



# THE HURRICANE

The Newsletter of the North Weald Airfield Museum Association



*We are not getting out much—especially on the airfield—there are no legal grounds to be there especially when the country is in lockdown. Thankfully the airfield Facebook and web sites are recording the life of the airfield in lockdown. Commemorative events come and go with just a handful of people marking events that normally attract dozens. They are indeed strange times.*

## AIRFIELD PLANS 2021

There are new plans to redevelop the east side of North Weald airfield, mainly for industrial use. This is not a repeat performance of covering the whole airfield in housing but it will inevitably have a significant impact on both the village and the present occupants of the airfield.

The whole project is out for consultation with the public to enable the airfield owners Epping Forest District Council to make the best use of the available space. If it achieves the exact profile seen in the promotional material now circulating it will deliver approximately eighteen football fields of space for industry and storage to create an influx of jobs on the airfield during construction and afterwards.

Through the consultants, Epping Forest District Council has published some initial proposals for the job creation led development but these should not be seen as anything but a talking point. Already some have pointed out that some structures illustrated would destroy historical buildings and require the relocation of the Saturday market – which is not the intention – but at least it has got the local community discussing the project options. In among the proposals are shut-

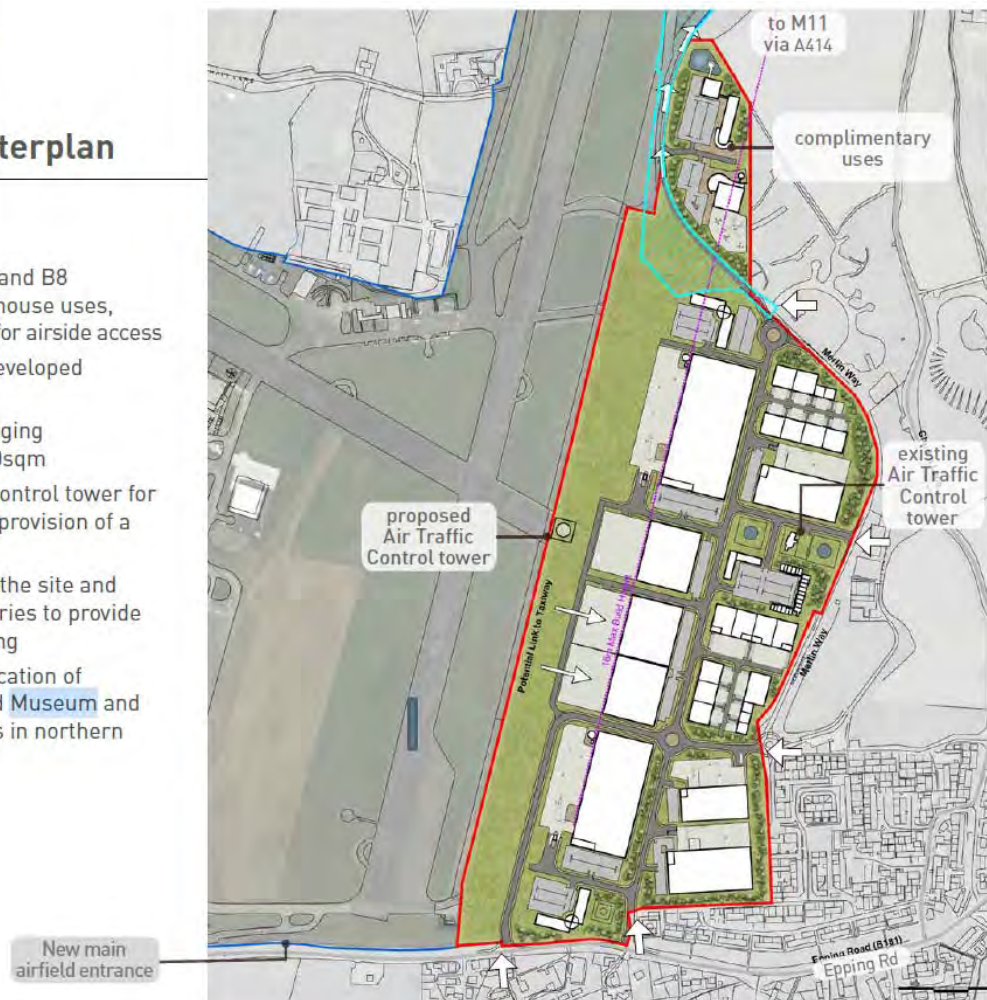




## Emerging Masterplan

### Layout

- Mix of Class B1, B2 and B8 industrial and warehouse uses, some with potential for airside access
- 106,882sqm of re-developed floorspace
- Mix of units size ranging from 1,356 to 18,580sqm
- Retention of listed control tower for alternative use and provision of a new control tower
- Landscaping within the site and on sensitive boundaries to provide buffers and screening
- Opportunity for relocation of North Weald Airfield Museum and complimentary uses in northern area



ting down the 1950s control tower and replacing it with a new smaller tower on the flight line. Not too far removed from that is a suggestion that the North Weald Airfield Museum move out of its current home – the former private house known as Brosely and RAF Station Commanders Office for decades – to a new location. That element has clearly caught the attention of the museum.

As landowner of the eastern-side of North Weald Airfield, the council is seeking to convert an 10 hectare area currently mainly laid to grass and redundant airfield taxiways and runways to “provide significant local employment and entrepreneurial opportunities”. That area is currently the home for the weekly market, archery, parking for ambulances, bus and race car driving, and a host of other activities. It is these residents that are those being consulted as 2020 comes to an end. This is early in the process and no decisions have been made. A six-week formal public consultation will take place early in the summer of 2021.

