



***"D Day"  
Special Edition***



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**Your Committee:****Chairman:****Mr Steve Mullis****Vice Chair:****Mr David Routledge****Hon Secretary:****Mr Phil Boulton****Membership Secretary:****Mr Gerwyn Thomas****Hon Treasurer:****Mrs Mazza Holland****Welfare Officer: Grp/Capt. (Rtd).****Mrs Nick Loveday****Social Events Coordinator:****Mr Ian Kirk****Wings Appeal Organiser:****Mr Graham Croft****Conference Delegate:****Mr Steve Mullis****Newsletter Editor:****Mr Bryn Holland****Webmaster:****Mr Kris Mercer****From the Editor:**

Welcome to the September edition of the newsletter, which I have been working on since the beginning of June! I do hope you all had a great summer, I was with the committee & members in March for the AGM, and the weather was not very spring

like at all. However I now have the winter in New Zealand to contend with and it is very cold with weather coming up from the south and the Antarctic. I do hope some of you were able to join the group that went to the RAF Lakenheath 48<sup>th</sup> Fighter Wing, Branch visit on the 16<sup>th</sup> August. Page 12 has some great pictures. We also have a new column this month on page 3, for Birthday celebrations, which I hope you like, and if your name doesn't appear when it should then you haven't set your birthdate on your Facebook page details correctly, fix that and we should be able to pick it up automatically. Once again I would like to remind all readers of the Newsletter, if you have a story you would like to tell, then email me and I will fit it in, even if I have to serialise it, it's not a problem. Also if there is something you would like me to include or add, get in touch and I'll see what I can do. Another piece of vital information for you, the Branch AGM, to be held at RAF Wittering, Peterborough, Cambridgeshire on the 28/29<sup>th</sup> February 2020, so make sure you have that in your diaries and if you can get along to it all the better, I can guarantee a great time and some really excellent company for a great couple of days. ~Bryn~

**Cover Photo:**

RAF Battle of Britain Flight DC3

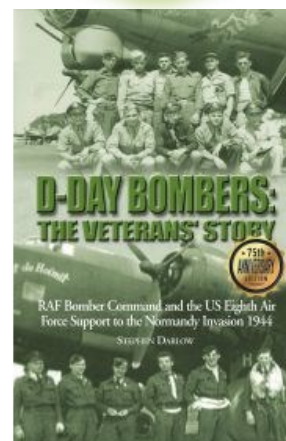
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**Terry Newton**  
**Dolores Jones**  
**Jake Anderson**  
**Mike Trevelyan**

**Grant Hammond**  
**Gary Betts**  
**Tony Voysey**

**Book of the Month****D-DAY BOMBERS: THE VETERANS' STORY BY STEVE DARLOW****QUICK OVERVIEW**

D-Day Bombers: The Veterans' Story is largely an eyewitness account of the vital heavy bomber contribution to the success of the D-Day landings and therefore to the winning of the war in Europe. It is told using considerable first-hand experience from the veterans of the campaign, something not really covered in any other books on the subject, together with background information from primary source documents on the tactics and strategy employed before, during and after the invasion.

Product Code: 9626

£25.00

**On - Line**[https://](https://www.rafmuseumshop.com/d-day-bombers-the-veterans-story.html)
[www.rafmuseumshop.com/d-day-bombers-the-veterans-story.html](https://www.rafmuseumshop.com/d-day-bombers-the-veterans-story.html)

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**Disclaimer** - The views and opinions expressed in this Newsletter are not necessarily those of the RAFA Global Branch, the Newsletter editor, Branch Committee or membership and therefore should not be construed as such.

