



THE HURRICANE

The Newsletter of the North Weald Airfield Museum Association

EDITION: SUMMER 2014

It has been a great summer [for a change!] and that has brought the people out and visiting the museum and the airfield.

This issue has news of upcoming events in and around the airfield to suit families and purist aviation people alike. Read on!

WINGS OVER EUROPE
North Weald Airfield
Community Day
Sunday September 7



OPEN DAY
North Weald Airfield
MUSEUM EVENT
Sunday September 14

THE NEWSLETTER OF THE NORTH WEALD AIRFIELD MUSEUM ASSOCIATION



If you manage to ignore the current parlous state of the world scene this year, for the museum 2014 will undoubtedly be remembered for the Centenary of the Great War and the bicycles.

ON YOUR BIKE—THE TOUR

The museum President Lord Tebbit is often misquoted as telling the unemployed to get on their bike and find work but it is unlikely any of the recent cycling passers by at the museum had those words ringing in their ears.

It is now well over a month since the Grand Depart event took place but the sands of time and the return of the rains have not yet quite erased the biggest local sporting event from our memories – the Tour de France came to North Weald for a few seconds on Monday 7 July.

The threatened local road closures frightened most of us into thinking that it was impossible to get out that day but in the event a little forward planning got around the worst of the closures. Getting from the Lee Valley to the Roding Valley required either a bicycle or the judicious use of the motorway network. The Tour set up an almost impenetrable road blockage down from Cambridge to Central London without a care for the residents. To make it worse the closures were of such a



length that the whole day appeared lost to mere 'pedal bikes' – even the police were complaining that the Gallic selection of closure times was way in excess of any British needs. To get around the road closures the museum was staffed early, very early.

So that was the bad news.

The good news is that we got the museum open and served a whole new customer base by flinging open our doors as a 'public utility.' It was soon clear that by and large people who do bicycles are not necessarily too interested in aircraft and most of the day's visitors were more interested in buying drinks and then using the facilities to dispose of them again! Whatever! Customer service reigns.

The museum was nominally open from 10am to service an event we were promised would not pass until mid-afternoon but in actuality the doors were cracked open by numerous requests from two hours earlier, so it was a long day.

Months of planning got the message out to businesses and they either shut or battened down for siege. Some of the district's most picturesque villages and rural communities became the centre of attention including Willingale, Fyfield and Moreton, places never before heard of by what was to be a world television audience.

As the Tour reached North Weald, the crowds of spectators swelled and the Epping Ongar Railway brought lots of spectators from Ongar to North Weald by steam train to get around the closed roads. Parking and campervan facilities were set up at North Weald Airfield, bringing in more people – but perhaps not as many as expected as some encountered the 'price to park' sign.

Town and Parish councils made special arrangement and promoted the tour as passing through their areas and of course that made sense with some like Buckhurst Hill, Epping Town, Fyfield,



Before the rush. Setting up the museum and the RAFA heritage gazebo in the hours before the crowds arrived [PAR]



Holding the debatable accolade of visiting the museum facilities the most times in the day was this group of patriots.



