



NEWSLETTER

February Meeting

Our new Chairman welcomed everybody before mentioning the work of the Aircrew Association Charitable Trust (see Page 6 for full details). After committee reports Bill George introduced our speaker bHugh Grainger who then delivered a fascinating lecture on Deception in WW2.

This proved to be a story covering initial wartime efforts in case of invasion, together with specific work involved with Dunkirk and of course the decoys for the invasion on D Day.

False airfields were lit at night known as 'Starfish' and had limited success. False flare paths were laid and rocket propelled vehicles were used to signify aircraft landing and then ordinary cars at slower speed to indicate taxiing aircraft.

He also mentioned that the Boeing Factory in USA where the whole thing was covered in netting, trees put on and it looked like a forest from the air, whilst rapid aircraft production was going on below. It was all in case of the Japanese invasion, which of course never materialised.

He also spoke of Operation Mincemeat which was a successful British deception operation of the Second World War to disguise the 1943 Allied invasion of Sicily. Two members of British intelligence obtained the body of Glyndwr Michael, a tramp who died from eating rat poi-

son, dressed him as an officer of the Royal Marines and placed personal items on him identifying him as the fictitious Captain (Acting Major) William Martin. Correspondence between two British generals which suggested that the Allies planned to invade Greece and Sardinia, with Sicily as merely the target of a feint, was also placed on the body. This was picked up by the Spanish who passed it to the Germans.

Hugh also showed us photos of tanks made of rubber by Dunlop that were used as decoys replacing earlier wooden ones.

In all an excellent presentation enjoyed by all those attending.

March Meeting

Our March speaker will be Chris Scivyer who will take us through the History of Radlett aerodrome and of Handley Page, one of the last independent aircraft manufacturers in the country. Its final demise was because it had always been a family business, founded in 1909 and Sir Frederick Handley Page did not wish to join the conglomerations that were forming such as British Aerospace. They were of course at the forefront of the V-Force with the Victor having started life with early bombers and early airliners.

This presentation should be fascinating, particularly as Radlett was just down the road.



Remember 20th March 2019

**'Brief History of Radlett
and Handley Page
by
Chris Scivyer**

**B17 ‘Mi Amigo’
Sheffield Commemorative Flypast
Friday 22 Feb 19**

Rod Finn reports:

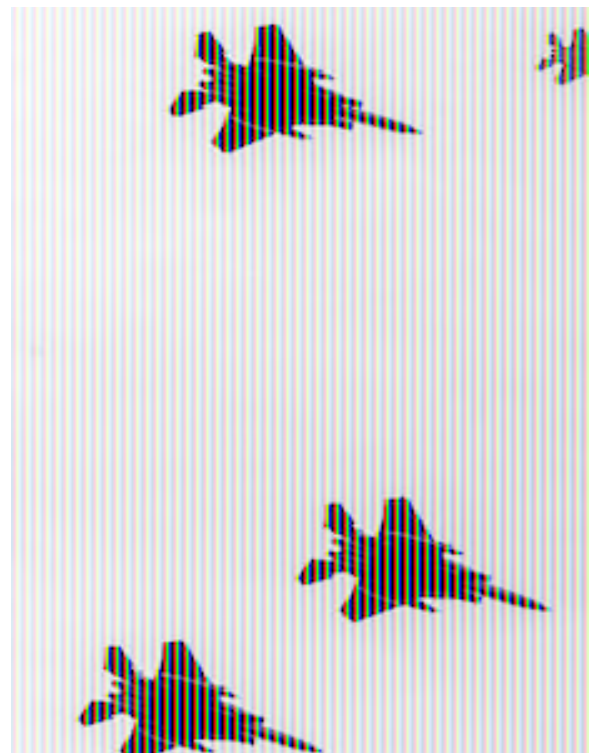
On Friday 22 Feb 19, Sheffield County Council held a very special event to honour the ten man crew of a Boeing B.17G which crashed exactly 75 years ago into a hilly area in Endcliffe Park, one of the few parks in Sheffield.