## BIRTHDAYS

### September Birthdays

*Jules Rutt, Christopher Shaw, Alan MacRae  
Michael Cox, Brian Fare, John Mitchell,  
David Ashurst, Raymond Dunn, Robert Walker,  
Andrew Fillingham, Steven Carroll, Alan Good,  
John Montgomery, Martin Scally,  
Patrick McGarry, Nicholas Hugo,  
Martin Radwell, David Bishoprick.  
David Whitter, Brian Redgewell,  
Marion Holland, Bruce Gill,*

### October Birthdays

*Tony Wood, Allan Lomax, Philip Oulton,  
John Thomson, Andrew Richardson,  
Drew Berry, Clifford John Spurr,  
Michael Clabby, Christopher Brown, Jon Carp,  
Brian Goulden, Jean Clark, James Connor,  
Graham Grice, Philip Smith, Bryn Holland,  
Ann Pearce, Simon Gary Learman,  
Linda Meredith, John Swaby, James Evans,  
Shirley Green, Winston Crompton,*

### November Birthdays

*Barry Fryett, Mary Rock, Andrew Ormston,  
Roy Pontin, Keith Foster, Alan Barlow,  
Derek Saunders, Derek Barratt, Ian Clarke,  
Craig McMurrough, David Stephens,  
Gerwyn Thomas, Kenneth Britland, Eric Brown,  
Nick Shaw, Ednam Mansfield, Mark Potter,  
Hugh Macrae, George Morley, Rob Harding,  
Geoff Whyham, Bryan Bell, Phillip Small,  
Brian Roche, Paul English, Philip Pike,  
Neil Webster, Kevin Maddams,  
Christine Belcher, Stephen Coleman,  
Graeme McEwan, Andrew Bellamy,  
Anthony Little, David Spink, David Forsyth,  
David Peachey, David Toole, Derf Mockford,  
Graham Croft,*

*Here's wishing you all a  
"Very Happy Birthday"*

## Meet Your Committee - Chris Mercer

### Craft Apprentice Chris Mercer E8013270.

I took the Queen's shilling at the tender age of 15 years and 10 months when I started at RAF Cosford with N°2 School of Technical Training on the 1st March 1971 with 52 other young ones, on the 321st Craft Apprentice Air Photography Operator course. An interesting year, where I played drums in the RAF Cosford Apprentice Band.



Passed out of Cosford on the 22 February 1972 and was posted to RAF Brampton - JARIC (UK) as an LAC, but due to my age, I wasn't able to have the LAC props on my uniform, I had to continue with my Apprentice wheel, by my 17th birthday, I was qualified as an SAC and was able to put the SAC props on, missing out the LAC altogether.

In April 1976, I was posted to the PRU at RAF Rheindahlan and worked in the Litho section for the last half of my tour.

January 1978 "Tourex" I returned back to RAF Wyton and worked in the Photo G section Factory and also on 39 Sqn line ACF bay, before starting an ACF Course, in the end, I decided that it wasn't for me and joined the Photo G course the same year.

In October 1978 I was posted to RAF Biggin Hill as a Photo G. Station Photographer and was awarded an AOC Commendation in 1980. Head hunted to Support Command Photographic RAF Brampton as Cpl i/c in 1980. With attachments to RAF Greenham Common, RAF Molesworth, RAF Akrotiri (Cyprus).

In 1984 I was Posted to the Photographic Section at RAF Coltishall. I was finally demobbed in August 1986.

Other courses I also attended while in the service: Q Litho 1980, Q PR 1980, Q Post mortem 1985

In 1987 I joined the Kent Police force as SOCO/CSI and worked on many high-profile incidents.

In 2006 I joined a housing association in their IT training section where I taught IT to the staff. Retiring in 2015, I Co - Designed the [rafphotographersmemorial.co.uk](http://rafphotographersmemorial.co.uk) website and several other local community websites including [rafa1370.org.uk](http://rafa1370.org.uk).

My hobbies include:

Photography, Video to DVD transfer, Family History and website building to name a few.

