WHAT’S ON
VICKY GUNNELL - PROGRAMME SECRETARY

1 March ‘13 ................ An Audio Visual Presentation by ............ PETER DURRELL
‘Aviation Heraldry’

5 April ‘13 ............................... A Presentation by .............. CLIVE DENNEY
A Year in the Life of the “Vintage Fabrics Aircraft Company”

3 May ‘13 ............. Annual General Meeting + “Aviation Quiz” ...... A.G.M
‘Time to have your say and test your aviation knowledge’

7 June ‘13 ............. A Presentation by Vice President .......... ERIC “WINKLE” BROWN
‘Jets’, Including the Miles M52
(please read information on page 22 regarding Purchasing Tickets)

June ‘13 ................ Visit to East Kirkby & BBMF Coningsby ...... DAY VISIT
’See the Lancaster Taxing + BBMF’
Currently being arranged. Please keep in touch as details and/or venues may change
Likely Date, Tuesday 11th or 18th June 2013)

5 July ‘13 ................ To be Advised ........................ T.B.A.

President: Gordon Kinsey

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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Other Committee Contacts...

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Catering Peter Morris (01473) 415787
Society Adviser Tom Scrivener (01473) 684636
Society Advisor Colin Whitmore (01473) 729512
Society Advisor Frank Bright (01473) 623853
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JACK RUSSELL DESIGNS

Control Tower Museum
Martlesham Heath
Opened on the 23 September 2000

Memorial Window
St. Michael & All Angels Church
Martlesham Heath
Dedicated on the...
23 September 2000
EDITORIAL

A belated welcome and good wishes to everyone for a happy and prosperous New Year.

Our society continues to thrive and this is due to the enthusiasm of our 200 plus members and to all the volunteers who willingly give their time and energy.

Museum manager, Russell Bailey has entered a plea for some extra volunteers to man the Control Tower museum during the summer months and I can assure you that this is an opportunity – not a chore! As I know from first hand experience, it is really interesting to talk to the visitors.

Your executive committee is in the process of preparing potential visits to places of interest. I know you will want to support these.

Another mix of interesting articles await you. I am always heartened by the positive feedback! Please keep your stories coming in.

A distinctly American flavour to this edition!

ED

MUSEUM ROTA - OPPORTUNITY TOO GOOD TO MISS!

We are looking for volunteers to meet visitors and help to act as stewards in the Control Tower Museum on a rota system. The museum is open from Easter to October from 2pm to 5pm. Typically volunteers attend 3, or possibly 4 times during the season.

Those of us who already “meet and greet”, find it an interesting experience. So often visitors have fascinating tales to relate; either of their own aviation experiences or perhaps relatives who served during WW2.

Please ‘phone Russell Bailey on 01473 435104 or speak to him at one of our meetings.

I wrote an article in the October 2012 issue of Runway22 entitled, “A Story of Air/Sea Rescue in WW2. I promised to follow this up with a piece from an American from the 357th Fighter Group. The 357th were based at Leiston, just up the road from Martlesham.

Merle Olmsted, the late historian of the 357th wrote the following tribute and explanation as to how American resources were gradually integrated.

“THEY NEW WHEN THEY LANDED THAT THEY COULDN'T TAKE OFF AGAIN”

These are the words of World War II fighter pilot Ollie E. Harris, in a 1995 telecon with this writer. He was paying tribute to the crew of a RAF Air Sea Rescue (ASR) amphibian, which had pulled him from the cold waters of the

Eric “Winkle” Brown
6th June 2013 at the Community Hall

Just to reassure you all on the venue for this meeting. It will be held in our usual venue, the “Community Hall” Martlesham Heath.

Because the speaker will attract more members than we have seating for it will be an... “all ticket meeting”. The tickets will be available at our 7th March 2013 meeting and will cost £3 each to MEMBERS.

PLEASE WEAR OR BRING YOUR MEMBERSHIP CARD.

Should you be unable to attend our March meeting then you can contact me, Howard King or Robert Dunnett and purchase your ticket but, not not until after our March Meeting.

Any tickets that are not sold after our April meeting will then be made available to non members at £5 so, get yours early to avoid disappointment.

Martyn - Chairman

MEMBERSHIP SECRETARY REPORT

I would like to welcome the 8 new members since the last newsletter. This brings the total membership to 288.

Jean Bateman     Gary Fair     John Langford
John Griffiths    Gerald Fuller  Brian Coates
Stephen Flowitt-Hill  Peter Mee

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
English Channel, some 50 years previous.

Harris was one of several thousand Allied airmen (and an unknown number of Germans) whose lives were saved by the ever vigilant ASR service of WWII. There are no precise figures available on exactly how many were rescued in the years 1940-45 and sources vary widely.

In March 1945, in a secret report from the Headquarters, 65th Fighter Wing, to Lt. General James Doolittle, Cmdr, Eighth Air Force, outlined the history of ASR in the 8th Air Force. This highly useful document titled "Shepherd of the Seas," gives a figure of 938 men rescued from July, 1945. Unfortunately, it is not clear if this refers only to 8th AF crews, or if it is the total rescues during that period.