Residents of the airfield had until mid-December to share their views before the consultancy task moved into 2021 for wider opinions to be taken.

Although it is perhaps an unspoken part of the agenda the whole ethos is to ensure that the airfield pays for itself. In the past it did not but in recent years the changes in tenants and in particularly the arrival of the airborne emergency services have turned the financial viability of the airfield into the black.

The museum took part in a general on-line meeting (love it or hate it, Zoom is a very real fact of life in these plagued times) and followed up with a further meeting with the Mr Nick Dawe the EFDC CEO to address the very real issues the museum had with learning that they were going to be asked to move in the future.

The general message is that this is preliminary contact and that it gives the museum time to talk among itself (when able) as long as it is before the summer. Yes there is a proposal to relocate

the museum because others want to use the building, but the fact remains that the museum has an existing 25 year lease that requires negotiation to change.

Out of the talking shop that is evolving in the New Year the museum will have equal input to a new heritage plan that will include it but not necessarily in its current form. There are others, including the heritage aircraft operators on the west side of the airfield, that may have aspirations to be the public heritage face of North Weald.

It is for the NWAMA Trustees to consider all options and decide on a strategy on which we all can be happy with negotiating.

Aircraft visiting North Weald Airfield do not currently pay a landing fee – the addition of which has the potential to generate about £24,000 a year. The cost of landing a single engine aircraft will be £12, a twin engine £18, a helicopter £12 or £24 and a business jet £60. An online payment system will be implemented to conduct transactions.

Cllr Chris Whitbread said: “Aviation has never been stronger at North Weald. The arrival of the National Police Air Service, expansion of the Air Ambulance facilities and the growing demand for private aviation shows how the airfield can make sustained contributions to our broader service delivery.”

Council documents state it is not EFDC's "intention" to apply a landing fee to visiting emergency services or military aircraft, those visiting for maintenance purposes or those who have diverted to North Weald for emergency reasons.

Already there have been some developments that may well change the final form the airfield plan but that is to be expected on an airfield as vibrant as North Weald.

It looked for a short while that we might be adding another name to North Weald's Debt of Honour List when it was realised that a Flt. Lt. pilot called Dudley Presse-Joynt of 609 (West Riding) Squadron died after taking off from the airfield.