Cheers

Chris

**Webmaster – Mr Chris Mercer**

[rafaglobalbranch1370@gmail.com](mailto:rafaglobalbranch1370@gmail.com)



## Aircraft Flown By The RAF - Douglas DC3/C47

*From Wikipedia, the free encyclopaedia*



"DC" stands for "Douglas Commercial". The DC-3 was the culmination of a development effort that began after an inquiry from Transcontinental and Western Airlines (TWA) to Donald Douglas. TWA's rival in transcontinental air service, United Airlines, was starting service with the Boeing 247 and Boeing refused to sell any 247s to other airlines until United's order for 60 aircraft had been filled.

TWA asked Douglas to design and build an aircraft that would allow TWA to compete with United. Douglas' design, the 1933 DC-1, was promising, and led to the DC-2 in 1934. The DC-2 was a success, but there was room for improvement.

The DC-3 resulted from a marathon telephone call from American Airlines CEO C. R. Smith to Donald Douglas, when

Smith persuaded a reluctant Douglas to design a sleeper aircraft based on the DC-2 to replace American's Curtiss Condor II biplanes. (The DC-2's cabin was 66 inches (1.7 m) wide, too narrow for side-by-side berths.) Douglas agreed to go ahead with development only after Smith informed him of American's intention to purchase twenty aircraft. The new aircraft was engineered by a team led by chief engineer Arthur E. Raymond over the next two years, and the prototype DST (Douglas Sleeper Transport) first flew on December 17, 1935 (the 32nd anniversary of the Wright Brothers' flight at Kitty Hawk). Its cabin was 92 in (2.3 m) wide, and a version with 21 seats instead of the 14–16 sleeping berths of the DST was given the designation DC-3. There was no prototype DC-3; the first DC-3 built followed seven DSTs off the production line and was delivered to American Airlines.

### Production

Total production of all variants was 16,079. More than 400 remained in commercial service in 1998. Production was as follows:

- 607 civil variants of the DC-3;

- 10,048 military C-47 and C-53 derivatives built at Santa Monica, California, Long Beach, California, and Oklahoma City;

- 4,937 built under license in the Soviet Union (1939–1950) as the Lisunov Li-2 (NATO reporting name: Cab);

- 487 Mitsubishi Kinsei-engined aircraft built by Showa and Nakajima in Japan (1939–1945), as the L2D Type 0 transport (Allied codename Tabby).

Production of DSTs ended in mid-1941 and civil DC-3 production ended in early 1943, although dozens of DSTs and DC-3s ordered by airlines that were produced between 1941 and 1943 were impressed into the US military while still on the production line. Military versions were produced until the end of the war in 1945. A larger, more powerful Super DC-3 was launched in 1949 to positive reviews. The civilian market, however, was flooded with second-hand C-47s, many of which were converted to passenger and cargo versions. Only five Super DC-3s were built, and three of them were delivered for commercial use. The prototype Super DC-3 served the U.S. Navy with the designation YC-129 alongside 100 R4Ds that had been upgraded to the Super DC-3 specification.



