



# THE HURRICANE

The Newsletter of the North Weald Airfield Museum Association



EDITION: WINTER 2014

## NORTH WEALD MEETS THE PEOPLE



*One of the stars at the Community Day in early September was this North Weald based example of the Hunting Jet Provost T1. This was the first of many JP's to serve the world as a jet trainer, several of which now operate from the airfield.*

As this museum season draws to a close and the nights shorten we can look back on a mainly glorious summer in which we saw a growth in public awareness of the museum and also the number of people coming through our doors.

For some years the number of people the museum had interacted with had dwindled but that trend has now reversed in the wake of a growing campaign to make best use of the Internet to get our messages out.

Whether this trend is as a result of a growing public awareness and acceptance of all things electronic or simply the groundswell of interest in all things Great War remains to be seen.

The museum now has busy Twitter and Facebook accounts, two websites and of course The Hurricane to 'speak' to its audience and we hope that you will take further interest in North Weald and its history.

### NOTICE

#### ANNUAL GENERAL MEETING

NORTH WEALD AIRFIELD MUSEUM ASSOCIATION

Notice is hereby given that the Annual general Meeting of the Friends of North Weald Airfield Museum will be held on Sunday 7<sup>th</sup> December 2014 at 15.00 hrs in the conference room at the museum, Ad Astra House, Hurricane Way, North Weald.

The museum association constitution requires that no non-members will be allowed to be present during the official part of the meeting.

Members wishing to bring forth any business at the AGM must notify the Secretary in writing a minimum of 7 days before the meeting (30<sup>th</sup> November 2014) as to the nature of the business to be raised. No ad-hoc business will be allowed at the meeting.

This does not prohibit those interested in taking part in the AGM from now becoming fully paid up members as long as the 7 day rule is adhered to.

**AGM Continued**

The existing Trustees will be filing election forms and renewals with the Secretary a minimum of 14 days before the meeting (23 November 2014).

Just to remind you the Trustees elected at the last meeting and their current responsibility, where applicable, are:

- |                   |                                 |
|-------------------|---------------------------------|
| Mike Batt         | Membership                      |
| Dawn Chambers     | Shop                            |
| Keith Davis       |                                 |
| Bryn Elliott      | Secretary/Archives/Hurricane    |
| Peter Gardner     | Chairman                        |
| Patrick Gray      | Treasurer                       |
| Keith Hasted      |                                 |
| Eric Probert      |                                 |
| Stephen Wagstaffe | Minute Secretary/Building/Tours |



Any business notices or election forms received after the above dates will not be accepted. A copy of the museum association constitution will be available for viewing at the meeting.

# MUSEUM NEWS ITEMS

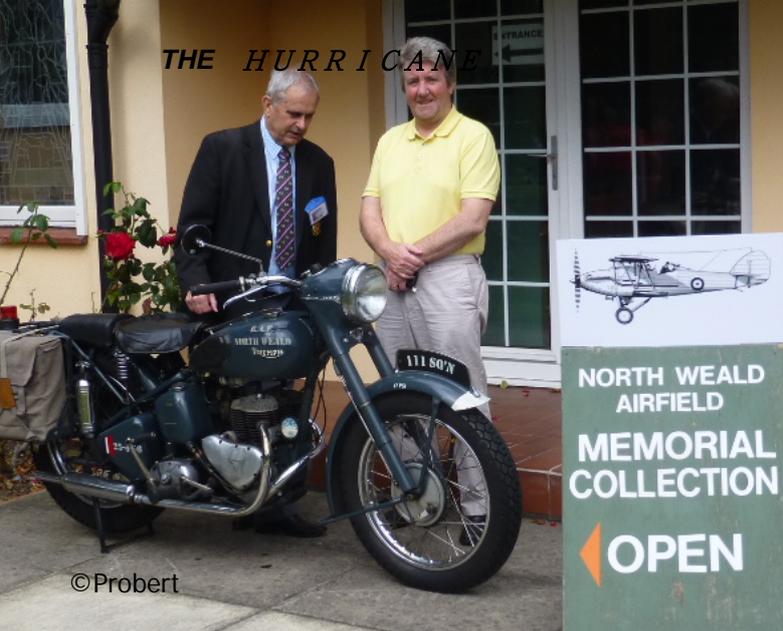
**COMMUNITY DAY  
7 September 2014**

The museum shop and members attended the annual Community Day operated by the airfield community in association with the local authority [EFDC] and a great time was had by all. This year the event included a greater number of flying elements which – although not a full flying show – was greatly appreciated by a larger crowd than usual.

The museum took a position in the hangar and was an outstanding success – demonstrating that the shop has all the right stock in hand.



Meanwhile outside the crowds take in the cracking flying displays!



## MUSEUM OPEN DAY

14 September 2014

A week later the museum held its own far smaller annual Open Day. Of course we are open Sunday's anyway but it was not quite business as usual. Free, rather than charged, entry to the museum was just part of the show. Additional stalls and a mix of display vehicles were outside under canvas and the weather was kind to us.

The additional outside displays included the Museum Shop, the RAFA, Air Ambulance, Police Aviation, Help the Heroes, the Rolls-Royce from Copt Hall, an historic motor bike formerly stationed at North Weald and the After the Battle Jeep.

Attendance was modest, mainly attracted by the advertising we had undertaken at the Community Day but there was a growing reliance upon Social Media – an area which still frankly mystifies most of us but we are learning more about it as we go. Again the shop, Dawn and her band of willing helpers, did really well, this time the top seller was a cake raffle which brought in an amazing £49. A further £60 was raised for Help the Heroes.

Late in the day we learned through visitors that an event some 25 miles further north up the M11 motorway – the *Duxford Air Show* had been so popular that there had declared a 'lock-out' and were turning prospective customers away. The attraction was the appearance there of the two Avro Lancaster's, the usual BBMF example and one flown over from Canada for the 2014 summer in the UK. Those turned away were told to go to North Weald to watch what was to be one of the final sights of the two Lancaster bombers together. As a result there was a significant crowd on the north side of the airfield, unfortunately we were unable to get the message about the Open Day on the south side at the museum to them in time but the arrival of the iconic pair of Lancaster bomber's overhead was a grand finale to the museum's day.

