the winner. Ed

CONTROL TOWER VISITS

We continue to welcome evening visits to the Museum. This group are from the 5th Woodbridge Sea Scouts. Alan Smith entertained them with the history of MH followed by a quiz. Then onto our secret bunker (yes I know its an air raid shelter but to children and young adults a secret bunker is much more exciting). As is our usual custom a recording of an air raid was played and yours truly standing in for Colin Whitmore gave them some background information on air raids and different types of shelters

Martyn Cook

MEMBERSHIP SECRETARY REPORT

I would like to welcome 5 new members since the last newsletter. This brings the total membership to 331.

Peter Scott  Susan Scott  Clive Clifton
Phil Ling     Beverly Ling  Brian Barker
Octavia Gibb John Cooper  Paul Thorn

Should you know of anyone wishing to join the following fees apply:

Single Membership cost: £8 on joining, £7 per year thereafter.
Joint Membership costs: £13 on joining, £11 per year thereafter.

Should you wish to contact me my details are as follows:

Joe Cox : 43 Exeter Road : Felixstowe : Suffolk : IP11 9AT
Telephone: (01394) 282047  Email: joecox@hotmail.com

If you like reading Runway 22 then please make sure that you have renewed your membership. If you have, then please disregard this message otherwise, this could be your last issue.
The first half of the evening was taken up with Gerry’s experiences flying the Harrier vertical take-off fighter/bomber. He had been posted to West Wittering where the Harrier GR3 was based. Gerry explained that the ability to take off vertically is something that only a lightly loaded Harrier can do. It is reserved for air shows where it never fails to impress. However the variable angle jet thrust is very useful for landing in well-hidden locations where there is no runway. Gerry Honey was in the RAF for 36 years and he obviously cannot stay away from aeroplanes because he now flies a Boeing Stearman WW2 biplane trainer at Old Buckenham in Norfolk. After the break he talked about the Stearman and also took many questions.

A vote of thanks for a most enjoyable evening was given by Gordon Kinsey. April and the subject at our monthly meeting was “The Alcock and Brown Story”. The speaker was Group Captain Tony Alcock, MBE retd. Tony, who lives locally, is the nephew of John Alcock, who with Arthur Whitten Brown made the first non-stop transatlantic flight.

Tony comes from a family of aviators. His father was a career officer in the RAF and interestingly was one of a select number of servicemen who was actually detailed to assist in the establishment of Imperial Airways when the government of the day was keen to open up the “Empire Air Routes”. Tony’s father clocked up 25,000 hours of flying before retiring in 1955. Tony Alcock followed in the family tradition and also had a most interesting and eventful RAF career. However the subject for the evening was the first crossing of the Atlantic by his uncle and Arthur Whitten Brown.

The press baron, Lord Northcliffe, owner of the Daily Mail had offered a prize of £10000 just before the outbreak of the Great War. Leading aviators of the day couldn’t wait for the war to end so that they could pick up the challenge. Both Tony’s uncle and Arthur Whitten Brown had spent time as prisoners of war and dreamed of competing. They met by chance when John Alcock was at the Vickers works looking over the new Vickers Vimy. John Alcock was the pilot and Arthur Whitten Brown was to be the navigator. Tony Alcock explained that the pair were late getting to Newfoundland and had difficulty finding a suitable field to take off from. A very good 45 minute video was then shown and this told the complete story of how despite all the odds the Vimy flew the Atlantic to end up ignominiously in an Irish peat bog. Somewhat bent, but triumphant. They were knighted by a grateful nation.

As for the story of Tony Alcock’s RAF career, perhaps we can persuade him to return to tell us all? One of the crowning achievements of his career was to celebrate the 60th anniversary of the first crossing by flying a gaily painted Phantome F4 with a navigator called Brown across the Atlantic.

Our May meeting was the occasion of our AGM. Our Chairman, Martyn Cook has given a report on this elsewhere. This was followed by our annual “Holly Hall” photo competition. There were 28 entries and the winner was M Durrant. This was a picture of a P51 taken at Duxford. Just to keep it in

for. The Chairman thanked him for his continual unstinting support which, Gordon continued despite Margaret’s health problems and his own. Although not able to attend a number of meetings Gordon was always at home to hear news of his favourite subject Martlesham Heath and the MHAS.