The event came about because a local Sheffield man Tony Foulds who witnessed the B17 crash. Tony being on of six young boys who were playing in the park, whilst the Pilot and Co-Pilot were waving to the boys ‘get out of the way’, which the boys thought they were waving back to them! Some 15 years later Tony Foulds decided to erect a memorial to the crew and with the help at that time of The RAF, a memorial stone was erected and fenced off and it has been lovingly cared for ever since by Tony.



Some people have followed this story via BBC Breakfast Time as presenter Dan Walker lives near Endcliffe Park, and early in the New Year met Tony whilst walking his dog, who imparted the history of ‘his’ memorial to Dan. As we now all know Tony and his memorial became national news and with some influence from Dan RAF Conningsby plus the USAF bases at RAF Mildenhall and Lakenheath were approached and the possibility of a ‘flypast’ was discussed. The date of 22 Feb 19 was discussed as this was 75 years to the day when the sad and terrible crash happened.

Last week was also half term in Sheffield and Linda and I always visit at this time every year, and took min the event at Endcliffe Park on the 22nd. I would guess there were 8 to 10,000 people in the park, the BBC had their area, a giant screen was erected, many veterans were in attendance as were the local RAF/Army and Sea Cadets plus many personnel from the two American bases. There were also local clergy, one of whom gave a very moving and poignant sermon. At 0845 all eyes looked up to the cloudless sky and the first to arrive was the Dakota followed by a CV-22 Osprey, an MC 130, KC135 Tanker, the 4 Typhoons and lastly 4 F15 ‘Strike Eagles’ one of whom peeled slowly away to create the ‘missing man’ tribute. Long and sustained applause followed the flypast.



It was far too crowded on Friday to view the memorial, so we returned on Saturday, Tony Foulds was ‘back’ to answer lots of questions from a very interested but small audience. I was able to take some photos of this lovely memorial which was adorned with flowers and wreaths from many organisations and well wishers who attended the previous day. Tony has said he does not want any recognition, he just wanted a celebration of the 75th anniversary. He also has stated that his big regret is that he and his friends were playing that day, as the aircraft had to avoid them and maybe if they had not had to they would have survived.

Cont'd P3



The crowds gather on Friday



The memorial on the Saturday

Missouri Governor Mike Parson issued a proclamation to thank Mr Foulds "for his profound devotion to remembering and commemorating the Mi Amigo crew

The proclamation goes on to thank him for decades of "honouring noble service and fostering a spirit of cooperation among peoples and nations.

Mr Foulds said that when he goes to the memorial in the park it is now "packed" with other people paying tribute.

The Missouri proclamation states the Mi Amigo was severely damaged by shelling during a raid on an enemy airbase and was flying low searching for a place to make an emergency landing.

Because children, including Mr Foulds, were playing in the park, the pilot Lt John Kriegshauser, from St Louis, crashed the plane into woods and there were no survivors.

Jim Kriegshauser, the pilot's nephew said at the fly-past: "It kind of touched a nerve and showed the mobility of the human spirit. "We saw correspondence between my grandparents saying Sheffield would never forget. They clearly never forgot."



Mi Amigo crew: Back row: L to R: S/Sgt Robert E. Mayfield; Sgt Vito Ambrosio; Sgt Harry Estabrooks; M/Sgt George M. Williams; Sgt Charles Turner; Sgt Maurice O. Robbins. Front row: L to R: 1st Lt John G. Kriegshauser; 2nd Lt Lyle J. Curtis; 2nd Lt Melchor Hernandez; 2nd Lt John Humphrey.

The crew of Mi Amigo



Tony Foulds and the man who started the publicity campaign, Dan Walker

Ed: Thanks Rod for report and your photos, others are from BBC and Dan Walker and USAF

In Memoriam

We sadly lost Charlie Flint in January and have also just heard that Bill Moore our good friend from Woking ACA has also recently passed away. We send our condolences to their families and friends.

CHARLIE FLINT

Charlie was an ex Wireless Operator. He received his papers in 1943 and reported to ACRC at Lords. He remembered that it was a hot May afternoon and they had a Greatcoat inspection (buttoned to the neck of course) - welcome to the RAF!