North Weald has been particularly 'lucky' this year in attracting the aircraft of the BBMF to fly over the airfield whilst en-route to various air shows. It may be fortuitous that the M11 and the Lee and Roding valleys are close by as navigation aids but a lot of hard work has gone into forging the links with the BBMF to enable the nearby flights to progress to the inclusion of prior information and passes down the centre of the runway.





## North Weald and Ongar Branch

Formed in 1953 the North Weald Branch of The Royal Air Forces Association [RAFA] meets on the second Wednesday of each month at *The Squadron*, situated in the centre of the historic and still very active North Weald Airfield.

Meetings commence at 12 noon with lunch at 1pm, followed by a speaker or entertainment. Members can also enjoy regular social activities at a variety of venues and take an active part in airfield and local community events.

If you are an ex RAF service man or woman, why not come to one of our monthly meetings, where you are sure of a warm welcome and pleasant company. If you are not ex RAF you will be equally very welcome and, if you wish, could join as an associated member.

For more information please contact Branch Secretary Yvonne Grace  
on 01277 2215514

*Be part of something special*

## MEMBERSHIP

We accept all currencies in welcoming you to museum membership—becoming a Friend of North Weald Airfield Museum as long as it means the same as £12.50p!

You can join through the museum website at [www.nwamuseum.co.uk](http://www.nwamuseum.co.uk) we accept on-line payments via PayPal

### MUSEUM OPENING TIMES

The museum is closed for the winter until April 2015 but you may be able to arrange a visit in winter.

When we open again entry will, as usual, be 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.*

## C O N T A C T

### NORTH WEALD AIRFIELD MUSEUM

*Ad Astra House  
Hurricane Way  
North Weald  
Epping  
Essex CM16 6AA*

Telephone: 01992 523010 [24/7 answering]  
[office@northwealdairfieldmuseum.com](mailto:office@northwealdairfieldmuseum.com)

[www.nwamuseum.co.uk](http://www.nwamuseum.co.uk)

Registered charity: 1081157



### 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!

*Copyright Notice: The content of this publication includes items that are the copyright of others. The source of words and images will usually be indicated together with the source of additional information that seeks to enhance the original information.*

*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.*

On November 8/9th the museum was at Galleywood Heritage, Chelmsford with a first world war exhibition. Entitled "The RFC in Essex - North Weald, 1916-1916" which was produced by Trustee member Eric Probert using a range of museum resources. The Exhibition was well attended and interest shown in the Museum. All the leaflets Eric took with him were taken and he had to resort to photocopies by the end of the day.



The **Red Gnat Display Team** is part of The Heritage Aircraft Trust (a UK registered Charity), dedicated to the restoration and conservation of classic historic aircraft. Its home base is at North Weald Airfield. The team currently consists of three Folland Gnat T. Mk1 aircraft expertly maintained and displayed and is the only civilian jet aerobatic display team on the 2014 air show circuit.

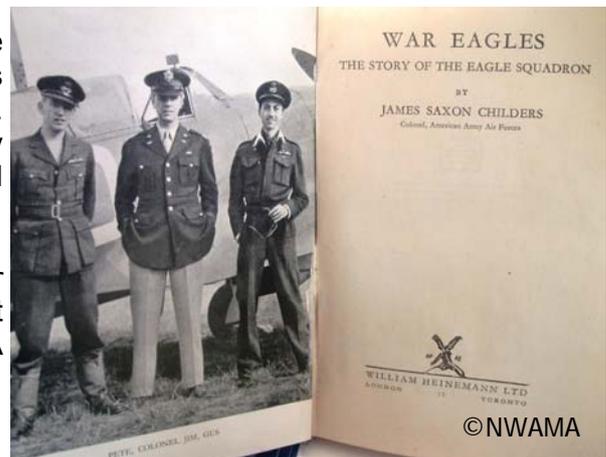


A common fallacy compounded by some pretty misguided West Coast US air museums [take note San Diego] is that the **American Eagles** – the volunteer US born pilots who flew against the enemy with the RAF before the USAAF arrived - mainly operated out of Biggin Hill in Kent and so far they just are not listening.



Part of the trouble is that the wartime works on the subject were written under strict censorship and as a result the name of North Weald did not appear. The only clue in the 1943 classic 'War Eagles' by James Saxon Childers is an image of the Thatched Cottage in Epping High Street.

Subsequent research has of course enhanced our knowledge on the subject but that message has yet to get across the Atlantic, let alone across the USA to the Pacific coast.



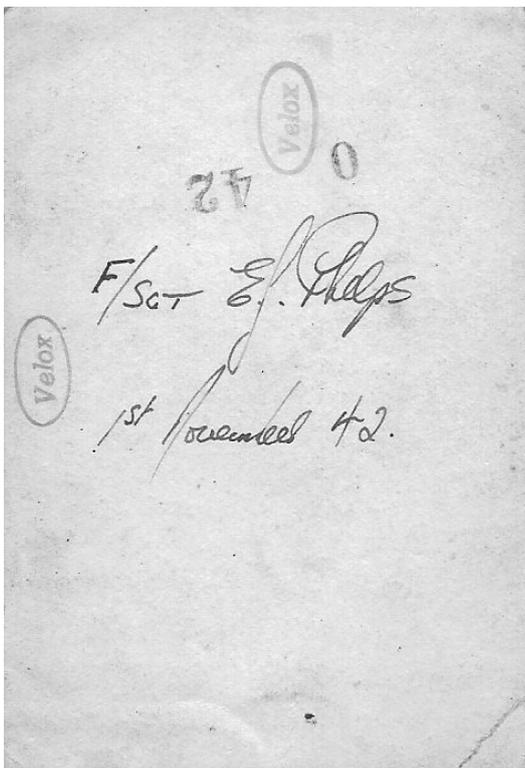
An event that was probably rightly placed at Biggin Hill though is associated with some recent research undertaken by the museum and After the Battle for the Memorial.

The museum received an enquiry from Peter Phelps about his relative Flight Sergeant Eric Phelps a pilot who served at North Weald with 124 Squadron – equipped with high altitude Spitfires - in the mid-war years. Peter believed that Eric, 22, was killed whilst flying from North Weald on 14<sup>th</sup> May 1943 and yet was not on the Memorial list of those who died whilst at the airfield.

