



## WHAT'S ON



**VICKY HALL - PROGRAM SECRETARY**

- 4 September 98'.....Dick Storer Continues his RAF Experiences
- 9 October 98'.....Flying Engineless Radio Controlled Models
- 6 November 98'.....Possibly Search & Rescue No.22 Sqd.
- 8 November 98'....Remembrance Service 3.00pm Barrack Square
- 4 December 98'.....Come & Dance - Christmas Social

Newsletter Contributions

*If you have an article or a story you would like to share with the other members of the Society then please send it to me....*

Alan Powell - Newsletter Editor  
 16 Warren Lane  
 Martlesham Heath  
 Ipswich IP5 7SH

Tel: Ipswich  
 622458

## Committee Contacts

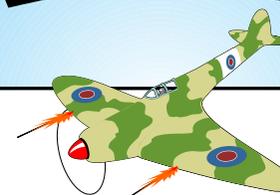
Chairman	Martyn Cook	(01394) 671210
Vice Chairman	Bob Dunnett	(01473) 624510
Secretary	Alan Powell	(01473) 622458
Treasurer	Russell Bailey	(01473) 715938
Program Sec.	Vicky Hall	(01473) 720004
Membership Sec.	Julie Smith	(01473) 728343
Rag Trade	David Bloomfield	(01473) 686204
Catering	Ethel & Roy Gammage	(01473) 623420
Museum Adviser	Tony Errington	(01473) 741574
Society Advisor	Don Kitt	(01473) 742332
Society Advisor	Daphne Taylor	(01473) 713087

**PRODUCED BY: JACK RUSSELL DESIGNS**

# RUNWAY 22

Volume 1 No.6

September 1998

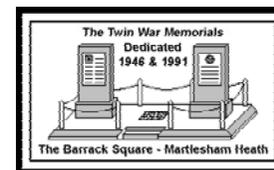


*Martlesham Heath Aviation Society*

## NEWSLETTER



RAF MARTLESHAM HEATH



MARTLESHAM HEATH AVIATION SOCIETY



356TH FIGHTER GROUP

## CONTENTS

Page 2.....	Editorial
Page 2.....	England at Leisure 98'
Page 3.....	Visit to Wattisham
Page 4.....	Amphibious Adventures
Page 6.....	'Home to the Heath'
Page 7.....	Control Tower
Page 7.....	Stained Glass Window Project
Page 7.....	Monthly Meeting Roundup
Page 8.....	Visit to Marshall's of Cambridge
Page 9.....	Visit to Earls Colne & Vintage Fabrics
Page 10.....	Visit to the Shuttleworth Collection

## **EDITORIAL**

The summer is passing us by and it will soon be time to welcome our American friends of the 356th. who are due to arrive on Thursday 24th September and leave on October 1st.

I have included a copy of the programme as sent to the 356th which the Committee has put together and we hope they will enjoy. Members who would like to be included on the excursions are very welcome. Please contact Russell Bailey for the details.

Russell has been busy, as usual, organising some interesting outings, which have been proving very popular over the last few weeks. Hopefully the reports of these trips will be of interest to those who did not, or could not go.

My thanks to all who contributed to this edition of 'Runway 22' and to Vicky Hall for allowing the inclusion of another 'Holly' cartoon. Please keep your contributions rolling in.

### **ENGLAND AT LEISURE 98'**

**Thursday, 24th September.** Arrive England. Informal meeting at the Novotel Hotel 7pm to greet our guests and introduce the programme for the next six days.

**Friday, 25th September.** Guests will be collected from hotel and be taken by coach to Martlesham to visit the museum, St. Michael's & All Angels church where the 'Book of Remembrance' resides and the remaining buildings of the old airfield, including the Control Tower. Light lunch will be taken at the 'Douglas Bader' pub. Any other venues by request, including Kesgrave and Playford Hall, if possible. Return to hotel late afternoon.

