



# NEWSLETTER

## Last Bookings for Guest's Buffet Lunch and Aircrew Lunch

### August Meeting

A smaller than average attendance listened to an interesting talk by Roy Rigg. A former Royal Marine, Army TA and latterly an RAF Sergeant PTI. After his time in the Royal Marines he spent a number of years working as a gardener for the Commonwealth War Graves in France.

Having reminisced on his life in the services he also mentioned his long association with The Royal British Legion as a Standard Bearer, together with his wife Maureen, a fellow standard bearer they

showed us a comprehensive display of their memorabilia.

They closed the presentation showing a film 'A Debt of Honour' narrated by Michael Palin, showing the work of The Commonwealth War Graves Commission across the world. Most are familiar with their work in France and Belgium but huge cemeteries in places like Burma are cared for in exactly the same way. Both David Bray and Graham Laurie had visited the Taukkyan Cemetery near Rangoon (*see photo below*)



**Remember 17 September 2014**

**“Guest’s Buffet Lunch”**

**Greenacres 12.00 for 12.30 pm.**

**Bookings by 10 Sep 14 to Gerry Sealy-Bell**

## **My Memories of WW 2** **(Part 6 of Harold Purver's story)**

*Ed: We rejoin Harry on Rand R after a heavy flying programme for fatigue.*

Fatigue became replaced with boredom, as Christmas approached we tasted the delights of a night-stop in Calcutta and the recuperating flight as passengers back to base and familiar faces. Over Christmas festivities we enjoyed hourly 'Circuits and Bumps' and Loran familiarisation trips, and finally back to business flying lucky demob boys to Calcutta en route to Blighty. And so the 'milk runs' continues every three days or so, flying personnel, freight and mail on eight hour return trips to Calcutta, Chittagong and return, with a couple of four hour night flights to keep our hands in (or fingers out!) Now and again we enjoyed hourly training flights for 2nd Pilots, Loran familiarisation, Rebecca training and Letdown in Ground Mist and also formation flying with five other aircraft, which was not enjoyed by the rest of the crews.

A four hour trip searching for a crashed aircraft, led to a further 7 hour 30 minute trip to drop medical supplies to survivors at Victoria Point, which by this figure we were close to the limit for a Dak, with the last couple of hours by night - always exciting. Towards the middle of Feb 46 we had a nightstop to Saigon, an exciting evening at the local 'Fair of Peace' with dancing girls in grass skirts which an officer with his big hat waved at trying to part the blades! A 'Wall of Death' with a Japanese motor cyclist trying to hit out caps at the top opt was disappointing, in that he never lived up to his title. That night we tasted the excitement of a city under siege, staying at the Grand Hotel with no electricity and dubious water, whilst along the water front were the Yanks in a bigger hotel with generators and iced water machines. But with a depressing moral lacking visit to the POW camp under appalling conditions, we returned considering our 6 hours to Hong Kong the next day.

There then followed three days, befriending and entertaining in return the RAF personnel at Kai Tak Airport and chatted with some peculiar RAF air-

crew with four Sunderland Flying Boats moored off the runway!

Again the log record shows we spent three days enjoying the delights of this beautiful island of Hong Kong, which included eating at Indian and Chinese restaurants, imbibing measured amounts of alcohol, since though not flying, we had to line up to the 'Conquering Race' rules and regulations. This had been rather dented but appreciated by the antics of the Royal Navy taking over the huge ferry which ran continuously to Kai Tak on the adjacent mainland - fare free, and consisted of jumping off as they bumped between jetties with the Chinese crew on strike! On the last day it was pleasant to be striding about the City and markets in our own time, having spent two days learning the snags and pitfalls of this ultimate posting, including to avoid tram rides to the notorious district of Wan Chai. One unfortunate pilot snored in his own manner - he fell asleep in a Chinese restaurant during the many oriental dishes and wines and had his haircut, been massaged, manicured hands and feet, that his Nav had to help pay the bill, when he woke up!