In any case, British ASR historian Sid Harvey believes the number is far too low. His research leads him to believe that about 2,000 U.S. airmen were rescued and about 4,000 British (over a much longer period). This is about 40% of those airmen who went down in the waters around Britain. U.S. percentages taken by themselves, are somewhat higher at about 66%, for two reasons. First, because their operations were in daylight hours, as opposed to much RAF night activity. Second, by the time U.S. operations were reaching a crescendo in 1943/44, the ASR service was vastly more efficient than it had been two years before.

It should be kept in mind however, that if 40% (or 66% U.S.) were saved from the sea, that 60% (or 34% U.S.) were not rescued and they have no grave except the Channel or the North Sea. A significant portion of the 5,000 names on the Wall of the Missing at the American Cemetery at Cambridge, are of these men.

The purpose of this article is to relate the story of Ollie Harris, and other pilots of the Eighth Air Force's 357th Fighter Group who were grateful "customers" of the aircraft and boats of the ASR (customers was the humorous title by which those pulled from the sea were known by the members of the British Air/Sea Rescue Service).

Before going into the tale of "The Yoxford Boys," as the German radio dubbed the 357th, it is desirable to provide some background on the remarkable, and seldom told story of the ASR operations out of the British Isles in those long ago years of 1940-1945.

AN OBITUARY – DR. WALTER O HEDRICK

Having lived a long and eventful life, Dr. Walter O. Hedrick left us to be with the Lord on December 20, 2012. He was preceded in death by his "Bride," Helen M. Hedrick (Patrick) of 64 years, his parents, and his brother Edward. He will be deeply missed by all.

Born in Springfield, IL to Otto and Edna (Wilson) Hedrick he enlisted in the Army Air Corps after Pearl Harbor. He trained and received his pilot wings in Texas and was sent to England to fly a P-51 as escort for the bombers on bombing missions over Germany.

Dr. Hedrick was assigned to the 8th Air Force, 3rd Division, 77th Wing, 356th Fighter Group, 360th Fighter Squadron. As a 1st Lieutenant he flew many missions out of Martlesham Heath, England. His airplane was shot down over Germany. After bailing out, he was captured by the German police and treated by German doctors in Nordstadt for his injuries sustained when parachuting from his burning airplane. He was held as a POW in a hospital until the 10th armored division of General Patton's 3rd army passed through the town and liberated the POWs. He was awarded the Purple Heart and was a member of the Caterpillar Club that honors those whose lives were saved by the silk parachutes made from the cocoons of silk worms.

Upon return from the war he completed a degree from the Illinois College of Optometry and practiced optometry in Virden for 40 years. He was a dedicated husband, father, grandfather and great grandfather.

Dr. Hedrick is survived by his son, Dr. Keith (wife Victoria) Hedrick of Carlinville IL, grandchildren Jason (wife Tabitha) Hedrick of Fredericksburg, VA, and Trina (husband Don) Lopezaro of Vernal, UT and two great grandchildren.

He was a life-long member of the Lutheran church, most recently belonging at Trinity Lutheran Church of Virden/Girard.

Nancy Hough is another of our American friends and is also a good friend of Eddie and Ann Malo.

Nancy has written to us and sent a donation in memory of Eddie. She writes that she can think of no more fitting tribute to honour the memory of Eddie Malo than to send a donation to MHAS "because Ed was so proud of the work done on the creation of a Museum in his old Control Tower". We thank Nancy for that

Our chairman, Martyn Cook received the following from the son of Walter Hedrick. He took the opportunity to thank us here at Martlesham for the work we do here to preserve the memory of these veterans.

His father was not a member of MHAS, but nevertheless he was a veteran of the 356th FG. ED.
envisioned, and in this case, British strategists had not considered the possibility of German aircraft based only a few miles away in France and the Low Countries. They had expected to have these countries as buffer, as in W.W.I. However, the German's lightening offensive that conquered France left them with the certainty of having to fight much larger concentrations of German aircraft, based within easy range of Britain.

With the availability of hindsight, this may be the reason why the British Air Ministry had given little or no thought to the ways and means of retrieving their aircrews after ditching at sea.

There were a few RAF and Royal Navy boats stations along the coasts in 1939, but no organized service. In a situation which brought a huge increase in over-water flying and over-water combat, it was a critical deficiency.

Although RAF bombers were equipped with dinghies, fighter pilots were not, having only a Mae West life jacket. It was not until after the Battle of Britain, in the spring of 1941, that they began to be equipped with dinghy packs attached to their parachute harness.

Neither dinghy or life jacket was of much use unless there was someone to extract them from the water. Both did nothing but prolong the end result, the Mae West for only a matter of minutes in the winter.

Some 6 months before the September outbreak of WWII, at a joint services meeting the first tentative steps were taken when responsibility for sea rescue was given to Coastal Command. Although this was beginning, progress was slow, fragmented, and very uncertain. It was not until after the Battle of Britain, and well into 1941, before ASR flights equipped with Westland Lysanders (and later some Avro Ansons) began to be formed along the coasts to act as search aircraft for the boats, the only actual rescue vehicles. Later on, aircraft such as the 4-gun turret equipped Boulton Paul Defiant, (which was not of much use for anything else), joined the Lysanders. Both were now equipped to carry dinghy packs and were able to provide some service to those in the water.

As the service developed, Spitfires were also assigned directly to the ASR flights, to fly armed search and spotting.

In the fall of 1941, the Supermarine Walrus amphibian lumbered onto the ASR scene, about the time the RAF began to form its scattered flights into squadrons. The desirability of an aircraft that could "land" in the sea and affect rescues on its own had long been obvious.