Likewise the officers, Robert Dunnett, Vice Chairman, Alan Powell, Secretary and Newsletter Editor and Peter Durrell, Treasurer, all of them never uneventing in taking their role beyond what many would regard as their brief.

Robert has as many of you know had a number of operations during the last year and not to be out done Rita; Robert’s wife has also had an operation recently which has meant Robert learning new skills in the “Pink Area”. I’m pleased to report that both are doing fine. Despite these setbacks Robert always gives 110% to the society and in particular to the running of the Control Tower Museum and in his support to me as Chairman for which he thanked me on behalf of the committee and the membership.

Alan, who did a large amount of work in getting the new memorial on the Barrack Square under way, saw the memorial dedicated last June, this you can regard as a great feather in our cap. Alan also collects and collates articles and stories for the Runway 22 magazine and often writes the articles himself. He is also responsible for taking the AGM and Committee minutes and is always writing reports for the Martlesham Monthly and other local magazines.

Peter works away quietly collecting all the money and keeps our finances in good shape. Its still a mystery to me how he gets the numbers to add up, thank goodness he knows what he is doing. Peter gave his report to the membership and informed us that our annual membership fee will need to rise by an additional £2 across the board at the beginning of our next financial year (2011/12), so you all have enough time to save for it.

Our numbers have steadily grown over the years and John Bulbeck has been in charge for the last 6 years but, has decided to step down from the committee to pursue other activities but, will still continue to be an active member. John has seen the 300 barrier broken and exceeded. If you came to the last Fun Day and the previous one you will have seen the extent to which John went to encourage new members. John, we wish you well in your new challenges.

Another reason for our growth is the quality of our meetings. For this me must thank Vicky Gunnell for all her efforts in locating and arranging good quality speakers, Vicky will say no its you the members that give me the information but, contacting and making arrangements with people who do not wish to commit themselves easily is very hard work, well done Vicky.

Once the speaker has been booked in comes Howard King our Publicity Secretary. We take away posters advertising the evening. The Control Tower opening requires a poster. Papers and magazines need to be contacted
regarding the advertising of our meetings and events. All of this does not happen on it’s own, it happens because Howard King makes it happen. He also controls our sound system at our meetings, what would we do without you Howard?

If you want a tee shirt, a tie or perhaps a jumper you talk to David Bloomfield. I cannot remember how long David has been doing this but, he still has the enthusiasm to come up with new ideas, well done David.

Peter Morris, Colin Whitmore, Tom Scrivener and Frank Bright, four characters who manage the refreshments during our meetings, setting up the hall, carrying out maintenance tasks at the Control Tower Museum and so many other tasks which are numerous in number. It’s a privilege gentleman to work with such dedicated committee members.

Whilst taking about the Control Tower Museum we must mention the un-stinting work carried out by Alan Smith our Archivist, Russell Bailey the C/T Manager, Peter Stimpson, Roy Gammage, Don Kitt, who keeps us supplied with cake at break time on a Wednesday morning and to all the other members who come along and help.

I must pick out Alan Smith from the above group who single handedly has, and continues to increase the society funds through donations he receives from his talks to other groups and organisations. Alan travels extensively to share the story of Martlesham Heath and does this at his own expense. His travels have taken him as far as Norwich in his quest to spread the story talking to all ages along the way. And this on top of keeping our register of artefacts and memorabilia and supplying the facts behind stores that you and I get asked from time to time.

I cannot close this section of my report without mentioning Tony Crundon who is our doorman at our regular meetings. His role is to “meet you and greet you” thereafter to relieve you of your entrance fee, a job he does so well along with helping to set up the hall.

I thank you all both personally and on behalf of the membership for making Martlesham Heath Aviation Society such a special and friendly society.

