



Summer 2022

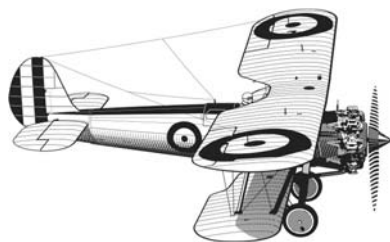
**Back
to the
FUTURE?**

It is not going to be as it was, we cannot turn the clock completely back to the shows of yesteryear (as above), but this summer sees the return of a familiar title when the 2022 "The Squadron Fighter Meet" is held on the airfield on 27th – 28th August 2022.

Following the successful refurbishment of the site in the north west of North Weald Airfield, Aero Legends have announced that they will run "The Squadron Fighter Meet" this year.

"The Squadron Fighter Meet" is the first large event at North Weald Airfield in many years. The event will be exquisitely blending the "Best of British" with static vintage aircraft displays, passenger flights, high calibre entertainment and refreshments. Engines roaring and crowds cheering for the first time in a long time at The Squadron! The event is pre-sale ticket admission only. Tickets at £25 a day or £39 for the weekend are available now! Children's tickets are cheaper at £12 and £25 respectively.

The organisers offer a selection of tickets, including family passes, and weekend passes available through the dedicated website www.fightermeet.co.uk It will allow all those interested to keep an eye on the latest news and views of the building event and provides contact information. They are anticipating a capacity of 10,000 customers across the two days of this year's show and as a result are boosting the food on offer on the airfield to meet the higher numbers and different demands. The day-to-day Rosey Lea offering of an leisurely afternoon tea (of which more later) will be unable to cope with the expected crowds or provide the type of fast food needed at almost any air show.



The museum will be there on site at “The Squadron Fighter Meet” with a promotional and sales stand and will also be open each afternoon at the usual times – 12noon to 5pm (last entry 4pm).



REMEMBERING THE PAST

Not all squadrons continue to recall their links to North Weald Airfield. 72 Squadron, based at North Weald in the immediate post war years were back at the museum on May 7 renewing its connections with the area.

The modern 72 Squadron are based at RAF Valley using the Beechcraft Texan T.1 to deliver Basic Fast Jet Training after being ejected from Linton-on-Ouse, Yorkshire when that RAF station was closed.



72 Squadron Wessex at a North Weald Fighter Meet

Back in the day when at North Weald they are recalled being associated with the de Havilland Vampire single seat fighter. The museum does not have a full scale Vampire but it does have a representative replica interior on loan. It also has a Bristol – Siddeley (Rolls Royce) Gnome jet engine

taken from a 72 Squadron Westland Wessex helicopter the squadron donated when they disbanded. The two are adjacent in the Modern



72 Squadron gift Gnome in 2002

Roger Topp Room

There was a long modern link between North Weald and 72 Squadron when they regularly visited the long lamented Fighter Meet Air Shows and – even though it is a tenuous link - the engine recalls it.

The previous 1980-1990s museum at North Weald – The Miles Collection – had several aircraft and engines but only one had a direct connection with the airfield. When the Miles Collection closed its contents left its solid floored military building and went into store or was dispersed on loan to other museums. An attempt to bring in the only engine with strong connections with the airfield – the Rolls-Royce Merlin - into the current museum building was thwarted by narrow doors and the ultimate flaw – a wooden floor wholly unable to take the weight! The Merlin weighs 600kg where the Gnome is only 150kg. So unfortunately we only have parts of Merlin engines on show.

EPPING MARKET

Every Monday

www.eppingmarket.co.uk

Please come along and see us!



REDEDICATION OF THE NORWEGIAN STONE

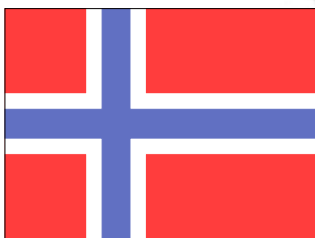
In a quiet ceremony the recently refurbished Norwegian Stone attracted a high profile gathering from the Royal Norwegian Air Force and local authorities.