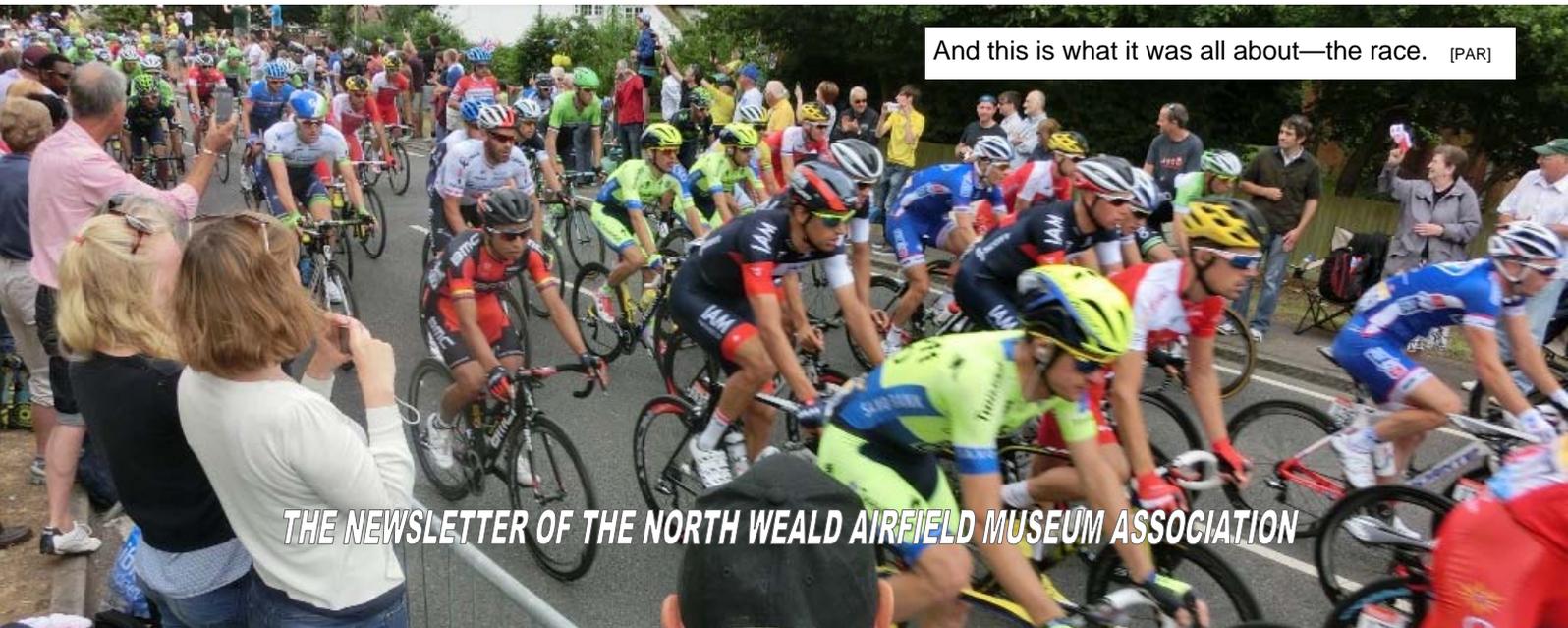
Museum Trustee Keith [in the fetching hat] takes in a small part the 'Caravan' of advertising vehicles. [PAR]

Moreton and North Weald but left heads being scratched when the likes of Waltham Abbey and Loughton were proclaiming the Tour as their own even though they were somewhat off the route. The lead up to the spectacle was drawn out by long lines of sponsors and security police – how did the French spare so many Gendarmerie cars to police the event and where were our local police? Every identified English motorcycle cop was from way up north! And there was the sort of difference we would have expected, the Gendarmerie mainly scowled and the English cops beamed! Vive la difference!



Smiling Cleveland motorcycle cop.

All the build up and the length of the road closure and the waiting could not hide the fact that the actual period of time the race occupied the scene outside was no more than a few seconds but it was a frantic flag waving and cheering few seconds that no-one denied marked a great and memorable event that the museum did well in, made new friends and introduced some of the cycling fraternity to aviation. Those with connections to the museum and that part of the village were quick to comment when watching live or scanning a television recording later – the museum suffered from the effect of a commercial break and 'disappeared' despite having the news camera ship helicopter right overhead at the time! Erased from a tiny part of village history!



And this is what it was all about—the race. [PAR]



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NORTH WEALD AIRFIELD MUSEUM
*Ad Astra House
 Hurricane Way
 North Weald
 Epping
 Essex CM16 6AA*
 Telephone: 01992 523010 [24/7 answering]
office@northwealdairfieldmuseum.com
www.nwamuseum.co.uk
 Registered charity: 1081157

**NORTH WEALD AIRFIELD MUSEUM
 OPEN DAY**

Free entry to museum

- | | |
|------------------|---------------|
| Refreshments | Souvenirs |
| Book Stall | Bric-a-Brac |
| Family History | Air Ambulance |
| Classic Vehicles | RAFA |

Guided Airfield Tours

14 SEPTEMBER 2014

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!

