

## EDITORIAL

By the time many of you have read this Newsletter our "Open Day" will be upon us. Hopefully we will have welcomed a few friends from across the Atlantic. Robert Dunnett always works so hard to bring us our annual Open Day has included some notes about the next few days.

We were saddened to hear of the passing of one of the 356<sup>th</sup> FG veterans who died recently. Preston Easley clearly remembered with emotion his time over here all those years ago because Preston, in conjunction with his son, Preston jnr. Has been instrumental in enabling us to replace the cupola on top of the control tower. Thus restoring it to its wartime configuration. They have provided considerable funds to do this and to replace the steps to the cupola.

Russell has been working on behalf of all the members and has organised some very successful trips this summer. Russell has done a report on a visit to Bletchley Park. In it he comments that the work done at "Station X" is often considered to have shortened the war by a couple of years. I am not sure whether I agree with him about that. It could be that if no work had been done there, the war might have been considerably shortened. Because we might well have lost as early as 1940!

Our museum archivist has sent me a museum report and also another extract from the Operations Record Book for MH. Thanks for that Alan.

I remain fascinated by some of the extraordinary events of WW2 and the hugely successful deception plan devised and carried out by our intelligence services that caused the Germans to deploy their forces so widely prior to "D" Day is one of them. Be amazed by "Operation Fortitude" – I was!

I have included other topics which I am sure will be of interest to many of you. Plus some light-hearted snippets – Enjoy.

**ED**

### **MHAS Hash and Mash 1940's Supper Evening Saturday 11th September 7-00p.m. for 7-30p.m. till 10-30p.m.**

This is an evening being arranged by MHAS and we are hoping again this year to welcome some of our American members and their families back again. Not so many this year. Time marches on! It will be a fun time for us all to enjoy and for £5 per person you will get your supper and entertainment with WW II music to dance or listen to. Numbers are limited so get your tickets from either Bob Dunnett, 01473 624510, Martyn Cook 01473 614442 or Russell Bailey 01473 435104. The event is being held at the Pavilion on the Green. Please remember to bring your own drinks and glasses. **This supper is open to all. Bring your friends along for an enjoyable evening.**

**Bob Dunnett**

### **Martlesham Heath Aviation Society "OPEN DAY " 12th SEPTEMBER 2004. Open 11-00a.m. till 4-00p.m.**

September 12th will be our fourth Open Day and we all hope that the weather will be as good this year as last. There will be many Side Stalls and Aviation Historic Displays, we will also have World War II and Civilian 39/45 period Vehicles, model Aircraft Flying Displays, the Chuck Wagon for those tasty Beef and Hamburgers and of course the Ice Cream Stall that helped to cool us down last year. There will be a Grand Draw with a top prize of £50 which can be used for a flight around this area, maybe taking 'photo's of your house from aloft! We will have our in-house music and of course the wonderful Martlesham Brass will be playing some of the sounds of the 40's. This year we have Mr & Mrs Radio Suffolk, (Mark Murphy and Lesley Dolphin), coming to officially open the Roof Access Stairs and the Air Raid Bunker. The MHAS Control Tower Museum will be open all day and this has had a face-lift during the closed season. We are not able to confirm any aircraft displays, the CAA had a complaint and at this moment it is being upheld. We may however be lucky with a visit from the Army Air Corp's, fingers crossed?

There will be much to see and enjoy. **Do make a note of the time and date!**

**Bob Dunnett**

### **MUSEUM REPORT**

The Museum goes from strength to strength with a steady stream of visitors every Sunday. You will find a mark of their appreciation in the Visitor's Book.

Sales, which have been augmented this year, by items suitable for children such as toys and models, have continued raising funds for the Society. Work has also progressed with the shelter. Frank Bright and Colin Whitmore have done a marvellous job in renovating the interior with help from many others. The railings have been put up around it, an area cleared around it and a path has been cleared and wood chippings put down. Thanks to Bob on the 'Little Digger', (Shades of the little tank in 'Ello 'Ello!), (I like it! ED), and Martin, who directed operations in clearing the ground. There is still some work to be done in clearing the area and levelling it for grassing and the shelter will need some work done to ventilate it to avoid dampness and condensation.

