



Welcome to the 2005 Winter edition of the Museum's Newsletter

Editorial

(Brian Lloyd)

John Bold (01189694582) is *always* glad to hear of volunteers to man the Museum – let him know **now** if you are interested. We provide "on-the-job" training. Technical knowledge is not essential. Duties include, assisting the key holder on duty with you, taking admission money, help in the shop and greeting and talking to visitors. Even a cup of tea might well be supplied.

Robert W. Brown

Bob Brown was a student at Miles Aeronautical Technical School 1947-1949. His interest in aviation continued all his life and his encyclopaedic knowledge of all things aeronautical was useful to many historians and archivists especially regarding Berkshire, Miles and Greenham Common. He was an expert in gardening, mechanics, photography and local history. His sense of humour was legendary. As a leading figure in the Newbury and District Model Society he designed and built unorthodox experimental flying model aircraft. He maintained an interest in the Museum of Berkshire Aviation and contributed generously to the launch fund in 1991. After his death in September we find that he had left a considerable legacy to the Museum for which we thank him.

(Jean Fosteckew)

One of our Patrons, Raymond Baxter, has published a book. *Tales of my Time*, 254 pages, illus, hdbk at £18.00 (+PP from Midland Counties ref no A43322). He was of course a Spitfire pilot and commentator at many Air Shows. A superbly produced autobiography.

OUR PRESIDENT'S PROFILE

Major Douglas Goddard, MBE, FCIS,
RA

The Museum of Berkshire Aviation Trust has the privilege of having "Duggie" Goddard as it's President. He has been involved from the time of the initial negotiations with the Wokingham District Council in 1986, as he was at that time The Chairman of the Recreation and Amenities Committee. As District Council Chairman he operated the bulldozer to turn the first sod on the Museum site in October 1988. He was subsequently invited by the Museum Committee to be the Trust Chairman which he happily accepted and continued in that appointment until 1994 when he relinquished the Chairmanship and was honoured to be elected as Life President and Trustee that year. During his years of office the two most prestigious events have been the arranging and hosting of the visit of HRH Prince Philip to unveil the commemorative plaque on the Museum's Handley Page Herald site in 1997 and the Anniversary of D-Day Exhibition at the Museum on behalf of the Southern Tourist Board.

In recent years the President has been unable to help with the manning of the Museum duty roster but he has not lost contact and due to his other many interests has certainly not vegetated. During the past year he has been greatly stimulated by becoming immersed in the events commemorating the 60th Anniversary of VE/VJ days and the end of World War Two. His letter to us continues "For those of us fortunate enough to have survived the harrowing battles and just as thankfully the sixty years of fulfilled lives since, this must surely be the last WW2 Anniversary that mortality will allow us to celebrate. It seems the last opportunity to pass on our experiences and contribution to enduring peace between European Nations which has been in perpetual conflict since 1066 when the only other successful invasion across the Channel took place which we reversed in 1944.

Through the 'Heroes Return Scheme' I was able to join the RBL ship to Normandy on 6th June 2004 for the moving and nostalgic D-Day commemoration service at the Bayeux War Cemetery; graced by the Queen, Prince Philip, President Chirac and many heads of State. Then

onto Arramanches where we lined up for nearly two hours in boiling sun before the VIPs arrived for the parade and march past of our Queen. The whole day was most moving and emotional but a hell of an endurance test as we had reveille at 5AM and did not get back to the ship until 11PM – the second longest day since June 1944.

In September 2004 we went over to Arnhem for the four day commemoration of that battle – in which I took part – that the grateful and courteous Dutch lay on each year with ever greater enthusiasm despite the rapidly diminishing number of surviving veterans. It includes an enactment of the 1st Airborne parachute drop (which attracted over 40,000 Dutch spectators) and the climax was the commemoration service at the Oosterbeek War Cemetery attended by Prince Charles and Queen Beatrice. The service was based on the theme 'A Bridge to the Future' I was privileged to lay our 43rd Wessex Division wreath in honour of our comrades buried there. There followed the deeply moving moment when, even after 60 years, over one thousand Dutch children laid a posy on each grave with great solemnity. It was so touching that after the service I was besieged by these charming children quizzing, seeking photographs and photos and, presumably having been tutored, thanking us. Many wore tea shirts announcing "I am a child of freedom. Thank you Mr. Veteran." How could we not fail to be deeply affected, however undeserving of their adulation we may have been. 'We will remember' really does mean so much to the Dutch who suffered the horror of Nazi occupation, degradation and loss of liberty to which our people were thankfully not subjected.