The museum raised the question with Winston Ramsey of After the Battle and he in turn took it to the Air Historical Branch for an opinion. They came back with:

*'I have checked the 609 Squadron Ops Record Book. Although based at Northolt the ORB indicates they were ordered to "rendezvous at North Weald at 1230 and standby at 30 minutes availability".*

*Although it does not specifically state they then took off from North Weald it does indicate that Presse-Joynt was lost on the first patrol that day which took off at 1430. So although they were based at Northolt it does appear that the last place the unfortunate Presse-Joynt took off from that day was very probably North Weald.'*

**Waltham Abbey**

**MARKET**

**8am to 3pm**

**TUESDAY & SATURDAY**



We have decided that, as far as the museum is concerned whilst 'we' fully acknowledge that he died while flying from North Weald he does not meet the original criteria for inclusion in the Debt of Honour listing. Dudley Persse-Joynt is not forgotten though and he is memorialised elsewhere.

He was from Sandymount, Ireland, was born in 1910. A skilled rugby player and an accomplished cricketer. He became a Superintendent of Shell Mex & BP Company Ltd., working on the western side of Ireland, but was later transferred to Yorkshire, where he remained. In 1936, he joined the Auxiliary Air Force, was commissioned and completed his flying training with 609 (West Riding) Squadron at RAF Yeadon, north of Leeds.

On 31 May 1940, 609 was one of several squadrons covering the evacuation of the British Expeditionary Force from Dunkirk. [Operation Dynamo]. His last flight was from North Weald and he was *seen to dive in his Spitfire to attack a German bomber. He did not return, he has no known grave* but is commemorated at Panel 4 of the Runnymede Memorial in Surrey. He was one of five pilots lost by 609 during Operation Dynamo.

The North Weald based lorry inspection site for customs checks after Brexit—known as an Inland Border Facility, is located at the north east corner of the airfield close the A414 that links the airfield to the M11 Motorway. It has space for 53 HGV lorries, will be operational around the clock and most vehicle checks are expected to take a maximum of two hours.

Negotiations to set up the facility between Epping Forest District Council and HM Revenue & Customs (HMRC) were over the rent the government would pay for the site. It remains unclear whether there will be a specific need for the facility—it was readied before the end of the Brexit transition period on 1 January. Under the planning application the temporary site will be operational until the end of 2022, with checks and inspections on imports and exports taking place there. The vehicle inspection facility comprises a modular examination office and a larger steel framed and metal clad temporary building.

### 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 website [www.nwamuseum.co.uk](http://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] | 50p   |

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



## NORTH WEALD AIRFIELD MUSEUM

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## CONTACT US

### 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.*

## HISTORY

The research questions continue and even where the museum cannot directly assist the enquirers there is usually some detail that can be imparted. A recent enquiry about a WAAF Vera Olive Rushmere who was at the airfield did not proceed too well but the museum has added another image and name to the collection and managed to put an identifying number to the name for the family history researcher.

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One major disappointment is that the room set aside for displaying the period 1941-45 remains largely unseen. Even when the museum was open last summer access was restricted. There are images on the website and in the last edition of The Hurricane.

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### Torstein Strand

Simon Gerrard was seeking a copyright free image Norwegian 2<sup>nd</sup> Lt. Torstein Strand of 332 Squadron. After a scan of the museum collection images were found but we were unable to resolve the copyright issue. Fortunately that was only part of the enquiry and in addition to the images a thread on the story the researcher was picking up on was found in the museum and subsequently added to by a Norwegian researcher, Bjørn Olsen.

The story revolves around Strand and a Supermarine Spitfire VB AB911 of 332 (Norwegian) Squadron. It carried the marks AH\*B and was purchased with funds raised in the county of *Denbighshire*. The latter resulted in it being painted with the county name but no images of the aircraft being in that colour scheme have emerged, not an unusual state of affairs with donated aircraft.

Aircraft AB911 was built in the Castle Bromwich factory and was delivered to a Civil Repair Unit on 9 October 1941 (we do not know the reason for the repairs), then moved to 37 MU (Maintenance Unit) on 27 January 1942. It was delivered to No. 602 Squadron on 7 April, but passed on to No. 332 Sqn the following day. The squadron was still operating in the north east of England at RAF Catterick and was yet to move south to North Weald. It was flown by Strand on a sortie 24 May, it was one of two aircraft that attacked a Junkers Ju 88 over Hartlepool. The German suffered hits and broke away, and Strand and the other pilot were both credited with a half 'probably destroyed' victory. However, Strand's AB911 had been hit in the oil cooler during the combat and he had to make a crash landing at Whitleas Hospital. The extent of the damage was such that the aircraft was struck off charge the following day (Category E, i.e. a write-off). That was the end of AB911, an aircraft that never served at North Weald.



