



# THE HURRICANE

The Newsletter of the North Weald Airfield Museum Association

SPRING 2025



**T**he development of North Weald Airfield continues apace. The heady contents of the Strategic Masterplan of just a few years ago have dissolved, taken over by more up to date plans that cast the expensive and recent strategy into a proverbial bin.

Some of the plans have survived but even the survivors are much modified. It seems likely that even the planning team has been cast to the winds and have little direct control of the fate of plans that are now disregarded.

The main change is of course the purchase of a large tract of the east side of the runway by Google. The presence of that threatens the existing control tower, the archery and the popular Saturday market.

The Construction of a new control tower and fire station has started on the west side of the runway. The site is in the south-west corner of the airfield, an area close to the main runway, the Epping Road and the M11 Motorway. The re-siting of the new build was required due to the effective loss of the existing control tower and the site of its proposed replacement to Google when 52 acres of the airfield, around one quarter of the site, was sold off to the American multinational for £88.2M in January 2024.

In the 2023 Epping Forest District Council plans for the 400-acre airfield, the Grade II listed control tower, dating from the 1950s, was to be preserved in situ at the airfield and another built close by on the east side of the runway. The so-called Strategic Masterplan was for the east side of the airfield to be multiple commercial units and the west side to concentrate on aviation. In the eastern development several com-



**Work begins on new control tower at North Weald**

mercial and storage units to be built on the current site of the weekly market and archery field around the control tower. One year later, the outline Google plan proposes a single giant building housing a Data Centre which nominally encroaches on each of the existing activities. The development also threatens the area used by local model radio-controlled aircraft fliers – they were previously displaced from the west side of the airfield.

The new control tower and fire station is planned to open later in 2025.

Also due for a move is the replica Hawker Hurricane, and associated memorials, at the current main entrance to the airfield. That was set in pace thanks to the efforts of Arthur Moreton who died in February. It is expected to be moved and re-erected near the new control tower. But, as with all of these plans, it has been proven time and time again that nothing is decided until the work is complete and if the will is there nothing will stop the immediate application of a wrecking ball to 'modify' the plan!



# EPPING MARKET

**Every Monday**

**[www.eppingmarket.co.uk](http://www.eppingmarket.co.uk)**  
**Please come along and see us!**

Epping Forest District Council purchased the airfield in 1980, and the airfield continues to be the home of classic military and civilian aircrafts, as well as the Essex and Herts Air Ambulance and the locally based National Police Air Service police helicopter.

*Editor: A potential complication to the planning vision are plans by the UK National Government to re-jig local government. Fresh local government elections set for May this year have been cancelled in preparation for EFDC to be combined with another Essex authority. The Local Government Boundary Commission, an independent body, has reviewed Essex and is proposing that EFDC join with Harlow and Uttlesford to create a much larger unit. This appears to suggest that the £88.2M from Google will simply disappear from local hands to serve the aspirations of many others.*



Now available for owners, users and proponents Microsoft Flight Simulator 2020 and 2024 is a software package of North Weald Airfield (ICAO code: EGSX) by Burning Blue Design.

<https://burningbluedesign.com/product/northweald/>

Burning Blue Design was setup with one purpose, to create outstanding Microsoft Flight Simulator scenery. They claim to have a passion for the airports and airfields they create, and their designs all have a personal touch.

Microsoft and Asobo's new simulator have opened up a wealth of possibilities for content creators, and for the first time ever Burning Blue Design are able to create places they know and love in incredible detail and share them with the flight simulator community as a whole.



Burning Blue Design, it is part of a line in the famous poem 'High Flight' by Pilot Officer John Gillespie Magee, Royal Canadian Air Force

***'Up, up the long, delirious, burning blue'.***

One of the many images of North Weald in the Flight Simulator add-on will preserve a feature that is sadly no longer present.

The Douglas C-54Q N44914, an aircraft brought to North Weald in preparation for the filming of a major movie in Germany to feature the Berlin Air Lift. It was finally broken up during late January – thus joining another similar aircraft also broken up at North Weald. The forward fuselage of the C-54Q has gone to a private site near Billericay, Essex to be converted to a glamping pod. Gone but not totally lost.