Lastly, thank you the members for turning up and adding to the fun and laughter, looking out and seeing you enjoy yourselves is all the thanks we need.

So, what did we achieve and do during the past society year…

We dedicated the new memorial on the Barrack Square and had a rather special visit to RAF Lakenheath thanks to Lt.Col. Mark Cireo. We had an evening visiting the Norfolk and Suffolk Aviation Museum at Flixton followed by a buffet. We held our annual Fun Day at the Control Tower and arranged and held our annual Service of Remembrance on the Barrack Square, not bad going I think.

A Boeing 247D PH-AJU finished just two hours after the DC2. Another all-metal twin-engine practical true airliner.

Mildenhall museum have an exhibition of memorabilia about the Mildenhall to Melbourne, or as it is more correctly named, the MacRobertson Trophy Air Race.

ALAN POWELL

MONTHLY MEETINGS ROUNDUP

January and our member John Bulbeck gave an audio-visual presentation entitled, “Singapore Experience — Father and Son”. Unfortunately I was unable to be present and even more unfortunately the meeting fell on New Year’s Day! This was due to a rare booking error and our usual venue was not available to us on the following week.

I understand that approximately 50 people were present and all enjoyed a very good evening. It is hope that John will be able to deliver his talk some time in the future, when, no doubt, we shall have a great turn out.

Our February meeting saw a retum of our usual excellent attendance. The subject was “From Bomber Crew to Fighter Controller” and was given by a retired Flight Lieutenant who lives here at Martlesham. Isaiah Levene had a most eventful career in the RAF. It began in 1940 and he was demobbed as a Flight Lieutenant in 1946, soon after marrying. Lee soon rejoined the RAF as a Flight Lieutenant and eventually retired in 1963.

His wartime career was as a Wireless Operator/Air Gunner and he survived many operations over Germany with 100 Squadron, both in Wellingsons and Lancasters. One of his first and most hazardous missions was the vital long distance raid on Peenemunde on the Baltic coast. Peenemunde was the secret development site for the German V weapons. Fortunately the raid was a complete success and it has been estimated that the raid delayed the deployment of the V1 and V2 rockets by at least a year.

The story that Lee had to tell was too long to be concluded and after the break our own Archivist, Alan Smith recited a few incidences associated the Martlesham Heath between the wars.

A remarkable story by Lee was much appreciated by the audience and a vote of thanks was given by our President, Gordon Kinsey. It seems that both of them shared similar postings for part of WW2.

The Community hall was once again full for our March meeting which was entitled “Harrier Operations and Vintage Display Flying”. This was given by Wing Commander, (retd), Gerry Honey, OBE, FRAeS.

Gerry, who hails from Devon, joined the RAF as an apprentice at the age of 16. He applied for training as a pilot and was sent to Canada, where he flew Harvards and T33’s. On his return to England he flew various early jets, including Vampires, Meteors and later the beautiful Hawker Hunter.
hours. Another DH88, (G-ACSR) completed the race in 108 hours. The third De Havilland DH88, “Black Magic” was piloted jointly by two famous aeronauts of their era, Jim Mollison and Amy Johnson. After taking off from Karachi they lost their way and landed at Jubulpur. No high-octane aviation spirit was available and they were obliged to fill up with ordinary petrol from a local bus company. Consequently on the flight to Alahabad one of the engines lost a piston and they were forced to retire.

Two more Comets were constructed and one was sold to the French government with a mail-carrying compartment in the nose. The fifth Comet, (G-ADEF), was named “Boomerang” was ordered by a wealthy socialite, Mr Cyril Nicholson. Flown by Mr Tom Campbell Black, (one of the two pilots in the victorious “Grosvenor House” Comet), an attempt was made on the London to Cape Town record. However, after reaching Cairo in record time one of the engines developed an oil leak and the attempt was abandoned.

The De Havilland DH88 Comet was constructed mainly of wood. The wooden skeleton was clad in spruce plywood and a relatively high power to weight ratio was the result. It was powered by two Gypsy Six inline engines. These were the days when more than one British aircraft manufacturer also designed and built their own engines.