Torstein Strand was born on 3 September 1919 and trained as a pilot in the pre-war Army Air Force. He escaped across the border to Sweden from occupied Norway in January 1941 and after travelling 'half around the world' arrived in Toronto, Canada in June the same year. After some refresher training at the Free Norwegian training centre 'Little Norway', he arrived in the UK in October. After a period with No. 52 OTU (Operational Training Unit), he was posted to No. 129 Squadron on 27 November. Joining No. 332 Sqn on 1 February 1942, he was slightly injured in the crash mentioned above, but after hospitalisation returned to the squadron and was with them at North Weald during the fierce fighting over Dieppe.

Promoted to Lieutenant and flying Spitfire IX BS407/AH-Y, he was shot down outside Dieppe on 8 April 1943. Wounded in the face and blinded in one eye he managed to bail out at 25 000 feet, the

wind blowing his parachute in over France. German soldiers found him lying unconscious on the ground and took him to a field hospital. Due to the seriousness of his injuries, he was transferred to a proper hospital where his damaged eye was removed. After he had recovered sufficiently, he was sent to POW camp, ending up in Stalag Luft III at Sagan. He was not directly involved in the famous Great Escape from Sagan.

Due to his injuries he was repatriated to England in 1944. With the end of the war he returned to Norway, staying with the air force until 1953.

Having studied aeronautical engineering at MIT [Massachusetts Institute of Technology] in 1947, he returned to the US in 1953 working for several aircraft companies until he formed his own consulting agency. Despite having only one eye, he flew lightplanes until he was 70. Torstein Strand died in San Diego on 25 December 2006, aged 87.

Thanks to Björn Olsen, Aviation Historian with the Forsvarets flysamling Gardermoen in Norway for fully explaining the details of the life of Torstein Strand. [www.flysam.no](http://www.flysam.no)

## BOOK REVIEWS

By Eric Probert

### **The Men Who Gave Us Wings**

In the 252 pages of this lavishly illustrated hardback Peter Reese gives us an account of the early history of the World of aviation in Britain. The author, Peter Reese, who is an established writer and leading aviation historian who has published several historical books on aviation themes has subtitled the volume "Britain and the Aeroplane, 1796 to 1914". By way of introduction the author discusses the early pioneers, including George Cayley (1773) considered to be the "Father of Flight", up to the first powered flight by the Wright brothers. The rejection of the offer of the Wright brothers is considered next as are the challenges to those who doubted a future for the aeroplane. In the next chapter the achievements of the early airmen pushing the boundaries of safety and luck in flimsy aircraft, flying for pleasure, are examined. Explored too are those who constructed aircraft in the early years from 1908 to 1914 such as Geoffrey de Havilland, Robert Fairey and the Short brothers. Not forgotten are the visionaries and Parliamentarians who promoted flying. In the final chapter the author discusses how the aeroplane and aviation emerged to become necessities for waging war and documents the move of the RFC to France to fight in the skies above the battlefields of the Western Front. Claude Graham White features prominently in the story as does his friend Benny Hucks who performed aerobatics at Claude's aerial wedding at Hylands House, Chelmsford in 1912.



The book has two informative appendices - the names of the aviators on the first course at Upavon RFC Central Flying School and associated Training Programme, and RFC Personnel stationed in France prior to the battle of Mons in August 1914. There are also comprehensive notes to the text by chapter and an extensive bibliography of books, periodicals and articles as well as an index.

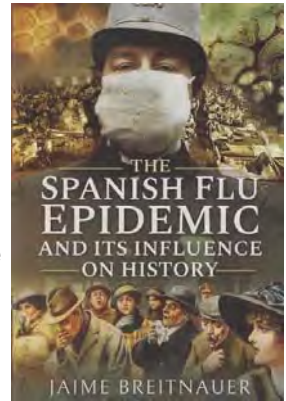
A well researched, interesting and entertaining account of the pioneers of British Aviation. With a recommended retail price of £15.99 and ISBN 978-1-52678-195 it is available from Pen & Sword Books (Tel: 01225 734222, Email: [enquiries@pen-and-sword.co.uk](mailto:enquiries@pen-and-sword.co.uk), Web: [www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk)).



