



# December 2001

Welcome to our latest Newsletter. Once again, we hope you enjoy the articles.

## ENGINEERING UPDATE

By Geoff Etridge

I must first congratulate all the Wednesday group for getting the 3rd prize at the Woodley Carnival, and for their superb effort to in getting the Mini-link trainer fuselage built in time for the show. The dedication and time that went into this project has to be seen to be believed. The chaps are now well on the way to sorting out the drive assembly and actuators for the motion phase. The wings are about to be started and should not be so complex as the fuselage hopefully.

As you will have noticed the Martinet is making very good progress, thanks to Ian Simmons and the guys who are assisting him. The tail fin assembly is complete and they have now got the stern post

fitted on the box frame that they constructed and the rest of the fuselage frames are complete.

We have finally managed to get a chance to start on the painting on the Gannet and it looks as if we managed to get the colours right. The Day-Glo is a devil to match but we got it mixed at our Dulux supplier with the aid of a very comprehensive paint choice. You may also notice that the rear cockpit canopy is now fitted and we decided to take the guards off the other ones as we think the aeroplane looks much more the part now that they are all fitted.

The Student has been a little slow of late because the guys that usually work on it have had a number of different problems, two with their health and I and all the other guys wish them well, But I am glad to say that we now have Frank Jeal back on board, his wife has been ill but he informs us that she is making a good recovery, which is very good news.



The rest of the chaps have done a super job of the gardening and grass, and as long as we can keep on top of all the rest of the various tasks that crop up on a regular basis, we will survive. Wednesdays have been very busy during the

school holidays so we are very thankful to Bob Sale and Richard Giles for their sterling efforts.

## TREASURER'S SCRIBBLES

By Rob Wood

Those of you who were present at the Museum's AGM will know that the annual accounts for the year ended 30<sup>th</sup> November 2000 are now available. Financially, it was not a good year for the Museum, with a loss being recorded. This was due to a number of factors, including the installation of the new alarm system, and also the fact that it was the first full year of the Museum having to pay its rent without the assistance of a donation as in previous years. In addition to this, it was decided to write down some of the shop stock, which was proving difficult to sell, to the tune of £2,000. This is essentially a bookkeeping exercise, and will probably enhance the shop's profits over the next few years, as and when the stock in question is sold. Ironically, Margaret has already made some progress on this issue! Please let me know if you would like a copy of the Accounts.

So what have we learned from this? Clearly we need to raise further funds by way of donations from the Business Community. This is an area where John Kite has been an inspiration with the funds he has raised towards the Mini Link project; his expertise will

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prove invaluable.

As we near the end of the current financial year, I am pleased to say that this year has proved to be much better, mainly thanks to Margaret's efforts with the shop. I am confident that the Museum and Shop will breakeven, which is a huge step forward. Thanks Margaret, what would we do without you.

One of the issues I am dealing with at the moment is establishing a Gift Aid scheme to replace the previous system of covenants, which was far too cumbersome and never worked for the Museum. It appears that once set up, the new system is much easier to administer and we should receive a significant cash boost from this. I hope to have this operational in the early part of next year – details to follow.

The extension to the Museum site is moving closer, with a legal agreement to be signed shortly. In addition, we have asked our Landlords, Wokingham District Council, to consider a number of other changes to the lease of the site, which should make it more acceptable to the Lotteries Commission in the event that we applied for a grant. I will keep you posted as matters progress.

Enough waffle from me, although I hope some of the above has been informative. If anyone has any questions or suggestions, I am all ears!

## **ROYAL AIR FORCE UNITS OPERATED BY PHILLIPS & POWIS AIRCRAFT LTD/MILES AIRCRAFT LTD**

**By Peter Amos**

A number of RAF units were based at Woodley at various times and Phillips & Powis Aircraft Ltd, later Miles Aircraft Ltd, were contracted by the Ministry to operate their technical services. The first of these was the Reserve Training School, which was formed by Phillips & Powis Aircraft Ltd on 25<sup>th</sup> November 1935. Following



the expansion of the RAF which had commenced in 1934, it was felt that the five existing full-time elementary flying training schools would not be able to cope with the extra pilots needed and the Air Ministry therefore awarded contracts to selected civilian companies already experienced in flying training to undertake the task.