The De Havilland Company suggested to the British government of the day that they design a high-speed bomber along the same lines as the Comet. This idea was rejected but Geoffrey De Havilland eventually decided to commit his company to independently design a wooden bomber. The view of government advisors was that the era of wooden aircraft was at an end. How wrong they were! The resultant aeroplane, the De Havilland Mosquito, nicknamed “The Wooden Wonder”, was one of the finest fighter/bomber aircraft of WW2.

Today the winning Comet is in the Shuttleworth Collection at Old Warden. The Comet may have finished first by a narrow margin but it should not be forgotten that the Douglas DC2, forerunner of arguably the most iconic aeroplane of all time, the DC3, or Dakota, finished less than a day after the victorious Comet. This, it could be claimed, was a far more significant achievement than a ‘plane that was designed and built specifically to win the race.

Dutch airline KLM entered the DC2 and it went on to make every scheduled passenger stop on KLM’s regular 9000-mile route. It carried sacks of mail and three passengers. It even turned back once to pick up a stranded passenger.

One of the first generation of all-metal aircraft with pressurised cabins, it convincingly demonstrated that the modern aeroplane could be comfortable, safe and reliable. The DC2 was first flown on May 11th 1934 just 5 months before taking part in the Mildenhall to Melbourne air race. It was capable of carrying 14 passengers.

Of course we lost some members along the way. Some were friends and some were family and some lived a long way-a-way but, we will not forget them, they were all very special people.

We spoke about the coming year and with your help and support we will have another memorable year.

**Time now for the Election of your 2010/11 committee…**

We began with the election of a new Chairman or rather the re-election of the old one in light of the fact that there were no candidates who wished to “have a go”. This was carried out by our President Gordon Kinsey and after due ceremony of being “proposed and seconded” I was re-elected for another term.

The positions of officers was also just as easy, there being no candidates and the fact that all the outgoing officers were up for re-election that’s exactly what happened so…

Robert Dunnett continues as Vice Chairman, Alan Powell continues as Secretary and Newsletter Editor and Peter Durrell as Treasurer.

In the case of the General Committee Members (GCM) there were two nominees, Joe Cox who served on the committee for a number of years before his departure to live in France and who has now returned to England, Joe was seeking election for the vacant position of Membership Secretary.

The second nominee was Peter Thorpe who was seeking election as a GCM.

The society has for a number of years carried a GCM position so, with these two nominees and the fact that the outgoing committee members also were seeking re-election to their previous positions it all fitted in quite nicely. So with due ceremony they were all proposed and seconded which, concluded the election of your new committee for 2010/11.

That’s probably the longest AGM report I have given. Don K you will be pleased as you can always stop reading it but, it’s more difficult when you are sitting having to listen to it, that folks is a private joke Don and I share.

Whilst mentioning Don K I must thank him for taking over the judging of the Charles (Holly) Hall photo competition in the absence of Alan Powell.

Thank you all for your support and your friendship.

**Martyn – Your Chairman.**

**POST CHRISTMAS SUPPER**

On Friday 15th January, thirty MHAS Committee members and Museum helpers enjoyed with their wives, the Annual MHAS post Christmas Supper at the Douglas Bader Inn. The Bader produced a very good meal and as usual there was lots of chat, not all about aviation of course!

There was a draw and the proceeds of £33 from this went to the Haiti Earthquake appeal.
It was an enjoyable evening with good friendly company and that’s what our Society is all about.

Thank you to all those came and shared the evening.

Robert (Bob) Dunnett

Martyn has wished Robert and Rita well and a speedy recovery from their health problems and I would just like to add my own good wishes. Don’t forget, you still owe me that pint Robert! ED

AMAZING TRUE STORY

Ted Bridger lives at Felixtowe and was one of our very first members. Ted doesn’t come to our monthly meetings but is a keen member who always enjoys reading “Runway 22”. This story was passed to Ted and I am sure he won’t mind me including this rare story of chivalry in WW2.