The stone was originally a gift to the people of North Weald in the aftermath of the 1939-45 war and delivered and dedicated in June 1952, by HRH The Crown Princess of Norway, Princess Astrid. The Princess unveiled the granite obelisk beside the main gate, on behalf of the two Norwegian squadrons which operated from North Weald from the middle to the end of the war.



The original Dedication in June 1952 was a Royal event that attracted many senior ranks of the RAF and local dignitaries to witness the unveiling of the stone by Princess Astrid.

The present day North Weald Airfield Museum is in the background



June 1952



The Princess accompanied by famous wartime fighter pilot and then the Station Commander, Air Commodore Al Deere, walks towards the stone. This spot appears to be at the rear of the modern museum looking down what is now Hurricane Way towards the surviving 1927 hangar.

IN THE MUSEUM SHOP

The North Weald Airfield Museum Shop has now restocked its gifts and mementoes for what is turning out to be a hot summer.

All the old favourites are in the shop and we have added two new books to those on offer previously. Marking the presence of the Emergency Services on the airfield we have a small stock of Haines Books.

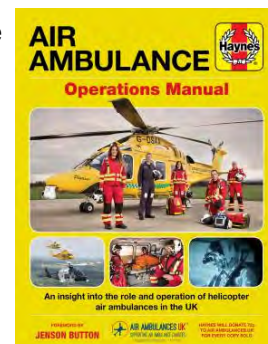
In 2020 it was announced that following a take-over of the company the iconic Haynes Workshop Manual was to be consigned to the history books, after the publisher announced it is to cease all new printed manuals. The books were international and covered virtually every car produced for motoring in Europe and the USA.

Haynes will still continue to publish new guides, but these will come in electronic form only. At that time, it was stated that manuals that already existed would continue to be printed and published physically. Unfortunately that promise has turned to dust.



This year it seems that even that limited print journey is over, and the company is selling off its Special Titles – those including the aviation and lifestyle titles at knock down prices. It seems unlikely that they will offer digital versions of the titles as the stocks are remaindered off to specialist dealers for sale at prices that have yet to find a level.

The museum has secured a small stock of the **Police Helicopter** and the **Air Ambulance Operations** books for sale via the museum shop at just £15 each. At an original price of £23 it is significant reduction.



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 web-site www.nwamuseum.co.uk

MUSEUM OPENING TIMES

The museum season is April until November and it is closed for the winter

When open entry is free for members.

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

Adults	£5
Concessions	£2.50
Children [5-15]	£1

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



NORTH WEALD AIRFIELD MUSEUM

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ADVERTISING AND THE HURRICANE

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

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



Cllr Nigel Bedford, Cllr John Phillip, Peter Gardner NWAM Chairman, Alex Burghart MP, Bryn Elliott, NWAMA Secretary, and Cllr Holly Whitbread. Outside the museum on July 8. (Image via Alex Burghart MP)

PARLIAMENTARY VISIT

Another brief moment in the life of the museum took place on July 8. Planned in less turbulent times the leisurely visit of the local MP to the airfield including the museum was carried before a political storm and the itinerary was somewhat tightened.

Alex Burghart MP for Ongar and Brentwood (which takes in North Weald) arrived just two days after he and many of his colleagues resigned from what had become a very fractious government under Prime Minister Boris Johnson. Until he tendered his resignation he had been a Minister at the Department of Education.

The politicians party and members of the local authority arrived at the museum first before moving on to visit some important elements of the airfield occupants including the emergency services. He visited the National Police Air Service at Hangar 10 and the Essex and Herts Air Ambulance in their adjacent hangar.

As he commented at the time "I've been in North Weald today looking at some of the businesses, organisations and aircraft based at this historic village and airfield. I was hoping to be able to meet some of the crews from the Essex and Herts Air Ambulance, particularly as it is #InternationalParamedicsDay, they landed when I arrived but they were off and out again within minutes. Clearly the work this amazing local charity does is needed every day, and it was great to meet Paul and Scott and see round the fantastic new facility they have in North Weald."