First flown in 1933, the Walrus was, from an aesthetic point of view - a disaster! Two fabric-covered wings spanning 45 feet, perched on top of a wooden hull (early ones had metal hull), with a 9-cylinder 775 horsepower Bristol Pegasus radial inserted between the wings in a pusher mode, and

**AN OBITUARY – EDWARD JOSEPH MALO**

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Eddie, with his wife, Ann, visited us when other veterans of the 356th came over to England a few years ago. He was a great supporter of our society.

As Lt. Edward J Malo he flew a P-47D at Martlesham Heath with the 359th squadron of the 356th Fighter Group.

He retired in 1974 as Director of Flight Traffic for the FAA in Washington DC.

Eddie passed away at Port Orange, Florida November, 26th 2012. He was born in Taunton, MA. He is survived by his wife of 40 years, Ann. They had one son, William Malo and three daughters, Sharon Waters, Donna Malo and Debbie Pickford. Also a sister, Irene, two grandchildren and four great grandchildren, three step children and six step grandchildren.

**AN OBITUARY – STUART MALLINDINE**

We are very sorry to report the passing of Stuart Mallindine, one of our long-standing members.

Stuart originally moved to Ipswich from Loughton, Essex, during the 1980's when his then employers, Guardian Royal Exchange Assurance, transferred his Marine work from the City to Suffolk. It was at this time he started to take a more serious interest in aviation and photography. He "bumped" into David Keeble (an IAS member) one day, whilst watching Phantoms at the gate at RAF Wattisham, who provided information on MHAS and IAS. As a result, he joined both groups and was a regular attendee.

Over the years Stuart would attend a number of air shows every year and built up quite a collection of photographs, books, magazines and other aviation related memorabilia. Stuart was always willing to drive and take his car to air show although those that travelled with him will agree that his driving left a lot to be desired! He was very knowledgeable on various aspects of aircraft and enjoyed anything to do with flying and although Stuart was generally quite a serious guy, he often used to provide us with some comical moments.

Not only did Stuart enjoy his aviation and photography, he also had a passion for Ships, Stamps and Arsenal football team! However, it was his aviation passion that I will remember him for most fondly. He would regularly make up a foursome when travelling to air shows and it will be his companionship and friendship for which he will be sorely missed. Stuart started to have lung problems about 2 years ago, which made him short of breathe, and as a consequence he found it difficult to sustain his fitness for an "all day" airshow. Earlier this year, due to deteriorating health, Stuart left his home and moved into Parkview Care Home where he passed away on Sunday 23 December".

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driving an ancient 4-blade wooden propeller. Oddly, enough, this relic from
the past was designed by R. J Mitchell, who also gave the aviation world two
of its most beautiful machines, the Schneider racing seaplanes of the 1920s,
and the graceful Spitfire. However, beauty is as beauty does, and the Walrus
did its job in a magnificent manner. To men bobbing around in the sea, it was
more a thing of beauty than the other two.

With the talent of the British services to bestow amusing apt and sometimes
baffling nicknames and slang, it is no surprise to find that the Walrus
was widely known as the SHAGBAT, with STEAM CHICKEN another favorite.

Even at the time, the Walrus could hardly have been considered ideal for sea
rescue, due to its small size, single engine, and an inability to take off from
the sea with more than five or six men aboard, (its normal crew was three.)

It had, of course, not been designed or purchased for rescue duty - it was
basically a naval catapult launched aircraft for reconnaissance and to provide
ranging information for the fleets big guns.

In 1941-45 however, it had at least two shining advantages, it was available
and it was amazingly sturdy. There are many cases on record of the aircraft
being taxied in mine-infested, storm-tossed seas, for hours, covering as much
as 75 miles back to its base. Quite often it was in a damaged condition and
overloaded with customers its crew had extracted from the water. Despite its
lack of beauty and its disadvantages, uncounted numbers of aircrew survived
because the SHAGBAT crews landed "when they knew they couldn't take off
again."

By the time the 8th Air Force began to arrive in strength, there were six rescue
squadrons, based in wide arc around the south and east coasts of Britain
which faced the continent. Those waters would produce thousands of
"customers" for the squadrons, which consisted of 275 through 278, which
operated a mixture of land-based types and Walrus, (later also Sea Otter)
amphibians. The other two squadrons, 279 and 280, were equipped with long
range Hudsons and Ansons and these were augmented by Royal Navy Walrus
units in the same area.

The impression should not be taken however, that the SHAGBAT was the
star of ASR. Covering these same south and east coasts were approximately
twenty RAF and Royal Navy marine detachments equipped with several
types of boats, of which the most important were the RAF's HSL (High Speed
Launch) and the larger Royal Navy RML (Rescue Motor Launch).

The marine units worked in close coordination with the aircraft, whose main
job was to locate the men in the water, and orbit, dropping smoke markers,
flares and dinghy packs, if required. The fixing stations could get a good fix
on the orbiting aircraft and direct the boats to the scene. There are countless
cases, however, where the marine units were not close enough, or the men in

25th November 1944 never to return to these shores (read “The Last Flight of
2ndLt. James A DesJardins” in this newsletter). The Kesgrave branch,
Suffolk Army Cadet Force followed by the 356 (Felixstowe) Squadron Air
Training Corps marched smartly on to music provided by Felixtowe Salvation
Army band. The 1st Martlesham Scout Group put in a very good attendance
along with the Martlesham Guides and Rangers. The Royal Force was
represented by Wing Commander Phil Nicholson and after an absence of two
years we welcomed back Colonel Mark Ciero from 48 FW RAF Lakenheath
representing the United States Air Force.