I was invited to London by the national RBL for a photo audition. I seem to be the pick of an indifferent bunch and was selected to represent the Army, with a Naval and Air Force veteran representative, to take part in the Trafalgar Square screening of a national RBL TV publicity advert for the 60th Anniversary events. It apparently had some two hundred showings on various channels. This unpremeditated publicity resulted for me in – a German TV team coming to my home for a four hour screening of an interview on my experiences and feelings towards the end of the War when my Division had

captured Bremen. It was incorporated in a German main channel programme on the German story of surrender – which they appeared to consider their liberation from Nazi rule. The invitation as a VIP to the BBC/RBL broadcast concert in Trafalgar Square at which my neighbours were Eric Sykes and Richard Todd. Another invitation to be presented, with the two chaps who had been in the advert, to The Queen and Prince Philip at a Royal Gala concert in the Central Hall, Westminster. The photograph of my presentation appeared in the Daily Express and on the internet. At the reception, following the concert, I was delighted to meet our Patron, Raymond Baxter. I also attended the Westminster Abbey commemoration service on WW2 National Commemoration day, 10th July. I was also invited to speak at the Mayor of London's reception at the City Hall on 11th July.



Queen Elizabeth meets World War II veteran Major Douglas Goddard during a gala concert to celebrate the 61st anniversary of 'D Day' at Westminster Hall in London June 6, 2005.

I have been involved in our county and village RBL events but the local commitment which gave me most satisfaction was the invitation to take two assemblies at the Piggott Senior School on my WW2 experience on winning and preserving peace. The pupils appeared surprisingly interested and absorbed. I mention this because I was grateful to be able to use some of the exhibits and aids which I had preserved from the 50th D-Day exhibition we laid on at the Museum on behalf of the Southern Tourist Board in 1994.

I recently returned from my annual three day visit to the Joint Services Command and Staff College where I have a speaking engagement on the 'Realities of War Study' It is most assuring to report that the 330 senior officer students – from all three services and 52 countries – are of

extremely high quality and very dedicated.

To conclude, one final comment on VE day. There may well have been wild celebrations on May 8 1945 in Trafalgar Square and elsewhere but not in my Division. At the end of April we captured Bremen and on 5th May, when Montgomery signed the surrender document we were still battling towards Bremen-haven. German command and communications had broken down and the German Battle Group, mainly paratroopers and naval cadets, against which we were fighting and suffering casualties knew nothing of the surrender. It took some days to disarm them and there was certainly no VE celebration. In fact there was deep sorrow since the enemy had buried some sea mines under the road and just before 8 May we watched an armoured personnel carrier blown ten feet in the air with the infantry section coming down dead. A tragic end to the war for them and their families when they had survived so long.

Major Douglas Goddard, President.

Editors note. Thank you Duggie for this moving and informative piece of text which we are proud to reproduce.

Letter from America

(Trevor Hensley)

Since I arrived in Albuquerque in June, things have been pretty busy. Along with getting the house ready we have also done quite a bit of travelling. Atlanta, Arcadia National Park (Maine), Napa Valley, San Francisco, Utah and Las Vegas. I really have to recommend the National Parks in Utah, both Bryce Canyon and Zion are absolutely amazing. Even with all this travelling I have found the time to do a few aviation related things !

Dianne and I spent a few days in Reno and we went to the Reno Air Races. It was great seeing seven Sea Furies in the Unlimited Gold ! We also spent one day driving around Lake Tahoe. The scenery is around the lake was spectacular.

I also have been on a tour of the Eclipse Aviation factory here in Albuquerque. The Eclipse 500 has a maximum cruise speed of 375 knots, it can carry up to six occupants, and has a generous range of 1,280 nautical miles. A 41,000-foot ceil-

ing avoids most severe weather, and this extraordinary jet gives you access to more than 10,000 airports in the U.S. Doesn't this sound like a lot like the Farnborough F1 ! And it has all been done with \$400m in private investment.



Here are some figures for you: 2500 orders to date, \$1,125,000 cost (include type rating), 5 aircraft will be built every days, Fuselage can be manufactured in only 8 hours with friction stir welding.

I am planning on coming back to the UK for a week at Christmas, so hopefully I can get to the museum at some point. Happy Christmas to you all.

Curator's Report

(Ken Fostekew)

In May the M.52 wind tunnel model was loaned to Cranfield University in order to make a computer model. The data that would be produced would probably prove the concept of its supersonic capability one way or the other. Cranfield has promised the Museum copies of the data for our archive.

Upgrading of our displays has continued through the summer with additional lighting now complete on all glass cabinets. It is intended to use the winter period to clear all fallen leaves and ensure that drainage is still working properly.