The roots of this story go way back to before the present museum was constituted in 1991. All those years ago the present museum received a mass of artefacts from the former Miles Collection Association and among it was a large image of what we were told was the 'King's visit to North Weald' – it bore the handwritten but unfamiliar names of pilots being presented to the King. Not many were happy with that description but it was hung on the wall of the Battle of Britain room as that is the period when he is known to have visited the airfield.

Peter gave the image to the Miles Collection to copy but no details of what it was survived the transfer in the modern collection. Now thanks to Peter we know that the image was of King George VI and pilots of 124 Squadron and we now dated that image as around 1943 at North Weald but were still mystified as to how the King made an unrecorded visit here. According to official records 124 Squadron were only there briefly in November-December 1942 and again in March-April 1943 but recent research suggests that this too is incorrect and they were at North Weald a great deal more providing top cover to the Norwegian Wing at North Weald using the high altitude Spitfire. Large numbers of squadron and aircraft movements went unrecorded in the heat of war.

*Eric sitting in Spitfire VI BR329 ON-R. The reverse shows the date 1<sup>st</sup> November 42. This was Eric's regular aircraft in which he flew 31 sorties between 28<sup>th</sup> July 42 and 17<sup>th</sup> February 43, when it was damaged in a dogfight with an FW190.*



Continued:



King George VI and 124 Squadron members.

This image is now known not to have been taken at North Weald. ©Phelps

Using local ORBs it looks as if the RAF records are wrong and 124 was with North Weald Wing for around 7-8 months, from November 1942 to July 1943. Subject to further research it appears they were employed flying Spitfire Vs as top cover for the Norwegian Squadrons 331 and 332. The aircraft were not too good and were eventually replaced by the high flying Spitfire VI after 124 kept losing pilots low down.

Although RAF records suggest they were at Northolt but there are a number of conflicting 'sightings' at North Weald in the ORB so perhaps elements of the unit were in both locations in this time. Even when officially at North Weald they came and went to other airfields quite regularly, mainly forward to Manston, Kent on operations across the Channel.

It appears certain that Eric will not join the other names on the North Weald Memorial. His final sortie in May 1943 ended in him crashing into the English Channel 20 miles East of Deal on a day that no flying was recorded at North Weald. The crash location makes more sense if he took off from Northolt where the RAF say 124 was operating at this time. It's probably no coincidence that the "High Altitude Flight" was also based at Northolt at this time and Eric probably died due to suffering from hypoxia, a common problem in those days. He probably simply passed out at height and fell into the sea. His body still lies in the sea, he is remembered on one of the panels at Runneymede Memorial.

The enquiry continues but we currently believe that the King's visit image was taken at Biggin Hill and that Flight Sergeant Eric John Phelps, service number 1291762 RAFVR, was not killed whilst flying from North Weald – but he did serve and it is another aspect of life at North Weald we will preserve!

In complete contrast to the story of Eric Phelps is another enquiry that has led to an addition to those among the fallen at North Weald,

In September 2014 the museum was contacted by Sarah Hutchins querying why a relative was missing from the Roll of Honour for North Weald. The Roll of Honour—commenced in 2000 and contained in a bronze cabinet incorporated in the extended Memorial structure—is a printed document that allows alterations to be made to correct errors of fact.

In the past additions and deletions have been made to the original document. The paper format is far easier to handle than if all the names had been engraved in the stone.

The correspondents grandfather Wesley C.C. Stratton (961022) was posted to North Weald on 14 September 1940 from ETS Cranwell. On 24 July of 1941 he was admitted to hospital in Uxbridge with head injuries, transferred to military hospital in Oxford 28 July, where he died three days later.

He was a Leading Aircraftsman when he died, and he was AC2 when he arrived in North Weald. His service record does not show which, if any, squadron he was attached to.

The Memorial is separate from the museum so as the museum had no direct information the query was passed to the Trustees of the Memorial for investigation.

Less than two months later they were able to reply to Sarah Hutchins with the positive news that they have heard back from RAF records and they confirmed that LAC Stratton was serving at North Weald before he was admitted to hospital at Uxbridge. As a result arrangements have been made to have his name added to the Roll of Honour when it is reprinted.

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A news item really for enthusiasts regarding what used to be called "The Aeroplane" and is now titled "Aeroplane Monthly" has moved from Kelsey Group to Key Publishing, whose stable includes *Airliner World*, *Airports International*, *Air Traffic Management*, *Flypast*, *Modern Railways*, *Hornby Magazine* and *Buses*.



*The Aeroplane* was founded in 1911 which makes it the world's second oldest publication of its ilk trailing *Flight*, currently known as *Flight Global*, by a couple of years. *Aeroplane* has the largest historical aviation photo library in the world adding to the impressive Key archive. *Aeroplane Monthly* and *Flight* were for many years in the same stable with the former concentrating on the historic aspects of aviation, its previous compatriot now a weekly industry news publication and website.

"*Jets*", another aviation title also moves to the Stamford, Lincolnshire-based group which publishes the Farnborough International public programme. [www.keypublishing.com](http://www.keypublishing.com) [www.aeroplanemonthly.co.uk](http://www.aeroplanemonthly.co.uk) [www.jetsmag.co.uk](http://www.jetsmag.co.uk) With so many diverse aviation titles in the same building we must wonder whether there will be any famous title deletions in the future.

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We have long had arguments on whether a particular aircraft type served at North Weald and the purists among us would have it that 'a visit' is not quite enough – but for the majority it is becoming abundantly clear that pretty much anything goes and almost every aircraft that served in the Royal Air Force has been at North Weald in its time – and not just passing through. Even aircraft not notionally based have used the airfield to refuel between sorties and as an all weather day-time base for operations. The Mosquito fighters at Hunsdon regularly sat at North Weald on Quick Reaction Alert – a fact revealed in a letter of the time in the museum collection but not otherwise recorded.

A few German and US types have also graced the 'Weald, the former was a captured aircraft I might add. The on-line files on the newly revamped website will give you a flavour of what has landed there at one time or another.