Also in attendance, the Iron Crows along with their motor cycles who
throughout the year support the Royal British Legion through various fund
raising activities. The Royal British Legion, Royal Air Force Association,
Aircrow Association, the Army Air Corp and Martlesham Parish Council
were also in attendance along with our President Mr Gordon Kinsey and Vice
President’s Richard Barker and Alan Smith.

Our thanks to all of these people and organisations for their continued
support and to everyone else who attended our ‘Service of Remembrance’.

Martyn Cook Chairman
the water were in immediate peril, and it was then that the Walrus crews took a direct hand in the matter, often putting down in appalling sea conditions which made takeoff impossible. The only alternative was then to begin taxiing toward the English coast or a rendezvous with a launch, at which time the “customers” would be transferred to the boat and the aircraft taken in tow.

The whole operation required close and rapid coordination between the USAAF, the RAF, the RN and the vital communications and direction finding (or fixing) stations and ASR central control at Saffron Walden. In the rescue business, time is precious - a few minutes can make the difference between life and death for those in the water.

With the increasing build-up of the 8th Air Force, which had no rescue service at all, it was inevitable that they would become involved with the British operation. By the spring of 1943, a high-level decision had been reached to transfer operational control to the AAF, but with responsibility for the actual rescue service would remain with the British units already in full operation. Royal Navy presence remained until war’s end.

A year later, Detachment B, Flight Section, 65th FW was formed at Boxted, in Essex to provide additional spotter aircraft. Twenty five war-weary P-47s were provided, modified to carry dinghy packs, smoke bombs, flare dispensers etc. Even with a dedicated spotter unit (which became 5th Emergency Rescue Squadron in March 1945), hundreds of Allied aircraft of all types were often involved in searches and as cover for rescues in progress.

As the war wound down in the spring of 1945, the 5th ERS could now begin to join in the actual rescue when the excellent OA-10 Catalina was provided. About the same time, B-17s equipped to drop lifeboats entered service, Joining the similar equipped RAF Warwick.

Although the 8th Air Force eventually had three fighter wings, the 65th was the first formed and it was assigned the additional duty of ASR. The wing's fighter control center was located near Debden airfield in a former grammar school at Saffron Walden. In a glassed in corner of the control room the ASR operation under 52nd Fighter Control Sqdn, was in business on the 4th of July holiday 1943.

The duty day at Saffron Walden started much the same as at the bomber and fighter groups, with the arrival of the 8th AF Field Order, by teletype, in the early hours. The duty controller then plotted the "IN" and "OUT" courses to be flown by the bombers and fighters, and based on this, he chose the rendezvous points in the Channel and the North Sea, where he would place his boats. The same would be done for Detachment B's P-47s, and all units were then notified of courses and RV points, and times to be on station. The boats required 3 hours minimum notice, with 1 hour for the P-47s and the other spotter aircraft. The P-47s always operated in pairs, one to stay low and

RJ Mitchell became chief designer for the Supermarine Company at the age of 24. The ungainly but extremely practical Supermarine Walrus, of whom up to seven were based at Martlesham for air/sea rescue at one time in WW2 was one of his designs.

However it was firstly the Supermarine S6B seaplane that won the Schneider Trophy outright for Britain in 1931 that Mitchell became famous for. This was of course followed by his design of the Spitfire. One of the most iconic aircraft of all time. RJ Mitchell died of cancer in 1937, aged 42.

Supermarine had been bought out by the Vickers Company and became Vickers Supermarine. Alex Henshaw became chief test pilot and it is estimated that he flew no less than 10% of all the 220000 spitfires built.

Our November meeting was scheduled to be an illustrated talk by our old friend, Clive Denny, whose company, “Vintage Fabrics”, restores vintage aircraft.

Sadly Clive was unable to attend and we were forced to improvise with a couple of videos.

Our December meeting had nothing at all to do with aviation! In keeping with previous December meetings the theme of our talk was a light-hearted topic which proved to be very popular with our mature audience.

Mr Tom Tyler presented a talk entitled, “When Motoring Was Fun”. Tom was able to reminisce with the audience about years gone by when we actually drove entirely British built cars with names like Austin, Morris, MG, Triumph and Riley – to name but a few.

Rightly or wrongly it is always possible to look back on “the good old days” with affection, but our audience certainly seemed to agree with Tom’ that motoring 50 years ago really was more fun.

A vote of thanks was given by Robert Dunnett, who is himself an enthusiast with affection, but our audience certainly seemed to agree with Tom’ that motoring 50 years ago really was more fun.

A vote of thanks was given by Robert Dunnett, who is himself an enthusiast for classic cars.

We had a full house for our January meeting. Mr Ivan Potter gave a talk about his time as a teenager in a hastily formed “Secret Army” in 1940.