He did ITW at Bridgenorth and started his Morse training and work with the Aldis Lamp, PT and the usual cleaning duties. He passed out from there and was posted to No4 Radio School at RAF Madeley. He was there for a year which he described as the most interesting part of training, learning about receivers and transmitters, how to repair them as well as Aircraft Recognition, armaments, disciplinary procedures and learning the hard way with two spells of Jankers over Christmas and New Year!

The base was 7 miles from Hereford and he spent many a late w/e evening walking back from town having missed the last bus! Here he flew in Dominies and Proctors and here he received his Brevet 'S' not 'AG'. The locals were confused and when asked what it stood for, the best reply was 'Stokers on Sunderlands'!

He was then posted to 70 AFU at Bishops Court. Here he flew Ansons and here he joined up with Navigators and Bomb Aimers. Then it was on to 16 OTU at Upper Heyford and Barford St John. Here he crewed up with his Pilot, Nav, Bomb Aimer and 2 Gunners. The flying was in Wellingtons. From OTU he was posted to 3 ACS at Gamston where they teamed up with a Flight Engineer who happened to be an ex pilot and he converted to Lancasters. Eventually he joined 115 Stn at Witchford. Here he did a number of daylight Ops and one night Op which was to Berlin. It was then food drops into Holland. He flew on VE day dropping food on aerodromes from rooftop height.

After the war there were trips to Bari to bring home troops and Berlin ferrying Mosquito crews. As Witchford ran down he moved to Gravelly. Rumours were now rife as to where next, the Middle East or Japan, his crew decided to volunteer for the ME. Having been sent to the Ferry Unit at Dunkeswell as a W/Op he was brought up to speed on Transport Command operations.

Posted to El Fayid Charlie flew all over the Middle East including Palestine, Iran and many visits to Tobruk, El Adem and Mersa Matruh. Visits back to UK were occasional treats including taking a Lancaster to Wroughton which had become a graveyard for many aircraft. Eventually as it came time to leave Egypt for good he was posted to Heliopolis Transit Camp. He then embarked on the troopship Orduna reaching Marseille on New Years Eve and then transferred to train and eventually arriving at North Weald. From here it was on to Henlow to await demob. He kept in touch with some of his crew, one in USA and met one of his Air Gunners 48 years after the war.

A staunch supporter of the ACA, he is sadly missed. Our thanks to his son Robert for getting him to our meetings and supporting us at lunches and to him and the family we send our condolences. RIP Charlie

Bill Moore



Our friend Bill Moore from Woking ACA passed away in February and was buried on 2 Mar 19. He will be sadly missed by all his friends.

Photo RAFBF

**Aircrew Association Charitable Fund
Registered Charity No 299080**

At our February meeting the Chairman reminded those attending of the Aircrew Association Charitable Fund now administered by SSAFA.

The Aircrew Association Charitable Fund became a registered charity in 1986, since when it has assisted many people who have been in urgent need of financial assistance.

The aims and objects of the charity are to advance public education and to relieve poverty and hardship particularly among persons who are eligible for full membership of the Aircrew Association and the dependants or relatives of such persons throughout England and Wales, Northern Ireland and Scotland.

With effect from 13th April 2012, by virtue of a scheme made by the Charity Commission with the authority of The Charities Act 2011, the existing trustees were dismissed and SSAFA became the sole trustee. They will continue to administer "The Aircrew Association Charitable Fund" in accordance with its original trust deed which has been amended only to reflect the change in trustees.

All correspondence should now be sent to
SSAFA Forces Help
Queen Elizabeth House
4 Dunstons Hill
London
EC3R 8AD

mentioning The Aircrew Association Charitable Fund. Although the Charity number has ceased to exist it does confirm that any donations or legacies were for the benefit of the Fund.

Existing Gift Aid nominations are still valid and donations should be sent to the above address mentioning that it is a Gift Aid donation. Always mention ACACF in any contact with SSAFA.

Making a Claim

To start a claim contact the:
Welfare Department
The Soldiers, Sailors, Airmen & Families Association
Queen Elizabeth House
4 Dunstons Hill
London
EC3R 8AD
Tel 0845 1300 975 or www.ssafa.org.uk

mentioning your connection to aircrew.

