



NEWSLETTER

Project Propeller Report Page 5

June Meeting

Geoff Hulett reports: Listening to our speaker **Malcolm Clouett**, my mind harked back to Tee Em and the much maligned Pilot Officer Prune. Malcolm also suffered a variety of indignities and achievements, one of which was a three point landing in a Dakota....tail wheel, undercarriage wheel and wing tip!

A grievous error was failing to remove the locking bar from the tailplane of a Dakota, resulting in an incident packed flight and a long sojourn in hospital. A posting to Burma brought no change of luck (other than the Japs capitulating a week after Malcolm arrived there) as he succeeded in running out of fuel searching for a dropping zone in the inhospitable mountainous country of Burma.

Misfortune also dogged him on his visit to Chiltern ACA when the projector failed to show his pictures....the first time our new gear has misbehaved.

There must be a stroke of genius about Malcolm....he is 93 and we thank him for his perseverance and welcome him as a new member of Chiltern ACA.

July Meeting

Our next meeting sees the return for the third time of our friend **Richard Smith**, fount of all things London/Heathrow from the BAA Operations department. He looks at the airport today and gazes into the future plans - Government, Boris and local residents permitting!

Welfare Officer

You will see from the list at the back that **Bill Hyland** has stood down as our welfare officer. He will be undergoing some treatment over the next few months, meaning he will be in and out of Stoke Mandeville Hospital, so would be unable to keep in touch as he would like. We are pleased to report that **David Bray** (full details on Page 8) has agreed to deputise for Bill. It is hoped that you will all help

him to settle in by ringing a few chaps yourself and letting him have any news. We all send Bill our best wishes and thanks



Remember 16 July 14

**“LHR Present & Future”
a presentation by Richard Smith**

Greenacres 10.30 for 11.00am.

My Memories of WW 2

Part 4 of Harold Purver's story

Meanwhile Montgomery called for day-light air support over various troop and armoured concentrations as the invasion advanced through Villiers Bocage and the 'Falais Gap' until finally, with the Luftwaffe fighters being occupied on the Russian Front, we bombed the Ruhr oil installations at Hamburg for the first time in daylight, and from then until the middle of September we daylight bombed in turn, Le Havre, Gelsinkirchen and Wilhelmshafen. Then we had a rude shock, a five hour trip at night to rattle the U-boats in the naval base at Kiel, using special delayed, high penetration bombs on to the concrete pens, and obtaining excellent photo results. With little fighter opposition and medium 'flak', I was allowed into the cockpit for a view of the target area, and was impressed by the deep purple of the night sky and smoke penetrated by sparkling diamonds of the incendiaries, the whole scene flashed orange intermittently as the block busters went off.

Towards the end of September there followed for a period of some weeks, as a break from bombing, the delivery of petrol for the relief of Arnhem. All portable equipment was removed from the Halifaxes, including the bomb sight, and then whenever possible all spaces filled with Jerry cans of petrol. We were given a direct route to Brussels to fly at 4,000 feet but avoiding the French coastal towns, since they were still occupied, and their Bofors guns would have soon found a low-level, four engined bomber blazing full of petrol, a spectacular prize!

This time having learnt the loss of the survivors at Ostende previously, the operations went very well, and the Army trucks were waiting for us to off load at Brussels Airport. The return empty trips in fine weather were the pilot's delight of 'hedge hopping' and several times the Nav was allowed to occupy the bomb aimer's position in the nose, to wave at the 'French peasantry', allowing the pilot to find his own way home, map reading.

There were unconfirmed rumours that 'chips' had been found in the oil-coolers of the Hercules's engines, but it wasn't rumours that upset H.M. Cus-

toms and Excise, more the influx of coffee, wine and watches etc. which appeared in both countries over this period - so we heard of course. A less amusing incident, whilst flying straight and level at 4,000 feet full of petrol over England, was when a playful Spit pilot wanted to play attacking and corkscrews with us. Eventually, as he had no response he flew off thinking whatever about these 'dour' bomber pilots. Needless to say, neither R/T worked on the same frequency so he could not be alerted about the petrol!