## The Spanish Flu Epidemic and it's Influence on History

In 136 pages of this hardback the author, discusses this horrendous killer of the Great War and beyond, similar to the Corona virus pandemic of 2020. She considers it's influence on history by examining how the disease changed the focus of scientific attention from improving the immunity of the human population by selective breeding to enhanced public health. The author, Jamie Brietnaur is a history and sociology graduate of the University of Warwick, a writer who has specialised in the effects of war and disease on society.

The book is arranged in four parts the first of which the theories of the origins of the disease and the trail left in the aftermath are discussed. Part 2 considers the effects of the pandemic on the European allies in the conflict with the Central Powers of Germany, Austro- Hungary, Bulgaria and Turkey, as well as the neutral countries plus how the influenza unwinds in North and south America. Part 3 examines the effects of the virus in Africa, the Middle East, India, the South Pacific and S. E. Asia on movement of people and trade. In the final Part 4 the author examines the impact of the pandemic on the peace process and medical practice from 1919. In an Epilogue, Jamie Brietnaur asks what the near 1000 Eskimo lives lost in Alaska can tell us about the course of any future pandemic. Twenty black and white illustrations, notes to the text, a bibliography of websites, books and periodical articles plus an index complete the book.



Through contemporary personal accounts in particular of the lives of the victims, this book provides an understanding of the reality of the spread of this epidemic which claimed the lives of around 100 million people worldwide between 1918 and 1920. We discover it's effects and legacy of public healthcare in communities around the World. The recommended retail price is £19.99 and the book is published by Pen & Sword (Tel: 01226 73422, Email: [enquiries@pen-and-sword.co.uk](mailto:enquiries@pen-and-sword.co.uk), Web: [www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk)).

## Battle of Britain 1940

This is an illustrated hardback of 370 pages which the author has attributed the subtitle "The Finest Hour's Human Cost". Dilip Sarkar is a Fellow of the Royal Historical Society an accomplished author and speaker and an acknowledged expert on the Battle of Britain whose long personal relationship with "The Few" resulted in the award of the MBE for "Services to Aviation History". He has already had 20 books on the Battle of Britain published but in this book he tells the stories of 20 personnel mainly aircrew, of several nationalities from the 544 aircrew who lost their lives during the air war over Britain in 1940. The examples chosen represent all ranks serving; From Wing Commander D.S. Dewar DSO DFC to Sergeant P. R. C. McIntosh whilst flying with 151 Squadron from North Weald. This Sergeant's story also refers to the then Flt Lieut. Ian Blair DFM damaging a Junkers 88 flying from North Weald on 30<sup>th</sup> of August. There are also stories of a Luftwaffe pilot and two young civilians, and a typist, employed at the Supermarine factory in Southampton who were killed when air-raid shelters were bombed.



For sources the author has drawn extensively on Squadron Operation and Casualty records held at the National Archives as well as members of the Battle of Britain Fighter Association of whom Scott-Maldon served at North Weald. The book includes a Prologue and Epilogue, a bibliography of books, websites and articles plus an extensive index which includes RAF Squadron numbers and personal names.



There have been many books written on the Battle of Britain - Amazon alone suggests about 20 alternatives to this book- but I don't think there is another that concentrates on the lives and flying of lesser known heroes.

## Prelude to War, The RAF 1936 – 1939

The book comprises black and white photographs and accompanying authoritative captions, mainly of aircraft in RAF service in the build up to the second world war. The photographs have been selected by Martin Derry an experienced writer and editor whose previous books include several titles on WW2 and later aircraft. There is a total of over 250 photographs which surprisingly have been sourced not from photographic archives such as the RAF and Imperial War Museums but from the author's own collection and that of four other aviation enthusiasts. This means that many of the photographs may not have been previously published.