DC-3 airliner cabin



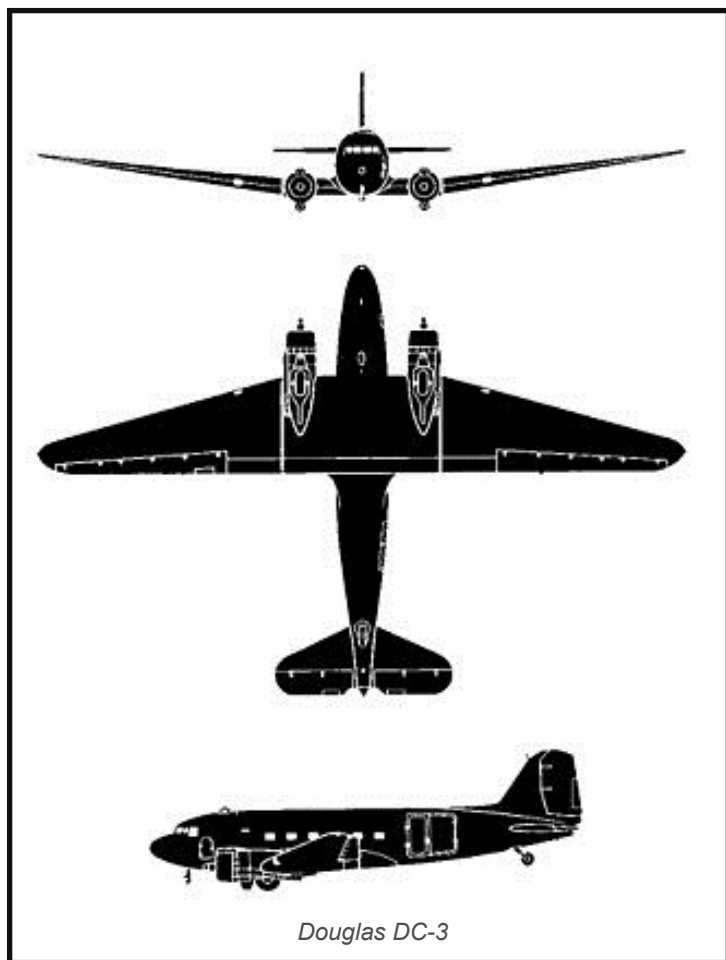
Cockpit of DC-3 formerly operated by the FAA to verify operation of nav aids (VORs and NDBs) along federal airways

## Aircraft Flown By The RAF - Douglas DC3/C47

A variety of radial engines were available for the DC-3. Early-production civilian aircraft used either the nine-cylinder Wright R-1820 Cyclone 9 or the fourteen-cylinder Pratt & Whitney R-1830 Twin Wasp, but the Twin Wasp was chosen for most military versions and was also used by most DC-3s converted from military service. Five DC-3S Super DC-3s with Pratt & Whitney R-2000 Twin Wasps were built in the late 1940s, three of which entered airline service.

### Douglas DC-3 today

Perhaps unique among pre-war aircraft, the DC-3 continues to fly daily in active commercial and military service as of mid-2018, more than eighty years after the type's first flight in 1935. There are still small operators with DC-3s in revenue service and as cargo aircraft. Current uses of the DC-3 include aerial spraying, freight transport, passenger service, military transport, missionary flying, skydiver shuttling and sightseeing. The very large number of civil and military operators of the DC-3/C-47 and related types makes a listing



Douglas DC-3

of all the airlines, air forces and other current operators impractical.

The common saying among aviation enthusiasts and pilots is "the only replacement for a DC-3 is another DC-3. The aircraft's legendary ruggedness is enshrined in the light-hearted description of the DC-3 as "a collection of parts flying in loose formation". Its ability to use grass or dirt runways makes it popular in developing countries or remote areas, where runways are not always paved.

The oldest surviving DC-3 is N133D, the sixth Douglas Sleeper Transport built, manufactured in 1936. This aircraft was delivered to American Airlines on July 12, 1936, as

General characteristics	
Crew:	two
Capacity:	21–32 passengers
Length:	64 ft 8 in (19.7 m)
Wingspan:	95 ft 2 in (29.0 m)
Height:	16 ft 11 in (5.16 m)
Wing area:	987 sq ft (91.7 m <sup>2</sup> )
Aspect ratio:	9.17
Aerofoil:	NACA2215 / NACA2206
Empty weight:	16,865 lb (7,650 kg)
Gross weight:	25,200 lb (11,431 kg)
Fuel capacity:	822 gal. (3736 l)
Powerplant:	2 × Pratt & Whitney R-1830-S1C3G Twin Wasp 14-cyl. Air-cooled two row radial piston engine, 1,200 hp (890 kW) each
Propellers:	3-bladed Hamilton Standard 23E50 series, 11 ft 6 in (3.51 m) diameter
Performance	
Maximum speed:	200 kn; 370 km/h (230 mph) at 8,500 ft (2,590 m)
Cruise speed:	180 kn; 333 km/h (207 mph)
Stall speed:	58.2 kn (67 mph; 108 km/h)
Service ceiling:	23,200 ft (7,100 m)
Rate of climb:	1,130 ft/min (5.7 m/s)
Wing loading:	25.5 lb/sq ft (125 kg/m <sup>2</sup> )
Power/mass:	0.0952 hp/lb (156.5 W/kg)