Items are still coming in to the museum. Of late we have had some strut sections from a Farman aircraft of 1914 vintage or earlier, bearing the transfer badge of The Aeroplane Company which was later known as Airco, employed Geoffrey de Havilland as its chief designer. Also received has been a typewriter with German keyboard reputed to have come from a German bomber reported to have crashed in Martlesham Creek, but I have not been able to trace this aircraft. We are having difficulty in putting this item on display at present, as it is rather large and will need to go behind some protection to stop little fingers from trying it out.

We are also receiving queries over the Internet as well as from visitors and I have spent much time in following up these. One, which is ongoing, concerns Flying

Officer Ernest Bird, who was killed while flying Short Springbok J6975, which crashed on 30 November 1923 killing him and his passenger Corporal Bugg. We have had a large hand tinted photograph of Flying Officer Bird donated to the museum and I am busy looking up any details I can find about him.

Several of the Fire section during the 1950s, have visited and we have received some photographs of the personnel and their equipment. They have renewed acquaintance with one of our museum workers, Tom Scrivener, who was stationed here at the same time.

**Alan Smith**

### **RAF MARTLESHAM HEATH – EXTRACTS FROM THE OPERATIONS RECORD BOOK 1939**

It is a little known fact that when A&AEE moved out in September 1939 the Station was put into Training Command and on 14 September 1939 No.4 Recruit Training Pool was set up. The first batch of 59 recruits were posted out on 29<sup>th</sup> September having completed their disciplinary training. A further 153 airmen were posted in to replace them on 30 September for disciplinary training. On 1st December 1939 195 airmen were posted out on completion of their disciplinary training. On 4 December No 4 Recruit Training pool was closed down with the remaining recruits and staff being posted to No 8 RTP at Manston. So several early WW2 airmen can claim to have served at Martlesham Heath, albeit for a short time.

During this time No's 107 and 110 Squadrons with their Blenheim bombers alternated here from their base at Wattisham, using Martlesham as a dispersal aerodrome.

The Station was transferred from Training Command to 12 Group Fighter Command, Air-Vice Marshal Trafford Leigh-Mallory, 12 Group Commander visiting on 15 December.

264 Squadron, Defiants moved in on 8 December and 236 Squadron flying Blenheim fighters moved in from Stradishall.

The station was also used as a forward base and several fighter squadrons sent detachments for varying periods. The squadrons included 604, 17, 29, 504 and 266.

Contrary to popular belief it was not until 1200 hours on 10 August 1940 that the Station was transferred to 11 Group.

**Alan Smith**

### **AN OBITUARY – PRESTON EASLEY**

Sadly another American veteran of the 356<sup>th</sup> Fighter Group has recently died. Preston was a great friend of Martlesham Heath Aviation Society. So much so that in conjunction with his son, Preston Jnr., has provided sufficient funds for us

to have a cupola built on the roof of the Control Tower museum and steps to access it. Thus returning the Control Tower to its original wartime configuration. Preston was born in Memphis, Tennessee on February 20<sup>th</sup> 1919. He graduated from West Point Military Academy in June 1943 and received his "wings" at the same time. After further flight training and a period as a flight instructor he was assigned to the 359<sup>th</sup> Fighter Squadron of the 356<sup>th</sup> Fighter Group based at Martlesham Heath from August 1944 and was transferred to the 360<sup>th</sup> Fighter Squadron in February 1945. He stayed with that squadron until September, 1945. Whilst in the 359<sup>th</sup> Fighter Squadron Preston Easley flew 42 combat missions in a P-47D named "The Virginia Squire". In the 360<sup>th</sup> Fighter Squadron he was a Captain and flew 18 missions in a P-51 also named "Virginia Squire".