This presentation of contemporary aircraft photographs documents a period of rapid innovation and change in aircraft development whilst the Luftwaffe was increasing its military might although even by 1937 the RAF was in no position to achieve air superiority over the axis powers to be. The author asserts that it is a myth that RAF Fighter Command by the outbreak of war had at its disposal a multitude of Spitfire and Hurricane monoplane fighters to take to the skies in air combat. Nor were Bomber Command in a position to launch mass raids on German industry and infrastructure. At the start of the war the reality was that squadrons of obsolescent biplanes had to be deployed until aircraft production expanded, even though annual production had increased from nearly 2,000 in 1936 to 8,000.

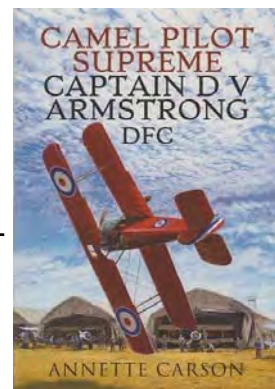


The book is basically arranged in four parts, the first of which is entitled Fighters followed by Bombers which occupy two thirds of the pages. These categories are followed by Maritime Patrol aircraft and General Purpose, Army Co-operation and Miscellaneous Duty types. Amongst the possibly lesser known aircraft featured are the Hawker Demon, Westland Wallace and Wapiti, Fairey Gordon, Handley Page Henlow, Hyderabad and Hendon, Blackburn Roc, Vickers Venom. Avro Anson, Handley Page Heyford, Gloster Gauntlet, Hawker Hind and Hart and Bristol Bulldog aircraft could all be seen at RAF North Weald in 1936 and these are featured in the book as are the Demon, Hurricane, Gauntlet, Beaufighter, Typhoon and Blenheim aircraft flown by 17, 29, 56, 151 and 604 squadrons based at the airfield in the immediate pre-war period.

## Camel Pilot Supreme – Captain DV Armstrong DFC

In the 248 pages of this hardback, author Annette Carson tells the story of this incredible airman credited with five aerial victories with four at night including a Gotha Giant bomber. Annette has a keen interest in aviation history and aerobatics and published an Illustrated History of Aerobatics. One of the main sources for her research and illustrations is Armstrong's wartime photograph album. The first chapter details Armstrong's early days and home life in South Africa followed by service in the South Africa Aviation Corps. The next chapters describes his introduction to the Royal Flying Corps and combat with 60 Squadron over the battlefields of the Somme in 1916. Next, in 1917, we learn of his ferrying of a variety of types of aircraft based at the St Omer Depot in France followed by flight testing of a multitude of aircraft types to ensure air-worthiness. In fact by the end of the War he was credited with having flown 47 different types of aircraft!

The fifth chapter details his time with 39 Squadron on Home defence duties based here at North Weald flying obsolescent aircraft. Armstrong is introduced with 44 Squadron to the Sopwith Camel - not the easiest of aircraft to fly - but his handling of this aircraft achieved combat success. In the next chapter, before we learn of the pilot's exploits with 78 Squadron, when he experiences aerial combat by night as well as by day. His final tour was with 151 Squadron and then with 3<sup>rd</sup> Air Instruction Centre based at Issoudun aerodrome in France by which time he had become a master of the art of flying at night. Tragically Armstrong was killed in a flying accident whilst performing aerobatics in his Camel just two days after the war ended in November 1918 aged just 21 years.



There are appendices which cover an analysis of the aircraft following the fatal crash in November 1918, a copy of the Citation for the DFC award and posthumous tributes from those who

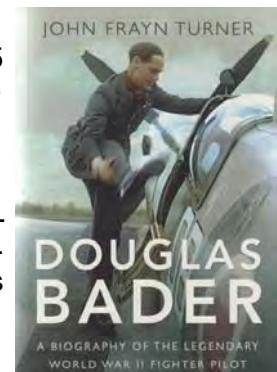


knew him. The author has also provided a bibliography of books, periodicals and websites and an extensive index. There are innumerable photographs, some in colour, throughout the book which really bring Armstrong 's aerial war to life,