Many were horrified to see the C-54 which has been on the airfield since 2002 broken up but it seems that all other avenues had been explored and, bar the ghostly Burning Blue images, found to have no future.



## 249 SQUADRON IN SEPTEMBER 1940 GEORGE BARCLAY D.F.C. – A PILOT OF THIS PARISH

Richard George Arthur Barclay was born at Upper Norwood, Surrey on 7th December 1919, the son of the Revd. Gilbert Arthur Barclay (1882-1972) and Dorothy Catherine Topsy Barclay (nee Studd 1891-1980).

RGA Barclay grew up at the rectory at Great Holland, near Frinton-on-Sea, Essex, where his father was the incumbent until 1939, when he moved to the living at Cromer, Norfolk.

They were related to the banking family. CT Studd, maternal grandfather of RGA Barclay, had played cricket for Middlesex and England.

He was educated at Stowe School and then went to Trinity College, Cambridge to read Economics and Law.

In 1938 he joined the University Air Squadron and was commissioned in the RAFVR in June 1939.

Called up in October, Barclay went to 3 ITW Hastings on 8th November 1939. He began his RAF flying training at Cranwell on 1st January 1940 and with this completed he was then posted to No. 1 School of Army Co-operation on 2nd June.

Eight days later he moved to 5 OTU Aston Down to convert to Hurricanes and on 23rd June he joined 249 Squadron at Leconfield.



249 OFFICERS MESS

On 2nd September 1940 Barclay damaged a Me110, on the 7th he shot down a Me109 and damaged a Do17 and a He111, on the 15th he shot down a Do17, probably destroyed two others and damaged a fourth, on the 18th probably destroyed a He111, on the 19th shared a Ju88 and on the 27th claimed a Me109 and a Ju88 destroyed.

### 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	£5.00
Concessions	£2.50
Children [5-15]	£1.00

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.*

During the attack on Ju88s on that day, Barclay, in Hurricane V6622, was shot down south of London and made a forced landing at West Malling. He got a probable Me109 on 15th October, two probable Me109s on 7th November and shared another on the 14th.

He was awarded the DFC (gazetted 26th November 1940).

On 29th November 1940 Barclay was shot down by a Me109 and wounded in the ankle, legs and elbow. He spent two months in hospital and did not return to 249 Squadron until March 1941.

In describing the events of 29th November, he wrote that he had landed in an apple orchard and '*...the usual crowd came running up and put me in a car. I was taken to Pembury Hospital [near Tunbridge Wells] in high spirits and very excited. Nasty hole in ankle whence came nose of cannon shell.*'



He was operated on that evening.

During a sweep over St Omer on 20th September 1941, Barclay was attacked by Me109s and his engine damaged. He forced-landed at Buyschoeure after breaking high tension cables. With the help of the French Resistance he crossed the Spanish Frontier, arriving in Barcelona on 7th November. He reached the British Embassy, left for Gibraltar on 7th December and arrived back in the UK two days later.

After a short attachment to HQ Fighter Command, Barclay was posted to HQ 9 Group as Tactics Officer. On 4th April 1942 he was given command of 601 Squadron, then about to go to the Middle East. The squadron embarked at Liverpool on 10th April in HMT K6 (*SS Rangitata*) and reached Port Tewfik on 4th June, having gone via South Africa and Aden.

Barclay did not get a chance to lead 601 squadron. He went to command 238 Squadron at Amriya from 2nd July 1942.

On the 16th he shot down a Me109. In the afternoon of 17th July, he destroyed a Ju87. In the early evening, he led 238 Squadron on a patrol of the Alamein area acting as top cover for 274 Squadron. As 238 Squadron moved to attack some Ju87s it was jumped by Me109s and Barclay was shot down and killed, possibly by Leutnant Werner Schroer of III/JG27. Barclay is buried in the El Alamein Cemetery and he is commemorated on a plaque in Cromer Parish Church, where his father was vicar from 1939 to 1946.