The threat of invasion was real and imminent when small teams of young men were formed into fighting units of typically about half a dozen volunteers. Ivan’s particular cell was in the Belstead area. They were told not to divulge to anyone, not even their families, the existence of the units. Underground bunkers were built to secrete the small teams. When the Germans invaded they were to attempt to sabotage the German advance. Gun cotton was issued and primitive explosive devices were made to derail trains and blow up whatever they could.

Thankfully Churchill’s “Secret Army” was never put to the test because the invasion never came. As Ivan said, in reality they were little more than suicide squads.

A vote of thanks was given by our President, Gordon Kinsey.

ED.
am in touch with Don's family who know how important Martlesham Heath is to him.

Three cheers for Major General Donald J Strait from all at MHAS.

Unfortunately, I am unable to obtain any more of these prints, sorry.

Bob Dunnett Vice Chairman MHAS

QUOTES ATTRIBUTED TO - AND BY, WINSTON CHURCHILL

By far the most famously reported quotes are taken from alleged exchanges between Lady Astor and Winston Churchill.

Examples include an instance in which Churchill is supposed to have told Lady Astor that having a woman in Parliament was like having one intrude on him in the bathroom, to which she retorted, "You're not handsome enough to have such fears".

Lady Astor was also said to have responded to a question from Churchill about what disguise he should wear to a masquerade ball by saying, "Why don't you come sober, Prime Minister?"

Possibly the most famous of all such anecdotes reports that Lady Astor said to Churchill, "If you were my husband, I'd poison your tea," to which he responded, "Madam, if you were my wife, I'd drink it!"

Winston Churchill is alleged to have responded to an accusation by Bessie Braddock, an overweight Labour politician of the early post war years.

Bessie Braddock – Winston, you are drunk!
Churchill:- And you madam are ugly. But I shall be sober in the morning!

MONTHLY MEETINGS ROUNDUP

For our October meeting we hired the Thomas Theatre at Kesgrave High School for a double bill evening.

This is the second year we have held a meeting in the Thomas Theatre and as last year we were entertained by two very knowledgeable speakers.

Clive Stevens lives in north Suffolk and has widely researched the “friendly invasion” of the United States Army Air Force who arrived in 1942 until the end of WW2. The whole enormous operation involved firstly the construction of dozens of new airfields across, mainly, East Anglia. At one time a new airfield construction was being started every three days. Codenamed “Operation Bolero” the whole subject is a fascinating one and his illustrated talk was well told by Clive, who was accompanied by his wife, Susanna.

After a coffee break the second speaker entitled his talk, “Spitfire Heroes”. Ken Ellis is a past editor of “Flypast” magazine and now a contributing editor. His illustrated talk concentrated mainly of the life of RJ Mitchell, who designed the Spitfire and of Alex Henshawe.

orbit the customer in the water, the other to stay high and handle communications and to provide a "target" for the fixing stations, and to provide armed cover. When their fuel state required it, they would be relieved by another pair.

The duty controller also brought all of his fixer stations, ground and air based radio relay units into operation, and the ASR service was ready for the day's work. From the beginning of 1944, all Allied aircrew's direct link with ASR assistance was through channel "B" on their VHF radio. Using the universal distress code MAY-DAY, they were in immediate contact with the ASR controller, who would often ask for a long transmission if the pilot's circumstances allowed it. This improved the chances of the fixer stations getting a bearing. A pilot wounded or with damaged equipment could often only provide a brief and fragmentary transmission, which made it very difficult to obtain a fix.

This data was passed on to the appropriate rescue squadron and the closest launches. (The boats routinely monitored "B" channel themselves.) With the passage of time and experience the system worked well for the aircrew with the proper training to do their part, and a healthy dose of good luck.

The contributions of anonymous ASR controllers and the operators of the fixer stations brought hundreds of airmen home from the deep.

Besides being the 357th FG historian, Merle Olmsted was also the author of several books on the subject. He served as a Crew Chief on the 362nd Squadron of the 357th Fighter Group at Yoxford. He died in 2008.

"THE YOXFORD BOYS"

Merle Olmsted, in his tribute to the Air/Sea Rescue Service, made reference to the “Yoxford Boys.” It is indeed a reference to the 357th Fighter Group, which was based at Leiston, just up the road from Martlesham. It was the nickname given to them by William Joyce, the notorious broadcaster of Nazi propaganda during WW2.

In January 1944 “Lord Haw Haw”, as he was known, in one of his frequent broadcasts from Hamburg, “welcomed” the “Yoxford Boys”, newly arrived at Leiston, just up the road from Martlesham. (The Germans were always keen to let us know that they had intelligence information.) Yoxford is in fact a village near Leiston and so his lordship didn’t get his facts right!

William Joyce broadcast Nazi propaganda and misinformation continuously during the war. From Hamburg, “Germany calling, Germany calling”, was the familiar voice of the traitor.

Rather than his broadcasts being feared by the British public, he was a figure
of fun and frequently ridiculed in BBC entertainment broadcasts. It was widely thought that William Joyce was an Englishman. In fact my information is that he was born an American of Irish descent and he was certainly not a member of the British aristocracy! He was educated in England and that would have accounted for his English accent and. An accent responsible for the nickname given to him of, “Lord Haw Haw”!

In 1945, Joyce was captured and returned to Britain. Although an American, he had illegally obtained a British passport. Without that passport there may have been an argument to deport him to the United States to face justice there. However, he was such a hate figure that I doubt whether any process of due diplomacy would have been adhered to! He was hanged on 3rd January, 1946 at Wandsworth prison, London.

