



The **AGM** was held on the 14th May with 23 attendees and 3 apologies for absence. A full copy of the accounts are available (electronically) on request; all fourteen pages of them. Interim statements are available during the year, on request should anyone be interested. Other information from this meeting is scattered below...

Chairman's Report (Ken Fostekew)

Visitor numbers appear to have again been very encouraging since our Spring and Summer opening period. The Summer weather was exceptional and surprisingly helped our visitor numbers. A total number of 16 group visits including 3 schools and one from Reading College. Two car clubs, the Morgan Car Club and the CSMA Car Club both of which were well attended. The last group visit was the "AJS" and "Matchless" Motor Cycle Club with a total of 40+ motorcycles attending. A total of nine presentations have been made since January, not all fundraisers but nevertheless all free publicity.

Earlier in the year it was decided to celebrate the 25th Anniversary of the opening of the Museum to the public in March 1993. The May Bank Holiday of the 5th, 6th and 7th of May was chosen with the prospect of good weather in mind and we weren't disappointed. It was a joint celebration with The Miles Aircraft Collection, which was formed in 1993. An assembly of Miles aircraft gathered at White Waltham, courtesy of Mr Peter Amos, but due to current CAA regulations the event could not be advertised. However, several Miles aircraft did a fly past over the Museum. All in all a very successful weekend.

As a gesture we had free admission and the Café and book sales were very good.

The annual Handley Page (Reading) reunion was hosted on the 10th July and was very well attended. Museum volunteer Mr Andy Wise arranged a visit to the Aston Martin Museum near Berinsfield and followed by lunch in the George Hotel at Dorchester on Thames.

April the 5th the Museum hosted a Film Company to use the HP Dart Herald for filming two features for the "Yesterday" Channel entitled "Confidential Air Crashes" The aircraft was totally blacked out as the scenes were to take place at night. Two shoots were made, one in the morning and one in the afternoon. For the weekend of 3rd and 4th November I was asked to do a display by the Purley Village Society, I chose a photo display of the No 1 School of Aeronautics (Reading). I was asked to do a similar display by Woodley Town Council for their Armistice ceremony on 11th November at the Oakwood Centre Woodley. Both events were very well attended, and again free publicity. The demolition of "Hawkhurst" house was commenced along with "Hawkhurst Stadium. The demolition contractors were obliged to save some of the stonework from the entrance, The Museum now has the lintel inscribed "Hawkhurst" and is on display as a artefact/memento.

Engineering Report (Geoff Etridge)

The **Miles Marathon** fuselage section has been completed and is now on display complete with lighting and landscape photographs in the cabin windows courtesy of Mr Keith Searle. Mr Mick Aldridge is making seat backs to simulate the cabin interior.

The "**Broburn Wanderlust**" glider wings have been renovated and covered with new fabric (Ceconite) and finished with varnish along with the flaps and ailerons. The rudder has been fitted and rigged. Mr Chris Maitland is restoring the tailplane and is almost finished. The fuselage is almost ready for varnishing, the only anomaly is the cockpit canopy efforts are being made to obtain a canopy to resemble the original as il-

lustrated in the only technical details that we have.

The working models of the **Spitfire** and **Shorts Skyvan** continue to create interest with our visitors young and old alike, also, the **Mini-Delta** continues to work well, thanks to the expertise of Mr Des Emery.

The replacement storage building is now in use and is housing all paint and flammable liquids, also, some of the heavy tools. The erection was done by Mr Andy Wise, Mr Maurice Rolfe Mr John Wright and Ken Fostekew.

Shop (Peter Andrews)

Over the past 12 months, shop sales have again been encouraging, reflecting the increased visitor numbers and helped by last years extended summer when cold drink sales, especially, were well above average.

We have now identified the range of toy and snack items that sell well on a regular basis, and these have required restocking well ahead of initial expectations.

Generous donations of books, pictures, models continue to be received from members of the public, with these sales again generating additional funds for the Museum.

Our new card payment system is beginning to show signs of increasing the sales of “impulse” buys, especially within the range of children’s toys, as visitors find it easier to swipe a card in the increasingly cashless society.