i) The Reserve Training School, which was operated by Phillips & Powis Aircraft Ltd, was officially opened on 25th November 1935 with a fleet of 13 civil Hawk Trainer Mk.II's and 8 civil Tiger Moths and was under the command of the Chief Flying Instructor, New Zealand born F/L James F Moir,

who had come from the A & AEE Martlesham Heath, where he had been a fully qualified RAF test pilot. An emergency landing ground at Sheffield Farm, Theale was used almost from the commencement of operations and by May 1937 the school's fleet had increased to 14 civil registered Hawk Trainer Mk.II's, 7 civil Tiger Moths, 4 RAF Magisters, 2 Hawker Hart Trainers, 2 Hawker Hart bombers and 2 Hawker Audax army co-operation aircraft. The school became No.8 Elementary & Reserve Flying Training School in mid 1938 and the fleet was

increased by the addition of 1 Hart Trainer, 4 Hart bombers and 2 Hawker Hinds. On 3rd September 1939, the school dropped the 'Reserve' from its title to become No.8 Elementary Flying Training School and the fleet was further enlarged by the

addition of 3 Fairey Battles and 2 Avro Anson Mk.I's. On 25th January 1941, due to the increasing demand for pilots, No.8 EFTS was upgraded to a 'B' type establishment, which also meant that the existing facilities at Theale had also to be improved. On the 3rd February 1941, a second 'Relief Landing Ground' was opened, at Upper Culham Farm on Crazies Hill, near Henley-on-Thames. This was also known as Henley RLG and consisted of just a large field with some temporary huts. A new ELG was brought into use at Waltham St. Lawrence, near Maidenhead about September 1941 when the use of Theale was lost, following the formation

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by Phillips & Powis of a new EFTS there. No.8 EFTS disbanded at Woodley on 15th October 1942.

ii) Phillips & Powis Aircraft Ltd secured the contract to operate a new and separate elementary flying training school at Theale, No.26 EFTS, which was formed at Theale on 14th August 1941 with some 36 Tiger Moths and No 8 EFTS assisted with the formation of the new school. No.26 EFTS disbanded at Theale on 9th July 1945.

iii) No.10 Flying Instructors School (Elementary) was formed at Woodley on 22nd July 1942. This unit was tasked with the training of selected pilots as flying instructors mostly on obsolete Tiger Moths, with just ten Magisters and some six Masters and an Anson Mk.I for advanced instruction. This unit disbanded on 7th May 1946 at Woodley and merged with No.7 FIS (Advanced) to become the Central Flying School at Little Rissington.

iv) No.8 EFTS reformed from No.10 FIS on 7th May 1946 but operated on a much reduced scale until it disbanded on 3rd March 1947.

v) No.8 Reserve Flying School formed on 3rd March 1947 by re-designating No.8 EFTS and operated Tiger Moths and Ansons Mk.I's. Upon the cessation of aircraft activities by Miles Aircraft Ltd in late 1947, the School was operated by Handley Page (Reading) Ltd from May 1948. The Anson Mk.I's were replaced by 3 Anson T. Mk.21's in 1950 and the ageing Tiger Moths were replaced by the new D.H.C. Chipmunk T. Mk.10 from June 1951. The School disbanded on 31st March 1953 after the Air Ministry

unexpectedly announced the closure of 7 of the 21 Reserve Flying Schools in February 1953 and after almost 18 years of continuous training of pilots for the RAF, 'an unfamiliar silence descended on the locality'.

vi) RAF Flying Training Command Communications Flight. This unit was formed at Woodley on 27th May 1940, soon after the H.Q. of RAFFTC arrived from Bruntingsdale Hall, near Market Drayton, Shropshire to a new RAF camp in the grounds of Shinfield Park, two miles south-east of Reading and it stayed at Woodley until the closure of the RFS on 31st March 1953. It then moved to White Waltham and became absorbed into the Home Command Communications Squadron.

This Flight had on strength at various times throughout its stay at Woodley a variety of aircraft including; Magisters, Master Mk.'s I, II and III, Percival Proctor Mk.III, a Westland Lysander equipped for aerial photography, an Airspeed Oxford and an Anson. This motley collection was joined in 1946 by ACM Sir Arthur Coningham's, Cellon high-gloss finished sky-blue Douglas Dakota Mk.IV s/n KK209.