Already a start has been made on external maintenance; our volunteer Mr. Jefferey has agreed to undertake that task, weather permitting.

Seventieth Birthday

In 1935 the firm of Phillips and Powis constructed three Miles Hawk Super Six aircraft. All three raced in The Kings Cup, although the prototype had made it's debut the previous year. The Speed Six was a single-seat version of the Hawk

Major with an enclosed cockpit and a 200 hp Gipsy Six engine.



The photograph shows the Speed Six, G-ADGP, in its pre-war configuration, at White Waltham celebrating its seventieth birthday. Alongside it is the pilot and current owner Mr. R. Mills holding the scale model which was made by Mr. D. Charlsh who has donated it to the Museum where it is on display. The Aircraft which is on loan can be seen at the Shuttleworth collection.

The film – “You Only Live Twice” - what is the link with Woodley airfield (Brian Lloyd)

The answer is “Little Nellie” – pictured below, as seen in the James Bond film. This auto-gyro one of the three Military types, WA-116 built in 1962. It was flown in the film (in disguise of course) by Wing Commander Ken Wallis, MBE, alias James Bond. The connection with Ken Wallis and Woodley airfield is that Ken was a pupil pilot at Number 8, EFTS at Woodley in 1940. Prior to that he had qualified for a “A” licence and had enjoyed hiring a “Gypsy Moth” or “Moth Minor” for two and sixpence (in old money) per hour, under the auspices of the Civil Air Guard which was established in 1938. He was “sworn in” for RAFVR early October 1939 before going to number 8 EFTS. His instructor at Woodley was Flt/Lt Hooper and a picture of the pupils, including Ken Wallis, appears in a publication “With the RAF” by Noel Monks. His log book extracts for the period July 25th 1940 to September 4th 1940 describe his hours in a number of aircraft including Magisters N3822, A 6456, G/AFDB and G/AFTR. His total hours, solo and dual, were seventy-two hours twenty-five minutes and five hours on the Link Trainer.

He has memories of Woodley when it was bombed one afternoon. Everyone managed to dive into the slit trenches or otherwise escape injury. Two Magisters were destroyed and after the German aircraft had left the area the personnel spent sometime going through the wreckage for

parts and souvenirs. The following morning everyone on site were awoken by a huge explosion which caused by a time-bomb exploding. A lucky escape for everyone.

Ken Wallis, at the age of 89 is still flying and going strong and his collection of autogyros total Nineteen and a half, with six “signed up” with a Permit to fly. Ken is President of the Norfolk and Suffolk Aviation Museum at Flixton in Suffolk, which has an extensive display of static exhibits. It is worth a visit.

He is involved with the British Rotorcraft Association and the “Wallis Days” Also President of the Wymondham branch of the Royal Air Forces Association and “Skywatch” Auxiliary Air Services.



His past aviation experience includes the building and flying of a replica of a “Wallbro” monoplane. This was the first aeroplane to use steel tube in construction for all of its primary parts in the structure, fuselage and wings. An original aircraft of this type was built and flown by his Father and Uncle in 1910. Ken then built and flew the reproduction of his Father’s original aircraft.

The list of involvement in T/V and films is extensive. He was involved in assisting with the film “Live and Let Die” when required to provide sound in a field from his Rolls Royce Autogyro engine to produce the sound effects of a Piper Cub, in which “007” jumps into to escape from the villains chasing him. Another exciting project was to provide aerial photography for the T/V series “Pathfinders” This required air-to-ground photography of a radio controlled Lancaster of twelve foot wingspan. The usual camera helicopter people were not prepared to do the filming in company of such a model in case they lost sight of the “Lanc” and it flew into their tail rotor. The filming was of a M-109 attacking the Lanc to reproduce the Pilot’s view.

His exploits and experiences are endless. What an interesting man. I expect his life in the RAF was just as exciting and is another long story.

Film and Video Archive

(Alan Lott, Crew Member at the MBA)

Avion Video is a small company specialising in the production of VHS video tapes and DVDs of obsolete aircraft. In late 2004 it was agreed that, to the financial benefit of the Museum, Avion Video would produce documentary VHS tapes and DVDs of the Handley Page Dart Herald for sale on the open market.

Jean Fostekew unearthed quite a number of articles/publications on the history of the Herald and Alan Lott forwarded these with a copy of his list of 16mm films of the Herald. The total footage was some 15,000 ft.