March Meeting (Keith Freeman)

Paul Ross gave a fascinating talk about the rise and fall of Silver City Airways. In 1946, [Air Cmdre Griffith James \("Taffy"\) Powell](#) got in touch with W.S. Robinson, [chairman](#) of [London-based mining company](#) the [Zinc Corporation](#). The Zinc Corporation, working silver mines at Broken Hill required people and goods from the UK – so, in Silver City Airways was formed, based at Langley Aerodrome. With four ex-military [Dakotas](#) and three [Avro Lancastrians](#) the first commercial flight was from Heathrow to Sydney via Johannesburg in late 1946.



The following year, Silver City leased its first Bristol Freighter and moved its base to Blackbushe when Langley closed. In 1948, control of Silver City passed from the Zinc Corporation to British Aviation Services. In July of that year, the airline inaugurated the world's first air ferry service across the English Channel between Lympne Airport and Le Touquet Airport.



This service was only operated until September and carried 178 cars and their occupants, as well as some motorcycles and bicycles. There was a flat £32 one-way fare to take a group of four passengers along with their car across the Channel. Once opposition from BEA to the carriage of passengers travelling without vehicles was overcome, a new fare structure was introduced. A group of four travelling with a small car was £27, while the fare for four people travelling with a large car remained at £32. By the end of 1949, this operation fully utilised five Freighters, which carried 2,700 cars and 10,000 passengers.

It's success, thereafter with the car (and bike) ferry service from Blackbush and, later between Lymgne Airport and Le Touquet was based on ever increasing numbers of cars, bikes and people with lower fares seemingly every year.

Silver City joined the 1948–49 Berlin Airlift with a single Bristol Freighter in September 1948. Owing to heavy demand for additional civilian airlift capacity, the airline leased a further two Freighters from the Bristol Aeroplane Company. By the time the civil contribution to the Airlift was scaled down in February 1949, the company's three Bristol Freighters were the last twin-engined airliners employed in this operation. When it came to an end, the firm's Freighters had flown a total of about 800 hours.

By 1950, the number of cars and passengers carried on the cross-Channel services roughly doubled to 5,000 and 24,000 respectively. To encourage further traffic growth on its Lymgne — Le Touquet car ferry service, Silver City reduced fares in September 1950: the rate for cars up to 14 feet in length was cut from £27 to £19 while the rate for larger vehicles dropped from £32 to £25.

The success of the Lymgne — Le Touquet air ferry service resulted in the subsequent introduction of additional routes across the English Channel and to other parts of the UK.

Over the coming years, Silver City pursued a policy of continuous fare reductions to fill the additional capacity on its growing air ferry network. This included new car ferry services between Southampton (Eastleigh) and Cherbourg as well as between Southend (Rochford) and Ostend and a DC-3 passenger service linking Gatwick and Le Touquet. Both of the former commenced in spring 1952, while the latter was inaugurated the following year. As a result, the number of vehicles carried doubled from 5,000 to 10,000 between 1950 and 1952 and quadrupled to 40,000 by the end of 1953 - partly the consequence of an average 40% fare reduction.

By 1954, the cross-Channel network comprised five routes: Gatwick — Le Touquet, Lydd — Le Touquet, Lymgne—Calais, Lymgne—Ostend and Southampton—Cherbourg. Control of Silver City passed to P&O via General Steam Navigation in 1954.

In 1960, Silver City made 40,000 Channel crossings, carrying 90,000 vehicles and 220,000 passengers. During that year, it also moved 135,000 tons of freight across its network an increase of 35% over the previous year.

1962 was the busiest year in Silver City's history. The airline and its French partner CAT carried 96,272 vehicles and 238,748 passengers on 43,064 flights, representing increases of 10%, 6% and 12% compared with 1961. In addition, over 43,000 tonnes of cargo were carried. However, these record-breaking traffic statistics did not alter the fact that the airline's air ferry operation was no longer economically viable. Thus Silver City was taken over by BUA parent Air Holdings - the takeover was officially announced in January. Air Holdings were the owners of Channel Air Bridge, based at Southend, which operated similar services from Southend to the Continent. By the end of the year, the Silver City name ceased to be used as all aircraft had either been repainted in BUA colours or retired.