#### **FOREIGN AIRCRAFT 'ACQUIRED' BY MILES AIRCRAFT LTD, WOODLEY**

**By Peter Amos**

The first foreign aircraft to be delivered to Woodley was a Fokker G 1, with the LVA s/n 362. This aircraft was one of the last five which had reached advanced stages of construction on the Papaverweg before the

Germans invaded the Netherlands in 1940 and had been completed by Fokker at the request of the Reichsluftfahrtministerium (RLM) for use as advanced trainers for the Luftwaffe. Work had proceeded slowly due to the uncooperative attitude of the Dutch personnel and almost a year was to elapse before the last aircraft was to be loaded aboard a barge for ferrying to Schipol for re-erection and flight test.

Fokker engineering test pilot Hidde Leegstra and Ir Piet J.C. Vos, in charge of domestic sales began planning the hijack of an aircraft in which to fly to England and eventually they concluded that their best chance of escaping was in one of the last two G 1's which were waiting at Schipol to be collected on 6th May 1941. As the aircraft had not been flown for a week, permission was granted for the pair to test fly the aircraft before it was delivered to Germany and on 5th May they took off and headed for England, landing in a field in Suffolk. On 7th May the Fokker G 1, escorted by a Blenheim, was flown to the RAE at Farnborough for examination. It was later flown to Woodley 'for evaluation by Phillips & Powis' who, it was claimed were interested in the construction of the wooden wing structure which was covered in Bakelite-plywood skinning.

Graham Gates recalls seeing the Fokker G 1 parked just east of 'The Falcon' and agrees that the main reason for giving it to Phillips & Powis was almost certainly for its engines. The Fokker G.1 was fitted with two 825 hp Pratt & Whitney SB4-G Twin Wasp Junior 14-cylinder two-row radial engines of the same type as those being fitted

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to the Miles M.27 Master Mk.III then in production at the South Marston factory. After the removal of the engines, the airframe was allowed to quietly rot away in the open.

In 1946 someone decided that three ex Luftwaffe aircraft should be delivered to Woodley but for what purpose or to which unit, Miles Aircraft Ltd or the FTC Communications Flight has yet to be established for certain;

Air Min 121 Bucker Bu 181 Bestmann. This aircraft arrived at White Waltham from Schleswig on 22nd March 1946 en route to Woodley.

Air Min 120 Arado Ar 96B. This aircraft arrived at White Waltham from Schleswig on 26th April 1946 en route to Woodley. On 3rd July 1946 it was noted as being on the strength of the 'Woodley Station Flight' (?) and later in 1946 it nosed over, damaging its propeller. It was S.O.C. on 29th May 1947.

Air Min 123 Arado Ar 96B. This aircraft arrived at White Waltham from Schleswig on 1st May 1946 en route to 'RAF Woodley'. On charge with the 'Woodley Station Flight' on 3rd July 1946 (?). It was S.O.C. on 29th May 1947.

Miles Aircraft Ltd/Don L. Brown also acquired a number of ex Luftwaffe aircraft from the R.A.E. Farnborough, probably in late 1946 and these, it is believed were brought to Woodley by road but for what purpose is unclear;

Air Min 5 Siebe1204D-1. This aircraft arrived at Farnborough on 1st October 1945 for the display of German Air Force aircraft held there but it was not flown again. Taken (by road?) to Woodley later,

where it remained dismantled before being scrapped in 1948.

Air Min 42 Siebel 2040-1. This aircraft arrived at Farnborough on 7th October 1945. It was transferred to Miles Aircraft Ltd, Woodley for trials (of what and by air or road?), sometime after 14th December 1945, where it remained dismantled before being scrapped in 1948.

Air Min 104 Junkers Ju52/3m, W Nr 641038. Previously D-AUAV with Deutsche Luft Hansa, it was surrendered at Flensburg having flown the last DLH scheduled airline service, from Malmo, Sweden to Copenhagen, Denmark and then to Flensburg, on 3rd May 1945. It was ferried from Schleswig, via Lubeck to Farnborough on 18th July 1945 and it made a number of flights from there until its last recorded flight on 23rd August 1945. It was displayed statically at the German Aircraft Exhibition at Farnborough in October 1945 and was still there on 18th January 1946. Taken by road later in 1946 to Woodley, where it languished in a dismantled and near derelict state for some time before being presented to the Reading Sky Observers Club (the original ancestors of Air-Britain (Historians) Ltd) for use as their clubhouse. Nothing much happened to it after this and it was finally scrapped during 1948 - a sad end to a historic aircraft.