MUSEUM OPENING TIMES

The museum is closed for the winter from late November until the following April but we can open for pre-booked groups at anytime.

When open entry is free for members.

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

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

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

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COMMUNITY DAY September 7 2014

September approaches and we hope you will flock to join us at the North Weald Airfield Community Day on Sunday September 7 between 10am and 5pm. This year the theme is the commemoration of D-Day and entry will cost a modest £5. As with previous events there will be a wide range of family orientated attractions ranging from the aircraft you will probably expect – but you may be surprised that as far as North Weald is concerned they come in all shapes and sizes, historic and modern, the ordinary and the extra-ordinary. Add to them vehicles of all vintages, charity stalls, book stalls and information points. For the children the organisers are promising fun rides and inflatables, food and ice creams. There is bound to be someone offering you plentiful stocks of 'loom bands' – the latest craze for all ages - just in case you thought you might escape them for one day in a year! As with most weekends at North Weald there will be the chance to take a flight in a DH Tiger Moth biplane across the West Essex fields, the village and Epping.

The £5 entrance fee covers all of the children's attractions in the Adventure Corner - inflatables, face painting, circus skills, mini –funfair and the petting farm.

There are a number of community stalls including the Air Ambulance, Neighbourhood Watch, North Weald Parish Council, Royal British Legion, St. Clare Hospice and Thornwood Seniors.

The museum will have its stall within the display area offering shop goods and gifts and information about our great museum. Come along and pick up some bargain books and gifts to suit all purses. Also there will be a chance to pick up information on the Great War that might be useful for school in the upcoming term.



There will be WW2 re-enactors and vehicles plus a small number of arena displays, a licensed bar plus food concessions.

Because of the limitations created by the flying into and out of Stansted Airport traditional high level air displays are not allowed but there will be display flying including Hunter and Vampire jets at lunchtime and the BBMF Spitfire and Hurricane will be putting in an appearance at 3pm.

The finale will consist of a march past being led by a piped band with hopefully members of the Royal British Legion, Air Training Corps, Army Cadets and even local scout groups.

Look out for the *Band of Brothers* display in Hangar 6. Alan Tompkins who was the Art Director on the iconic 2001 mini –series part filmed at North Weald and Hatfield will be looking after that and he also has material from the earlier 1998 blockbuster D-Day movie *Saving Private Ryan* – he was involved with that as well.



EPPING MARKET

Every Monday

www.eppingmarket.co.uk

Please come along and see us!

The organisers are inviting D-Day veterans to attend as guest of Chairman of Council but at the moment there is no news on who might be attending.

That looks to be an exciting day organised by Hangar 7 based EM Aviation Services Limited in cooperation with Epping Forest District Council and other businesses based in the village and on the airfield.

The event is 'pay to enter' with profits going to local charities from the gate income and stallholder payments. Charities are there free but others are paying amounts ranging from a single table at £50.00 to the larger concerns paying £325.00 so when they ask you to pay for something there is probably a good reason!