**Saturday, 26th September.** By coach to the 95th Bombardment Group museum at Parham, (B17's) and then to nearby Framlingham, where there is a medieval castle. Light lunch at Saxted Green. Returning to the hotel in the afternoon. After a rest, dinner at the 'Victoria', a pub situated at Felixstowe Ferry at the mouth of the river Deben with views of Bawdsey Manor on the opposite bank.

**Sunday, 27th September.** Free day!! Invitation to homes of hosts will be extended but mainly a day of rest!

**Monday, 28th September.** Visit to the Imperial War Museum at Duxford,

divides its time between Duxford and Old Warden. A Canberra and a Tornado strutted their stuff as well as numerous oldies of the 30's.

The easy access and the plentiful grass to picnic and observe the goings on plus the static display all added to a really enjoyable day out. Our thanks, once again to Russell, who organised it.

**Alan Powell.**

### **A REMINDER FROM THE CHAIR**

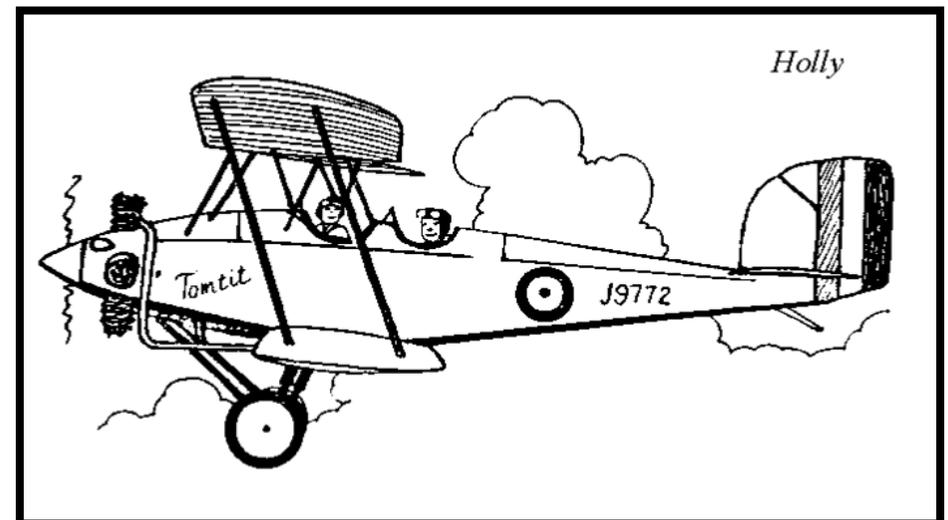
#### **Remembrance Sunday -**

8 November, service as usual at 3.00pm the Barrack Square. AAC, No22sqd and USAF Mildenhall are coming, we hope you are coming too?

#### **Christmas Dance -**

4 December, yes, only 3 months to go. Tickets are with Russell. Food and drink as usual. Dance to Rhythm 'N' Reeds.

**Martyn**



industrial estate and a swish golf complex owned by Eddie Shah.

We had come to see Clive Denny who is an old friend of the Society who along with his wife Linda owned and ran 'Vintage Fabrics'. We are always assured of a warm welcome and we were not disappointed. Previously Clive was in partnership at Audley End, near Saffron Walden.

Here we saw the wings of a 1930's Hawker Nimrod biplane being meticulously covered with Irish linen and hand stitched (You will all know, I am sure, that a Nimrod is a Hawker Fury with a deck landing hook!!). A Messerschmitt 109 fuselage was in evidence. Apparently it had been recovered from a Normandy beach and is being restored to flying condition! About 40% of it will be original and a Daimler Benz engine is being restored elsewhere and will eventually be fitted. Also present, a Spitfire Mk5b. sporting a Polish squadron insignia and in flying condition. It is for sale if anyone is interested?! A Russian Yak WW2 fighter and a Harvard were also being worked on.

After we all had a good look around and asked many questions we all visited the 'Spitfire' lounge of the Golf Club and were joined by Clive and Linda for a drink and some refreshments. A vote of thanks was given by Bob Dunnett.