Waltham Abbey

MARKET

TUESDAY & SATURDAY



## DEATH OF AN ICON

As a general rule this magazine and the museum are about lauding the heroes of the distant past rather than present day. An exception is being made in this instance as the subject of this obituary, Arthur Moreton, has done so much for the airfield and bringing together the people who served there in the past to celebrate the links between the air forces of many nations and the people of the village and for setting up the iconic replica Hurricane by the entrance.

The much-revered former Chairman and President of North Weald Airfield Museum died at his North Weald Home in the early hours of February 5, 2025. He was remembered at a service in Greenacres Cemetery, North Weald on February 28. The celebration of his life was attended by in excess of 100 mourners and included flypast tributes by two wartime Taylorcraft L2 spotter aircraft.



Born in March 1941, the son of a salvationist in east London, his birth in Devon was precipitated by the war. He soon returned to London with his mother and the dangers of enemy attacks.



Arthur had an interesting and varied working life starting as a hat salesman and gardener and started as labourer for the General Post Office (GPO) before training as a telephone engineer for the GPO Telegraph and Telephones department, with a primary role of maintaining communications for the emergency services in north-east London and working in the East End of London. Later he became a salesman and gained promotion until he ended up as a prominent figure in the post 1980 Post Office public relations.

Married in 1965, he took up with local politics in the London Borough of Waltham Forest and was in turn an Alderman (1972), the Deputy Mayor (1974), and a Councillor from 1976. He was active in supporting and preserving Leyton Orient Football Club and a member of the Lee Valley Regional Park Authority a status that placed him at the forefront of crafting and promoting both the development and regeneration of Docklands and the Olympic Park – leading to the 2005 bid for hosting the 2012 Olympics. For his work Arthur was granted a Lifetime Achievement Award by the London Docklands Development Board. His high-profile position led to him being granted an honorary fellow of the University of East London.

When, in 1995, he decided to take early retirement from the telephone company, he made best use of his many connections in booking the Post Office Tower in Bloomsbury for his party. Unfortunately, the morning of the party he was struck down with a heart attack – but as we now know it did not greatly diminish his enthusiasm for life and action. The party was cancelled but it was re-scheduled at the same venue for a later date.

During his time with Waltham Forest he had been involved with the marking of the achievements of A V Roe (Avro Aircraft) who in 1909 was building and flying the first wholly British aircraft from the Great Eastern Railway arches under the viaduct of the Chingford to London commuter line at Walthamstow Marshes, Walthamstow, London, E17. This fed his life-long connection with aviation and inevitably led to Arthur joining North Weald Airfield Museum just down the road from his new home.

Having shaken off living in the East End for the quietness of North Weald Arthur embraced the locality as both a Parish Council politician and being a Trustee involved with the air museum and the charity erecting the Memorial Outside the museum in 2000.

Arthur was soon The Chairman of the museum, a post he held until 2004 and was Vice President for many years. Throughout his association with the airfield and village he met with numerous well known figures including Norman Tebbit MP, sitting MPs and important figures with the Royal Norwegian Air Force and embassy.

Arthur Moreton was best remembered as an airfield historian but he also held other high profile posts including the chairman of the North Weald Royal Air Force Association, later incorporating Ongar RAFA and Nazeing RAFA. For Epping Forest District Council, he was their first and last Airfield Ambassador. His status locally brought a variety of awards and recognitions.

He never served in the air force but his long standing and enthusiastic interaction with serving and retired sections of the Royal Air Force (mainly 56 and 72 Squadrons) and the Royal Norwegian Air Force (331 and 332 Squadrons) was invaluable to maintaining their connections with North Weald and the local population. The Norwegian's awarded him a Norwegian Defence Service Medal as a mark of their respect for the man.

The funeral was attended by representatives of the Royal Air Force and Brigadier Martin Tesli, currently Deputy Commander of Special Forces in the Norwegian Armed Forces who was the former commander of the 132nd Air Wing in Ørland (the wing that covers 331 and 332 Squadrons that served at North Weald). He knew Arthur well and flew in specially for the funeral.