It was while completing the latest chapter in West Essex Crashes for the web that I managed to even find a hitherto unknown image of one of the USAAF bombers that made use of the North Weald runway in time of need.

On an unspecified date in June 1944, 42-30827 "Round Trip Ticket 111", a 549th Bomber Squadron, 385th Bombardment Group, Boeing B17F carried out a safe force landing at North Weald following the crew's inability to feather the propeller on number 4 engine. True to its name, this particular aircraft continued to bring its crews home until it was finally retired as "war weary" in August 1944 after completing 57 missions. Stripped of most of its war equipment this B17 became a transport aircraft during the following winter.



The 385th was then stationed at Station 155, situated south of Great Ashfield, Suffolk and ten miles east of Bury St. Edmunds. With Mendlesham this airfield was a satellite to Crowfield all names of airfields that have, unlike North Weald, largely returned to being ploughed fields and by default slipped into obscurity.

## NEW NORTH WEALD WEBSITE

One of the many tasks enthusiastically undertaken by North Weald's late Secretary Simon Chamberlain was the website [www.northwealdairfieldmuseum.com](http://www.northwealdairfieldmuseum.com)

Unfortunately the suddenness of Simon's untimely death left us without immediate access to every aspect of his former activities and this included the 'free' VistaPrint administered website. As we did not have full control of the old site an early action undertaken this summer was to replicate the content of the site as [www.nwamuseum.co.uk](http://www.nwamuseum.co.uk) An associated e-mail address of [secretary@nwamuseum.co.uk](mailto:secretary@nwamuseum.co.uk) currently goes to Bryn's e-mail.

At a recent Trustees Meeting it was agreed that messages relating to the shop would go to Dawn and messages relating to Membership would go to Mike. We had intended to fully run the old site for another year but the owners of the old site shut down our access after it was found that the renewal was tied to a card once owned by Simon and therefore beyond our control. This has affected updates to that site and an associated Paypal account. We continue to try to resolve the

link and financial complications leading we hope to both web addresses being linked to the current website eventually.

The Webmaster of the new museum website is Adrian Harrison, not a member of NWAMA but certainly an enthusiastic addition to those who we work with. Adrian is no professional website creator but in the past year or so he has created around a dozen sites for others and brought all he learned to help clear the way for the retrieval of the various elements of the old site, the creation of associated Facebook and Twitter links and a highly successful promotion campaign for each of them. The old website has its Twitter followers [around 800] built up over the years but thanks to his evening work there are now a new, ever growing, band of Twitter followers running in parallel, there are currently 500 followers to the new site.

The old Twitter account is still running and Simon's widow Lizzie has kindly been adding to its' followers to reach that current figure of 800. We have plans to run both as "two is better than one" in the promotion of things! The museum Facebook is now live again and collecting many "likes" daily. There are many pictures from the Norway connection on FB, some very interesting and worth a look.

All these activities in the electronic arena may leave older members of the museum bewildered or disinterested but they do bring the museum to a whole new audience across the world.

The on-line shop sales have been picking up on both sites this year although they are all centred on the new site address of [www.nwamuseum.co.uk](http://www.nwamuseum.co.uk) now. Of greatest interest at the moment are a range of new additions enamel badges to the shop stock.

Closure for the season is now looming and both the museum interior and the website will get a makeover during the closed months of the museum. The museum is getting modern and using social media more to inform and publicise events stories etc. So on all fronts Watch this space!

Adrian has even created a mobile phone 'App' that quickly allows you to link your suitable mobile phone to the new website and this will be displayed externally at the museum to enable out of hours visitors to link to the museum website even when it is closed.

Adrian is by day a market trader at Epping and Waltham Abbey markets and he has created dedicated web-sites for both of those markets, along with others he works at Leighton Buzzard and Dunstable and a number of market traders he works with. If you needs ladies dresses you will find him near Barclays Bank in Epping every Monday.



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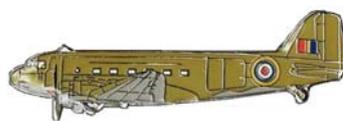
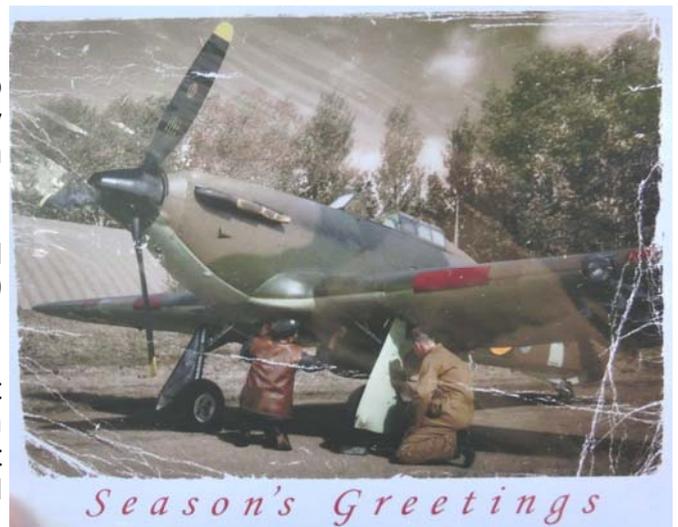
[www.loughton-selfdrive.co.uk](http://www.loughton-selfdrive.co.uk) 020 8508 0888

### MUSEUM SHOP

We can let you have our unique Christmas Cards to personal callers before the end of November or by post if you order them soon. They are £1.50 each post free.

We have an interesting new selection of enamel badges available at attractive prices, all are £2.99 each.

Postage and packing to UK addresses is now set at a standard rate of £2.50 regardless of how much you spend. Packages to other countries will be dealt with on an individual basis but most small orders will still fit within the published rate.