Howard Asbridge, owner of Avion Video, selected 5,000 ft from these lists and together with Alan Lott conveyed these valuable records to the Beaulieu Motor Museum, Hampshire, on February 1st this year. It is not generally known that the Motor Museum houses an extensive professional film-to-digital tape transfer facility. There is also an extensive laboratory where any video tape format can be transferred to any other video tape format. These two facilities are used by many professional organisations and are not open to view or access by the public. Demand is very heavy and bookings have to be made by appointment.

Over two days our 5,000 ft of film were transferred to digital tape for subsequent ease of editing on Avion Video's computer system and our films were safely rehoused in our Museum.

On 13th July Mr. Asbridge, with an assistant, visited the Museum and spent several hours video taping our own Herald, G-APWA, Brian Lamb was persuaded to sit in the pilot's seat and talk through the instrumentation panel. Thank you Brian.

It had been hoped that the finished videos would be ready for inclusion in Avion Video's Christmas catalogue but due to hold-ups on other of their productions this has not been the case. However Howard Asbridge has confirmed to Alan Lott on 28th October that having cleared his backlog the Herald is now first prior-

ity and it should be available early in the New Year.

The Museum will be given good publicity/credits on the videos and we shall receive a welcome addition to our finances.

The completion of the documentary video of the SPRITE, (for Museum archives only) has been delayed. However during a recent discussion Prof Reg Austin has promised to supply a revised commentary and computer diagrams.

The Projected Picture Trust at Bletchley Park are still anxious to discover any additional information, films or hardware, concerning the Martin Harper Film System developed in the Miles laboratories just prior to WW1. Any information to me please.

In July a Miss Janet Budd brought some 3000 ft of 16mm film to the Museum consisting of a complete jumble of black and white, talkie films, and colour films. Some were considerably damaged. We were told that there was Miles aircraft film and some personal family films. We were told that we could keep all of the Miles Films if we sorted and transferred to video such as there was of family films.

This work had to be extended over some three weeks. The emulsions on the films were so hard that normal scrapers made no effect and so each splice had to be made using a scalpel to scrape of the emulsion which was very time consuming.

However the Miles films recovered were a talkie film of the Aerovan, a talkie publicity film of the Miles Messenger and the fire training film "A Fire in Our Factory".

Engineering Report

(Geoff Etridge)

Once again we come to the end of another very productive year for the team. The Miles Martinet is coming along apace; the cockpit interior is now complete, the wing leading edges of the centre section are now correctly covered in ply and the trailing edge section is in work. The chaps have just finished rebuilding the undercarriage stowages on the wing undersides; this area was in a very poor state and had to be completely investigated before re-

working. The tailplane horizontal surface is being painted after being ply and fabric covered. Also the engine bearer frame-work is in the process of being stripped repainted and all of the fixtures and fittings are being removed cleaned, painted and refitted.

The guys working on the Miles Student rebuild are continuing to perform miracles, as can be seen by the progress they have made reshaping the fuselage nose section, this is proving to be very time consuming but is coming along quite well.

The Handley Page Herald has had a massive clean up job done during the summer and all of the markings have been renewed or repainted also some areas on the aircraft were painted as required. But after the effort put into doing all the work some of our less law abiding citizens decided to use it for golf practice, consequently the nose area has dents all over it.

The Fairey Gannet has been cleaned up and general care and maintenance carried out.

The mini link trainer has been put to good use during the summer and proved exceedingly popular at the Woodley Carnival, once again taking third prize. Now Dick Gorden has finished his M.L. aviation display on the mezzanine floor he and some the other chaps who look after the exterior work around the hangar are building hand rails on the Herald entrance steps.

I consider we have had a very successful year, thanks to everybody on the Wednesday team. I would like to wish everybody a great Christmas and a Happy New Year.

Retail Section

(Geoff Etridge)

The shop has done a good deal of business this year, a lot of stock has been sold. Ken and Jean held a model and book sale at the end of October. This was because we were donated a lot of kits, the proceeds of which were to help with the aircraft upkeep, also we had gained a lot more books. We must say a big thank you to Bob and Pearl Butler for running the day to day supplies to the shop.

Membership Report

(Keith Freeman)

Since the Summer05 Newsletter was printed I've sent out 16 renewal letters and 4 late renewal letters. Response has been 14 renewals – I consider this an extremely good response and makes my job that much easier. Only one member has become an EX-member – sadly (see earlier) we've also lost Bob Brown. Unfortunately in what is, I presume, our "high" recruiting season we have only acquired 4 new members – thus giving us a paying membership of 74.

Royal Berkshire Aviation Society

RBAS is only too pleased to see any Crew Members who wish to attend their monthly meetings. January 3rd we have Julian Temple talking about Brooklands and February 7th will be the AGM plus the usual "surprise" item.

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