(Image via Alex Burghart MP)



(Image via Alex Burghart MP)



Watching over Epping Forest
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The Parliamentary group were out of luck with meeting the duty Essex & Herts Air Ambulance crew when they visited. The duty AW169 aircraft (above) was on site briefly but the visitors had to make do with inspecting one of the spare aircraft (left). Visitors to the new facility will similarly have to hope that there is an aircraft on site to inspect. Left Image via Alex Burghart MP, above PAN

AIR AMBULANCE VISITOR CENTRE NORTH WEALD

Although its completion and official opening were delayed by the restrictions surrounding the COVID Pandemic the new Essex & Herts Air Ambulance base located at North Weald Airfield is now open to the public.

The Centre is open to individuals or groups of 6-20 people. Any individual interested in the work of the air ambulance can be added to other groups to make up the numbers.

The tours are designed to be interesting, entertaining and fun for all. The 999 Experience, offers opportunities including trying out a helmet and sitting in the pilot's seat! Listen to interesting facts and a wealth of background and operational information provided by our volunteer tour hosts. Play our interactive game and test your knowledge with the quiz.

The content of the tours are partly dependent upon the presence of the helicopter but are designed to fill in where it is out working.

Visitor Centre Tours, which must be booked in advance, are free of charge. However you will learn about the many ways in which you can help the charity raise vital funds. Public tours are aimed at an adult audience but children are welcome with their parents/carers in attendance.

Bespoke Tours for groups of 6 or more people can be arranged for a time to suit them.

The existing Earls Colne Visitor Centre, located in legacy buildings at the airfield near Colchester in eastern Essex is currently closed for refurbishment. The air ambulance hope to reopen its doors later this year.

SUMMER DAYS OUT

As the weather warms and the dual threats of COVID and Putin appear to recede thoughts turn to summer days out. There is a section of society that finds joy in drinking tea and watching aeroplanes do what aeroplanes do.

With that in mind turn your eyes to the undoubted attractions of North Weald Airfield in summer.

In recent years there have been several well regarded cafes on the airfield, almost exclusively serving





For most the view from the interior of the refurbished Nissen Hut is stunning. Even on quiet days a steady stream of light aircraft trundle past the large picture windows giving a view across the former Norwegian Squadron dispersal. Today the view takes in the National Police Air Service hangar and the Essex and Herts Air Ambulance base and visitor centre. PAN

the 'greasy spoon' all day breakfast clientele drawn in the main from aircraft mechanics in their daily task of keeping aircraft in the air on a day-to-day basis.



New to the north side of the airfield is something very different and aimed at a new more sophisticated clientele with slightly different aspirations than turning spanners. The new set are those drawn to the flying of classic aircraft – Harvard's, Tiger Moth's and the ultimate the two-seat Supermarine Spitfire.

Aero Legends provide the aeronautical hardware and Rosey Lea the English Afternoon Tea – and more. Locally based Rosey Lea have several popular outlets in West Essex.

So if you are taken with the idea of sitting in the sun drinking Earl Grey, Darjeeling or another blend accompanied by toasted teacakes or sandwiches whilst watching the world of aviation go by you need to be at The Squadron this season.



In terms of aviation there is plenty to see on even the duller of days, it is a busy aviation hub for private flying and business. Laid out in front of the tea rooms is the hangar of the Essex & Herts Air Ambulance with its AW169 and MD902 helicopters, alongside them the giant echoing hangar of the National Police Air Service, recently quieter since the London helicopters departed. Each in their way reacting to emergency needs of the local population.

Behind the emergency helicopters are the workshops of some of the busiest vintage and classic aircraft maintainers and restorers in the country. You never know what delight may emerge from the hangar on flight test each day – a 80-year old fighter, a 70 years old airliner or some strapping youngster of a restored helicopter only 50 years off its first flight.

So, if the weather looks fair, North Weald may be the place for your aeronautical fix. Other cafes and menu items are available!