Preston remained at Martlesham Heath for the remainder of the war in Europe and was awarded the (American) DFC and five air medals.

There were two subsequent tours in Germany, plus several stateside, the last one being in Los Angeles where he retired from the AF in 1963 as a Lt. Col. From then until 1992 he pursued a civilian career in the Aerospace industry.

In addition to his wife, Ann, he is survived by their three children: Preston, Jr., Paige, & Ann plus 5 grandchildren.

**Alan Powell**

### **VISIT TO BLETCHLEY PARK**

The 29<sup>th</sup> of May and 20 of our members, together with friends from British Telecom paid a visit to Bletchley Park, the home of the magnificent Code Breakers in WW2. Also known as "Station X". A title that seems rather appropriate for the under-cover work carried out here. The name simply came about because it was the 10<sup>th</sup> of various sites acquired by the MOD and designated by Roman numerals.

We had an excellent guide for the day, who started by explaining what was done here. This was followed by a tour of all the facilities in various huts. It was here that the German "Enigma" code was broken, following the initial break through by the Poles, who managed to smuggle an Enigma machine into England in 1939. The Enigma machine was capable of **159 million, million** possibilities and the machine was reset daily! No wonder the Germans were convinced that their cipher was unbreakable!

The work started just before WW2 when a few university dons were recruited. They in turn, invited other "free thinkers" to join them. By the end of the war over 10000 persons, including 300 Americans, were employed here on 24-hour shift work. All German radio traffic and telecommunications were intercepted and passed to the code breakers. It soon became apparent that they could not cope quickly enough with the sheer volume of traffic and a young genius by the name of Alan Turing devised a machine that was given the name of "Bombe", after an earlier attempt by the Poles and because of the loud ticking sound it made.

We were shown a rebuilt “Colossus” computer. This was an example of the world’s first programmable computer and was the brainchild of Mr Tommy Flowers, a GPO scientist at Dollis Hill in London. Around 10 of these machines were built and each used approximately 1500 thermionic valves. This was an age before the silicon chip, of course. They came into use later in the war and all but two of them were destroyed on the orders of Churchill after hostilities ceased. They considerably speeded up the decoding of radio traffic from the enemy.

Of course the work was carried out in great secrecy. All personnel were required to sign “The Official Secrets Act”, and were forbidden to talk about their work. It is a great tribute to them that the Germans never discovered that their code had been broken. Only a very few VIP’s or military commanders were given the actual source of the information.

A major problem was using the information without raising German suspicions that their code had been breached. Reconnaissance aircraft were routinely sent out to find enemy shipping although their whereabouts may already be known through the work of Station X. This was to convince the enemy that reconnaissance was the reason for our knowledge.

Information given to our various commanders was instrumental in enabling them to resist any attack and to mount their own offensive against the enemy’s known weak points. It was vital information in many campaigns, including North Africa, “D”-Day and even Crete where, although the battle was lost the, Germans incurred such tremendous losses that they never again attempted an airborne assault.

Perhaps the greatest achievement was breaking the particular version of the Enigma code used by the German Navy. Once we had finally broken the code our shipping was safe from the dreaded U-Boat and the “Battle of the Atlantic” was finally won.

Station X was even able to decipher the so-called “Fish Code,” that Hitler used to communicate with his generals. In all it is estimated that Station X shortened the war by at least 2 years thereby saving countless thousands of lives. No wonder Churchill called it “my goose that laid the golden egg but never cackled”!

Speaking of whom, a whole building is devoted to the memory of Churchill, with all manner of artefacts very attractively presented. This alone is worth going to see, but one can easily spend a whole day at this site with all its fascinating history.

**Russell Bailey**

### **RAF MUSEUM HENDON**

Sunday 28<sup>th</sup> March and a full coach of 52 MHAS enthusiasts took off to visit the RAF Museum at Hendon. It is some time since Russell Bailey organised a trip there and since then a number of changes and additions have taken place.