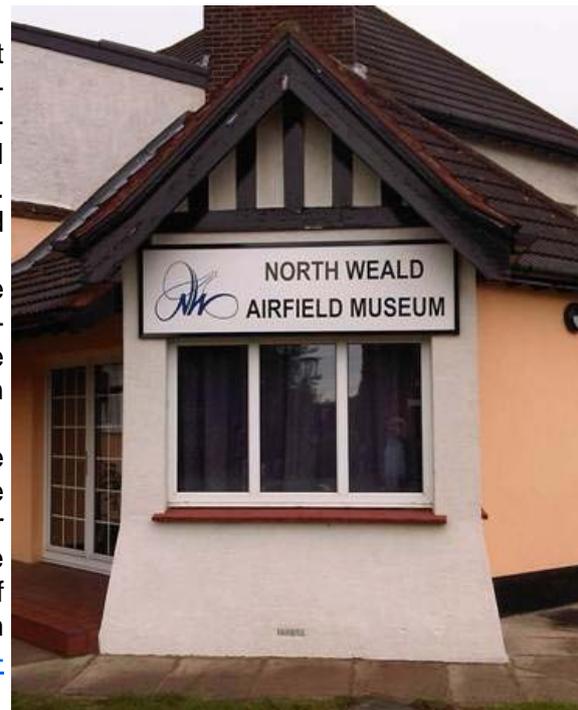
If you have never been to the North Weald Airfield before tell your GPS to head for Merlin Way, North Weald CM16 6HR. www.northwealdairfield.info www.facebook.com/northwealdairfield - it just by the M11 Motorway from East London to Cambridge and beyond.

MUSEUM OPEN DAY

The following week, Sunday September 14, there is a somewhat smaller free to enter event at North Weald Airfield Museum offering you an 'Open House' flavour and a chance to visit the museum and partake in refreshments, take in some of the normal exhibition items as well as some on-the-day special events. There are some great bits of history on offer and they are bound to be of some use in the new school year!

Even if you have been to the airfield before you will find the guided airfield minibus tour enlightening. Those brick and concrete features you may have glimpsed in the background at the earlier event will at last make some sense when pointed out on our leisurely guided tour.

If you are a new visitor to the museum, you will find it is in the village rather than on the airfield, the address is in Hurricane Way, North Weald CM16 6AA. Look out for the brown signs for the memorial and Debt of Honour, the museum sits behind the white stone wall of the magnificent 2000 build commemoration of all who died for their country while serving at North Weald from 1916. <http://www.northwealdairfieldhistory.org/content/debt-honour>



WARMHOUSE SERVICES

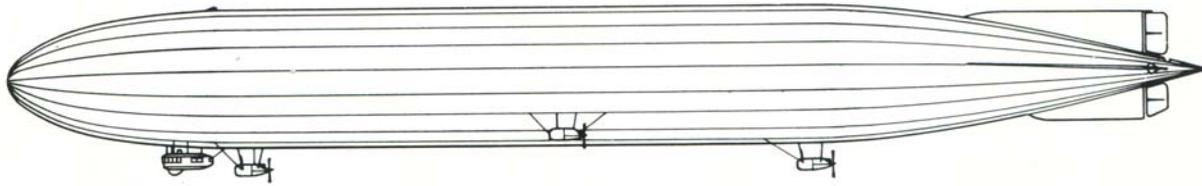
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THE GIANT KILLERS

We are currently in a countdown to 1916, the year the airfield opened for business in defence of the people of London. Pop into our 'In the beginning' room and check out the difference in size between the defending aircraft and the giant airship bomb droppers.

German airships that were regularly sent out to bomb France and England were giants of around 160 metres [over 500 feet] in length whereas the attacking aircraft were around 9 metres [under 30 feet] long. Both craft flew at 50mph so a chase was at best difficult and then when and if the fighter met up with the giant craft it fired little more than 50 rounds into it hoping that it might catch fire. Too big to miss perhaps but each bullet was no more than a pinprick. Very few were ever shot down, the pilots were brave men indeed to even try.

Coming soon for this season and beyond are some highly quality graphics for the Great War period including a long awaited 'portable' version of that airship representation in the museum – this will hopefully kindle Great War interest in schools. Look out for it at the September events.



GROUP VISITS

The museum may only be officially open on Summer Weekends but we have a programme of visits by various groups throughout the year and during weekday's.

Recent groups have included a Learning Disability Group from Voluntary Action Epping Forest doing research into WW1 for a public presentation that they were to perform this summer descended onto the museum for information in April.