**Details at the  
web site shop**

### WANT TO VISIT?

The museum is closed between late November and April each year and does not normally accept visitors. As only one room may be unavailable in the closure period for refurbishment it may be possible to open the doors to you or your group if you give us reasonable warning. Please contact the museum by e-mail only as the telephone tends to get neglected in the closed period as the staff get on with other matters. Write to [secretary@nwamuseum.co.uk](mailto:secretary@nwamuseum.co.uk)

*Below: The airfield now offers unusual attractions including hovercraft experiences and helicopter rides*



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**LETTERS** via the website

Sir,

I notice on your website, in the "North Weald in the 50's" section, the third photograph down is identified as a line up of 604 Squadron Meteors. I believe that, in fact, these are 601 Squadron aircraft. As a cadet in 414 Squadron, ATC between 1953 and 1955, I spent many happy hours around 601's lines and I can clearly recall such a line up of their "Meat-boxes", with the red and black triangles on their fuselages. 604 had red and yellow triangles and their lines were over towards the main part of the airfield by the "old" hangars.

I also remember "Treble One" with their black Hunters a little later on. Sadly I also recall the collision between two of 111's Hunters when one of the pilots, David Garret, lost his life. That would have been in the late fifties I believe.

I can also remember the Kia-Ora cafe, on the opposite side of the road to the old wooden control tower where the airmen on traffic control duties on the Epping Road would send me to get dripping sandwiches which, if memory serves, cost one and sixpence.

Our ATC headquarters was in three Nissen huts just down the road from (was it perhaps?) Wing House, across the road from the married quarters.

Now aged 75, I look back fondly to those days when North Weald was a busy RAF base and I, in my ATC uniform, was allowed to be part of it.

Sincerely,

Bill Green. [Sharki].

Sandy Conway Wilson said on Aug 24, 2014 3:01 AM

looking for "Riggs", possibly 1933. Have no info but "Bud" as a first name; spent time in Winnipeg, Manitoba, Canada before that. My Grandfather. thank you for any detail

George Potier said on Aug 20, 2014 9:10 PM

After Melksham I was sent to North Weald as an Instrument mech. Arrived on a foggy night in 1953 and bedded down. Next morning to central instruments and received by Sgt Ireland. Then Dusty Miller came in and asked for a mech to help in the reformation of 111. No aircraft yet but the Meteors soon arrived. These were replaced by Hunters, and I have some old B/W snaps taken in the section and on the apron. I also had an old Triumph Super 7 which I would take around the airfield. Many happy memories.

Clive Seldon said on Apr 17, 2014 6:46 PM

I am trying to trace Pilots/Ground or any other staff /crews that were stationed at North Weald in January 1952 or up until around this time. I would be delighted if anyone knew Sgt Peter Atkinson, Service No 579934 of No72 Squadron. He was flying with his Flight Commander when he sadly crashed and was Killed. If anyone has any information on Sgt Atkinson or anyone has any photos of him or his Aircraft Vampire FB5 VZ179, I would be most grateful.

William Roe said on Apr 4, 2014 7:51 PM

I was shocked today when I learnt that Simon Chamberlain, curator of the Museum had been killed when a light aircraft crashed near Chelmsford at the weekend. All last year, when I was gathering information, photos etc to make my 'memiors of my service at RAF North Weald in th mid '50's, Simon was encouraging and so very helpful. Although I had never met this enthusiastic man, I shall sorely miss him and my commiseration goes out to his widow, family and all that knew him. I feel that it's a sad thing that I shall now never meet this wonderful man.

# EPPING MARKET

## Every Monday

[www.eppingmarket.co.uk](http://www.eppingmarket.co.uk)

Please come along and see us!

## **EPPING FOREST DISTRICT COUNCIL GRANT AID SCHEME FOR CLUBS, SOCIETIES AND COMMUNITY GROUPS**

*Funds are available to support local leisure and community groups in their work.  
Epping Forest District Council provides financial help in the form of grants.*

Applications are welcome from local groups for funding towards a project that will improve facilities within that group such as: equipment purchase, capital projects and new initiatives – large or small.

### **WHO CAN APPLY?**

Applications are accepted from community-based organisations within Epping Forest District, which operate for the benefit of Epping Forest residents providing they meet certain criteria. Priority will be given to groups, which achieve at least some of the criteria:

- are charitable and non-profit making
- are based, or are active, in Epping Forest District
- provide services to meet key social needs within the district
- are non political
- can show clear aims and objectives and effective strategies for achieving these
- have considered alternative funding sources or put forward schemes as part of 'matched' funding proposals
- promotes equal opportunities
- promotes good community relations/involvement

Further details of eligibility criteria and conditions are given on the Council's application form for grant aid and on the District Council website at [www.eppingforestdc.gov.uk](http://www.eppingforestdc.gov.uk).

Application forms are available from Nicola Wilkinson, Policy and Research Assistant, Epping Forest District Council, Civic Offices, High Street, Epping, CM16 4BZ. Telephone 01992 564484 or e-mail: [nwilkinson@eppingforestdc.gov.uk](mailto:nwilkinson@eppingforestdc.gov.uk) for further details.

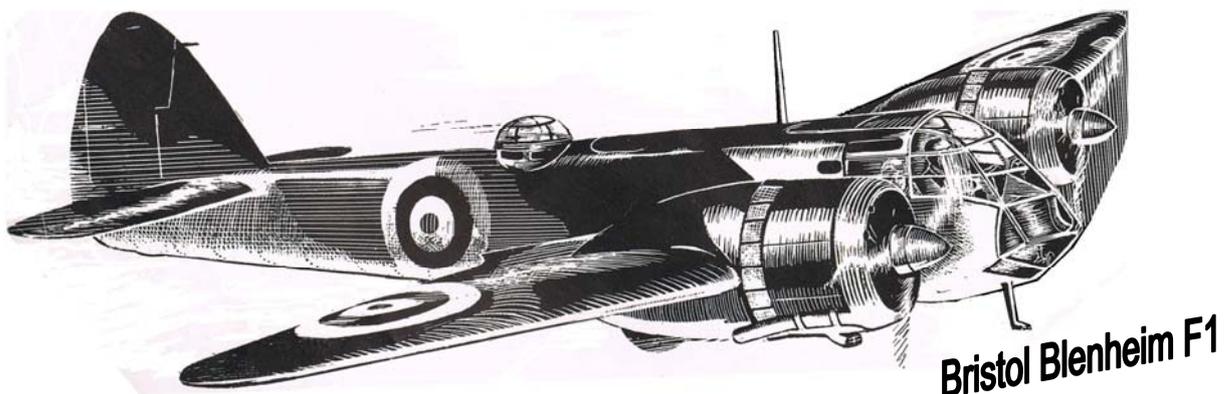
## **EFDC GRANT AID SCHEME FOR CLUBS, SOCIETIES AND GROUPS**

To support local leisure and community groups in their work, Epping Forest District Council provides financial help in the form of grants