Air Min 87 Messerschmitt Me 108D-1, W Nr 3059. This aircraft arrived at Farnborough on 14<sup>th</sup> November 1945. It made a local test flight on 17th November and return flights to and from Woodley on 27th November and Halton on 17th November. There are no records of any further flights but

the aircraft was noted at Woodley on 8th January 1947 and it is believed that this was purchased by Don Brown. An anonymous Me 108 was seen at Thame by the author in July 1948, this was in natural metal finish and devoid of all markings but it is strongly suspected that this was the machine previously seen at Woodley. It was probably flown to Thame some time after the financial collapse of Miles Aircraft Ltd in late 1947. 'Air Min 87' was registered G-AKZY to Air Couriers Ltd, Croydon on 7th June 1948 but because the A.R.B. would not issue it with a Certificate of Airworthiness, due to the lack of documentation from its past life, it was sold in Switzerland on 9th January 1950 and registered HB-DUB. It was re-registration HB-ESK on 15th April 1950 and survived to be sold in the U.S.A., surviving at least until 1992 with registration N2231.

One other German aircraft, 'Air Min 99', a Fieseler Fi 156C-7 W Nr 475099, used to make frequent communications flights from Farnborough around the country, including three return flights to Woodley, on 11th September, 3rd December 1945 and 7th January 1946 and these latter flights could well have been in connection with the M.52.

(Peter Amos is the Hon Gen Secretary, of the Miles Aircraft Collection)

#### **LETTER FROM IAN WILSON-DICK (EX-FAIREY AVIATION)**

Just a little background on my memories of Flight Development.

Soon after I joined F.A.C. in Oct. 1945 as an engineering apprentice and a few months in

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the apprentice school at Heston, I started my National Service as a flight mechanic-airframe with the RAF. Drafted to India October 1946 and back to UK Oct. 1947. Returned to recommence apprenticeship after 3 years for HNC 1951. After periods in various shops, I joined Flight Development for Gannets, Fireflies and Fairey Delta II.

Maurice [Child] called me in one day to meet Hislop and asked if I would like to specialise in helicopters. The Jet Gyrodyne was getting close. I spent a couple of weeks at Boscombe [Down] in the helicopter dept. and made my first flight from D Squadron in a Sikorsky S5 [?] - commanded by Ron Gellatley. The Jet Gyrodyne was my first project. I went through ground testing and flight testing with it.

After the war Faireys were issued with a couple of Austrian scientists, they worked on the rotor jets design and development. Adolph Stepan remained with the programme, probably until the Rotordyne cancellation when he returned home. He was an amusing chap not much over 5 feet tall. He was involved with jet rotors in Austria. When Hitler visited anywhere, Stepan said, there was no fanfare, he would just arrive. Goering, on the other hand, announced his arrival and several cars full of aides would arrive.

Stepan had a little test machine or rig on tie-down, this he demonstrated for Goering. The visitors formed a ring around the little helicopter and Stepan stepped in and started running the jet rotor, after a short while, Goering recognised that the rotor was at his head height, with both hands on his Field Marshall's baton, Goering

then gently knelt down, followed by his retinue.

Little Stepan therefore claimed that he had made Goering kneel!

On the first flight of the [Jet] Gyrodyne, John [Morton?] lifted off and attempted to check a mild tendency of the a/c to rotate - full pedal wouldn't do it. Rudder consisted of differential pitching of the two propellers. Extensive measurements by Flt. Dev. showed no lost motion to the hydraulic jacks under static conditions. The props had weights to bring them to fine pitch. Eventually by locking the props with some form of wooden clamps it was found that the props were not responding to diff. pitch, the pedal input was twisting the fuselage. I can't remember how we corrected the problem, stiffened the fuselage or changed prop weights, but we did it.

The Gyrodyne worked well as a test bed but John was spooked by a random noise he picked up in flight - no one else could hear it, including me in the one flight I made. Instrumentation showed nothing. Only on one flight did we attempt autogyro flight but as John came back on the stick with full power the props rotor rpm decayed. It came back a little as he reduced back stick but he could not hold altitude.

This was not the purpose for the aircraft however and it did not matter. One day the order came - Don't touch the Gyrodyne - it was over. It was a great experience for me and it was nice to see her again, this time in your care.

Stan Hiller from U.S.A saw the Ultralight and was interested in the jet rotor but

told Faireys that they didn't know much about helicopter design. The rotor blades when used in a demonstration showed high stress levels. Blades had a cumulative fatigue life of 18 minutes! Pilots had to report number of manoeuvres after each flight so we could total them. Hover performance was very poor, a/c was noisy, high fuel consumption Not a great credit to the company.