With the battle of Arnhem over we resumed bombing the Ruhr industries, visiting Duisburg in daylight with some trepidation, followed by a night attack on the same place in some relative comfort the next night, and the target could be seen hundreds of miles away. On the return trip we had been diverted to Bradwell Bay because of Autumn morning fog, and so spent a pleasant hour map reading back to base the following sunny Autumn morning.



RAF Bradwell Bay, Essex

A routine night trip to Essen a week later proved successful, followed by a cheeky three hour daylight trip to bomb gun positions on Walcheren Island where it was necessary to orbit the target and break cloud at 4,000 ft full of light ack-ack. In contrast, a couple of days later, we did two night trips consecutively to Cologne at the customary 18-19,000ft, accompanied by plenty of heavy ack-ack, predicted and barrage. In addition on the second night we experienced some 'friendly fire' and collected a 4lb incendiary bomb from above, which failed to explode luckily.

(Continued on Page 3)

(Continued from Page 2) Talking of luck, we had now completed 36 operational sorties, the final trip, although we didn't know it at the time of course, was to Dusseldorf in the notorious Ruhr, to complete a total of 93 operational hours by day and a further 74 by night. Whereupon our stalwart Yorkshire pilot got the DFC for the completion of a successful operational tour and his competent navigator became a Pilot Officer and a gentleman! We all went our various ways for 14 days R&R leave, which in my case was at the time of the enemy V2 Rocket attack over England, where the first one had been reported as 'a gas main explosion in Chiswick High Road'!



Surveying the damage of the V2 bomb on Chiswick High Road

While shopping in Central London at Austin Reed's for my Officer's uniform and apparel, I was distinctly uneasy with the periodic rumblings, and by Christmas Day quite relieved to be back in the relative safety of the Squadron. On our return, after our mutual admirations of new uniforms and decorations, we were curtly given the option to either commence another operational tour with Bomber Command or transfer to No 96 Squadron Transport Command, SEAC, which would involve a sea journey to Cairo, Egypt.

In April 1945, Flying Officer Pilot, Pilot Officer Navigator and Warrant Officer Wireless Operator, disembarked at Port Said en route to RAF Cairo West, with unusual disciplined enthusiasm, having been at sea for some weeks, in convoy round Northern Ireland, the Bay of Biscay and Mediterranean.

Following general deck sports in the placid Med waters we arrived on land to commence our course on 4 engined Halifaxes and twin engined Dakotas, needing a lightness of touch to say the least for the pilot and the novelty of American wireless equipment for the W/Op, including VHF/DF, for the navigator. At first it operated the Halifax C.Mk III, but in March it left for the Far East, where it operated the Dakota. Once in India the squadron prepared for glider and parachute operations, providing some detachments for operations during the invasion of Burma.

Initially 96 Squadron aircraft could be identified on the approach by gently waving wings, and by the zig zag taxiing on the peri-track. However five weeks later the Squadron flew off to RAF Bilaspur, Central India, with a 'spare' navigator since I was sick with a sore throat caused by the dust of the desert. During which time apparently, I enjoyed celebrating VE Day on 8 May 45, in the company of a Polish crew who taught me risqué traditional songs, with the help of the Egyptian barman who introduced us to numerous 'Angel Kisses' and the local beer. The former consisted of a glass melted with bitter aloes, a shot of Cherry Brandy on an Egg Flip, topped up with lemonade and topped by an orange slice at the rim. What the local beer was brewed from we felt it diplomatic, in the land of the camel, not to ask. But enough alcohol and food had been enjoyed to remove any coherent memory of the celebrations, apart from teetering into a pitch black Egyptian night en route to bed, to be blinded by an arc light flash of lightening, in complete silence and no rain, caused apparently by thunderstorms in the upper atmosphere.