Charlie Brown was a 21 year old B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton England. His B-17 was called, “Ye Old Pub” and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying over an enemy airfield a German pilot named Franz Steigler was ordered to take off and shoot down the B-17. He could not believe his eyes, “he had never seen a ‘plane in such a bad state”. The tail and rear section was severely damaged and the tail gunner was wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere.

Despite having ammunition Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. He was scared and struggling to control his damaged and blood-stained aircraft.

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken ‘plane to and slightly over the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe.

When Franz landed he told the C/O that the ‘plane had been shot down over the sea and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research Franz was found. He had never talked about the incident, not even at post-war reunions.

They met in the USA at a 379th Bomber Group reunion, together with five people who are alive now – all because Franz never fired his guns that day.
A SUFFOLK AIRFIELD
In mists, black flaking hangar stands,
Where silent aircraft stood.
And weeds now cover concrete tracks,
Where nervous airmen fooled.
Sometimes a bitter wind moans cold,
Where sirens sighed and howled.
And hard the rain that beats the ground,
Where heavy bombers rolled.
Short breaks of sunlight strike old tower,
From which green Aldis flashed.
Now clattering combine harvester,
Where mighty engines thrashed.
The plough's keen blade cleaves earth aside,
Where props whipped air and whined.
And over cars where lovers kiss,
Night bombers slowly climbed.
And like, to hovering hawk above,
Some fell to fighters, prey.
Whilst others struggled back, and burned,
In Suffolk's soil to lay.
And what of grieving relatives,
Grown old, and mostly gone.
Who whispered prayers on reading,
"Just one last trip, then home!"
Instead, came black-edged telegram,
Then later, anguish tears.
Now fades his photo by the clock,
That chimed through long sad years.
A crumbling shrine, this field, to those
Who flew, too young to die,
In Rhine, and Ruhr, and places far
Beyond where earth meets sky.
As evening sun fires fields with gold,
Against dark hangar's line.
Somewhere, beyond faint moon and stars,
Brave souls of these men shine.
Vernon Layton, Melton, Suffolk

Research shows that Charlie Brown lived in Seattle and Franz Steigler had moved to Vancouver after the war. When they finally met they discovered that they had lived less than 200 miles apart for the last 50 years!!

When asked why he didn’t shoot them down Steigler later said, “I didn’t have the heart to finish those brave men. I flew beside them for a long time. They were trying desperately to get home and I was going to let them do that. I could not have shot at them. It would have been the same as shooting at a man in a parachute.”

According to information on the internet It is quite possible that certain aspects of the story have been embellished along the way. Apparently research has not verified that the B17 was in fact flying away from England or that Franz Stigler lied to his commanding officer by saying that he had shot the bomber down. The more cynical among us may wonder whether in fact the ME-109 was out of ammunition. It has never been verified that Franz Stigler was ordered to intercept the B17.

ED

AIR TRANSPORT AUXILLIARY
Most of those who, like me, enjoy the sight and sound of Caroline Grace's Spitfire over Bentwaters on a recent sunny Sunday, will know that Caroline herself was following in the footsteps of an illustrious band of skilled and determined young women pilots who also flew Spitfires. They were all members of the Air Transport Auxiliary, often referred to irreverently as the Ancient and Tattered Aviators although, as the photograph shows, all were slim and attractive young women. Their job was to collect new aircraft from manufacturers and deliver them to operational squadrons, often collecting old, worn-out warhorses to be flown away and scrapped. To do this in wartime, often in poor weather with a low cloud base and barrage balloons protecting many worthwhile targets for enemy bombing, demanded great skill in map reading navigation, since there were no radio navigational aids, nor radio in the airfield control towers! Seeing that the balloons were often cunningly concealed in the low cloud - for maximum deterrent effect, meant that the best aid was the Human Eyeball, Mark 1! The accompanying photograph shows a couple of dozen such, gracefully decorating a Spitfire when the weather was too bad for any flying, although the discerning eye would pick out one or two very fortunate chaps who enjoyed their company. Having joined the ATA as a First Officer, a new pilot would initially be checked out to fly light, single-engine aircraft, before progressing to light twins such as the Avro Anson and then the heavier twin- and four-engined types, like the Lancaster. Not only that, but they also ferried all those types of American aircraft which our allies used to fight the war. The check lists, covering completely the operation of any one type, would usually cover just one side of a postcard-size, aide memoire. Only the heavies required two sides, and sometimes an additional crew
member to operate switches and controls out of reach of the pilot, each card being suitably hole-punched to enable it to be included in the half-inch thick booklet which the longest serving and most experienced pilots eventually acquired. Also, to round off the picture, imagine one of these young women, on a long day with sufficient daylight, going from a light single-engine cabin type, to a Flying Fortress and on to a Mosquito, before being picked up by the taxi Anson to be taken back to Benson, Hamble, or Prestwick, from which last airfield newly arrived American heavies were moved. This was not achieved without casualties, of course, so that next time we see and hear the Grace Spitfire, we might just recall her gallant and courageous forerunners.