The group, eleven students, the group manager and four volunteer helpers, is one that Epping Forest Community Transport regularly transports and it probably marks the first purely educational visit to the museum that we have had for a while. The museum was set up for the *Epping Under Fire* project many years ago but the whims of school curriculums and those that enact it are often difficult to meet and the Second World War is no longer in favour.

If you have a local education officer firmly entrenched in matters other than the 20th Century it does cause us problems! Perhaps now that we are recalling the Great War [1914-18] we stand a chance of getting back into vogue.

The airfield houses lots of historic aircraft – though no complete examples from the Great War period – and can provide easy access to them and airfield history. With the District Museum closed for refurbishment and likely to remain so well into 2015 North Weald, the museum and others can offer the right environment to soak up aviation and the Great War. [SW/BE]

The last day in May saw a convoy of Norwegian vintage military vehicles, US trucks and Jeeps, along with their drivers descending onto the museum extending the long term links between the museum and Norway. The group were en-route for Normandy and the commemoration of the D-Day landings on June 6. [PG]





Early in July nearly thirty members of the Epping Probus Group visited the museum and took lunch at The Squadron. Highlights of this tour group included a visit to the churchyard at St Andrew's where they paid homage at the airfield and village war graves spanning from the Great War until after the closure of the military airfield. For many a highlight of the trip was being allowed into the hanger to see the first of the Douglas C-47 Dakotas being restored for the new *Transport Command Memorial Flight* that will be based at North Weald. [SW]

BACK AGAIN

At the start of August a return visitor on the airfield was a low wing light aircraft registered G-SAH1. This was originally called the Trago Mills SAH-1 but it has been through some owners since then and later production was undertaken by FLS based at Stansted Airport and at North Weald.

Several times in the past this programme has seemed likely to fade away but it seems it is back – though no longer with a North Weald connection.

It was a surprise to again encounter an example of the Edgely Optica G-BOPO sitting in the static park at this year's Farnborough Air Show. The Optica has a habit of reappearing when you least expect it. This fixed wing observation craft has always looked good but has never made the grade.

The new company includes many old and enthusiastic faces intent on relaunching the type hopefully using the money of others. Along the way the Optica picked up another 'unlucky' British aviation project, the SAH-1, FLS1, now known as the Sprint.



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The jigs for these aircraft are no longer at North Weald, and plans to build them in Wales and even Waco in Texas have now turned to dust. The current owners of the types [and those jigs once stored at North Weald] include John Edgley the man behind the design of the Optica [bottom right]. He was at Farnborough this year trying to raise money to put both the Optica and the 'SAH1' back into production.

I am not taking bets on whether he will be successful this time but good luck to them yet again. If you have a spare million of any currency AeroElvira Limited, based at Furzlease Farm, Tisbury, Wiltshire would love to hear from you.



If you go to the museum web pages and look up West Essex Aviation there are resources there that include the history of these aircraft [and others] manufactured in West Essex over the years. www.nwamuseum.co.uk

MEMORIAL

Regular readers may recall that the last edition of The Hurricane announced the untimely death of Simon Chamberlain the Secretary of North Weald Airfield Museum. His very well attended funeral took place on April 30 and at the Epping Forest Burial Park, Kiln Road, North Weald CM16 6AD close to the museum. It included several fly-pasts by a Hawker Hurricane based on the airfield, truly an honour for Simon and his young family.

We are not in the habit of marking the passing of Trustees but on this occasion it was felt appropriate to place two small tokens to mark the passing of Simon and Eddie Collins in the museum reception area. There have been seats and even plan stores associated with past Trustees but it remains a rare tribute. The family and friends for both attended the museum for the dedication of the two small plaques and images by the desk.

Simon was the museum secretary and Webmaster and as a result some services have not been reconnected. Please do not use the old website address and E-mail for the time being. Currently the museum is operating with a 'mirror' website at www.nwamuseum.co.uk operated by a new Webmaster, Adrian Harrison, but we hope soon to be able to also reintroduce the long standing and familiar web address www.northwealdairfieldmuseum.com The content of the mirror site is similar to the old and based wholly on Simon's original hard work but clearly this will alter as Adrian takes over fully. Unfortunately the old site remains 'frozen' and gives the wholly incorrect information that the museum is closed for winter.