ALAN POWELL

A COWBOY TOMBSTONE:
Here are the Five Rules for Men to Follow for a Happy Life that Russell J. Larsen had inscribed on his headstone in Logan, Utah..

FIVE RULES FOR MEN TO FOLLOW FOR A HAPPY LIFE:
1. It's important to have a woman who helps at home, cooks from time to time, cleans up, and has a job.
2. It's important to have a woman who can make you laugh.
3. It's important to have a woman who you can trust, and doesn't lie to you.
4. It's important to have a woman who is good in bed, and likes to be with you.
5. It's very, very important that these four women do not know each other or you could end up dead like me.

IPSWICH AIRPORT - AND PRIVATE FLYING LOCALLY
Ipswich Corporation bought 147 acres of land known as Ravens Wood in 1929. This was the site of Ipswich Airport when it was opened in 1930 by HRH Prince Edward.

From its earliest days the airport was home to a wide variety of privately owned and flying club operated aircraft. Aircraft maintenance services were provided in the 1930’s built hangar by a succession of aviation engineering firms.

The airport, over its functional lifetime, offered scheduled flights to Clacton, Southend and Jersey by Channel Airways and later to Amsterdam and

Looking it up on the good old WWW I see that “Consul” was a name the British gave to a German navigation system by the name of “Sonne”. This system was a further development of the “Lorenz” navigation system and was installed in Norway, France and Spain to assist the Luftwaffe when flying from France to Norway, the Bay of Biscay and their U-Boats. Some Sonne charts were captured by the British and it was decided that what was good for the Germans was good for us too and charts to British requirements were produced. These, as you say, were most useful for locating U-Boats!

ED

Don Strait is well known to us as a great supporter of all the society does to preserve the aviation heritage of the Heath and the memory of all who flew from here.

Bob Dunnett has contributed the following…

Don Strait's latest painting by David Ails is called "Morning on the Heath" and shows his P51 "Jersey Jerk "Mustang in WW2 colours' standing along side our Control Tower, the Tower being in today's colour's that we have painted-lighter than the Drab Olive of WW2.

He kindly sent a print of this painting to me for the Museum. Many of our members liked this, asked if I could get a print and after talking to Don, 30 prints went sent to me to distribute to members. These prints sell in the USA for $50 small and the large print $100. Our members were able to buy these for £15 and £25, I knew Don was subsidizing the cost which amounted to a few hundred pounds. When I telephoned him just before Christmas he wished my wife and I a happy Christmas and I closed the conversation by asking how much I owed him for postage, cost of prints and any charge from the artist ? He told me he wanted nothing at all, he told me to put all the money that had been charged for prints into the MHAS Museum fund and wished all members a happy Christmas before closing our conversation.

General Strait has been such a great supporter of the Museum, right from the start of my negotiations for the C T back in 1996.

Don Strait has told me that he went from being a boy to becoming a man very quickly whilst at Martlesham Heath, he thinks of it as his second home and has also told me how much he would liked to have lived with his late wife Louise, in England after his Air Force career finished. His Grandparents came from Bristol.

I have thanked Don Strait for his generosity on behalf of a grateful MHAS. I
Manchester by Suckling Airways. A number of chartered flights were operated by the air taxi firm, Hawk Air.

During the period of the Second World War the airfield was known as RAF Nacton and was a satellite to RAF Wattisham.

Our own long-standing member, Jim Empson, has first hand knowledge of much of the post war development of flying at Ipswich airport and various airstrips in the local area. He was local co-ordinator of the, Popular Flying Association, a national organisation. Many of us in the society are aware that he owned and flew his own aircraft. The information here has been supplied by him. Thanks for that Jim.

Post-war Sqdn Ldr Jack Jones established East Anglian Flying Services at Southend Airport, providing joy-rides there and at surrounding airfields, including Ipswich Airport, using Percival Proctors and similar aircraft. In due course DC-3 Dakotas and DH Rapide aircraft flew holidaymakers to the Channel Islands.

It then became Channel Airways and developed exponentially to include Vickers Viscounts, Avro 748, DH Dove and latterly DH Tridents.

Passengers were ferried from surrounding airfields, including Ipswich airport, to Southend to board these aircraft for holidays in more distant holiday spots.

Then, in 1973 Channel Airways went into liquidation and with it went the lease of Ipswich Airport and the sale of three Auster J-1's, an Auster J5 and a Sia Machetti SF205 with a constant speed prop.

The lease of the airport was then negotiated from Ipswich Borough Council by Robert Pascoe, who traded as Lonmet, dealing in scrap metal.

This was a period of great unrest between Pascoe and the users of the airfield, which included at that time, Ipswich School of Flying, Suffolk Aero Club, Horizon Flying Club and East Coast Parachute Centre.

Bob Pascoe started The British School Of Flying and wanted all the trade himself.

Private owners were also at the butt of Pascoe’s actions and found that basing their aircraft at Ipswich Airport was becoming untenable, with restricted flying times and “fines” levied on aircraft returning from a trip after 6pm, when the airfield was then unlicensed.

All this controversy led to the idea of establishing an airfield elsewhere. As co-ordinator of the Popular Flying Association Jim Empson called a meeting of Suffolk members and suggested that an advertisement be placed in the local newspaper. This brought three replies and one was selected. Funds were gathered for the necessary grass seed and the cost of sowing it.