**EVENTS 2025**

May 2025 80 anniversary VE Day

August 2025 80 anniversary VJ Day

September 2025 North Weald Airfield Museum Open Day



**MEMBER OF PARLIAMENT**

Two Members of Parliament serve Epping Forest District. Alex Burghart MP Conservative Member of Parliament for Brentwood and Ongar, which includes the village and museum in North Weald. Dr Neil Hudson is the Conservative MP for Epping Forest. He currently undertakes the role of Shadow Parliamentary Under Secretary (Environment, Food and Rural Affairs).



Standing in for a retiring senior MP, the Parliamentary Candidate for Epping Forest for the 2024 General Election was Dr Hudson. His grandfather was an RAF pilot stationed at North Weald Airfield in 1928. Neil's late father, Christopher Hudson, after he retired as a Consultant Obstetrician and Gynaecologist at Barts Hospital, was a Parish Councillor in North Weald, and a member of the Board of Governors of Epping St John's School. Neil's family have lived in Epping Forest for decades and he started his veterinary career working in and around Epping Forest. Professionally, prior to entering politics, Neil is a veterinary surgeon by background, with specialised training and experience in Equine Medicine and has worked in large and small animal veterinary practice and academia in the UK and Australia.

## FRIENDS MEMBERSHIP HICCUP

Late in 2024 Mike Batt the membership secretary at NWAMA suffered the first of several strokes [a bleed on the brain]. The immediate debilitating effect was that the Trustees no longer had a fit membership secretary and all work on the system of renewals was stalled. For much of the task Mike was Working From Home (WFH) so his continued significant time in hospital has halted all work in identifying the upcoming renewals.

We are currently working on the papers we have to identify members and set in place renewals and hopefully members will bear with us,

## EATING OUT

The west side of the airfield has had two eating establishments on it for some time but early in January the Wings Café announced that it was to close permanently. The exact cause for the closure is unknown but there remains the potential for another operator to take over in the future. Meanwhile the closure means that access to the children's playground outside the café is now denied to visitors. Meanwhile Rosey Lea based inside The Squadron remains in business and a new mobile temporary eatery has opened near the blister hangar.



## JANUARY 1931

*Sheffield Daily Telegraph January 13, 1931*

Flying Officer Frank Lemon, aged 22 had been with 29 Squadron for 12 months when he died. He was with others practicing formation flying for almost the first time at 300-400 feet when his wingtip met the tail of another Siskin, and he crashed. The other aircraft landed.

All together there were five accidents to R.A.F. machines that day. One of them resulted in the death of FO Lemon The other three were the victims of a crash on the borders of Nottinghamshire and Lincolnshire. They involved the occupants of one of three machines which were bound for Digby, Lincolnshire, from Northampton, but for some time they had been wandering about, unable to discover their whereabouts, and it was therefore decided to land. Two of the machines crashed in landing. The three officers in the first were killed, and the

other occupant injured. Neither the occupants of the second was killed, but both were hurt, one of them seriously. Crashes were common in the period.



The current museum has no full-size airframes. The predecessor Miles Collection Association, located in the area to the west of Ad Astra House and now called the Bassett Business Units, were crammed with several airframes, replicas and parts. Sadly, they all had to go to new homes when the wartime buildings were knocked down and most are still on public view albeit at widely dispersed locations.

There have never been any examples of the English Electric Canberra posted at North Weald. The only examples on the airfield were visiting – mainly air shows – and a cockpit nose held by the Miles Collection Association (MCA) in the original museum buildings during the late 1980s. In addition the MCA museum staff played a part in arranging for the Royal Norwegian Air Force to receive an example of a full size airframe for donation to an air museum in Norway. Although museum members played a significant part in the transaction the airframe never visited North Weald on its journey to Norway.



**Watching over Epping Forest**  
**Assisting residents keeping themselves safe**  
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Developed by English Electric in the late 1940's as one of the first jet powered bombers for the RAF, the Canberra was one of Britain's great aviation success stories. With over 1350 aircraft produced of all marks and powered by two Rolls-Royce Avon engines, it was a fast and benign aircraft which handled like a fighter and could reach extremely high altitudes. Loved by pilots, it was in RAF service from 1951 until 2006 – that's 55 years in service! The Canberra was sold to many different countries and was even licence built in the USA. A few examples of these Martin-built aircraft are still owned and occasionally flown by NASA, incredible for a design from the 1940s.