**RICHARD GREGORY**

Richard has since sent me some more information provided by his friend and I have included it below.

**ED**

Maureen Popp, my friend for over 20 years, is now the last survivor of the 200 or more female ATA pilots, like those in the photograph based at Hamble, or White Waltham, (the ATA base), and Prestwick, where they serviced Avros, and later deliveries of Hudson’s, B17s and B24 aircraft, among others. Maureen told me a good deal about their work - how it was done, and the equipment with which they were provided. Since both the RAF and the Fleet Air Arm relied upon the ‘Ancient and Tattered Aviators’ to bring in their new aircraft, not only to replace combat losses, but also new marks and new aircraft types, any one can see that it would have been in their best interests to help the ATA do the utmost. So ATA pilots were able to draw personal flying kit, from helmet and flying goggles to boots - including Irving jackets, plus the invaluable Dalton computer for flight planning. Of course, this included all necessary maps - on which they could mark the essential, up to date positions of balloon barrages, and danger areas, such as gun firing and bombing ranges - not all of which were offshore!

Maureen still has her flip charts made up of a collection of reference cards, one for each aircraft type flown, on one side only for single engine aircraft, on which was printed entered the essential information covering engine starting, vital action before takeoff, cruising speeds and throttle settings, vital actions before landing, and shutting down procedures. Seeing that my Pilot’s Notes for the Spitfire 16 ran to 42 pages, this was some achievement in condensation. Four engined aircraft, including the B17 which Maureen also delivered, usually covered both sides of the card, and only when some engine controls and fuel tank changeover cocks were beyond the reach of the pilot was another crew member carried. The B17 was one of four types which Maureen flew on one busy, but by no means exceptional, day another being the Fairchild Argus. On a personal note, I should have found it most interesting to compare the Super Marine Walrus - with its high mounted, uncowed radial engine of less than 1,000 brake horse power with the thrust line more than 10 feet above its drag line - with the Hawker Tempest. Whichever engine the Tempest had, Sabre or Centaurus, it put out about 2,500 b.h.p., and its speed on final approach was above the maximum of the Shagbat, as the Walrus was sometimes affectionately called.

**Richard Gregory has also just sent me the following...**

“When my father in law left the beaches of Dunkirk in 1940 he left behind all his personal equipment and clothing, like most others at the time and place. Being part of the invaluable “Y” service and somewhat “knocked about”, he was posted to RAF Hendon, a cycle ride from home. One day he was sent for by his CO and asked where he had been on a particular night somewhat earlier. The question was answered by production of the Watch Log, showing that he had not only been on watch but also in charge of the night in question. The CO was then able to explain that a pair of RAF patent boots, bearing inside 760813 Cpl Perks E, my father in law’s service number and rank, had recently returned to Britain!

A German spy parachuted into Britain and promptly rounded up, had been wearing these boots, which naturally prompted the enquiry. This was enough to have the spy sentenced by court-martial to death by firing squad.”

This, to me, is further proof of the incompetence of the German intelligence service. Surely a captured spy wearing abandoned British service clothing complete with authentic service number was signing his own death warrant?

**ED**