### Douglas Bader

John Rayne Turner is the author of this latest biography of the legendary WW2 fighter pilot. The book was first published in 1995 and again in 2009. However the author died in 2015 but was a distinguished aeronautical historian and after working closely with Bader wrote several books about him, his time in the RAF and the aircraft he flew. As you would expect with a biography the story commences with his birth in 1910, continues with his childhood days and rapidly moves on to the crash in 1931 when he lost both legs and the subsequent rehabilitation, to his recall into the RAF in October 1939. Next we find him patrolling over North Weald airfield on 23 August 1940 leading the Hurricanes of 242 Squadron which is followed by a description of the immovative formation of the Bader Big Wing of five squadrons centred on Duxford when in just eight days in September 1940 over 100 enemy aircraft were destroyed for the loss of only 14 Hurricanes. Thereafter the author follows Bader's RAF career through the Battle of Britain and beyond. Events after the Battle of Britain include his introduction to the Spitfire, parachuting out of his stricken aircraft over occupied France and imprisonment in German POW camp, promotion to Group Captain, the award of a bar to the Distinguished Service Order to retirement. The author points out that, apart from patrolling over the North Weald Sector, the other connection with the airfield was when in 1945 he organised and lead a Victory Flypast from North Weald of 12 Spitfires and other WW2 aircraft. Bader retired from the RAF in July 1946 and the remaining chapters document his life as Managing Director of Shell Aircraft – which enabled him to continue flying in a Percival Proctor and later a Miles Gemini until he retired in 1969.

There have been many books written on Bader- Amazon suggests at least 15 alternative titles – but I don't think any other biographer had such a close personal relationship with Bader than John Rayne Turner. Within these 252 pages with 21 black and white illustrations is a fitting tribute to this inspirational and courageous leader both in war and peace. You will learn not only of a hero and great tactical leader but also of a sometimes difficult and over-bearing person whose strengths outweighed his weaknesses. With a recommended retail price of £14.99, the indexed paperback (ISBN 978-1-52677-498-9) is available from Pen & Sword Books (Tel: 01225 734222, Email: [enquiries@pen-and-sword.co.uk](mailto:enquiries@pen-and-sword.co.uk), Web: [www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk)).



The other Norwegians. Northrop N-3PB of No. 330 (Norwegian) Squadron RAF. The Squadron was formed at Reykjavik, Iceland on 25 April 1941 from Norwegian personnel who had managed to escape from Norway and then undergone training in Canada. They initially flew with RAF Sunderland crews but in May aircraft ordered by the Norwegian government prior to the German invasion, arrived in the form of Northrop N-3PB seaplanes. The Squadron was attached to Coastal Command and operated from bases in Iceland and Scotland. Their mission was mainly anti-submarine patrols. [image via Jean-Pierre Segalen]

# Standard BEAVERETTE

## *Guarding the perimeter*

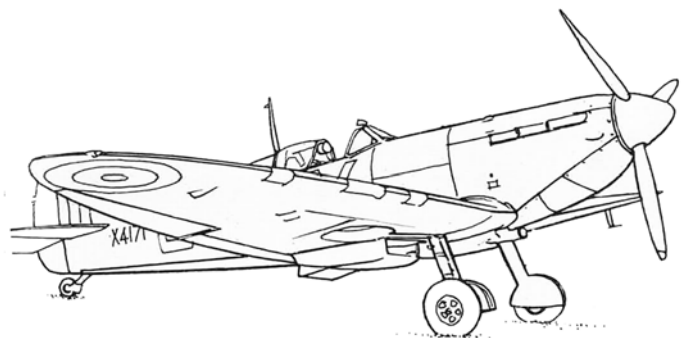


We tend to concentrate of the activities of aircraft in all our writings and displays in the museum, and only occasionally do the support vehicles come to notice. We have yet to spy a Beaverette armoured car in North Weald images.

While setting out the new [yet to be seen] displays in the museum I noticed that the control room diary made regular references to the Beaverette on patrol. I knew what a Beaverette was but I had not realised that one such was used to undertake regular patrols of the airfield. Surely it was a less than sparking lash up of an armoured car supplied to the Home Guard? Well, yes and no. Anyway North Weald Airfield was protected by at least one throughout the war years.