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to time was very helpful in helping me contact Judge John DesJardins. In fact Inez and I hope that she will forgive me for saying this, is friendly with Judge John DesJardins mother, that helped enormously, thank you Inez.

Martyn Cook... Chairman

LETTER SPOT

The following is from our “Kentish correspondent”. Phil and Cynthia Sheaf moved to Kent a few years ago now, but still maintain their links with MHAS. Thanks for this Phil

Hi Alan,

Trusting that you and yours, together with all those at MHAS are all in the pink and firing on all 12 cylinders........

A friend at Faversham [Kent], in this neck of the woods, very kindly loaned me some Horological Journals, which he in turn had given to him by a clock & watch repairer at nearby Tankerton. Reading through these journals, apart from being positively green with envy at the obvious expertise of some folks who build clocks and watches, I was taken by a piece written about the RAF’s Mk 11 Navigational Watch. I will quote from the HJ [Horological Journal], for it's something I have never previously seen in print. Others in the MHAS may of course be familiar with the facts.

For the RAF, astro navigation remained essential for only 15 years, until the 'Consol system' of military radio beacons, which almost entirely covered the northern hemisphere, was established. Ironically, the name 'Consol' derives from a set of radio beacons set up by the Luftwaffe in WW2 to provide a cross pattern of beams as a navigational aid for it's long range sea reconnaissance aircraft flying over the Atlantic and the Bay of Bay.

Much to the surprise of the Luftwaffe those radio beacons were never jammed for they were used by the British Coastal Command to hunt German U-boats!

For the RAF, after the introduction of the Consol system astro-navigation was only used as a back up in case of technical failure or jamming Consol was not available in the southern hemisphere. Accordingly the Air Forces of Australia, New Zealand and South Africa continued to rely on astro-navigation much longer and continued buying Mk 11 watches for their aircrews."

With Best Wishes, Cynthis and I and look forward to a MHAS meeting in the not too distant future.

Phil Sheaf
All went well until two members, who had Tipsy Nippers, took holiday leave at the same time and over-did the use of the field in those two weeks. This brought down the wrath of the neighbours on the farmer who promptly ploughed up the field, saying, he had to live with his fellow villagers – but not aeroplanes!

The aircraft were then flown to Hill Farm, Nayland, Essex, landing up a one in ten gradient!

This strip is still active today, (2012), after over thirty years, but not without continuing complaints from surrounding neighbours, resulting in ongoing legal action by Babergh Council over most of the time of its existence – at the cost of thousands of pounds in legal fees.

Around this time, the late John Wright bought a Jodel D119, (G-BBAR) and laid an east/west runway at Cherry Tree Farm, Monewden. At this time Jim Empson bought a Piper (L4H S/N 11831 – G-BCNX). Over the whole of 1975 he spent many hours with others, in its rebuild, finishing in February 1976.

Jim subsequently won a trophy at the PFA International Rally in July 1976 for the best rebuilt aircraft of that year. It is still hangared at Monewden, (2012).

As co-ordinator of the PFA, (now LAA), Jim arranged fly-in meetings at several private airfields in the area, including the airstrip of local farmer, Andrew Williamson, which was laid in the early eighties at Crowfield, near Ipswich.

About this time Jim bought a Cessna 120, (G-BHLW), as a touring machine, having sold shares in the Cub. The Cessna was the first machine to be based at Crowfield.

Again this airfield became the subject of extended and expensive planning enquiries. However, Crowfield is still in existence, albeit with some restrictions. Andrew’s eldest son has a Private Pilot’s Licence, so the field looks set to be active for some years to come.

During all this time, Lonmet and Robert Pascoe still held the lease of Ipswich Airport, but eventually he too went into liquidation and the lease became available again.

This time it was the turn of Ipswich Industrial C-op to step in. They had their eye on an area behind the houses on Nacton Road for a site for a supermarket. They attempted to run the airport and literally left it to the previous office staff to carry out this task. A job which was clearly beyond them.

Jim Empson recalls being asked to sign a waiver for any damage which may occur to his aircraft whilst there, however caused! Naturally he did not sign it as it would have invalidated his insurance.
The hall looked empty and it transpired its owners, Mr & Mrs Innes were not at home. We eventually found the gardener who gave us permission to wonder the grounds of this magnificent ‘mooted’ country home which had been home to the 360th Sqd. I will add at this point that I left a telephone message for Mr. Innes telling him that we were coming and to apologies for not contacting him before. Later, Mr. Innes returned my call and said that he was pleased that we had called and that it was not a problem, the Innes’s are used to us (MHAS) turning up, we are well known to the family having visited there on a number of occasions.

Following our visit to Playford Hall we returned to the CT where Dan purchased a number of items from our small shop. Dan then thanked us for taking the time to show him MH and presented the MHAS with a substantial amount of US currency and asked that it be put towards the continued running of the CT Museum. We thanked him for his generosity and for taking the time to visit us. We had such a good day, we really needed no thanks.

Dan returned to the US the very next day to hear and see on the US Media that the remains of 2nd Lt. James DesJardins had been repatriated. Dan could not believe what he was hearing and seeing. Coincidence or what, its a truly remarkable set of circumstances.