North Weald Airfield's



OPEN EVERY DAY - 930am to 5pm

CONSTRUCTION NEWS

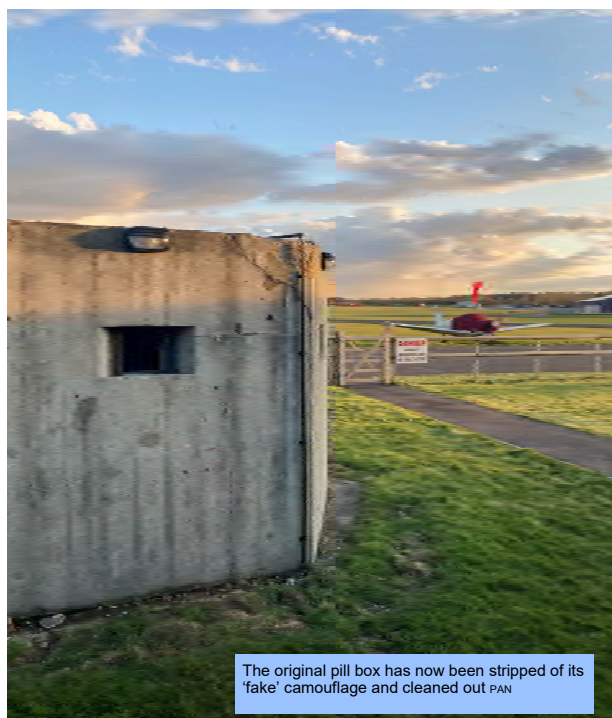
The works over at The Squadron finally drew together in March 2022. That is not to say that it was finished, but at least it was possible for the tea rooms to open and the Flying Legends air experience flights to commence.

It appears to have been a long time realising but the weather has not always been favourable and there are clear signs that some architectural compromises have been reached in achieving what is clearly something of a triumph of restoration.

Purists have been aghast that the restoration of the three main elements have lost the originality of the original buildings but that does not really hold water. The Squadron in its original form was the relocation of some vintage structures across the airfield and from then on doing battle with them to keep them serviceable. Even when they moved from their original positions under 45 years ago, the Nissen hut and the wooden building were well beyond their design life as temporary wartime structures. By the time Aero Legends came to address them they were at least 70 years beyond the end of the war that brought them into being. It soon became clear that treating the rot was the least of the problems.

Although they had successfully set the scene for The Squadron as the place to be for the latter part of the 20th Century and into the first two decades of the 21st they were not the original buildings for the space they occupied, just similar. They successfully served a purpose but the reverence some placed in them was potentially misplaced.

The buildings now occupying the same space provide the atmosphere but they are newly built and may well have a future of another 70 years – or more as they started from new and are built as permanent structures not wartime make-do's.



The original pill box has now been stripped of its 'fake' camouflage and cleaned out PAN



The launch night of the revitalised Squadron included some great music turns and snacks .PAN

Waltham Abbey

MARKET

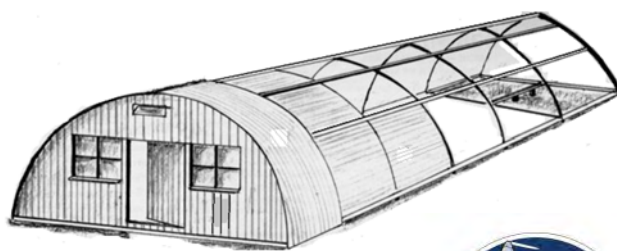
8am to 3pm

TUESDAY & SATURDAY



WALTHAM ABBEY

Over the years the original Nissen hut served as The Squadron Bar, an iconic gathering place that saw hundreds of veterans of RAF North Weald [1918-1968] returning to savour their youthful exploits in war and peace. On the ceiling insulation panels inserted in the late 1980s when the site was first built were scrawled signatures and notes written by long since departed heroes, they have been lost to sight and their future remains undecided.



The entrance to the Nissen hut includes due deference to the wartime service of the Norwegian's at North Weald. All the 1940s aviation infrastructure surrounding The Squadron was a dispersal for one of the Norwegians.



North Weald's long standing connection with the people of Norway and in particular its Air Force seems threatened at the moment, but all things tend to be affected by ebb and flow. Different characters have a different take on the importance of the connection between Norway and North Weald. Most of the fighters operated by the 331 and 332 Squadrons RCAF in the years since the war have made at least one visit to North Weald and we have images to prove the fact.

Two types that are absent from the images are the Lockheed F-104 Starfighter and the North American/Canadair F-86 and are therefore assumed never to have landed here. Those great plastic aircraft kit manufacturers Airfix have recently issued a 1/48 scale North American F-86F-40 Sabre, in the markings of 'The Flying Jokers' aerobatic team, No.332 Squadron, Royal Norwegian Air Force, based at Rygge Air Station, Norway, in June 1962. Sixty years ago. The price for the modern construction kit is a very modern and eye watering £39.99. The days of the 2/- (two shilling or 20p) plastic kit are in the memories of old men. They were relatively expensive for their time but also simple and all but rustic. The modern take on plastic kits is far more detailed.