Applications are welcome from a wide range of organisations for help towards a number of projects including Capital projects; Equipment purchase; Large scale new initiatives or Repairs and refurbishment

### **WHO CAN APPLY?**

Applications are accepted from both leisure and community based organisations, including playgroups and village hall groups, providing they meet certain criteria. Priority will be given to non-political groups which are charitable or non-profit making, are based or provide services for the Epping Forest District and operate for the benefit of Epping Forest residents, provide services to meet key social needs within the District. The group needs to demonstrate a clear need for financial assistance, show clear aims and objectives and effective strategies for achieving them and are able to show they have considered alternative funding sources or put forward schemes as part of 'matched funding' proposals.



Essex Police recently launched the Essex Community Messaging [ECM] system. ECM will be used throughout the whole of the Force area. It will replace a variety of local District based systems which have evolved in recent years.

The Essex Neighbourhood Watch Association [ENW] has welcomed this development as a significant improvement in the way they currently communicate with Essex Police. They anticipate a reduction in crime, improving detection rates and reduced fear of crime.

The system has been developed and ENW has been part of that process. In future, it will be the only way that Essex Police will use to send out information to police personnel, to a range of groups Watches, including Neighbourhood Watch and to the public. The system will be computer-based and messages will be sent using a variety of ways to those who sign up to receive information

There is a simple procedure to follow to sign up which will allow you to 'tailor' your application to the level and frequency of the information you receive. Once you are accepted, the messages will be 'pushed' to you using email, text and voice mail. [www.essex.police.uk/ecm](http://www.essex.police.uk/ecm)

*Ed: As a small part of the local Epping Forest District Neighbourhood Watch Committee I have been signed up to this new remote access system for over a month now and can honestly say that my life has not changed one iota. But being 'old school' I am still vainly looking for a policeman to talk to.*

*As the primary hold pattern for Heathrow is over the Stapleford Beacon, just a mile south of North Weald I feel that it is relevant to reproduce the core of a civil aviation article that appeared in the American magazine Aviation Week on September 1. AW normally highlights military aviation rather than commercial but the fact that it is questioning the Airbus A380 and potential problems at Heathrow reached the eyes of the UKs Business Travel News [www.btnews.co.uk](http://www.btnews.co.uk)*

Currently some 15 A380s operate into Heathrow every day and when the wind is favourable they are to be found circling in a downward spiral to the north east of Greater London [the 'Chigwell Stack' over the Stapleford beacon] in preparation to the low slow arc across the East End, to take up an approach line south of the River Thames over the highly built up areas from Battersea to Hounslow.

Emirates flies A380s on all five of its daily London – Dubai rotations, while Singapore Airlines uses the type on three of its four flights. And the number looks set to rise, with British Airways taking delivery of more A380s in the coming months, to be joined by Qatar Airways and Etihad in October and December, respectively.



Operations at Heathrow were considered a key market for the Airbus A380 but AW contend that its increasing use may be affecting airport efficiency at what remains the world's busiest two-runway international airport.

Senior NATS air traffic controllers say the biggest impact comes from the spacing requirement for the aircraft, which is in the "super" wake vortex category. As an A380 departs, it requires up to three minutes of spacing between it and the next aircraft if – as it often is at Heathrow – it is a smaller narrowbody type, such as an Airbus A320 or Boeing 737.

Because the airport routinely operates at around 99% of its runway capacity, the three-minute hold time before the aircraft behind the A380 can depart can have a significant impact on the number of aircraft that can use the runway per hour.

Greater distances between traffic are also required on approach. According to International Civil Aviation Organization (ICAO) guidelines, minimum separation for a "heavy" category aircraft such

as a Boeing 747 behind an A380 is 6nm, two more than behind another 747. Medium-size aircraft up to the Boeing 757 have to keep a 7nm separation and smaller aircraft eight.

Heathrow aims for around 42-44 movements or departures per hour per runway, but if that figure dips below 36, operations managers may not be able to fit the day's schedule into one day, affecting the airport's hub operations.

Significant impacts are also felt with the A380's relatively high runway occupancy time (ROT) – for landing run and taxi-off – as well as line-up (for take-off) times (LUT), they are big so far from nimble when it comes to trundling on and off the runway. As Heathrow expects to be handling up to 60 A380s a day the situation can only become more acute.

Airbus also has been undertaking flight tests to check out the effect on smaller aircraft following in its wake in the hope that those safety distances can be reduced. Even if successful it will only have a small effect on the problem. Another ploy has been to talk airport authorities into grouping A380 take-offs together – again there are just not enough of the type to make a significant difference and the flying public do not actually want such a reduction in flight time choice simply to allow the separation distances to be reduced.

## MUSEUM ARCHIVES

The late Dougal Lee's daughter, Tracey, visited the museum on 16<sup>th</sup> August to hand over a considerable number of items from his personal collection, including uniforms, navigational and other instructional equipment, photographs and original artwork, some of which adorned his office when he was posted at Ad Astra House.

Dougal Lee was a career RAF officer and ran the Air Training Corps HQ unit that occupied the upstairs offices right up to his retirement. He played a major role in supporting the museum when it was the Miles Collection and in later years as NWAMA. He was also a prime mover with the former museum Secretary McConnell in getting an ex-RAF English Electric Canberra for the Norwegian air museum in Bødsø.



*The handover of the former RAF Canberra to the Norwegian air museum. Representing the museum was Mac McConnell the former secretary. The figure second right is BJ who, now retired and living in England, attended the 2014 Remembrance Service outside the museum. ©RAF*

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One of the images in the new collection: Air Chief Marshall Sir Christopher Foxley Norris GCB DSO, Mac McConnell and Dougall Lee at the opening of the museum in April 1991. ©EFDC



The relevance to NWAM of certain items of this material has been discussed with her and as a result all of the large number of PO First Day Covers he had collected over the years have been returned as of no real relevance. The other items still await detailed logging.