No 96 Squadron

Thwaites' Sponsorship Deal Gives Flight To Canadian Lancaster Bomber's Historic Mission

Thwaites' Lancaster Bomber is set to play its own part in military history this summer, as it is unveiled as the headline sponsor of a landmark trip which will see Canada's only airworthy Lancaster Bomber fly to the UK as part of a month-long commemorative tour.

The Avro Lancaster Bomber, which is owned by the Canadian Warplane Heritage Museum, will depart from its base in Ontario on 4th August, bound for RAF Coningsby in Lincolnshire. The 3,700 mile journey, which is set to be completed over four days, will include en-route stops at Goose Bay, Canada, Narsarsuaq, Greenland, and Keflavik, Iceland. The aircraft – an enduring symbol of World War II – will feature at a host of high-profile air shows across the UK including Eastbourne, Bournemouth and Shoreham, where it will be united with the RAF's only remaining airworthy Lancaster Bomber.

The pair will return to the skies under the watchful glare of the world's media, in an aviation partnership which is unlikely to be seen again. Steve Magnall, managing director of Thwaites, brewers of Lancaster Bomber, said: "We are extremely honoured to sponsor Canada's Avro Lancaster Bomber as it makes its historic journey to the UK this summer. "We couldn't pass up this incredible opportunity to help unite the world's last two remaining airworthy Bombers and the sight of these two majestic aircraft will leave a lasting impression on those who are lucky enough to witness them flying together, right here in the UK, for the very last time. "We're thrilled that Lancaster Bomber will be able to build on the success of its 2013 campaign – in which we donated over £30,000 to Leonard Cheshire Disability. This sponsorship brings our campaign full circle in a way we couldn't have possibly imagined and we expect demand for the ale to be at an all-time high across both on and off trade.

"Our ale drinkers are passionate about respectfully remembering those men and women who fought for our freedom and we can't think of a better way to commemorate the sacrifice and dedication of our nations' air forces. We hope many will join us in raising a glass to those Bomber Command veterans who gave their lives in the name of liberty."

Lancaster Bomber ale, which has twice been voted Best English Bitter at the European Beer Star Awards, is available to buy in selected stores across the UK including Tesco, Sainsbury's, Asda, Morrisons, Waitrose, Booths and online retailer Ocado. It was also given away free to those attending Project Propeller 2014 at Gloucester Staverton on 14 June.

The UK Air Display Schedule featuring both Lancaster Bombers for August is:

August 14-17	Airbourne: Eastbourne International Air Show
August 16-17	Combined Ops Show
August 17	Sywell Great War Airshow
August 21-22	Clacton Air Show
August 23-24	Dunsfold Wings & Wheels
August 23	Dawlish Air Show
August 24	Little Gransden Air & Car Show
August 30-31	Bournemouth Air Festival
August 30-31	Shoreham Airshow



Ours and Theirs!

Project Propeller 2014

Geoff Hulett reports (again): Blue sky, fleeting clouds at 3,500 feet, temperature 22 degrees. Perfect conditions for a flight from Elstree to Staverton in a Piper Arrow 4 fitted with a 200hp Lycoming engine capable of 160 knots.

Airborne Elstree set course Bovingdon, routed via Oxford (Kidlington) thence to Northleach as number 6 in a stack and finally cleared to Staverton.

There is no truth in the rumour that it was my flying which resulted in a female passenger having to use a sick bag. Fortunately she recovered quickly and spent a long day talking to aircrew and making copious notes on their experiences flying WW2 aircraft. Detail she was collecting for Washington Air Museum and her sponsor, a founder member of Microsoft.

It was good to see so many veterans there (160) including nine from Chiltern. A fly past (and it was just that) by a Spitfire and Hurricane from the Battle of Britain Memorial Flight was followed by a lecture about the Buccaneer by Air Commodore Graham Pitchfork (archivist of ACA) who served on them for many years. Graham has promised to be one of our speakers in 2015



Geoff and pilot Rod Heath on arrival

The hospitality provided by the organisers was superb and they were given a rousing reception when

they promised to do their best to continue PP into 2015. As a parting gift, each veteran and his pilot took away a bottle of 'Lancaster' beer and a 'bomber' glass (see Page 4).