I was not directly involved with the Rotordyne. This was Sonny's [Darlington] project. All I contributed was the instrumentation in the 3 auto-observers. The noise was obviously the big problem. Stepan was developing new small jets so that a number of them on each blade would replace the single jet per blade. I seem to remember he projected 8 per blade but I will ask Sonny. This was intended to raise the noise frequency above human audio levels.

While I recognise that the country was in a financial bind I think American Industry was worried at the development potential and the UK government arm got twisted why else the rush to get it cut up ?

Good looking machine & sensible design philosophy - maybe now we have engines that could shaft drive the rotor and still use autogyro cruise.

## **MILES MASTER IN FRANCE**

Following on from the article in the February issue a few points have come to light.

First off, I had spelt the name Flight Lieutenant DEERE as Deare! My mistake, for which I apologise. Thanks to one of our

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Patron, Dr Gordon Mitchell for spotting that one.

Secondly, the footnote appears to be wrong;

*In the copy of the painting, which accompanies this account, the leading plane, the Miles Master, is depicted in camouflage paint with RAF roundels. Training aircraft at the time were painted bright yellow, which may have been a factor in averting friendly fire from the Royal Navy.*

All trainers were not yellow by that time. There were no all yellow Masters. Thanks to Peter Amos.

Finally, one of the sons of S/Ldr James Leathart, O.C. 54 Sqn, has sent a copy of the log book to Peter Amos, via Major Duggie Goddard, to help identify the particular Miles Master involved.

#### **CAN ANYONE HELP ?**

The Museum of Berkshire Aviation has recently acquired some thirty of so video tapes of an aeronautical interest. About 30 hours of screen time.

These have been recorded on the now obsolete Low Band U-Matic system and the Museum does not have a suitable machine on which to run these tapes to view or rerecord.

Does anyone have a Low Band U-Matic video recorder they would donate or allow the Museum to use on a long term loan basis ? We do not require a record facility; only a replay function need be working.

Offers of a suitable machine to; e-mail:

[MuseumofBerkshireAviation@fly.to](mailto:MuseumofBerkshireAviation@fly.to)

The Reading Film and Video Makers are proposing to organise a coach trip to the Wessex Film and Video Archive at Winchester sometime in the New Year. Any Museum member who wishes to attend are invited to attend, though no date or price is fixed yet.

#### **FORTHCOMING EVENTS**

##### **December 4 Meeting -**

Mike Howlett who used to fly for BA will talk about his career, with emphasis on his post-BA job flying for the Sheikh of Abu Dhabi.

#### **FORTHCOMING HEATHROW EVENTS**

**Thursday 13 December – ‘The ASTOR Airborne Command Post Project’** David Ashton, principal Project Manager, DERA.

**Thursday 10 January 2002 – ‘Challenge, Change and Opportunity – A new Era for Aviation or More of the Same?’** Chris Tarry, City Airline Analyst of Commerzbank.

**Thursday 21 February 2002 – ‘21<sup>st</sup> Century Crew – The Human Factor Challenges Faced on the Flight Deck’** Dr Helen Dudfield – Asst Director Cockpit Systems Engineering & Integration, DERA.

**Thursday 14 March 2002 – ‘The Farnborough F1 Air Taxi – The Future of Aviation’** Melvyn Hiscock – Head of PR and Farnborough Air Force.

**Thursday 11 April 2002 – ‘Plane Magic’** Alan Holland-Avery – Award Winning Aviation Photographer and Author.

Lectures start at 6.15pm and are held in Wings Conference Centre, British Airways Technical Block ‘A’, Hatton Cross, Heathrow Airport.

Contact 020 8513 1136 for security passes and further information.

#### **AN IDEA FOR CHRISTMAS?**

**By Bob Sale**

A survey has recently been made concerning the traditional exchange of Christmas cards between those who regularly attend the Museum. An overwhelming majority have agreed that it would be more appropriate if the money normally spent on Christmas cards was donated to a charity – in this particular case, the Museum

A donation box will therefore shortly be placed on the shop counter for those wishing to donate their money to the museum, instead of the Christmas card manufacturers. Details of the total amount collected will be posted on the museum notice board soon after Christmas.

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## WINGS OVER WOODLEY

Interested in obtaining the book 'Wings over Woodley.' I have found out there seems to be one for sale in Woking for only £47.