The journey was not without incident because we developed hydraulic failure of the undercarriage shortly after take off and were forced to abort to an emergency

strip at Tesco’s forecourt at the Copdock interchange! Fortunately our pilot was in RT contact with his base and a relief coach soon arrived. We continued on our way up the A12 without further mishap!

A new hall has recently been added and this is the stylish “Milestones of Flight” space. This large new hall seems not to be quite full but it does contain significant “milestones of flight”, aircraft. These include the Bleriot X1, Sopwith Camel, Hawker Hart, Messerschmitt 262A, Sikorsky Hoverfly, the famous WW2 fighters of both the allies and the Germans and also a full-scale model of the Eurofighter Typhoon. Many more important aeroplanes too numerous to mention.

The Bomber Hall has been much altered since I last visited Hendon but the towering presence of the Lancaster is always a moving sight. Just such a pity that the only Halifax present was dredged up from the floor of a Norwegian Fiord some twenty years after it landed on the ice and sank to the bottom. There really is no excuse for the lack of foresight by the authorities. We really should have saved a representative example of all the significant aeroplanes that were operational in WW2.

In the historic hangars I came face to face with an old friend. A Bristol Sycamore helicopter (WV783), that saw experimental service at Khartoum, at the same time that I was there as a National Service airman.

The revamped “Battle of Britain Hall”, was as moving as ever and the “Grahame White” Hall contains many combat aircraft from the Great War as well as Edwardian aeronautical treasures. So appropriate that the Grahame White hall should be Grahame White’s actual factory. North London has expanded just a little from those far off days!

We managed to collect our weary band and headed off home in the late afternoon. Our sincere thanks to Russell for another well organised and successful trip.

**Alan Powell**

### **Don’t Mention the War...**

A Pan Am 727 flight waiting for start clearance in Munich overheard the following:

Lufthansa (in German): "Ground, what is our start clearance time?"

Ground (in English): "If you want an answer you must speak in English."

Lufthansa (in English): "I am a German, flying a German airplane, in Germany. Why must I speak English?"

Unknown voice from another plane (in a beautiful British accent):

**"Because you lost the bloody war!"**

### **MEMPHIS BELLE**

Colonel Bob Morgan, who has just died at the age of 85, was the pilot of the Memphis Belle and in October 1942 Morgan and his crew flew their brand new

B17 over to Bassingbourne in Cambridgeshire to join the 91<sup>st</sup> Bomb Group, (The Ragged Irregulars)

At that time the USAAF had little experience of strategic bombing and losses were as high as 82%. The war Department set 25 missions as an incentive for a crewman to go home. On 17 May 43 the B-17 Memphis Belle and her crew made military history as the first American WWII bomber to complete 25 combat missions & return to the United States. They flew the Belle home in June 1943 and for three months she visited 32 American cities to thank the American people for supporting the war effort.

For the first three months of operations the targets were over France and the Low Countries to allow crews to gain combat experience in slightly less hazardous conditions than Germany itself. After arrival in England the Memphis Belle and her crew were detailed to attack the German U-boat port of Brest. This was on 7<sup>th</sup> November 1942. They flew their first mission over Germany on February 4<sup>th</sup> 1943.

Bob Morgan was clearly something of a daredevil and a buccaneer. On one occasion they had to land at Exeter because of a faulty engine. A party invitation awaited them that night back at Bassingbourne and Morgan was determined to keep that appointment. The faulty engine refused to start and Bob Morgan declared his intention of taking off on three engines and hope the slipstream would start the rogue engine. The crew were not enamoured of this idea and with the exception of the engineer, stayed firmly on the ground. The ruse was successful and Morgan landed once more at Exeter to collect his crew and arrived back home in time for the party!