Despite the heat the food tent was 'trashed'!

Cloud had thickened for the return journey and it was slightly bumpy but we were without our sick passenger....I believe she came back by road.

It was a great day in the air and a hands on experience....just one question, why all those dials and GPS? Much more fun with a compass and map. I am indebted to my pilot, Rod Heath and I am pleased to tell you that he is about to become a member of Chiltern ACA.

Our thanks to the organisers who did such a splendid job, efficiently and enthusiastically. It costs over £4,000 to lay the event on, so if anyone would like to contribute to the cause please send a cheque to:

Project Propeller,
34 Dorset Square,
London NW1 6QJ

For those with access to the internet there are some nice photos (2 produced here with thanks) and a film on:

<http://www.projectpropeller.co.uk>



**de Havilland Moth Club
29th Woburn Abbey International Moth Rally
16 & 17 August 2014**



**ADVANCE SALE DISCOUNT TICKET PURCHASE FOR
CACA MEMBERS:**

The de Havilland Moth Club invites members to apply for tickets to the 29th International Moth Rally to be held at Woburn Abbey on Saturday 16 and Sunday 17 August 2014.

Advance purchase of tickets by Members for entry to Woburn Park can be made using this form. Additional parkland entry tickets can be purchased through the secure booking system on the Rally website, **www.mothsatwoburn.co.uk**

Children under 16 years of age are admitted free of charge when accompanied by an adult **but will require a ticket.**

Applications for lunch and afternoon tea, Saturday evening barbeque and hotel accommodation can only be made by completing this form and returning it to deHMC HQ.

Gates to the Woburn Parkland will open at 10.00am on each day. Those with pre-paid tickets should use the Stumps Cross entrance off the C100 road. "On the day" tickets will be available for purchase at the main entrance to Woburn Abbey (off the C100 road) **but will be charged at full rate.** £10 per person on Saturday and £15 per person on Sunday.

Members are encouraged to take advantage of the lunches, teas and barbeque which will be served in the Club Hospitality Marquee. These are only available against pre-bookings.

Please complete this form in **BLOCK CAPITALS** to assist with your registration and ticket requests.

To enable us to distribute tickets in adequate time and deal with any queries, items for **UK and European addresses** can be ordered until **midnight on Friday 1 August 2014.** Tickets for delivery to addresses outside of mainland Europe may be ordered until **midnight on Friday 25 July 2014.**

No tickets will be despatched before Monday 19th May 2014.

Payment Options			
Cheque	Credit Card	Debit Card	Electronic Transfer

Please make cheques payable to "The de Havilland Moth Club"

For electronic bank transfers, please use the following account details:

de Havilland Moth Club Ltd
Sort Code: 20-39-07 Account Number: 40241741
IBAN GB48 BARC 2039 0740 2471 41 SWIFTBIC BARCG B22

All payments by card will appear as
"The de Havilland Moth Club" on your monthly statement.

ORDER FORM:**Parkland Entry and Club Enclosure Tickets:****Saturday 16 August 2014:**

Members' Special Rate Parkland Entry Ticket inclusive of entry to the Club Enclosure (Club Wristband) for Saturday 16 August 2014 (Maximum of two special rate tickets per Member)	.....	£5.00 per person	£.....
Members' Additional Guest Parkland Entry Ticket inclusive of entry to the Club Enclosure (Club Wristband) for Saturday 16 August 2014 (£10.00 on the gate)	.....	£8.00 per person	£.....
Child Parkland Entry Ticket inclusive of entry to the Club Enclosure (Club Wristband) for Saturday 16 August 2014	.....	No Charge	-

Sunday 17 August 2014:

Members' Special Rate Parkland Entry Ticket inclusive of entry to the Club Enclosure (Club Wristband) for Sunday 17 August 2014 (Maximum of two special rate tickets per Member)	.....	£7.50 per person	£.....
Members' Additional Guest Parkland Entry Ticket inclusive of entry to the Club Enclosure (Club Wristband) for Sunday 17 August 2014 (£15.00 on the gate)	.....	£12.00 per person	£.....
Child Parkland Entry Ticket inclusive of entry to the Club Enclosure (Club Wristband) for Sunday 17 August 2014	.....	No Charge	-

Hospitality Tickets:**Saturday 16 August 2014:**

Lunch in the Club Hospitality Marquee for Saturday 16 August 2014	.....	£18.50 per person	£.....
Afternoon Tea in the Club Hospitality Marquee for Saturday 16 August 2014	.....	£5.00 per person	£.....

Sunday 17 August 2014:

Lunch in the Club Hospitality Marquee for Sunday 17 August 2014	.....	£18.50 per person	£.....
Afternoon Tea in the Club Hospitality Marquee for Sunday 17 August 2014	.....	£5.00 per person	£.....

Saturday 16 August 2014 Evening BBQ:

deHMC Members Evening BBQ		£16.50 per person	£.....
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Programme:

Weekend Souvenir Programme (£5.00 on the day)		£3.00 per programme	£.....
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Delivery:

Please add ticket delivery charges of: UK £1.00, Europe £2.00, ROW £3.00		Per Order	£.....
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Total:	£.....
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PAYMENT DETAILS:

I wish to pay by:

Cheque

☐

Credit Card

☐Electronic
Transfer☐

Name On Card:

Card Type:

☐ MASTERCARD☐ VISA☐ CREDIT CARD☐ DEBIT CARD

Card Number:

Security Number:

Start Date:

 M M Y Y

Issue Number:

End Date:

 M M Y YCardholder's
House Number:Cardholder's
Postcode:

Signature:

Name:	
CACA Membership Number:	
Address for receipt of tickets:	
Post Code:	
Contact Telephone:	
Contact Email:	
Preferred Method of Contact:	

Moths At Woburn, de Havilland Moth Club Ltd,
 Stagers, 23 Hall Park Hill, Berkhamsted, Hertfordshire, HP4 2NH, England
 Email: info@mothsatwoburn.co.uk or dhmoth@dhmothclub.co.uk

International Moth Rally

The 29th Woburn Abbey International Moth Rally will be held again this year on Saturday-Sunday 16-17 August 2014. Stuart McKay has kindly offered CACA members entry at the Moth Club Members reduced rates. See pages 6, 7 and 8 for all the details. Our thanks to The deHavilland Moth Club for their generosity, so please do support them on what is always an excellent show.

Don Francis

Don sadly passed away on 23 June. Having been a Chiltern member for many years Don moved to East Devon and became a founding member of the East Devon ACA.

Don attended ACRC at St Johns Wood in August 1942. Via ITW at Newquay, selected for Pilot training at Davidson, Canada. Got lost doing circuits and ended up doing forced landing (his only one) in a field with a blocked fuel line! Because of Bomber Command requirements 30 of the 36 U/T Pilots were re mustered and Don re trained as NAV/GD at 7 AOS Portage-la-Prairie in Manitoba. He was commissioned at the end of the course.

After short stays at West Freugh and Turweston (Silverstone) went to 1667 HCU at Sandtoft. Crewed up with an Australian with only Don and FE being English, the others all Aussies! After conversion to Lancaster's posted to No 460 Sqn RAAF at Binbrook. Did a full tour mainly mine laying in the Baltic. All that crew survived the war!

Then came radar instruction duties at 1667 HCU and later at 1653 HCU, North Luffenham. He then volunteered for Transport Command and was posted to Far East as a Nav Briefing Officer. After initially being in India was posted to Singapore and then on to RAF Iwakoni near Hiroshima. As Don said one word 'Frightening'! He was then i/c Passengers and Freight, looking after all freight inbound and outbound

to Japan. Prior to demob he was made CO of the Staging Post.