WORLD WAR II BOOKS.  
P.O. BOX 55  
WOKING  
SURREY, GU22 8HP

01483 722880

## NUMBER 8 ELEMENTARY FLYING TRAINING SCHOOL, WOODLEY

"... I have seen the Feb issue asking for information about 8 RFS 1947 – 1954. .... I was a pilot at 8 RFS from just after its inception to the lamented closure in 1954 ..... many of the Tigers were probably re-treads from the war time school.



## STRANGE, BUT TRUE

(February 1981, California) Phoenix Field airport in Fair Oaks had been subject to recurring petty thefts from neighbourhood teenagers, so a security firm was retained to patrol the grounds. Thefts decreased sharply, but fuel

consumption was on the rise. This puzzling situation continued until late one night, when a passerby noticed a flaming airplane on the field.

By the time the fire department arrived, the plane had completely melted into the tarmac. While they extinguished the residual flames, the passerby noticed a uniformed figure lying facedown several yards away. It was a security guard!

He was revived and questioned.

Turns out he had been siphoning fuel from small planes to use in his car. The plane he selected that night had a unique fuel storage system involving hollow, baffled wing spars. When the determined guard shoved the siphon in, it stubbed against the first baffle. No matter how he twisted,

pushed, and pulled the hose, he could not siphon any fuel from the plane.

Exasperated, he lit a match to see inside the tank... and the rest is history.

## THE ROYAL AIR FORCE CRANWELL APPRENTICES' ASSOCIATION

The Royal Aircraft Apprentice's Association was inaugurated in January 1985. Full Membership is open to the Aircraft Apprentices of any nationally who underwent all or part of their apprentice training at RAF Cranwell. Currently we have some 800 full members and nearly 200 holding Associated membership. The objects of the Association includes;

- Fostering esprit de corps and preserving the traditions of the Royal Air Force.
- Providing prizes in recognition of Technical and Sporting achievements by graduates of electronics courses within the RAF
- Maintaining social and sporting contact between ex Cranwell Apprentices
- To promote the relief of past and present Association members and dependants in time of need

For further information visit our website at <http://www.klif.demon.co.uk.rafcaa>. Membership or other information details can be obtained through Dennis Davey, at Maidenhead (01628) 635385 or by Email at [dndavey@lineone.net](mailto:dndavey@lineone.net).

## MAINTENANCE COMPLAINTS

Problem: "Left inside main tire almost needs replacement."

Solution: "Almost replaced left inside main tire."

Problem: "Test flight OK, except autoland very rough."

Solution: "Autoland not installed on this aircraft."

## DE HAVILLAND AIRCRAFT HERITAGE CENTRE

The historic site of the moated Salisbury Hall, mentioned in the Domesday Book, was chosen by the de Havilland Aircraft Company in 1939 to develop in secret a wooden high speed unarmed bomber named the Mosquito. With 41 variants of the type, this was the most versatile aircraft of the war. Thus began the museum's long association with Salisbury Hall, making it the oldest Aircraft Museum in the country.

On display there is a variety of de Havilland aircraft, ranging from DH Moths to modern military and civil jets, including the prototype Mosquito. The museum is staffed solely by volunteers, and has a continuing restoration programme. Visitors are encouraged to inspect the work in progress.

The museum is open from 1<sup>st</sup> March to the end of October on Thursdays and Saturdays 2.00pm – 5.30 pm. Bank Holidays and Sundays 10.30am – 5.30 pm.

## 51ST RAF HALTON APPRENTICE ASSOCIATION



### Chairman

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## FINAL THOUGHTS FROM THE EDITOR

As a result of the Wednesday Crew taking part in this years Woodley Carnival, the Carnival Committee would like to see the Museum take an active part in next years Carnival. Any ideas for a float !

I hope you enjoyed our latest newsletter. Don't forget that this is your newsletter; let me know what you think of it and what you would like in the next issue. If you want to write an article, I would be pleased to hear from you.

***Also, don't forget that the Museum still needs volunteers to man the museum on Sundays throughout the Winter.*** If you want to help, please let me know, below you can find my phone number and e-mail address. If you want to help out, please contact me. Also, why not check out the latest news at our updated website;

<http://fly.to/MuseumofBerkshireAviation>

e-mail:

[MuseumofBerkshireAviation@fly.to](mailto:MuseumofBerkshireAviation@fly.to)