The return journey to Saigon, partly map reading along the coast, at a cool 8,000 feet, chatting for VHF bearings when within range. One came on the air previously with 'Hello V-Victor, this is Akyah calling L-SMFT to you', meaning 'Lucky Strike means fine tobacco', which the Spitfire who lined on the bearings, used to drop bundles of same when homing on to the isolated radio stations. These trips were logged under 'airtesting afar service' apparently. The pleasantries were cut short at Saigon when after a pleasant evening meal and lubrication we were informed the 'Vietcong' were active in the area, so we were to camp in our aircraft on camp beds under our mosquito nets, if a red Very Pistol was fired from Flying Control during the night, we were to take off under free control. The thought of bomber pilots and Daks, all jostling for take off made my nav. finger twitchy and during the night having to inspect the port wheel, because the Ground Staff charged five bob for cleaning the Elsan, I was challenged as I climbed back in, by our Argentinian second pilot with a sten-gun. (Cont'd P3)

*(Cont'd from P2)* Following a hearty breakfast the following morning we were relieved, nay thankful, to take off for the comparable safety of Hmawbi (Burma).

After a few weeks of training flights, including single engine work, minimum length landing and take offs and Rebecca letdowns, we enjoyed a couple of hours formation flying with nine aircraft in threes, followed by a couple of days later a similar flypast over the gold plated dome of the Blue Dragon Pagoda in Rangoon, attended by Air Marshal Saunders of SEHC in 'Celebration of Peace' Then followed some four weeks of return trips to Calcutta and points between, averaging two days on and two days off, flying Indian troops and supplies in for repatriation and luggage out.

At last the day awaited, posting on 4 May 45, I had the honour of navigating Sqn Ldr Barker from Calcutta to RAF Kai Tak, with an enjoyable night stop in war torn Saigon, which was securely policed by Japanese POW's aiding the French and Yankie forces! The following day we took off for Kai Tak with minor hangovers which soon cleared flying at 8,000 feet for some five and a half hours, a clear head was needed to negotiate a fully laden Dakota over the hills to land on the notorious short runway in Kowloon. Many years later I heard that BOAC had hoardings on these hills, which instructed, for the benefit of the pilots, 'Drop wheels and full flaps'.



*RAF Kai Tak*

We were soon established in Nissan huts off the airport runway and settled down in apartments in Kowloon City Centre with Mess and Bar adjacent and the regulars amongst us soon found we could swap our disgusting Canadian Rye for some reputable Scotch Whisky with the Indian Army Mess further down the road. A week later we were off on our first trip to Iwakuni, Japan (the only Japanese airfield the Yanks would let us use!). This involved a five hour flight, with three civilian passengers to Lunghwas, Shanghai, where we enjoyed a dinner withy D Hadoorie in his air conditioned whitened mansion, 'The White House'. In return we carried his mail between Japan and the West. He also looked after our POW with the Japs where possible.

The next day another five hour flight with mail only into Iwakuni. It transpires that our carrying airline passengers and mail to keep BOAC airlines open, only included service mail to Japan. All I remember of those trips with the instructions to eat only cooked fruit and food in Japan, since they spread human excreta on their fields!

We then rested for three weeks, getting to know the people and places in Kowloon and on the island by ferry, now in safer hands. We did essential training of 'Circuits and Bumps' and Rebecca Homing, getting familiar with the local islands, map reading. About this time we all transferred to No 110 Squadron overnight. Later I learnt that No 96 Squadron members returned night fighting, as they originated defending Glasgow in the 1st World War.

The first trip under the new guise was doing a service for a local coastal town, Suraton, to do a survey to facilitate a DDT spray. This was quite a 'jollie' with us as we all took off to attend a real Chinese Civic Lunch. This comprised of innumerable dishes of 'bits and bobs' served by relays of the local Beauty Queens, with their tight traditional patterned silk dresses split to the thigh, and much 'saki wine'. I can remember the pleasure dimly and the impeccable landing over the hills being the mark of every experienced pilot!

## 29th International Moth Rally



Sadly the strong winds and appalling weather in Europe prevented many of the proposed visitors to the 29th Rally held at Woburn on 16 and 17 August from attending. Probably the most eagerly awaited visitor on the 17th was the Canadian Lancaster but sadly the strong winds meant both Lancasters remained at RAF Coningsby. So much work had gone into the event by Stuart McKay and his family but as usual a good display was arranged with those aircraft that were able to attend.