By May of 1943 the Memphis Belle was about to embark on its 25<sup>th</sup> mission. The Americans realised the much needed favourably publicity that could be gained. The film director William Wyler, who had joined the Air Force Film Unit, was told to produce a documentary about this, by now, veteran B17. His cameramen flew on board on the 25<sup>th</sup> mission to record the sights and sounds of an operational sortie. The target was an attack on the docks at Wilhelmshaven on May 17<sup>th</sup>.

The film was made into a 45-minute colour documentary and was highly acclaimed. Since then, of course, a second feature film was made in 1990, but not surprisingly the Hollywood version lacks the impact of the original.

A tour of American cities followed their triumphant return to the USA. Following that tour Morgan volunteered to return to operations and converted to the B29 Superfortress. In October 1944 he deployed to the Far East in his new bomber "Dauntless Dotty". On 24<sup>th</sup> November 1944 he led the first B-29 raid on Tokyo.

Colonel Bob Morgan was a charismatic character and was in demand to open air shows and aviation events. He made many visits to England and was present in 1997 when the American Air Museum at Duxford was opened.

**Alan Powell**

### **You Gotta Laugh...**

One night a guy took his girlfriend home.

As they were about to bid each other goodnight at the front door, the guy started feeling a little in the mood.

With an air of confidence, he leaned with his hand against the wall and smiling, he said to her "Honey, would you give me a kiss?"

Horrified, she replied, "Are you mad? My parents will see us!"

"Oh come on! Who's gonna see us at this hour?" He asked grinning at her.

"No, please. Can you imagine if we get caught?"

"Oh come on! There's nobody around, they're all sleeping!"

"No way. It's just too risky!" "Oh please, please, I love you so much?!?"

"No, no, and no. I love you too, but I just can't!"

"Oh yes you can. Please?" .....

"No, no. I just can't"

"I'm begging you ... "

Out of the blue, the light on the stairs went on, and the girl's older sister showed up in her pyjamas, hair dishevelled, and in a sleepy voice she said, "Dad says to go ahead and give him a kiss, or I can do it. Or if need be, mom says she can come down herself and do it, but for God's sake and all of ours.. .

**Tell him to take his hand off the calling bell!**

### **OPERATION FORTITUDE**

With the passing of the 60<sup>th</sup> anniversary of "D" Day it may be of interest to look at the totally amazing deceptions devised and successfully executed by our Intelligence Services.

Operation Bodyguard" was the name given to the overall deception plan leading up to "D" Day and this encompassed several other sub-plans – notably "Operation Fortitude"

"Operation Fortitude" was the code name given to the elaborate web of deception that sought to convince the German High Command that the invasion attempt they knew was inevitable would be directed at the Pas De Calais area of northern France and possibly Norway.

"Operation Fortitude North" was intended to convince the enemy that an invasion force would be directed at Norway while "Operation Fortitude South" was to tell them that the obvious shortest route across the English Channel to the Pas De Calais would be the invasion route.

It was impracticable to launch more than a diversionary attack on Norway and the intelligence service was aware that the enemy would know that. Nevertheless it was important to cause as many German divisions as possible to be stationed in that country. Operation Fortitude depended upon an immense amount of work constructing dummy military hardware and in Scotland no less than four squadrons of dummy Boston aircraft were manufactured and dispersed around Scottish aerodromes. Real Bostons patrolled the area and created radio traffic that

would be intercepted. A sub plan of Operation Fortitude North was “Operation Skye”. More radio traffic gave the impression that a “British Fourth Army” was being assembled in the north. No less than seventeen German divisions were subsequently held down in Scandinavia by this deception.

“Operation Fortitude South” was an enormous tour de force of deception. The Northamptonshire Regiment and the 10<sup>th</sup> Battalion, the Worcestershire Regiment were posted to nearby Waldringfield to assemble fake landing craft and other military hardware. Large numbers of dummy landing craft kits were manufactured. These were codenamed “Bigbobs” and consisted of a tubular steel frame over which was stretched a canvas skin. Buoyancy was provided by a row of 45 gallon oil drums. The finished “landing craft” were very convincing from the air, as indeed they had to be.