April Meeting (Keith Freeman)

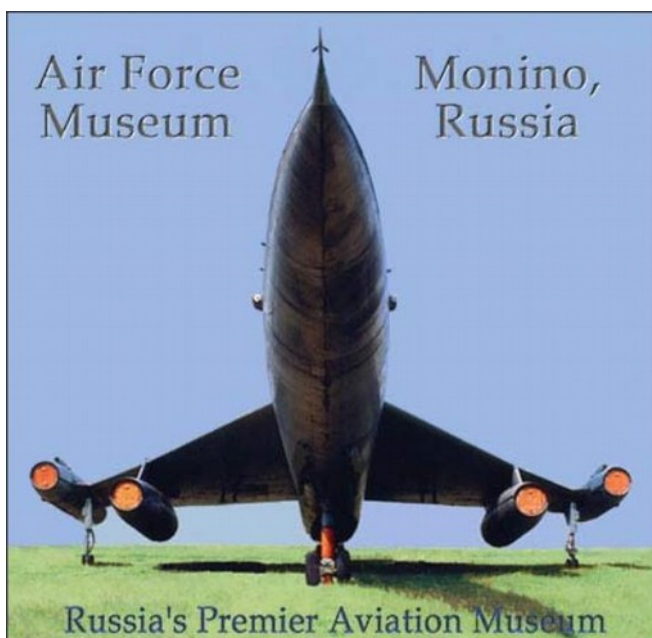
Phil Williams told us about Hurley's WW2 secret - Station Victor. The Office of Strategic Services (OSS), formed in 1942, was the forerunner of the post-war Central Intelligence Agency (CIA). It's remit was to collect and collate tactical and strategic intelligence by using field agents to spy on the enemy. Thus it was, to a certain extent, based on the British MI6 and the Special Operations Executive. Agents were given extensive training – but once in occupied Europe there was a pressing need for channels of communication. This required a suitable area where a radio station could be built with a range of 500 miles or more.

The Chief of the OSS Communications Branch set off driving west out of London (where the HQ were). He took a radio receiver with him so he could stop at suitable looking places, such as hilltops and check reception conditions. He, by chance, found a side-road leading to the top of a hill and a farm. The top of the hill had a large flat area, low noise levels and food radio reception.

This area, overlooking the Thames, was chosen and a radio receiving site built in a pasture field to the north of the farmhouse. The village (yes, Hurley) down in the valley was able to provide accommodation and administrative facilities. The radio transmitter site was built two miles to the east of the receiving site on the same ridge, above the village of Bisham. Building work should have started in June, 1943 but was delayed. The Ministry of Works office (in Whiteknights Park, Earley) drew up the necessary plans. At the same time suitable rooms in Hurley were identified for offices, briefing rooms and a mess. Hurley Manor House on the High Street was deemed suitable and requisitioned by the War Office. It had large gardens which allowed the building of barrack huts for the enlisted men. Thus ablutions and disposal of sewage for up to 160 men were planned and constructed. Work commenced in October, 1943. The personnel for the station were from the ranks of the US Army Signal Corps and the US Navy. The sight of the US Sailors in their distinctive uniforms became a common in the village but due to secrecy nobody could be told what was going on. The cover story was the men were involved in training... and by this time in the war civilians were used to strange things going on and had become less inquisitive.

Victor's role was to receive and send coded messages to agents to obtain vital intelligence on Hitler's Panzer Divisions, secret weapons and industrial war machine. The only aviation connection was the delivery (and sometimes evacuation) of the agents by air – but this lack of "aviation connection" was easily overlooked by a fascinated audience!

May Meeting (Keith Freeman)



John Andrews, once again, opened up his collection of aircraft pictures – this time from The Russian Air Force Museum. He admitted to dragging his wife to the museum at Monino, some 24 miles from where they were staying in Moscow.



Monino was an operational base until 1956 and the museum was started in 1958 and opened two years later – using, where possible, the original airfield structures. However most of the planes were displayed out in the open and John's guide took them around, apparently, at a fairly quick pace.



If I made a list of the aircraft John had managed to capture I don't know what I did with it... I should, of course, have asked John to copy some of his photos to me so I could put them here – however with the deadline looming I've left it too late (sometimes my stupidity even astounds me!).

The facilities are largely unimproved and the majority of aircraft are exposed to the harsh Russian weather. Despite these conditions, the aircraft are in surprisingly good shape and most are sitting on the original tires they landed at the Monino airfield with. This is a testament to the museum employees who have a great historical legacy to preserve.



The museum was run by the Russian government but became independent in 2001.

Many of the Russian aviation Design Bureaus (Tupolev, Ilyushin, Antonov, Mikoyan, etc.) have contributed exhibits and resources to the museum and its maintenance.