Our former Canberra entered service with the RAF in March 1955 with 15 MU and in August of that year was assigned to 104 Squadron, 2nd Tactical Air Force in Germany at RAF Gutersloh,

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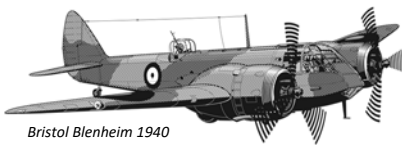
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*THE NEWSLETTER OF THE NORTH WEALD AIRFIELD MUSEUM ASSOCIATION*

and it spent the majority of its service life serving in Germany. Put up for disposal in 1968 it was eventually scrapped in 1982, and the cockpit was acquired by the MCA in the 1980s. Unfortunately, like many of the items held by MCA, it would never fit in Ad Astra House and was sent elsewhere.

In the case of the Canberra, 'elsewhere' was the Dumfries & Galloway Aviation Museum located in the former control tower at Tinwald Downs Road, Heathhall Industrial Estate, Dumfries DG1 3PH Scotland.

For the new custodians of the Canberra, it has been one of their best-known aircraft as it has been a mobile display cockpit for over 25 years. Travelling to airshows, school and village fairs and many other events, it always attracts a queue of people, young and old, who love to climb inside and take a seat at the long-disconnected controls.



Bristol Blenheim 1940

**CALM AND COURAGEOUS**

North Weald Airfield Museum has provided material to the new end of war exhibition being held in Waltham



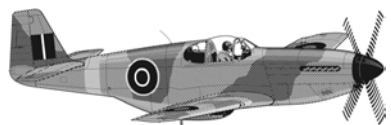
Supermarine Spitfire 1942

Abbey, Essex

As an additional part of this exhibition the NWAMA Secretary and Editor has agreed to give two talks at Epping Forest District Museum in Wal-



Hawker Typhoon 1943



North American Mustang 1944

**CALM AND COURAGEOUS**

The Second World War Home  
Front in the Epping Forest District

A NEW TEMPORARY EXHIBITION  
MARKING THE 80TH ANNIVERSARY OF  
THE END OF THE SECOND WORLD WAR



**5 April- 6 September 2025**

**Free Entry**

Epping Forest District Museum CIO  
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tham Abbey.

Epping Forest District Museum asked The Editor to provide Norwegian material for their new exhibition *Calm and Courageous The Second World War Home Front in Epping Forest District*.

It is a free entry new temporary exhibition marking the 80<sup>th</sup> anniversary of the end of the Second World War.

As part of the agreement there will be two talks on aviation subjects over the five months it is open. Full details are available from their website [www.efdmuseum.org.uk](http://www.efdmuseum.org.uk) but I can reveal that the two selected are 'Lippitts Hill Camp in war and peace 1939-2000' and 'The story of aviation in West Essex'

The first will be on Lippitts Hill on 30 April 2025, 7-8 pm.

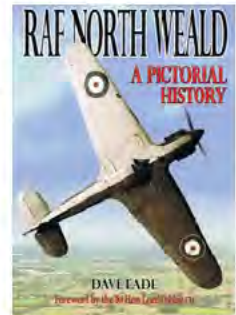
The second on West Essex Aviation will be on the evening of 14 May, 2025.



Details and booking prices of these talks are available on the EFD Museum website.

The Haynes Police Aviation book which features the later years of Lippitts Hill extensively will be for sale on the night. This book is also available for sale at North Weald Airfield Museum.

Also still available for sale in the North Weald Museum, at Epping Forest District Museum and the Tourist Information Centre in Waltham Abbey is the book *RAF North Weald—A pictorial history* by Dave Eade.



Both books are now available in limited numbers

### BACK ON THE FLIGHT LINE

A familiar sight and sound will return to British airshows this year after the 10-month grounding of the RAF's Merlin-powered Hurricanes and Spitfires. The iconic Second World War fighters were grounded almost a year ago after the May 25, 2024, crash of a Spitfire flown by Sqn Leader Mark Long, one of the many RAF line pilots who fly the warbirds based at RAF Coningsby. The RAF maintains five Spitfires, two Hurricanes, a Lancaster bomber and Dakota transport in flying condition there.