**Alan Powell.**

### ***VISIT TO THE SHUTTLEWORTH COLLECTION.***

A coach load of us were lucky enough to choose a day when flying conditions were perfect for our visit to Old Warden, near Biggleswade where we were transported back in time.

Cars of the early 1900's and driven by folk in costumes of the period were constantly passing by! We were treated to a full flying display of aircraft from the Great War. The smell of castor oil was in the air as those old rotary engines spluttered and coughed their way across the sky! Rarely do the Edwardians take to the air except on still evenings however, Sunday 2nd August was such a day and we were thrilled to see the 1909 Avro monoplane and the 1910 Bristol Boxcar in the sky!. Even a Bleriot monoplane flew a few yards, its engine protesting as it did so. One could not help being reminded of that great film, 'Those Magnificent Men in Their Flying Machines' for which, of course these self same flying machines, had been restored and constructed.

A Mk.9 Spitfire gave a stirring display as also did the Sea Hurricane, which

near Cambridge. Many WW2 aircraft in flying order. The American Air Force Museum is at Duxford and has recently been opened. The coach will first call at the American War Memorial and Cemetery at Madingley, near Cambridge. Lunch facilities available at Duxford. (Independently paid for). In the evening Gordon Kinsey will give a presentation of wartime Martlesham Heath at the Novotel from 7pm to 9pm. Slides will highlight Gordon's talk.

**Tuesday, 29th September.** Visit to the Suffolk countryside and to the village of Tannington. Here a horse and carriage will take you to lunch at a hostelry at Laxfield. Later a visit to the Arts and Crafts centre at Snape near Woodbridge if time allows.

**Wednesday, 30th September.** Visit to Bury St. Edmunds a busy market town in West Suffolk for shopping. Here amongst the remains of a ruined abbey are the picturesque Abbey Gardens. Return in good time to the Novotel for a rest and to prepare for a farewell dinner in the evening at the 'Black Tile's at Martlesham.

### ***VISIT TO WATTISHAM***

On Sunday the 14th June in the middle of the monsoon period a very fortunate 15 visited the Search and Rescue Section of the Royal Air Force at Wattisham Airfield, home of 'B' Flight, No.22 Sqd. Arriving at 10am we parked our cars in the Army Officers car park and were taken to the S.A.R. section.

Here we were met by Flt.Sgt. Andy Bachelor and Sgt. Mick Lambert and shown the Control Centre. Whilst not seemingly over-elaborate it contained all the essentials of the requirements of a search and rescue operation. The main control is at RAF Kinloss and whilst the two aircraft from Wattisham can be called out to an incident by local organisations such as the Coastguard and the Police, Kinloss is the main Control H.Q.

Andy Bachelor gave us an initial introductory talk which was all the more interesting because he not only acts as a 3rd Pilot but also controls the helicopter at the site of an incident by means of a joy stick adjacent to the main winch door. Having seen one of the two helicopters based at Wattisham take-off for a practice in the North Sea with a life boat we walked out to the second of the aircraft and were "introduced" to these remarkable machines.

The two helicopters based at Wattisham are 'Westland Sea Kings' Type HAR 3A. This is the latest type of search and rescue helicopter and although outwardly looks very similar to the previous Sea Kings used on these duties,

internally it has considerably more avionics and other navigational aids. The two currently based here are ZH541 and ZH543.

Before arriving at Wattisham the weather was dry but threatening black clouds were all around us. Now sunshine had broken out, at least over the Airfield and this remained so for the rest of our visit.

The party now separated into two groups. My group started with the helicopter and proceeded to the 'wet area' where we received an entertaining lecture from Mick Lambert, the winch man, whilst seated in the survivors seats. It was obvious that Mick thoroughly enjoyed his job, hazardous though it is. He described several incidents many of which we had seen on TV and reported in the newspapers. Although Mick told the story of these amazing rescues in a very light-hearted manner which was highly entertaining, it was very obvious that dangling over a small ship in the middle of the North Sea in a raging storm was a very life threatening business.