Recent Examples of our Work

- £880 for a respite holiday for an old and sick couple.
- £500 for clothing for a couple who both suffer from Alzheimer's disease.
- £500 towards an Electrically Propelled Vehicle.
- £93 for injections to relieve Macular Degeneration. (The NHS would not provide such treatment, but later agreed to do so after we had intervened in the case.)
- £520 to replace a carpet after subsidence of the claimant's property.
- £500 towards the cost of a digital hearing aid, which the NHS would not provide.
- £300 towards payment of the claimant's debts.
- £1400 to purchase a CCTV magnifier for a claimant who could not otherwise read.
- £1500 towards roof repairs at a widow's house.

Legacies and Donations

To make a bequest in your will, please contact your solicitor and give him our name and charity number: The Aircrew Association Charitable Fund. Registered Charity No 299080

All donations are very welcome and should be sent to the Honorary Treasurer at the address below. If you pay Income Tax and you complete a Gift Aid declaration your gift will be enhanced by the amount of tax you have paid on the donation.

Colleagues and loved ones can be remembered, too. Instead of giving flowers at a funeral, you can opt to make a donation in their memory and support those left behind. The value of any donation can be enhanced if you pay tax and annotate the reverse of a cheque with 'Gift Aid' and your address.

Please complete a Donation and Gift Aid Form and send it to:

SSAFA
The Aircrew Association Charitable Fund
4 St. Dunstan's Hill
London EC3R 8AD

Trustees

By virtue of a Charity Commission Scheme dated 13th April 2012 SSAFA Forces Help are the sole corporate trustee.

If anyone wishes to pursue a claim from the Chiltern Aircrew Association your first point of contact should be our Welfare Officer David Bray (details on P8)

Tales from the Tower
by
Tony Brown MBE

Many many years ago back in the 1970s there was a public house in Cumbria called the Rose and Crown, sadly no longer there. The phone number was Brampton 2126 and it was quite close to Carlisle/ Crosby airfield. The system of supplying the Rose and Crown was quite simple. The landlord telephoned Burtons Breweries on Friday afternoon with his order and delivery was Monday afternoon when the driver delivered to all the hostelrys in the area.

Also back in the 1970s air traffic control was not as modern as it is today. Carlisle did not have any radar and relied heavily on units which did and were happy to help out. Manchester was the star player and aircraft from the south or west flying on the airways system and inbound would be separated from everyone else and then handed over to Carlisle. Scotland looked after those from the north and east. There were no fixed telephone links so the controller had to use the standard GPO system and ring Carlisle with the handover. The number was Brampton 2162

It was 0905 on a Monday morning and the landlord of the Rose and Crown was rubbing his hands after a particularly busy weekend but realised he had probably under ordered so gets on the phone to Burtons.

“Morning it’s the Rose and Crown here, has the driver left?”

“Not sure mate what’s the problem?”

“ I need another 5 crates of beer added to my order”

“Well there are two possible problems. I don’t know if there’s room and I don’t know if the driver has left. I will go and check if he’s still here and phone you back”

Meanwhile at 0906 a HS 125 is hurtling up the airway and the radar controller who we will call Dave in the interest of anonymity, rings Carlisle with the details:

ATC. “Morning young man, i’ve got one for you”

ONE ! “That’s no good. Waste of time “

ATC. “ How many were you expecting?”

FIVE

ATC “GABCD are you part of a formation of five?
 Pilot“ No there’s just me”

ATC “Sorry there’s only one but I will give you his details as he will be with you in 3 minutes.”

THREE B—————y minutes!!!!??

ATC “These planes don’t hang about you know “

“PLANE. !!!???? They aren’t sending a single barrel of beer in a plane.”

ATC “ I can’t spend any more time chatting to you so I will give you the registration.”

I don’t need the B—————y registration it’s same driver every week in the same

B—————y lorry

It’s at this point that Dave realises that he may have misdialled.