As well as the Lancaster's also canceling were the two Chipmunks from the Irish Historic Flight and the DH84 Dragon 'Iolar' (EI-ABI) from the Aer Lingus Charitable Foundation. You will have heard on the news a few weeks ago of the torrential rain in Switzerland leading to landslides and a serious rail crash. Sadly the weather meant a number of Swiss aircraft could not make it either, notably the 80 year old DH60G Moth Major (HB-UPE)

It was not all doom and gloom Tim Williams gave an excellent display in his DH80 Puss Moth and of course Henry Labouchere was again superb in the DH84 Dragon in Railway Air Service colours. Probably one of the stars of the show and a most spirited display in anything but ideal conditions was David Findon in the recently restored DH89A Dragon Rapide (G-AHAG) resplendent in the colours of Scillonian Airways. Despite the conditions we saw excellent aerobatics from a Chipmunk and a Stampe SV 4B, both managing somehow not to cross the crowd line in a 'stonking' crosswind



*David Findon executes a fine wheelie*

A number of aircraft did make it from Europe, notably two German visitors in Focke-Wulf Stieglitz at the hands of Ulrich Thueer and B Lehmann-Dronke. They left mid afternoon on Sunday for Headcorn and would fly home on the Monday.



*Focke-Wulf Stieglitz ready for departure*

Our thanks to Stuart McKay and the DH Moth Club for giving us 'mates rates' on entrance. Whilst Stuart was signing his **latest book**, an updated and revised '**Tiger**' with masses of new photos, all 416 pages for just **£29.95**, who did he find in the queue but our very own Tom Payne!

Just time to thank Stuart for all the work he does for us and for organising an excellent vintage car show as well at Woburn.

**A Day to Remember**



It would have been the first time two Lancasters had flown together since the 1960s, but the Canadian bomber was forced to land solo at RAF Coningsby on 8 August 2014, with the Battle of Britain Memorial Flight (BBMF) Lancaster grounded due to the rain and poor visibility.

The weather also caused problems for the Canadian aircraft, whose arrival to the area was delayed due to the poor conditions. After a short delay to cool it's brakes the Canadian aircraft taxied to the flag-waving crowds and veterans who had been invited to the base. The Canadian Mk 10 Lancaster, affectionately called Vera, from The Canadian Warplane Heritage, will be joining the BBMF at air shows across the country over the next four weeks.



*Derek, Roy, Rod, Jim and Tom*

accompanied by chauffeur Rod Finn. Despite the inclement weather it was a wonderful reunion, made all the better by Thwaites Brewery giving all the visitors a pack of their Lancaster Ale!



*'Our 4'  
(photo courtesy of Paul Heasman)*

Among the ex 'Bomber Boys' there to meet 'Vera' were 4 members of Chiltern ACA, namely Derek Gurney, Roy Briggs, Jim Copus and Tom Payne



*Some of the veterans with 'Vera'*

Certainly a day to remember, just a pity they did not fly but it was not long before they were both seen over the skies of Lincolnshire and they will be over much of the UK in September. (See Page 6)

**Ed:** Thanks Rod for making it possible

## The Two Lancaster's Diary

### Saturday September 6

Flypast - Woodhall Spa - both Lancasters at 11:30 am.

Flypast - Ludborough, Lincs - both Lancasters at 11:40 am.

Flypast - North Coates, Lincs - both Lancasters at 11:50 am.

Flypast - Kirmington, Lincs - both Lancasters at 12 noon.

Flypast - Allerton Castle - both Lancasters at 12:15 pm.

Flypast - Barnoldswick - both Lancasters at 12:40 pm.

Scottish Airshow - both Lancasters at 4:00 pm.

Air Waves Portrush - both Lancasters at 4:50 pm.

### Sunday September 7

Air Waves Portrush, N Ireland - both Lancasters at 1:30 pm.

Scottish Airshow (Static Display Day) - both Lancasters will be on static display until approximately 12 noon. On the return from another airshow, both Lancasters will perform a flypast at 2:15 pm (note: not an airshow display)

Flypast - Windermere - both Lancasters at 2:50 pm.

Flypast - Morecambe - both Lancasters at 3:05 pm.

Flypast - Holmfirth - both Lancasters at 3:25 pm.

Flypast - Ludford - both Lancasters at 3:45 pm.