59 of these dummy landing craft remained on the river at Waldringfield and 63 were to be found on the river Orwell. Other sites included Great Yarmouth, Lowestoft, Dover and Folkestone. The final effect viewed from the air was of a massive concentration of military and naval hardware ready to invade the Pas De Calais area.

A sub plan of Operation Fortitude was deployed by the Americans and was called “Operation Quicksilver”. This echoed the deception by the British in the north, (Operation Skye); in that it successfully gave the impression that a large American force was assembled in East Anglia. Lt General Patton had made himself temporarily unemployable as a result of slapping two shell-shocked soldiers and was given the post of commanding officer of a fictitious “First US Army Group”, (FUSAG), He made high profile visits to his non-existent army throughout East Anglia and all in all every conceivable ploy was used to convince the enemy that an enormous invasion force was poised to cross to the Pas De Calais area.

Whilst on the south coast the real invasion force was being assembled in the Portsmouth/Southampton area and it was imperative to ensure that German reconnaissance aircraft did not spot them. Camouflage hid everything from view. On the other hand security in the vicinity of the fake invasion force in East Anglia was rather more lax and carefully orchestrated so that the Germans would be sure to know about it and thus hopefully keep the majority of their army divisions in the northern France and Belgium area.

At the very end of May another of many ingenious schemes was put into action when an actor who resembled Field Marshal Montgomery was despatched to Gibraltar. It was known that the Spanish were monitoring the airfield and that news would certainly get back to Berlin that Montgomery was away from England. From that the Germans might infer that invasion was not imminent.

On the night of the 5<sup>th</sup>/6<sup>th</sup> June 1944 German radar operators in the Pas De Calais area were not short of objects on their radar screens. Small motorboats were fitted with radar reflectors and transponders to increase the size of the echo. Meanwhile overhead 16 Lancasters of 617 (Dambusters) squadron and 6 Stirlings from 218

Squadron flew very precise patterns and dropped a dense screen of “Window” metallic foil. Five Royal Navy motor launches patrolled near the French coast and cinema loudspeakers broadcast all the sounds associated with an invasion force approaching.

A further distraction on the night of 5<sup>th</sup>/6<sup>th</sup> June was provided by Lancasters and Halifaxes and was codenamed “Operation Titanic”. This involved the dropping of dummy parachutists around the mouth of the Seine and to the east and south of Caen in order to distract attention from the true invasion beaches. These “parachutists” were made of hessian and filled with sand. They were 30” tall and weighed 13lbs. As they descended by suitably downsized parachutes they looked very effective. Some of them were fitted with pyrotechnics to simulate gunfire!

After “D” Day efforts of deception were in fact redoubled. Every effort was made to indicate that intense activity was taking place in the English ports nearest to the Pas De Calais and that another force was about to be launched over the channel. Hitler was convinced that the information being relayed to him was correct and that the Normandy landings were a diversion before the main attack in the north. Astonishingly the German High command were convinced for several weeks after “D” Day that the main force would arrive from this direction. Crack divisions remained in the Calais area. until mid July.. The “Bigbob” dummy landing craft were not removed until August of that year!

If a feature film had been made about the work of the Allied Intelligence Services and the almost total success of their work leading up to and beyond “D” Day, it would have been dismissed as laughably unbelievable.

For instance, to single out one element of the deception plan, how could it be that all the dummy aircraft and landing craft were manufactured and placed on site without German spies knowing about it? Well, there is another and perhaps even more astonishing reason why we were so successful in our cover-up strategy and that is the “Double Cross” system, by which we controlled German espionage in this country. A topic for the next “Runway 22 perhaps?”