Feeling itchy feet he volunteered for the VR in 1948. Lectured at Stanmore then moved to Pan-shanger where he flew as Nav on the Anson. All this finished in 1958 but he joined the local ATC Squadron and within 24 hours was Nav Instructor, 'A' Flight Commander, Sports Officer and i/c Duke of Edinburgh Awards Scheme and 2 years later was the Commanding Officer finally retiring in 1982.

He attended 460 Sqn reunions at Binbrook and went 'down under' to attend one in Sydney. He still had time to be Chairman of his local RAFA, a member of The British Legion, Bomber Command Aircrew Association and of course The Aircrew Association, and continued with the East Devon Branch once moving to the West country. He did however keep up his membership of the Chiltern Branch and was friends particularly with our Chairman Geoff Hulett.

Most Frightening Experience: In a Lanc 1,000ft over Lincoln, heavy blizzard, zero vis. Homed down a G Line to the end of runway, calling base and then letting off flares which we saw on time. a s/a turn (*for those not familiar with abbreviations the s stands for 'split'*). Safe at last.

Most Enjoyable Experience: Flight in Sunderland from Karachi to Calcutta. The a/c had brought out a parliamentary delegation. Food; out of this world!

Most Humorous Experience: Playing Rugby 7s and watching a Tiger Moth spin in from 2,000ft. Smashed into pieces in the next field, rushed over to a heap of wreckage. Suddenly it all heaved up and the pilot walked out-not a sign of damage, just a few scratches. We had to laugh as we had expected the worst!

RIP Don

Programme 2014

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

- 16 Jul LHR Present & Future Richard Smith**
 16/17 Aug International Moth Rally, Woburn Abbey*
 20 Aug Commonwealth War Graves, **Roy Rigg**
 17 Sep Guest's Lunch 12.00 Noon
 26 Sep Aircrew Lunch, Black Horse, Abingdon*
 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

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Email: bill.bbgi@btinternet.com

Welfare

You will have read elsewhere that sadly Bill Hyland has had to stand down whilst he undergoes some medical treatment. It is with some trepidation that I have agreed to keep his seat warm. I will do my best but hope my task may be assisted by some of you ringing round, to talk to your fellow members and 'keep in touch' It is fine for us fit chaps who attend meetings but tough on those who are confined to the hangar.

David

Membership Secretary

I am glad to report we have 4 new members who have signed up, 2 after our successful visit to White Waltham, courtesy of Mike Clews and 'The Joystick Club' and another thanks to contact with Ian Mason., plus last month's speaker. Details are as follows:

267 MITCHELL R. (Roy), 5 Valley Close, Studham, Dunstable LU6 2QN Tel: 01582 872748 GL

268 PETERS K. (Ken), 15 Sonning Meadows, Sonning on Thames, Reading RH12 1HL Tel: 0118 9696762 GL

269 BAILEY P. (Peter), Woodruff, Stag Lane, Chorleywood, Rickmansworth WD3 5HD Tel: 01923 282697 GL

270 CLOUTT L.M. (Malcolm), 65 Woolverton Ct, Princes Risborough, Bucks HP27 9HD. Tel: 01844 274884 GL

On a sadder note you will see the passing of our friend **Don Francis**, we send our condolences to his family.

Gerry

Editor

I would like to record our sincere thanks to '**The Joystick Club**' at **White Waltham** for entertaining us so well on 3 June for lunch and a look around White Waltham. The day started with an aerobatic display by a young female pilot under the watchful eye of her instructor who was in constant radio contact.

After lunch we were taken on a tour of the hangars which produced a few old friends and some remarkable machines, some from behind the Iron Curtain.

Our thanks to **Mike Clews** and his colleagues for entertaining us so well.

Graham