## BLAKE HALL

In another enquiry David Havilland requested information on an existing book about Blake Hall where a number of women served as Plotters as WAAFs in World War II.

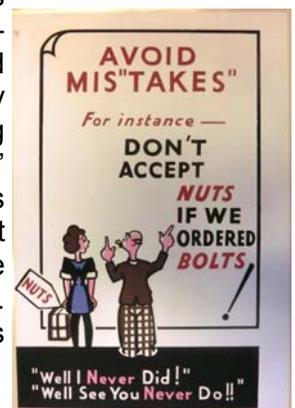
Unfortunately we could only reply to him that we know of no specific book on the subject. Elements of the Blake Hall story are featured in the 'NW Airfield - Fighting for Freedom' DVD, Arthur Moreton's 'North Weald Airfield in WWII' publication [both on sale at museum]. In addition a small section of the After the Battle International book *The Battle of Britain - Then and Now* and David Ead's excellent Pictorial History of North Weald book refer to Blake Hall and the museum has some fragmented details and images collected over the years.

## WARTIME POSTERS

We have been donated 24 original wartime industrial posters by artist Victor Hicks. Epping Forest District Museum have five (identified) examples of Hicks' posters in their collection. They are WWII propaganda, and most of them seem to be aimed at encouraging and supporting the workforce.

All appear to be produced by the screen printing method and, while they may be an acquired taste, they are certainly an important element of wartime history.

Victor Hicks [1893-1946] had considerable experience in internal factory propaganda, and claimed considerable success in a number of factories with the posters that were designed to tackle individual problems, not only correcting negative habits but by planting positive thinking in the minds of workers. The posters do not criticise but lecture using humorous imagery and slogans and simple language. They were most effective by regular change and display in canteens and restrooms and also near exits and even right next to machinery constantly catching the worker's eye. They are deliberately popular in their appeal ignoring art and abstract poster technique and compare well with the 'Careless Talk' posters produced for the same war. Recently a collection of nearly forty Hicks posters surfaced after being salvaged by someone at the de Havilland aircraft factory. That collection was thought to represent the entire wartime output of the once well known artist so our collection may well have comparable standing. During the war Victor Hicks worked for the Ministry of Labour producing posters dealing with the problems of absenteeism and working practises in factories.

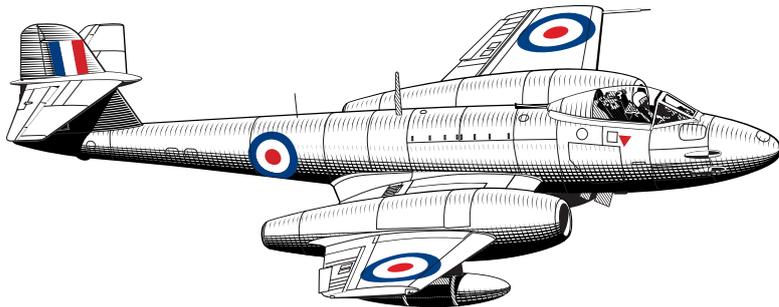
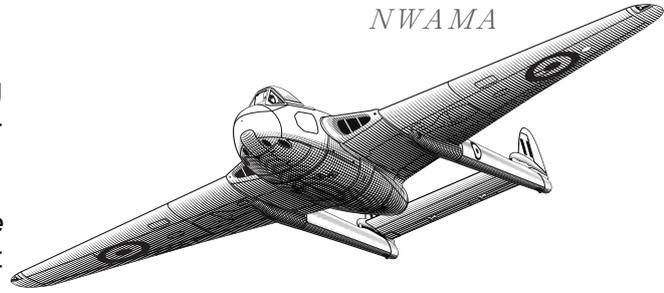


The team at Epping Forest District Museum are launching another of their latest touring exhibitions at the end of November 2014 at The Time Machine, Harlow Leisure Zone.

More than 25 years since the fall of the Berlin Wall, *'The Cold War: 1945-1989'* explores one of the most important ideological and political conflicts of the twentieth century.

This exhibition takes visitors on a journey through the many aspects of the Cold War, telling the story of the tense struggle between communism and democracy and the effect this had globally.

Showcasing a number of collections from around the East of England, including North Weald Airfield Museum, this exhibition explores the harsh realities of a world divided. They will also be featuring a collection of items donated by the secret nuclear bunker at Kelvedon Hatch and a variety of personal items from private collectors, including an original artwork by the famous Romanian cartoonist, Mihai Stanescu, who dodged communist censorship with his satirical drawings.



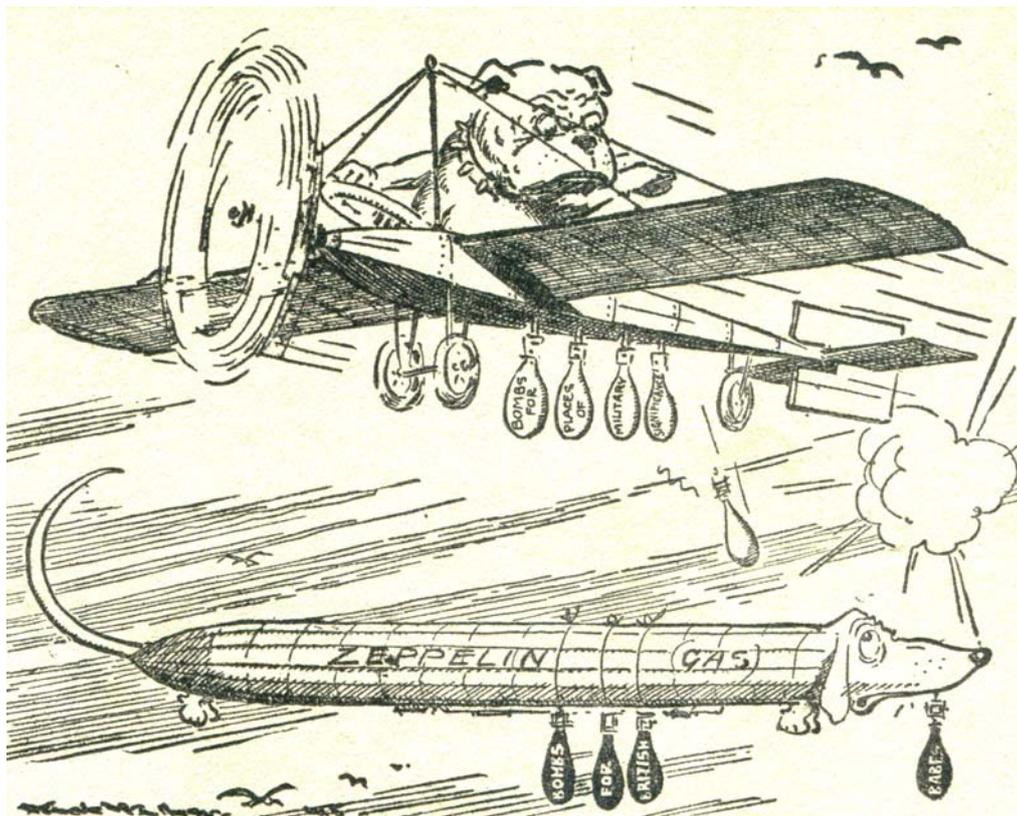
This exhibition is the fourth exhibition in a series of touring exhibitions produced by Epping Forest District Museum and funded by Arts Council England. After its launch at The Time Machine in Harlow, *'The Cold War 1945-1989'* will then tour the East of England.