Flypast - Ludborough - both Lancasters at 3:55 pm.

Flypast - Cleethorpes - both Lancasters at 4:05 pm.

Flypast - Wickenby - both Lancasters at 4:15 pm.

### Thursday September 11

Guernsey Air Display - both Lancasters.

### Thursday September 11

Jersey International Air Display - both Lancasters.

### Friday September 12

Goodwood Revival - both Lancasters at 11:30 am.

### Saturday September 13

Goodwood Revival - both Lancasters at 11:30 am.

### Sunday September 14

Goodwood Revival - both Lancasters at 1:45 pm.

Duxford Air Show - both Lancasters at 2:40 pm.

### Saturday September 20

Flypast - Collingham, Notts - both Lancasters at 2:10 pm.

Southport Air Show - both Lancasters at 2:50 pm.

### Sunday September 21

Southport Air Show - both Lancasters at 3:00 pm.

### Monday September 22

Depart England for return to Canada. The BBMF Hangar will be closed to the general public. There will be no guided tours available.

There are a few dates when both Lancasters will be at RAF Conningsby but alas demand for tickets has been so great **no more places are available.**

Please also note the Lincolnshire Aviation Heritage Centre, East Kirkby has two days when 'Just Jane' will taxi and the two flying Lancasters will fly overhead, these also are **Sold Out**

Well there you have it, **locally it looks like Duxford, Goodwood or bust!** Our thanks must go to Thwaites Brewery for sponsoring the visit, without their financial assistance 'Vera' would have remained in Canada.

**If you miss the Lancaster, you can at least listen to Derek, Roy, Jim and Tom bang on about their visit to RAF Conningsby!**

**GUEST'S BUFFET LUNCH**  
**WEDNESDAY 17 SEPTEMBER 2014**  
**1200 for 1230**  
**GREENACRES TAVERN**

Our September meeting will be at the later time of 12 Noon and will be a Guest's Buffet Lunch. As the name suggests we can bring along 'guests' so please make an effort to bring along in addition to partners, a guest as well. We would love to meet potential new members or anyone who you think would enjoy the company and a meal.

The cost is £8, which I am sure you will agree is great value from our friends at Greenacres. Please let Gerry Sealy Bell know how many you intend to bring and enclose a cheque and Stamped addresses envelope, for the return of your tickets. The closing date is one week before the lunch i.e. 10 Sep 14.

<b>GUEST'S LUNCH</b>	
<b>17 Sep 14</b>	
<b>NAME:</b>	.....
<b>ADDRESS:</b>	..... .....
<b>POSTCODE:</b>	.....
<b>TELEPHONE:</b>	.....
Please send me ..... tickets @ £8 per head for the buffet lunch on 17 Sep 14.	
I enclose <b>cheque</b> (Chiltern Aircrew Association) for £..... and a <b>stamped addressed envelope</b>	
Post to:	<b>Gerry Sealy-Bell,</b> <b>31 Hempstead Road,</b> <b>Kings Langley, Herts WD4 8BR</b>
<b>Latest Date for bookings: Weds 10 Sep 14</b>	

**AIRCREW LUNCH**  
**FRIDAY 26th SEPTEMBER 2014**  
**1200 for 1230**  
**BLACK HORSE, GOZZARDS FORD,**  
**ABINGDON OX13 6JH**

After the success of recent years, we plan to repeat the 'Aircrew Lunch', open to Military, Civil (ATPL/PPL) whatever and of course partners. We can seat 60 people, so please book early to avoid disappointment. Please select your menu choice and send TO me, together with a cheque for £20 per head

**MAINS**

- A. Locally made Cumberland Sausage, buttered mash potato and red wine gravy with seasonal vegetables.
- B. Hot grilled Fillet of Salmon, on a bed of mixed salad and hot new potatoes.
- C. Gourmet Fish Pie, seasonal white fish, smoked haddock, salmon and prawns, topped with cheesy mash with seasonal vegetables.
- D. Chicken Madras Curry with rice, naan bread, poppadum and mango chutney.
- E. 10oz Gammon Steak, with egg and pineapple, chips and salad.
- F. Pasta of the Day. Tagliatelle entwined with roasted Mediterranean vegetables and a rich tomato, basil and garlic sauce, garden salad and garlic bread.
- G. Steak, Ale (Old Speckled Hen) and Mushroom Pie, topped with a puff pastry lid, chips and seasonal vegetables.