**Alan Powell**

## MONTHLY MEETINGS ROUNDUP

For our **May** meeting well in excess of 100 members were present to listen to an illustrated talk by John “Smudge” Smith. The title was “The Blenheim Restoration Project”. A couple of old airframes were discovered on a farm in Manitoba and these were returned to England to be rebuilt. They resided for some years in a workshop at Duxford. This, of course, was inevitably known as “Blenheim Palace”!

It was finally ready to fly and just one month after this it crashed due to pilot error. Smudge himself was on board and along with two other crewmembers escaped serious injury. Not deterred, the restoration team regrouped and set about once again putting all the pieces together. Not long after the second maiden flight there was a fuel miscalculation and the poor old Blenheim hit the embankment of

the M11 when attempting to land at Duxford. Although extensive damage was done to the jinxed aeroplane it is currently being rebuilt once again. There's dedication for you!

In our **June** meeting one of our own members, Tony Errington gave us a rest from aviation matters and delivered an illustrated talk entitled, "East Coast Shipping". It is amazing to see the sheer size, not only of the containers ships that now dock at Felixtowe, but also the enormous cruise liners that are starting to include Harwich as one of there pick-up points. All a far cry from the Thames barges that once plied between the East Anglian ports and London. Good to see that a few of the barges are being preserved. Tony is clearly a maritime enthusiast and the audience was very appreciative.

Our **July** meeting was billed as a talk about the R101 airship and its Suffolk connection. Unfortunately the wife of the presenter was taken ill and the talk has had to be postponed until a later date.

However, another of our members, Mr Jork Andrews stepped in at the last moment and delivered a most interesting talk about the military history of Orfordness. A history that goes back to 1915 when the RFC established an aerodrome on that most inhospitable strip of land. The first parachute jumps were made from there and the intrepid volunteer was required to step out on to the wing and launch himself off whilst the parachute was pulled out of a bin on the wing! The powers-that-be were unimpressed with the invention of the parachute as they thought that this may deter pilots from attempting to land their aircraft and thereby save them. Typical!

After the break our very own Alan Smith gave a talk which he entitled "The Konigsberg Affair". The Konigsberg was a German raider that was prowling off the East African coast shortly after the outbreak of WW1. Although it was forced to retire up a river to effect boiler repairs the British took 10 months to destroy it. Eventually two Monitors, which were flat-bottomed warships with a very broad beam were sent from England and Alan recounted the trials and tribulations before the Konigsberg was no more.

**August** and the occasion of our one and only evening visit. Russell had been hard at work as usual and a coach headed up to Cotton in the depths of Suffolk to The Cotton Mechanical Music Museum. On a very hot evening we arrived and a guide showed us some of the fascinating old organs and other musical instruments from yesteryear. Many of them were in working order and some dated from the 18<sup>th</sup> century. Later we sat to enjoy a musical recital played on an old cinema organ. Of course it came up from the basement in true Odeon, Leicester Square fashion!

**ED**

### **Hell hath no fury like a woman's..... wrath**

While taxiing at London Gatwick, the crew of a US Air flight departing for Ft. Lauderdale made a wrong turn and came nose to nose with a United 727.

An irate female ground controller lashed out at the US Air crew, screaming:

"US Air 2771, where the hell are you going? I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C' and D', but get it right!"

Continuing her rage to the embarrassed crew, she was now shouting hysterically: "God! Now you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move till I tell you to! You can expect progressive taxi instructions in about half an hour and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that, US Air 2771?"

"Yes ma'am," the humbled crew responded.

Naturally, the ground control communications frequency fell terribly silent after the verbal bashing of US Air 2771. Nobody wanted to chance engaging the irate ground controller in her current state of mind. Tension in every cockpit out in Gatwick was definitely running high.

Just then an unknown pilot broke the silence and keyed his microphone, asking:

**"Wasn't I married to you once?"**

We would like to welcome the following members who have recently joined:- N Wall, E Tallent, J Barbrook and T Downing.

With apologies to anyone who has been missed!