We then changed places with the other group and received a talk from Andy in the rather cramped space of the 'Office', at least it was for eight people, but no doubt quite spacious for two or three pilots. There seemed to be quite an incredible number of dials and instruments especially when we heard that the helicopter could be taken to a height of 200ft and then would literally fly itself to a pre-set of co-ordinates programmed into the system computers.

Finally Mick gave us all a tour around the outside of the Sea King and although most of us were by this time suffering from hunger pangs it was obvious that we all left the Airfield with a great deal of reluctance!. It was almost impossible to realise that we had been there three hours listening to Andy and Mick, totally enthralled by their so obvious enthusiasm for the aircraft and the job they were doing. Long may 'B' Flight No.22 sqd Search & Rescue remain at Wattisham.

Another thank you to Russell on behalf of all those fortunate enough to have the privilege of being included on this visit. Our thanks to Flt.Sgt. Andy Batchelor and Sgt. Mick Lambert (S.A.R.Wattisham).

***Tony Errington.***

### ***AMPHIBIOUS ADVENTURES***

In the shadow of the cruise liners docked in the port of Miami Florida and with the city's downtown skyline towering above, the two turboprops of our Grumman Mallard burst into life and we gently taxi down the ramp of Watson Island Seaplane Base into the cool waters of Biscayne Bay. The

work undertaken by this privately owned company that currently employ more than 3000 people.

In the Vehicle Section we saw how they build many different types of bodies on a variety of chassis. These included wide access buses for London Transport, field ambulances for the army, box vans for operators such as Parcel Force and refuse trucks. Some of these are based on the Bedford chassis, the assembly line which was purchased after the demise of the company. These vehicles now carry the name, 'Marshall Bedford'. They also do a lot of renovation work, including the complete refurbishment of double-deck buses.

The Aerospace Section is responsible for modifications and maintenance to C-130 Hercules for the RAF and for many other air forces and civilian operators. Past work has included 'stretching' the basic fuselage and designing and installing air to air refuelling equipment and an electronic defence capability. We saw three of these aircraft which were undergoing complete overhaul and repaint. Marshalls have also adapted civil Tristars to the RAF tanker role and converted others for use as freighters. A Boeing E-3 Sentry was also there for major maintenance as part of their RAF contract.

Marshall's are also an authorised Service Centre for several companies, including Cessna and Gulfstream. There were two VIP aircraft on site for major overhaul on behalf of private owners from the Middle East. They also have a contract with British Airways for modification work on 28 B-747's, two of which were present during our visit.

Current projects include avionics update for the RAF Dominie, modifications to the South African Air Force's C-130's, design of auxiliary fuel tanks for the MD-11 and conversion of Tristars to carry and release the X-34 Research vehicle for NASA.

Altogether a most interesting and fascinating tour. Bob. Dunnett spoke for us all when giving a vote of thanks to our guide.

***Russell Bailey.***

### ***OUTING TO EARLS COLNE.***

As is usual in August there was no meeting. Instead, 51 of us enjoyed an evening visit to the old American 9th Air Force base at Earls Colne. Much has changed since Marauders operated from here all those years ago. Private flying continues from an airfield which has reverted to grass. There is an

do the rest!. Perhaps a large box with an electric light bulb inside to simulate a hut with an open door or window. Decoy sites were manned by RAF personnel who lived in caravans or barns. You had to be brave to operated a site and invite the enemy to drop bombs!. Later in the war the Americans manned a few sites. The vote of thanks was given by Tony Errington.

In June another large crowd came to hear Mr. David Lee, who is an ex Deputy Director of the Imperial War Museum at Duxford. David talked of the history of Duxford, which was constructed in 1917 for the Royal Flying Corps and was one of no less than 300 airfields that existed at the end of the Great War. David went on to say as recently as 1971 there were no plans for a museum at Duxford. The East Anglian Aviation Society acquired several aeroplanes, not all of them military, during the 70's. Once flown in many of the planes could not be flown out again because of the lack of runway length. David talked at length about the new American museum at Duxford, with which he was closely associated. The vote of thanks was given by Gordon Kinsey.