If you have sent e-mails to the museum since late March we may be some time answering them as material is retrieved. For now please sent queries to the editor at bryn.e.elliott@gmail.com and I will act on them.

An aside from those details is news that Simon's son, Charlie, received a surprise card on his 2nd birthday on August 4 from the museum President Norman Tebbit.



ROTARY RESIDENT

Early in July the fundraisers for the North Weald Airfield air ambulance helicopter 'Herts Air Ambulance' got colourful during a red powder paint fight to launch Go Red 2014! Starting off in pure white, fundraisers Dawn and Cristina were soon coated head to toe in red. The battle took place at North Weald Airfield, the home of the Herts Air Ambulance as the Crew cheered them on from a safe distance.

The fun stunt was to raise awareness for National Air Ambulance Week in September and encourage registrations for the Charity's Go Red campaign. The week takes place from Monday 22nd to Sunday 28th September and will raise both awareness and funds for the County's 'RED' life-saving helicopter.

The Charity is inviting schools, businesses, groups and individuals to take part by doing anything to Go Red during the week. You don't have to get as messy as our fundraisers: wear a red item of clothing or have a non-uniform day, sell red cakes or put on a red themed quiz or party to raise funds for Herts Air Ambulance. Anything red goes! Could you challenge your work colleagues or teachers to a chilli eating competition?!

Take a few steps to the East though and the colour changes to yellow! Same Air Ambulance charity but difference fundraising area! In the same week of September Essex Air Ambulance based at Earl's Colne is undertaking a similar event reflecting the prime colour of the Essex MD Explorer.

Technically North Weald as an Essex village and airfield should be leaning towards the yellow but that has to somehow come to terms with the base of the out of county Herts Explorer. In the event both of these colourful events took place at the North Weald base [but do not tell anyone!]

To register to take part in Go Red or Go Yellow or find out more about how you can help, contact Cristina Barone at Herts Air Ambulance on 0345 504 0055 or email Cristina.Barone@EHAAT.uk.com.



THE TRAINS ARE STILL RUNNING

The Epping Ongar Railway continues as a major attraction in this part of Epping Forest District.

They invite you to visit the railway and join in by having lots of fun at such as their traditional 'End of Summer fair' on the last three days of August. As an addition to spectacular rides through beautiful Essex countryside on heritage steam and diesel trains, there will be fun for all of the family with a selection of fairground attractions, the chance to partake in a glass or two of cider from our Summer Cider Festival.

All in all, a perfect opportunity to enjoy a day out celebrating the end of summer. Check out the website for up to date details.

EOR join forces with North Weald Airfield again for the Airfield Community Day on September 7 and trains will be in operation as well a shuttle buses from Epping Underground Station to the railway and the airfield event, all of which should provide a steady stream of pedestrians past the museum door.

The following week Classic car owners across Essex will be at the Epping Ongar Railway as the museum has its own event just down the road – with the railway attracting around fifty painstakingly restored classics and sports cars and the museum a mix of vintage vehicles and modern cars.



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BOOK

The book previously previewed in THE HURRICANE as being for a readership market the other side of the world - 'Australia's Few and the Battle of Britain' – is now to be published in the United Kingdom by Pen and Sword. The museum provided some of the information for this book and the writer has been keeping us up to date since.

Kristen Alexander who trades as Alexander Fax Booksellers is currently taking pre-orders for *Australia's Few and the Battle of Britain* for the home market. They are not taking payments, at the moment; they just need an expression of interest so they know how many to order.

If UK friends wish to cancel a pre-order and await the book appearing in the UK, that is perfectly OK. If you can't wait, Alexander Fax Booksellers will be happy to sell you the Australian edition, which, of course, will be the true first edition.