Squadron Leader Long died when the Spitfire Mk IXe MK356 he was flying came down in a field near the home base. The investigation into the fatal accident involving Spitfire Mk IXe MK356 in 2024 contuse but the grounding on the Merlin aircraft has now been lifted. The grounding did not affect civilian-operated aircraft

Aero Legends, the premium flight organisers based on the west side of the airfield continue to offer flights in classic aircraft including the Spitfire, Harvard and Tiger Moth.



They recently announced that that they are now the first and only approved operator providing ex-Military jet experiences in the UK. Members of the public can now experience outstanding and significant ex-military jet aircraft first hand.

Anyone who meets the entry requirements can take a Fighter Jet Experience. You're able to secure your flying date now with a £999 deposit, balance due 30 days before you fly.



**GOTCHA!**

Two men have put North Weald in the news in a modern less positive storyline than usual. They were recently arrested after Border Force officers found an aircraft that landed ion North Weald Airfield was stuffed with around 30kg of cocaine. The pair, 52 and 48, were arrested on March 20 2025 after the law enforcement officers met the plane at the airfield after it had flown into the country from northern France.

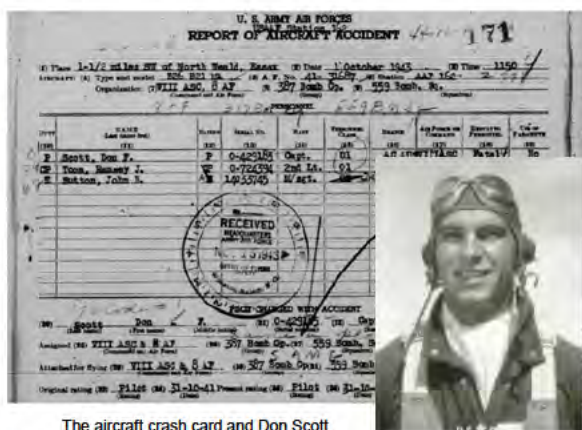
Following a search, packages of cocaine were found underneath a seat on the aircraft, and an investigation was launched by the National Crime Agency. The Class A drugs would have a street value in excess of £2M. The case is ongoing.

**WARTIME LOSS**

The latest enquiry to come into the museum by e-mail (to secretary@nwamuseum.co.uk) is from the Ohio State University, Columbus, USA. The subject is an aircraft crash near North Weald on Friday October 1, 1943.

The museum has a record of the fatal crash of a Martin B26 Marauder but no detail, so the enquiry is more than welcome. According to the museum record put together more than 20 years ago the USAAC B26 crashed on a training flight somewhere behind the former Officers Mess. This would suggest in or around Roughtally's Wood but no impact point is recorded.

The new storyline from the USA states that the B26 41-31687 was on a post maintenance test flight when it crashed some 1.5 miles south west of the airfield which suggests it might have been further away than originally thought and in the area of Coopersale.



The aircraft crash card and Don Scott

We now know that the pilot was Captain Don Scott, aged 24, was the commanding officer of the 559th bomb squadron in the 387th bomb group based out of USAAC station 162 Chipping Ongar. Before war service Don Scott had been at Ohio State University, a well regarded footballer and an All-American athlete. He was an accomplished high school football player, who wielded his skills on Ohio State's team in the late 1930s and early 1940s. His prowess garnered him accolades as a two-time All-American quarterback, an honorific title given to outstanding college and high school athletes. While at the university, Scott learned to fly under the United States Civil Aeronautics Administration's Civilian Pilot Training Programme. It was instituted to foster private flying, and the university trained hundreds of students, a factor that was to prove timely as the USA became embroiled in the war. The others who died with him were 2/Lt. Ramsay J Toon and Master Sergeant John B Sutton.

Over the years Don Scott has been recognised in various ways, including with a permanent commemorative display in the terminal and an annual 5km race along the runway. (Holly Henley)



Typical Martin B26 Marauder in USAAC service [war history.org]