The exhibition will touch on aviation aspects but this is a broad look at the subject matter.

In the Cold War North Weald was a fighter station with DH Vampire [top] Gloster Meteor [left] and Hawker Hunter fighters.

The prime symbols of the Cold War RAF were the V-Bombers and the last flying example is this Avro Vulcan ©Pete Gardner

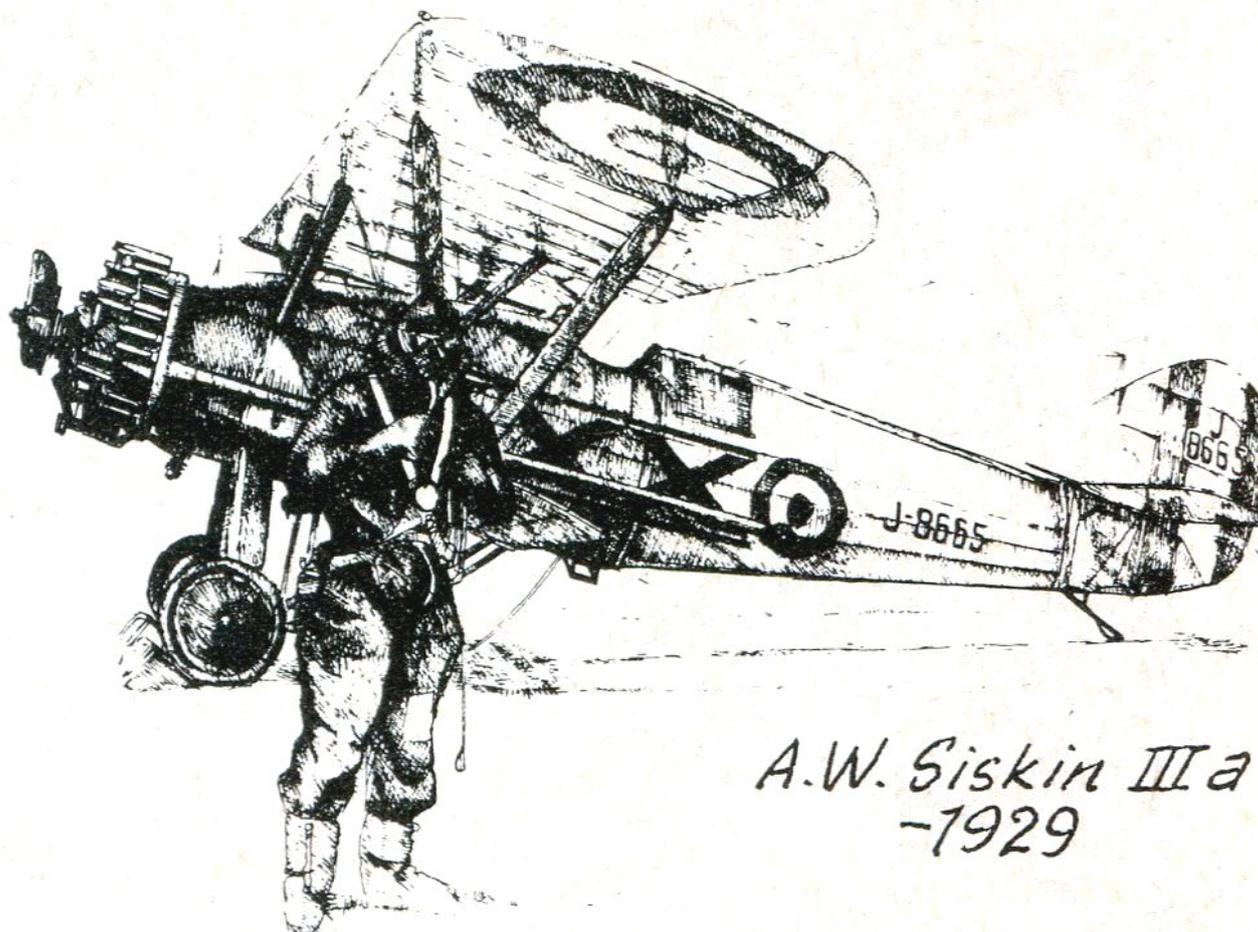




And finally for this issue a couple of images from the last century [it sounds a long time ago doesn't it!] - the first is 100 years old and from a book of Daily Graphic Wartime Cartoons in the museum collection. Nothing specific about North Weald but reflecting the anti-airship duties that led to the airfield opening in 1916 and claiming the moral high ground of bombing civilians. Sadly that did not last long.

The second from that stalwart magazine *Flight* and depicting a North Weald based Armstrong Whitworth Siskin of the late 1920s when the airfield reopened after being shut down in the wake of the war years.

THE BULLDOG ESTABLISHES HIS ASCENDANCY BOTH AERIAL AND MORAL



A.W. Siskin IIIa  
-1929