If you prefer to order via your favourite local (Australian) bookshop, here is what you need to tell them:

Title: Australia's Few and the Battle of Britain, Author: Kristen Alexander

Publisher: NewSouth, ISBN 9781742234151

The writer Kristen Alexander says:

I look forward to sharing with you what I have discovered about Jack Kennedy Stuart Walch, Dick Glyde, Ken Holland, Pat Hughes, Bill Millington, John Crossman and Des Sheen. I will of course tell everyone I know about Australia's Few and the Battle of Britain. Details are already on my website, and that of Alexander Fax Booksellers, and on our Facebook pages. Please help spread the news to your family and friends, and anyone interested in Australia's aviation history, by word of mouth or social media, so that more people can learn of the bravery of these young men, and their part in the world's greatest air war.



SPIES

The hobby of 'Plane Spotter' is not greatly appreciated in all parts of the world and too many who take part in this leisure activity have ended up in some foreign prison from time to time as worthies in the British Government try to explain what point there is in writing down registrations other than to act as 'spies.' May as well explain the game of cricket to an American!

Oddly though from time to time those in authority understand the potential positives and embrace the army of people undertaking the activity as part of a wider strategy. In truth this has mainly been in the UK and USA where spotter numbers are greatest but progress is progress whatever hat it wears.

There must be a promotion on offer in the National Crime Agency in the UK as some young thing has newly discovered a means by which they can further their career by reinventing the Spotter Army that some older person invented absolutely ages ago [and then thankfully retired].

The National Crime Agency is appealing to people who work in general aviation or live near small airports to join the fight against organised crime and terrorism by reporting unusual activity.

A project, codenamed Pegasus, encourages people familiar with small airports to report unusual activity, threats and vulnerabilities associated with general aviation - activity outside commercial passenger flights and large-scale airfreight.

Anyone with information about unusual activity at airports, and in particular those who work in general aviation or who live near small airports and landing strips, can report anonymously to Crimestoppers on 0800 555 111 or to their local police force on 101, quoting "Pegasus".

What's the betting that quoting Pegasus means absolutely nothing to the operator on 101!

FROM OVER THE POND

The Canadian Warplane Heritage Museum will be flying their prized Avro Lancaster over England this August in a month long visit. The Lancaster has already joined the only other airworthy Lan-

caster in the world, owned and operated by the Royal Air Force's renowned Battle of Britain Memorial Flight (BBMF), and will participate in several events and activities.

As you will have seen from your newspapers the Canadian Warplane Heritage Museum's Lancaster departed from Hamilton, Ontario, and arrived safely in England early in August.

The North Atlantic crossing schedule included en-route stops at Goose Bay, Labrador (Canada), Narsarsuaq (Greenland), and Keflavik (Iceland), prior to arriving at the BBMF, RAF Coningsby. Shortly after arriving, the Lancaster will undergo a scheduled maintenance inspection and then the Canadian crews will complete a short training programme with the BBMF in preparation to participate in several air displays and fly pasts with the BBMF Lancaster, Hurricane and Spitfire starting on 14 August. www.warplane.com/lancaster-2014-uk-tour.aspx for the latest plans.

There were hopes that North Weald might latch on to the aircraft flying to and from events – the M11 Corridor is a useful navigation tool for all aviators and accounts for many unexpected bonus sightings – but there is nothing scheduled. The North Weald Community Day on September 7th might have been one of those but the planned schedule has the BBMF flying between Scotland and Lincolnshire that day so the chances are virtually non-existent.

100 YEARS UP

In modern times the Essex Show, a mixture of agriculture and pure entertainment, has settled upon a regular location. In 1914, and many years before and after, the event was a travelling showcase of livestock, military shows and other entertainments hosted by a variety of locations across the county, The Essex Agricultural Society's Show is known to have visited Waltham Abbey twice, in the 1880s and then on Wednesday and Thursday June 10 - 11, 1914. This second occasion was held in fields off the Crooked Mile, Waltham Abbey, a location close to Monkham's Hall. At the time the Hall was occupied by the influential Brigadier General R B Colvin of the Essex Yeomanry.