The correct term for a Beaverette was Standard Car 4x2, or Car Armoured Light Standard. The first version of the vehicle was built in 1940 by Standard Motor Company at the instigation of Lord Beaverbrook the Minister of Aircraft Production (hence the name **Beaverette**). It was based on commercial car chassis, on which a simple riveted armoured hull was mounted. The 11mm of steel was backed by 3 inch thick oak planks. The hull was open at the top and at the rear. The armament consisted of a Bren light machine gun. There were several variants of this utility vehicle and we do not yet know which served the airfield.

Describing the vehicle in 1941, a correspondent for *The Light Car* magazine reported they could reach 60 mph but it appears the driving position meant that good all round vision was not a feature. All the driver was allowed was a narrow cone of vision through a small aperture directly in front of him. Restricted vision meant the Beaverette driver had to rely on an observer to relay information about other road traffic and also to consider situations well in advance, for example, when making a turn. Interesting! [Wikipedia]



# One hundred years ago...

- 19 A timber built sectional hut, 20' x 15' x 8' 6" to eaves, divided into two, inside walls and partition lined urralite, timber floor, ditto roof covered ruberoid, 2 entrance doors, 2 sashes, 2 portable stoves and piping, shelves, coat hooks, and wired for electric light
- 20 A 3 sided timber built hut, 10' x 15' x 8' 6" to eaves, inside walls lined urralite, timber floor, ditto roof covered ruberoid, entrance door, 2 sashes, portable stove and piping, shelves, and wired for electric light

(The above lot reserved for 2 days.)

### ON NORTH OF ROAD.

- 21 A timber built sectional hut, 50' x 28' x 13' to eaves, inside walls lined urralite, timber roof covered ruberoid, divided into 8 floor boarded rooms, each with door, frame, locks and handles, central passage, 2 entrance doors, 10 sashes, 6 portable stoves and piping, shelves, coat hooks, and wired for electric light
- 21A 16 roller blinds, 2 large notice boards and small cupboard, as fitted in the above lot
- 22 A timber built sectional hut, 20' x 15' x 8' 6" to eaves, timber floor, ditto roof covered ruberoid, 2 entrance doors, 4 sashes, 4 benches, shelves, coat hooks, and wired for electric light
- 23 A corrugated iron shed, 10' x 6' x 6' 6" to eaves, with iron angle frame, concrete base and fitted entrance door
- 24 A similar lot, 6' x 6' x 6' 6" to eaves, and a 6' x 6' x 6' 3", three sided corrugated iron lean to shed

NOTES—All measurements are approximate, and are given as they are.

All lots are sold subject to being short or damaged, and it is assumed that purchasers have viewed and satisfied themselves as to their condition.

No telephone wires or apparatus are included.

## A CATALOGUE

Tuesday, February 8th, 1921

At 2 o'clock precisely.

### North Weald Bassett Aerodrome, ESSEX.

#### ON SOUTH OF ROAD.

- 1 A timber built sectional hut, 30' x 15' x 8' 6" to eaves, inside walls lined urralite, timber roof covered ruberoid, divided into 8 floor boarded rooms, each with door, frame, locks and handles, passage, 2 entrance doors, 16 sashes, 6 portable stoves and piping, shelves, coat hooks and wired for electric light
- 2 A similar lot



The airfield was operated on war duties from 1916 and then closed down for several years. 100 years ago the temporary buildings that had been on the North Weald airfield were sold off to the highest bidders. The thousands of surplus wartime aircraft were either burned or sold to pilots who flew people on joy rides.



- 5' x 8' 6" timber, 10 floor, ne, locks, doors, piping, electric
- 5' x 8' 6" timber, 10 floor, ne, locks, oors, 12 portable oks, and
- 8' 6" to er floor, entrance l piping, electric
- 8' 6" to er floor, nto two, nd wood shutters portable oks, and
- 8' 6" to er floor, nto two, entrance l piping, electric



**From piston to jets.** In the summer of 1950 the last of the Supermarine Spitfire aircraft in front line service made way for jet aircraft. Here 604 Squadron are still flying the piston engine aircraft and 72 Squadron have de Havilland Vampire jets ranged opposite each other on North Weald airfield. Below is a contemporary cutaway drawing of the Vampire.