Historic Aviation News

Feb 27: The Aircraft Restoration Company (ARCO) announced that the Spitfire T.9 “Indy” made a wheels-up landing at Denham Aerodrome. The pilot and copilot were unharmed but the aircraft sustained some damage, the extent of which will be evaluated when the aircraft is brought back to Duxford. (Photo © Jean-Pierre Touzeau)



Mar 9: A LASER Colombia Douglas DC-3 (HK-2494). operating a flight from San Jose del Guaviare to Villavicencio. About 40 minutes after take-off, the pilot reported an ‘engine problem’. The aircraft apparently crashed shortly after this on a dirt road in a palm plantation at Finca La Bendicion, near San Carlos de Guaroa 32 miles southeast of Villavicencio. The 3 crew and 11 passengers on board were killed in the crash and it was destroyed by fire. The accident happened in daylight and in VMC.

Mar 1: Twenty years ago today balloon pilots Bertrand Piccard of Switzerland and Brian Jones of Great Britain took off on an historic, non-stop, 20-day flight during which they circumvented the globe in just 15 days. By the time they landed they had set seven new world records, including Distance, Duration and Altitude across all balloon types and sizes (Absolute category). Four of these records — for distance and duration in two ballooning classes — still stand today.



Mar 14: The Tornado, after serving the RAF for four decades made several “farewell” flights before officially retiring at the end of March (although still serving in other air forces). Most will go to RAF Cosford for training purposes



Mar 17: the Morane-Saulnier MS.733 Alcyon No. 134 (registered F-WYOT) made its first flight after a four-year restoration. This first test flight lasted thirty minutes, and was made with gear extended. This aircraft is a former French air force example, and was purchased by a Swiss owner after its military service before returning to France in 2015.



Mar 30: Mrs Jan Cooper, who with her husband the late Ben Cooper formed the Newbury Aeroplane Company at Hungerford and became world renowned for the restoration of classic vintage aircraft has died. A fine example of Jan’s work can be seen on Miles M 2W G-ADWT, still at White Waltham. Jan was renowned for her craftsmanship with the traditional cotton fabric work. G-ADWT was attached to 8 EFTS Woodley and can be seen in the pre war photos on display in the Museum, it is the only Hawk Major in existence.

Apr 1: After months of painstaking research Vintage Wings of Canada have painted their Hawker Hurricane MkXII to commemorate a Mk I from the Battle of Britain flown by Canadian uber-ace F/Or William Lidstone McKnight, the highest scoring pilot in Douglas Bader’s 242 “Canadian” Squadron of the RAF. It is hoped it will take to the skies over the Gatineau Hills for the first time later this year to help celebrate the year of the 95th birthday of the RCAF.



Apr 9: Lieutenant Colonel Richard “Dick” E. Cole, Jimmy Doolittle’s copilot and last surviving member of the Doolittle raid on Tokyo on 18 April 1942, passed away. Born in 1915, he enlisted as aviation cadet in 1940. He was one of the 80 crew members selected to take part in the famous raid against Tokyo and mainland Japan. Taking off from the USS Hornet in their B-25s the raiders bombed Tokyo and other targets on the Japanese mainland. Running out of fuel after their mission, they parachuted or crash-landed in China. Five raiders were captured and executed by the Japanese, with another three becoming POWs (one of whom died from malnutrition during his captivity). Richard Cole remained in the China-Burma-India theatre of operations after the raid. He served in the USAF until 1966, retiring with over 5,000 flying hours.



April 13: The giant double fuselage aircraft, the Stratolaunch, made its maiden flight, and broke the record, which had lasted 72 years. The aircraft flew for 2.5 hours over the Mojave Desert, reaching a top speed of 189 mph. “The flight itself was smooth, which is exactly what you want the first flight to be. And for the most part, the airplane flew as predicted which is again exactly what we want,” Scaled



Composites test pilot, Evan Thomas, said. “We saw a few little things that were off nominal, but really for a first flight, it was spot on”.



Apr 20: The Experimental Aircraft Association’s North American B-25H Mitchell “Berlin Express” made its first post-restoration flight after a four and a half-year restoration. The aircraft is notably known for its role in the movie “*Catch-22*”.

Apr 22: The 1944 Northrop N-9M restored to

flying condition and flown by the Planes of Fame museum since the mid-1990s crashed in a prison courtyard in Norco, California. The pilot did not survive the crash and the aircraft appears to have been totally destroyed by the crash and subsequent fire. This aircraft was the fourth and last N-9M built, and the only surviving example of its type.