Carlisle ATC

Ed: This reminds me of an incident at RAF Abingdon when one of our young Operations Officers Pilot Officer Ramwell, was phoning through to Benson Ops with a list of Abingdon aircraft who were going to use the local ‘Low Flying Area’. Having made initial contact, off she went with a list 12 strong aircraft, Beverley’s and Andover’s. At the end the recipient said “I’d love to help you dear, but the best I can offer you is two pork chops, as you’ve got through to the local butchers!”

Now you can see why I always say I married her for Flight Safety reasons!

Kids today would not understand the communica-

Buffet Lunch

Greenacres Tavern

Wednesday 15th May 2019 at 12 Noon for 12.30

We will be holding our usual Buffet Lunch at Greenacres instead of a usual May Meeting.

Please book below and then post to Ian Mason or if you prefer book by a BACS payment quoting Buffet Lunch as your reference.

Please reserve me tickets for the Buffet Lunch @ £ 10 per person
Widows @ £ 5 per person

Name

Address

.....

Postcode Tel No

Name of Guests

.....

Please send your order to:

Ian Mason
65 Sunnycroft, Downley, High Wycombe, Bucks
HPI3 5UR
Tel: 01494 439845
Email: ian.mason197@ntlworld.com

BACS, to I M Mason 09-01-28 41009326

Programme 2019

Events at 1030 for 1100 at Greenacres unless (*)

2019	
20 Feb	Deception in WW2 - Hugh Grainger
19 Mar	Brief History of Radlett and Handley Page - Chris Scivyer
20 Apr	Burma - Sherry Scott
15 May	Guest's Lunch*
19 Jun	More tales from Dennis Swains
17 Jul	TBA
21 Aug	Luftwaffe in WW2 - Ian Thomson
18 Sep	TBA
16 Oct	The Tragically Short War of a Topping Fellow - David Hearn

Your 2019 Committee

President

Geoff Hulett
11 Pearsewood Gardens, Stanmore, Middx
HA7 1NU.
Tel: 0208 952 4092
Email: banghulett@btinternet.com

Chairman:

Des Richard
37, Southdown Road, Harpenden, Herts, AL5 1PG
Tel: 01582 763779
Email: des.richard@ntlworld.com

Newsletter Editor/Secretary:

Graham Laurie
19 High St, Prestwood, Gt Missenden, Bucks
HP16 9EE
Tel: 01494 863492
Email: graham@kitty4.co.uk

Membership Sec:

Ian Mason
65 Sunnycroft, Downley, High Wycombe, Bucks
HP13 5UR
Tel: 01494 439845
Email: ian.mason197@ntlworld.com

Treasurer:

Rod Finn
67 Hayfield, Chells Manor Village, Stevenage
SG2 7JR Tel: 01438 350115
Email: rodfinn@btinternet.com

Welfare: David Bray

23a Aylesbury Road, Wing, Leighton Buzzard,
Beds LU7 0PD Tel: 01296 688425
Email: adbray@aol.com

Programme Secretary:

Bill George
Blossom Cottage, 54, Green End Street, Aston Clinton, Bucks, HP22 5EX Tel: 01296 630998
Email: bill.bbgi@btinternet.com

Welfare

I am currently in Ethiopia but will be back in time for the March meeting (and for the editor that is this March!). Nothing major to report but will catch up on my return. Please note the article re the ACA Charitable Fund on Page 5 and contact me initially if you wish to put in a claim.

David

Membership Secretary

Thank you all for responding quickly to my requester subscriptions. I am glad to say there is only one outstanding and he has failed to return my calls or emails.

Ian

Treasurer

The accounts are being ratified as I write and I hope to have them back in time for the March Meeting

Rod

Programme Secretary

This years programme is filling up fast

Bill

President

Talk and save

Chatting with Dave, Harold, Bill and the other Geoff over lunch, following our February meeting, I casually mentioned car insurance, having received a renewal notice that day. The new premium of £1850 with a 15 year NCB, was astonishing as I had been accident free for 40 plus years. Discussions showed that loyalty to an insurer was pointless and it was best to shop around. Geoff offered Admiral as his insurer and so I made contact with them and was offered car and house insurance for £1100, showing a saving in excess of £1000 for comparable cover. I think I owe Geoff a drink!

Geoff