On the 25th November 1944 the 356th FG carried out their 300th mission, it was in support of a bombing mission to Halle in Germany.

Two flights of planes took off at around 0959hrs from RAF Martlesham Heath. One group, made up from the 360th and 361st Squadron’s was led by Captain Don Strait, while the other group made up from the 359th Squadron was led by Captain Tarbutton.

During the mission some of the planes left their supporting role to strafe a railway marshalling yard near Einhausen. During the strafing one of the P-51’s was lost along with its pilot 2nd Lt. James DesJardins. Later, returning over Belgium a second plane was lost, but fortunate this pilot escaped serious damage.

When Ipswich Borough Council turned the application down for a superstore the Co-op lost interest and handed the lease back to the Council. Jamie Cann was MP for Ipswich and he too was anti-airport.

However, the lease was put out to tender again. The main applicants were Roy Suckling, who was operating a Dornier from Ipswich to Schipol and Manchester and Nigel Brundish, who was interested in turning the field into a mini Duxford where warplanes could be based, as well as well as running his Dakotas from there for fishery patrol and oil slick removal for the government.

Nigel wrote to Jim to seek his support. Since the Dornier was totally unsuitable for winter use on the grass at Ipswich Jim, in his position as co-ordinator of the PFA backed Nigel and he got the lease.

Work to rejuvenate the airport buildings was put in hand and things were looking good --- but fate took a hand and Nigel was killed on the way back from a party at Southend. So – back to square one again.

The council was cash-strapped at that time and Nigel’s demise gave them the chance to offload this area of Ipswich, which many of us had so enjoyed.

Many of those closely associated with the airport have now gone. Nigel Brundish, as stated, was killed; Roy Suckling died, as did Stan Ward, CFI, Jack Squirrell, engineer; Dan Burgess, airport and farm manager; Tom Edwards, navigational officer and general factotum; Robert Pascoe; Julie Hall, office staff.

The following account, by Martyn Cook, is a quite remarkable tale of coincidence experienced by Mr Dan Dameo.

One cannot imagine the grief of an American family who lost not one, but two sons within a period of two months in 1944. In a war which was initially nothing to do with the United States.

ED

DAN DAMEO

In the October 2012 newsletter I told you that we were expecting a visit from the nephew of Major Michael (Mike) Yannell who is of course one of our Vice Presidents and a 356th FG veteran. Mike was a Captain when transferred to the 360th squadron at RAF Martlesham Heath in 1944. He was promoted to Major in April 1945. Our visitor was Daniel (Dan) Dameo whose visit was arranged by his sister Virginia. The visit to Martlesham Heath (MH) took place after Dan had visited Normandy on what he described as a nostalgic visit.

It became clear from the outset that Dan had serious aviation connections. He is a display pilot flying C47’s, the P-47 Thunderbolt, and the P-40 to
name just three W/W2 planes that Dan regularly fly’s. If you feed his name into ‘YouTube’ you will see him in action. This of course gave us a lot to talk about and the morning quickly vanished.

Virginia contacted us via our Control Tower (CT) email address, which is monitored by none other than Tarkey Barker. Tarkey then re-directs the email to who ever he feels is the correct recipient, in this case me.

The arrangement was that Dan would travel from his hotel near Heathrow to Ipswich and on to MH by taxi to arrive at 10.00am approximately. Tarkey and I, arrived at the tower but, with all the best will in the world, did not expect to see Dan until lunchtime but, at around 10:45 am we heard the distinct voice of an American talking to someone on the stairs leading to the first floor of the CT.

Dan arrived at Ipswich railway station and immediately saw outside a double-decker bus with ‘Martlesham Heath Route 66’ emblazoned on it. It’s ironic that the route is called “Route 66”. This of course, for those not in the know as we say is a very well known road in the US, but you knew that didn’t you? It was made more exciting by the “Rolling Stones” song “On Route 66” ring any bells now? Enough of this frivolous conversation. Dan spoke to the driver who confirmed the route, but on his arrival at MH Dan really hadn’t a clue as to where to get off. The driver had told him roughly were the CT was situated, but the driver had been replaced in Ipswich. Dan really could not believe that a CT could exist in the middle of this large residential area. Luckily, on the bus was a MHAS member who heard Dan’s plight and took him under his wing, escorting him directly to the Control Tower. To this day I still do not know how Dan made it from Heathrow to Martlesham Heath in the time he did. That’s no mean feat for someone in the ‘know’, but for a visitor it’s quite unbelievable.

With the visit to the CT Museum done, it was time for lunch. The “Douglas Bader” beckoned us, where else. Dan hosted our substantial lunch and we set of the short steps to the church of “St.Michael and all Angels”. Luckily they were using the church hall as a “winter Flu” vaccination station so access to the church on this occasion offered us no problems. The church for those of you familiar with it’s setting has a four panelled “Stain Glass Window” depicting the four periods of MH as an airfield. This was designed and paid for by the MHAS and is quite a feature and best seen as the sun rises where its wonderful colouring can be best appreciated.

Below the window is a case commissioned by the 356th FG which contains the 356th FG “Roll of Honour”. This simple leather clad book with gold leaf edges on each of the 72 pages holds the names of the 72 men of the 356th FG who lost their lives while stationed here at RAF Martlesham Heath during WW2. The book was compiled by Captain Hervey who along with his wife...