July's talk was given by Mr. Michael Bowyer from Cambridge. Michael Bowyer has written several books and many of our members are familiar with his writing, most of it with an aviation theme. The talk, which was illustrated with slides, was a journey into the past by someone who is an authority on aviation in East Anglia. Michael Bowyer's books are painstakingly written and require a considerable amount of research. A fact well appreciated by Gordon Kinsey, who gave the vote of thanks. Ed.

***This seems a very good time to remind members that in order to keep the cost of membership to the bare minimum requires you the members to pay your subscription on time which, the great majority of you do. Unfortunately, there are some old members attending regularly that have not renewed their membership. Those of you to whom this applies will by the time you read this message will have received a letter from Julie asking whether you wish to renew. This costs money so, please pay up and play the game.***

**Martyn**

### ***MARSHALL'S OF CAMBRIDGE.***

On April 25th, 30 of our members visited Marshall's Airport on the outskirts of Cambridge where we were given a guided tour of their extensive works. Those of us who had not been before were amazed at the wide scope of

engines pick up power and our view is obscured as water sprays against the windows. As it clears, we are already lifting majestically skywards with magnificent views of Miami's long golden beach below us. Just 30 minutes away is the tranquil Bahaman Island of Bimini.

I am savouring the experience of flying with 'Chalks International Airlines', who have been operating flying boat services for almost 80 years, making them the oldest airline in continuous service in the world. They provide the only scheduled flying boat service in the United States.

When the airline was founded in 1919, many of the 750 islands in the Bahamas chain were served. Nowadays Chalk's fly a single scheduled route to Nassau via Bimini, with a seasonal service to Key West as well. Now, with 'Paradise Island Airways', flying Dash 7's to Nassau more frequently than Chalks, let us hope that the amphibians do not slide into decline.

Chalk Airlines boast a collection of six Grumman Mallards and a similar number of Grumman Albatross aircraft, which I saw when I visited their base at Fort Laudadale Airport, 20 miles North of Miami. I was also treated to the sight of a PBY Catalina which Chalk's were working on at the time.

All to soon the Grumman Mallard descends towards Bimini and I get to experience my first landing on water. After clearing customs I rushed outside to photograph the aircraft departing for Nassau. One tip about photographing flying boats taking off at close quarters is to get your shot and cover your camera before the impending spray hits you! I ended up slightly damp!

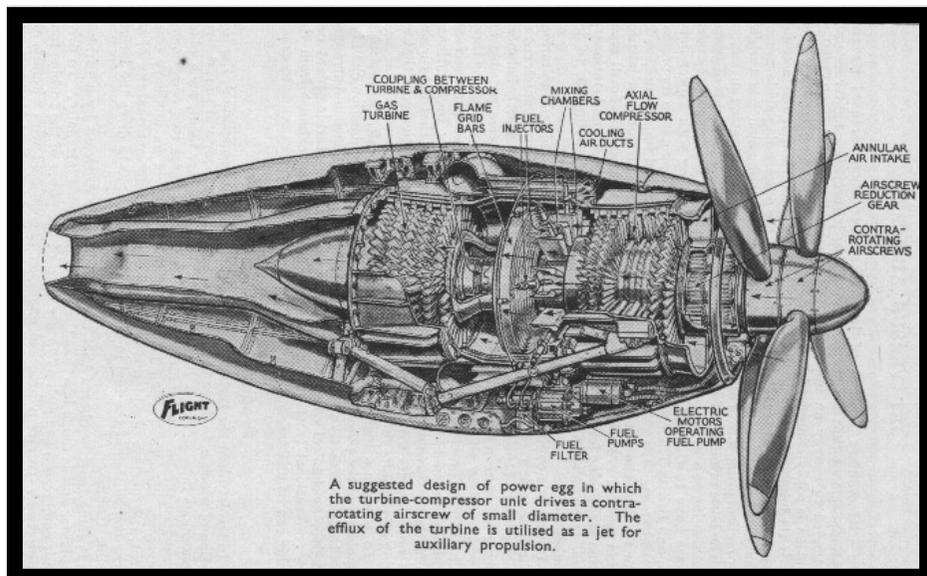
After a lazy day spent on this idyllic island we get airborne once more for Miami. The thought of this amphibious adventures nearing its end leaves me with an air of disappointment. However, from my beach front hotel, at 5pm each afternoon I was treated to a low flypast of the Mallard as it returned to its homebase at Fort Laudadale. The flying boats of Chalk International Airlines are legendary in American aviation and it is my hope that they remain in service for many years to come.