One of the star attractions of this event was the 30 year old Essex born flier Bentfield Charles Hucks [usually styled B C Hucks]. More famous for his development of the "Hucks Starter" equipment for turning over and starting the propellers of aircraft engines of the time, in

1914 he undertook country wide tours to demonstrate the daring loop the loop manoeuvre to incredulous crowds. This show appearance was just one of many for the pilot in his Bleriot monoplane, it being in his repertoire to continuously fly upside down in his aircraft for around three miles, this then being an amazing feat.

For Hucks to undertake the flying activity at this location special permission had to be obtained from the War Office and the Royal Gun Powder Factory as the area lay within an recently imposed national defence overflight exclusion zone brought about by the Aerial Navigation Act 1913.

After a distinguished military career in the Great War, like many of his ilk Hucks died in the influenza outbreak during November 1918.



The Hucks Bleriot had roundels on top of the wings to show when the aircraft was upside down. [Bruce/Leslie Collection]

BE SURE NOT TO MISS THE

ESSEX SHOW,

Waltham Abbey,

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Responsibility for a "fault of control of the operating conditions and forces" in an industrial (**any**) establishment can be assessed only against the centre of management. This centre is that individual or small group of individuals, who exert the directing will in that concern. In this centre is the managerial skill which makes for success; while its lack leads to failure.

Upon this centre of management rests the responsibility for initiating a program for accident prevention, and for the continuing case to make such a program effective. [Heinrich 1935]

DUXFORD REFURBISHMENT

Northrop Grumman Corporation has announced that its U.K.-based air traffic management systems subsidiary Northrop Grumman Park Air Systems has upgraded the air traffic control voice communication system at IWM Duxford by providing it with a future-proof Voice over Internet Protocol (VoIP) capability.

A long-standing supporter of the IWM Duxford, Northrop Grumman Park Air Systems recently refurbished the Duxford Airfield tower with a fully ED137-compliant IP-based voice communications system. Integral to this refurbishment was the installation of the Park Air S4 IP Controller. Although already in operation in a number of non-U.K. locations, this is the first U.K. site to receive the Park Air S4 IP Controller. As a 'first of type' installation, Northrop Grumman worked closely with the Civil Aviation Authority's safety regulation group to ensure that the S4 met their rigorous testing and safety requirements.

Northrop Grumman is the sponsor of the *American Air Museum* Summer Residency Programme, a professional development project for teachers from the U.S. and the U.K. to explore World War II history and within it, the role of engineering and technology. The programme is run by IWM Duxford on behalf of the *American Air Museum*. Please visit www.northropgrumman.com for more information.



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THE NEWSLETTER OF THE NORTH WEALD AIRFIELD MUSEUM ASSOCIATION



Images old and new. Seafire SX336 this year's on June 12. Below two older images of the Norwegian's of 331 Squadron in 1943/44 [now NWAMA Collection]



North Weald Airfield's



OPEN EVERY DAY - 930am to 5pm

Why not visit our unique café and step back in time to RAF North Weald in the 1950's and the dawn of the "New Jet Age".

Sited alongside the Essex Air Ambulance Helicopter pad and busy maintenance hangars of Weald Aviation, visitors to this comfortable and friendly dining venue can see and hear [weather permitting] historic aircraft coming and going from the same spot as the Cold War Jet Pilots of RAF North Weald in the 1950's

Customers can sample good food from a themed menu; including a wide range of breakfasts, lunch, hot or cold snacks, daily specials and even afternoon Cream Tea; while on Sunday traditional Sunday Lunch is also served.

Group visits are welcome, tours of the airfield can be arranged by prior appointment and we can also cater for your private functions and parties. For further information please call Debbie on 07583857445

WE LOOK FORWARD TO SEEING YOU VERY SOON



Please remember North Weald is an active airfield – visitors enter at their own risk.

NEW IMAGES IN THE COLLECTION