May 3: Wilson Connell “Connie”

Edwards has died in Texas. Born on 25 April 1934, he served in the US Air National Guard from 1951 to 1960. In 1968 and 1969, he was chief pilot for the movie “*The Battle of Britain*”, flying Hispano Buchóns, Spitfires, Hurricanes, Junkers Ju 52s, CASA 2.111s and a B-25 Mitchell photo plane. He also participated in the



shooting of several other warbird-related movies and helped create the Confederate Air Force (now the Commemorative Air Force) and has always been a leading figure of the warbird scene in the US and the world.

May 5: Ian Maddock updates his restoration work on Miles Messenger G-AHUI: Due to the condition of the bits we started with it has proved to be a very tricky and time consuming restoration. The front fuselage is complete and covered in fabric, tail plane complete and awaiting fabric and the rear fuselage is currently in the process of having its ply skin attached (2 of the 4 rear fuselage spars required splicing as they were rotten).





May 12: Amanda Harrison, 46, took off from Biggin Hill in a 1942 de Havilland DH82A Tiger Moth to retrace the 1930 flight of Amy Johnston's epic solo flight to Australia. Her trip can be followed on her blog: <https://www.amandajharrison.com/blog-1>



Olt Pass, Carpathians



Had to Pan in Rhodes – Blown Cylinder Head

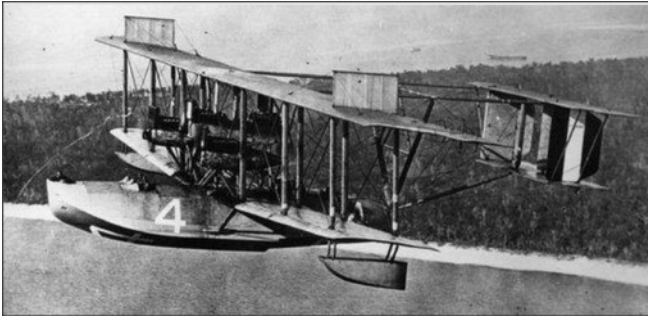


May 13: The Airco DH.9 E8894 registered G-CDLI of the Historic Aircraft Collection made its first post-restoration flight at Duxford, flown by Dodge Bailey. The flight lasted 30 minutes. The aircraft's restoration was carried out by Retrotech and Aero Vintage Ltd and took over ten years. E8894 is the sole airworthy DH.9 in the world, and is powered by an original Siddeley Puma engine.

May 18: A dozen and more Stearman owners and seven Stearmans gathered at Stafford Regional Airport in Virginia, four of them in formation. This was for the first fly-in of the Mid-Atlantic Stearman Association which association hopes to make an annual event.

May 27: Marshall Aerospace and Defence Group, has said in a statement that it is to close Cambridge Airport by 2030 and turn the site into a 12,000 home housing estate.





100 years ago, today, the first aircraft* to cross the Atlantic under its own power reached its destination – Lisbon. It was a USN NC-4 and took nearly three weeks with several stops and (obviously) many delays! [* *Heavier than air – I can't find anything about dirigibles possibly doing it before this date... Does anyone know differently?]*

Undated: Another Dakota under restoration for display isn't news... But this one will be the only genuine Douglas one on display in Russia. The surviving C-47 is a relic of what was once a famous tragedy of Russia's far north. In 1947 Maksim D. Tyurikov landed the plane on the frozen landscape after an engine and the radio gave out over the Taimyr Peninsula, a realm of featureless Siberian tundra far above the Arctic Circle. He then wrote in pencil on the inside of the fuselage that he had saved the passengers. He would, however, not save himself - he died trying to summon help by walking to the nearest settlement, more than 100 miles away. A total of 26 or 32 people were aboard, according to differing sources researched by the Russian Geographical Society. Six passengers and two crew members died trying to walk out, while those who huddled in the plane survived for 19 days before help arrived, partly by stretching out the emergency rations of American Spam kept on the plane. For seven decades, the Douglas remained there, upright and intact. Fierce winds and snow blasted off the green paint, leaving it glistening and silver. Some restoration has already taken place, but the heavy work will begin this summer at an aviation repair factory. The geographical society says the plane will be displayed in the Museum of the Conquest of the North, in Krasnoyarsk, to commemorate both American Lend-Lease aid and the heroism of Soviet pilots.