**Kevin Ling.**

***Kevin's reference to turboprops prompts me to include an illustration of this type of propulsion. Nothing extraordinary about that, you may say except that the diagram was taken from a book entitled 'Gas Turbines and Jet Propulsion for Aircraft', published in April 1944! and written by G. Geoffrey Smith, MBE, who was then managing editor of 'Flight' magazine. This hardback edition was the third since December 1942 and the first to***

*announce the Whittle jet programme. It has a foreword by Sir Geoffrey De Havilland. I hope to find space in another 'Runway 22' to reveal more of its contents. I just find it surprising that in the middle of WW2 we had so much to say about jet propulsion and its possible development.*

**Ed.**



### **'HOME TO THE HEATH'**

It may be of particular interest to our American members to know that Martlesham Heath Aviation Society now have available numbered prints of 'Home to the Heath'. This limited edition print, which depicts four P51's Mustangs on final approach to Martlesham, is by aviation artist and fellow member, Geoff Pleasance. The original pencil drawing will be hung in the 'Mighty Eighth' Museum at Savannah, Georgia.

The print measure approximately 18" x 20". To order, please send to the address below £24 which includes postage & packing. An American Express Travellers cheque in pounds sterling made payable to, 'Martlesham Heath

Aviation Society' will suffice.

A sister print of P47 Thunderbolts at Martlesham, also by Geoff Pleasance, will be available at a later date. If you would like more information contact:

**Bob Dunnett. 341, Main Road, Martlesham, Ipswich, Suffolk, IP5 2QU. England. Telephone Number, (01473) 624510**

### **CONTROL TOWER**

I have had another meeting with Martlesham Consultants to explore the possibility of our Society making use of the top floor of the Control Tower. There was no definite response but will keep you informed as to any progress made.

**Bob Dunnett**

### **STAINED GLASS WINDOW'S PROJECT**

We are presently in the design stage for the window's which we propose to install in the north windows of the Church of St. Michael's and All Angels. It is envisaged that we utilise part of the second and third window's. One window to commemorate all those groups depicted on the new War Memorial who lost their lives whilst stationed at RAF Martlesham and the other side for members of the 356th Fighter Group who also lost their life while stationed at Martlesham Heath. It is likely that either the RAF Crest or the RAF Martlesham Crest would be incorporated and the Eighth Air Force Crest on the other side. Illustrations of the aircraft of the period would give a historic context. Wording has not yet been considered. The committee would very much welcome design ideas from members.

**Please contact Alan Powell, (01473) 622458.**

### **MONTHLY MEETING ROUNDUP**

Our May meeting had a very good attendance to hear a talk by Huby Fairhead entitled 'Decoy Sites in Norfolk and Suffolk in World War 2'. Clearly better that the enemy should be diverted from attacking real airfields as much as possible, not that the Germans were often fooled. Nevertheless there were 443 bombs or strafing incidents reported. Bodney in Norfolk was given up as a decoy site and became an operational airfield after the Nazi radio propagandist 'Lord Haw Haw', had said it would not be bombed due to it being obviously a decoy site!! Much ingenuity was employed. Often just the tail or nose of a plane need be mocked-up and a camouflage net would