**SWEET**

- L. Bailey's Cheesecake.
- M. Apple Crumble with cream.
- N. Hot Sticky Toffee Pudding, caramel sauce and vanilla pod Ice Cream.
- O. Eton Mess with fruits of the forest and whipped double cream and Ice Cream.
- P. Classic Cheeseboard, mature cheddar, stilton, brie with grapes and biscuits.

TEA or COFFEE If you have any special menu requirements please let me know.

Please send your order and **cheque** for **£20 per head**, payable to 'The Black Horse' by **Friday 19 Sep 14** to:

**Graham Laurie, 19 High Street, Prestwood, Great Missenden, Bucks HP16 9EE** Tel:01494 863492 Mob: 07798 703022  
 Email: [graham@kitty4.co.uk](mailto:graham@kitty4.co.uk)

---

**Programme 2014**

All events at 1030 for 1100 at Greenacres unless (\*)]

- 17 Sep**    **Guest's Lunch 12.00 Noon**  
**26 Sep**    **Aircrew Lunch, Black Horse, Abingdon\*12.00 Noon**  
 15 Oct    RAF Chenies & Bovingdon, **Colin Oakes**  
 19 Nov    Luftwaffe a/c of WW2, G/C **Chris Sprent**  
 17 Dec    Xmas Lunch 12.00 Noon

**Your Committee**

**Chairman:** Geoff Hulett

11 Pearsewood Gardens, Stanmore, Middx HA7 1NU. Tel: 0208 952 4092

Email: [banghulett@btinternet.com](mailto:banghulett@btinternet.com)

**Newsletter Editor/Secretary:** Graham Laurie

19 High St, Prestwood, Gt Missenden, Bucks HP16 9EE

Tel: 01494 863492

Email: [graham@kitty4.co.uk](mailto:graham@kitty4.co.uk)

**Membership Sec:** Gerry Sealy-Bell

31, Hempstead Rd, Kings Langley, Herts, WD4 8BR  
 Tel: 01923 262707

**Treasurer:** Rod Finn

67 Hayfield, Chells Manor Village, Stevenage SG2 7JR Tel: 01438 350115

Email: [rodfinn@btinternet.com](mailto:rodfinn@btinternet.com)

**Welfare:** David Bray

23a Aylesbury Road Wing, Leighton Buzzard, Beds LU7 0PD Tel: 01296 688425

Email: [adbbay@aol.com](mailto:adbbay@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](mailto:bill.bbgi@btinternet.com)

**Welfare**

Sorry to hear **George Biggs** has been in hospital again, he returned home just in time to read the August Newsletter. I had a good chat and I know he has also spoken to Graham and Ron Doble but how about some of you giving him a ring. George has to rely on a supply of Oxygen at all times and is thus confined to his home but he reports that his loving wife **Florrie** is being a star! George was a regular contributor to the Newsletter and must have much of his latter RAF career with No 32 Squadron flooding back when he hears of troubles in Palestine. George flew Spitfires there in 1947 before the Squadron was posted to Cyprus. **Eric Barnard and Stan Colley** are both under the weather at the moment, Eric at home and Stan in a Nursing home. We send all our members with health problems our very best wishes.

I would also encourage members to 'ring a friend' and thank **Ron Doble** for doing just that. We missed the 'Haddenham Mafia' at our last meeting but hope to see them at the Buffet Lunch and hopefully at Abingdon, which is closer for them than most.

**David**

**Membership Secretary**

The usual plea to book your tickets for the September Guest's Lunch with me no later than 10 Sep please. I will take those booking but the Abingdon Lunch go to Graham Laurie.

**Gerry**

**Secretary/Editor**

I am pleased to take bookings for the 'Aircrew Lunch' at Abingdon on Friday 26 Sep 14 no later than Friday 19 Sep 14 as I need to give The Black Horse a weeks notice of the order. (See Page 7)

Finally on a slightly sombre note we have purchased an 8' v 5' Union Flag to act as a coffin drape for any member's funeral. Please tell your family your wishes, although we would rather it never be used!

**Graham**