Dates for your Diary

June

4/5 IWM Duxford - Daks over Duxford
 5 Portsmouth - 75th Anniversary of D-day
 8/9 Old Warden - DH Moth Club Charity Flying Weekend
 8/9 Solent Airport - Daedalus D-day 75
 13/15h Wycombe Air Park - Aero Expo 2019

 15 Old Warden - Classic Evening Airshow
 15/16 Dunsfold Park - Dunsfold Wings & Wheels 2018
 29 Salisbury - National Armed Forces Day
 29 Wycombe Air Park - Armed Forces Day

August

1 MBA Meeting – Social Evening at the Museum
 3 Highclere Castle - Battle Proms
 4 Old Warden - Shuttleworth Family Airshow
 8 Old Warden - Gathering of Moths
 8/11 Bristol - International Balloon Fiesta
 17 Old Warden - Shuttleworth Flying Proms

July

MBA Meeting
 6 B6lenheim Palace - Battle Proms
 4/7 Goodwood - Festival of Speed
 7 Old Warden - Military Airshow
 13/14 IWM Duxford - Flying Legends 2019
 19/21 RAF Fairford - Royal International Air Tattoo 2019
 20 Old Warden - Evening Airshow

September

1 Old Warden - Vintage Airshow
3 MBA Meeting
 7/9 Goodwood - Goodwood Revival

Editorial (Keith Freeman)



Anyone wanting more information on the Beverley Model I mentioned in the last newsletter the last newsletter can go to the following URL http://www.ipms-deutschland.de/Flugzeuge/Adolf/Blackburn_Beverly_MikroMir.html (no spaces) - though I should warn you it's in German. My interest was perked by the illustrations – showing the anti-collision paint. When the idea of anti collision paint (vivid pink) was first mooted I became involved (in a very minor way) at HQ Transport Cmd. The Duke of Edinburgh wanted all the Royal Flight (as it was then) painted all over. A complicated calculation (no computers then!) showed the drag coefficient (the AC paint has a rough surface) would stop the planes from flying... Hence the relatively small patches shown on the model Beverley.

Once again I am juggling text and pictures to fill (but not spill over) the pages... I started, this time, spilling on to page 9 – now I've a half a page to fill... (*Not applicable, of course, to this media*)

Time for a reminder. The **August** social will be held at the **MUSEUM** – not, as in previous years, White Waltham. I have a scribbled note “Fish & Chip supper or?”. If you're planning on coming let us know – do you just want a few bibs and bobs to eat or have fish & chips from (I presume) a local chippie...

Tail End Charlie

It was Saturday afternoon some years ago at our mid-sized, Midwestern airport. Things were hopping; Air Guard jets were shooting landings on the long runway, airliners were arriving and departing, two or three aircraft were in the pattern practising, transients were coming and going, and then there was my friend and me in a 1945 65-HP J-3 Cub doing touch and goes. After four landings, blissfully unaware of the consternation our extremely slow speed was causing, we asked the tower on our handheld radio,

Us: "Cub 843 would like a right turn out of the pattern."

Controller (exasperated): "Right turn, left turn or straight out approved. I don't care. Just please, please get out of my way!"

No Prizes !

On March 25, 2019, an ACMI and charter airline company announced full rebranding, unveiling its new guess which airline this is?

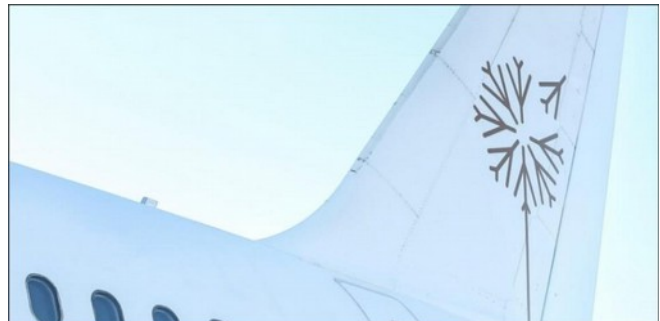
Clues:

The airline is based in the Baltics

In February it added an Airbus A330-300 to its fleet — the first aircraft of the kind in the region logo and aircraft livery.

After signing a lease agreement with GECAS for three in 2019, the carrier now hopes to finish the year with a fleet of 15 A320-200s

Based on the new logo, can you now identify it?



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