Following the end of WWII, the Royal Norwegian Air Force, proud of their wartime service record operating as part of the Royal Air Force, retained both their squadron numbers and their Spitfires, a type they had flown so valiantly during their time in Britain. They would eventually trade their Spitfires for the de Havilland Vampire jet from 1947, but as Europe entered the Cold War era, Norway, as one of the founder members of NATO, were granted access to more modern US aircraft as part of the Military Assistance Programme. It was essential that this force be strong enough to deter Soviet aggression, as the nation shared a land border with the Soviet Union, so to this end, their first Republic F-84 Thunderjets arrived in 1953.

The MAP programme gave them access to one of the most capable of the early jet powered fighters, the Sabre. The first of 115 Sabre 'F' variant fighters arrived in Norway during 1957 and were aircraft which had formerly seen service with the US Air Force. The Royal Norwegian Air Force would eventually equip seven squadrons with the Sabre, Nos 331, 332, 334, 336, 337, 338 and 339, as this classic jet fighter played a crucial role in patrolling NATO's northern border with the Soviet Union. They would eventually be replaced by the Northrop F-5 Freedom Fighter from the mid 1960s onwards. They visited North Weald on several occasions.

NORTH WEALD AIRFIELD MARKET

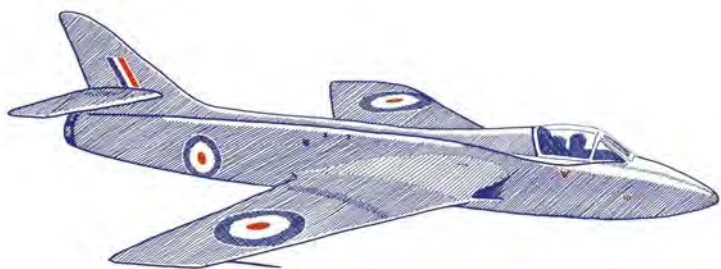
EVERY SATURDAY AND BANK HOLIDAY MONDAY

HUNTERS

Too fresh in the memory is the multiple fatal accident occurring when a North Weald Airfield based Hawker Hunter crashed into people watching an RAFA air show at a south coast airfield in Sussex.

The crash at Shoreham in August 2015 brought about many changes in Britain, Hawker Hunters were grounded and even the airfield where the crash took place changed its name from Shoreham to Brighton City. The airfield has not moved from Shoreham-by-Sea, nor has it declined in importance, it is perhaps another potentially misguided attempt to hide the pain from public view.

The point of this item though is illustrate that the venerable Hawker Hunter may be temporarily sidelined in Britain but it remains at work daily in other countries. On June 20 the US Federal Aviation Authority reported that that a 1959 Hawker Hunter Mk 58 jet fighter experienced an engine failure and crashed into the Atlantic Ocean yesterday about 40 miles southeast of Wilmington International Airport in North Carolina. The pilot of the single-seater was rescued by the U.S. Coast Guard.



It is reported that the Hunter was participating in U.S. Navy Composite Unit Training Exercises involving the supercarrier USS *George H.W. Bush*'s strike group. The exercise protocol is typically the final workup phase for the strike group before a deployment. After the Hunter went down a second ATAC Hunter with a similar tail number was not circling the area of the crash.

The FAA records show that the aircraft was operated by adversary air training provider Airborne Tactical Advantage Co. (ATAC) under lease from Hunter Aviation International. It is believed that Virginia-based ATAC has operated 14 former Swiss air force Hunters, three having been lost to previous accidents.

Recently at North Weald the restorer North Weald Heritage Aviation completed a static restoration of Hawker Hunter F.1 WT555, the first production F.1. *Further down the programme the same company have announced that they aim to return to flight the two seat Hawker Hunter T.8C 'WV322' (G-BZSE).*





NORTH WEALD AIRFIELD MUSEUM

OPEN DAY

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FOOD

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SUNDAY 4 SEPTEMBER

11am until 4pm