NC16005. As of 2011 the aircraft was at Shell Creek Airport, Punta Gorda, Florida, where it was undergoing restoration. The aircraft was to be restored to Douglas Sleeper Transport standards, and full airworthiness. The oldest DC-3 still flying is the original American Airlines Flagship Detroit (c/n 1920, the 43rd aircraft off the Santa Monica production line and delivered on March 2, 1937), which can be seen at airshows around the United States and is owned and operated by the non-profit Flagship Detroit Foundation.

The base price of a new DC-3 in 1936 was around \$60,000–\$80,000, and by 1960, used examples were available for \$75,000.

### DC3 in RAF service

A number of civilian DC-3's were impressed into service with the Royal Air Force. It would appear the honour of the first R.A.F. squadron to use the DC-3 goes to No. 24 'Commonwealth' (T) Squadron at R.A.F Station Hendon, Middlesex. It was a former Sabena Airlines DC-3-227B (Douglas c/n 2094) and Belgium registered OO-AUI. The aircraft was delivered to 'E' Flight of No. 24 'Commonwealth' (T) Squadron on the 11th of May 1940. It was shot down on the 23rd of May 1940 near Calais

<http://www.rafcommands.com/archive/01699.php>



## Buzz Hope - 'and in the morning' RAF History - D-Day Dunkirk



### 'D-Day' Tuesday 6th June 1944'

As the dawn broke over 200,000 soldiers, sailors and airmen were fighting and dying, desperately trying to gain a foothold on the beaches on the Normandy coastline. Being dropped in the depth of night American and British Airborne forces were desperately trying to gain and

hold key points in the planned advance and break out from the bridgehead.

At St.Mère Eglise, an American soldier from the 82nd Airborne, Pvt. John Steel hung by the threads of his parachute, caught on the church steeple, for over two hours helplessly watching the battle rage below him.

The British airborne troops of the 9th Parachute Battalion, 6th Airborne Division were fighting a desperate battle, instead of 600 paratroopers attacking the German Gun position at Merville, only 150 had rallied and managed to attack the battery led by Lt. Col Terence Otway, his action that day in leading 150 lightly armed troops attacked the gun battery at Merville and took it, his leadership on taking this key position was worthy of the Victoria Cross.

Probably the most accurate of all aircraft landing happened just past midnight, a force of 181 men, led by Major John Howard, took off from RAF Tarrant Rushton in Dorset, southern England in six Horsa gliders to capture Pegasus Bridge, and also "Horsa Bridge", a few hundred yards to the east, over the Orne River. The force was composed of D Company (reinforced with two platoons of B company), 2nd Battalion, Oxfordshire and Buckinghamshire Light Infantry; 20 sappers, 249 Fd Co. (Airborne); and men of the Glider Pilot Regiment. The object of this action was to prevent German armour from crossing the bridges and attacking the eastern flank of the landings at Sword Beach. Five of the Ox and Bucks's gliders landed as close as 47 yards from their objectives from 16 minutes past midnight. The attackers poured out of their battered gliders, completely surprising the German defenders, and took the bridges within 10 minutes. In the assault, Lieutenant H.D. Brotheridge and Lance-Corporal F. Greenhalgh, became the first two land casualties of 'D-Day'. L/Cpl Greenhalgh drowned in a nearby pond when his glider landed. Lieutenant Brotheridge was killed crossing the bridge in the first minutes of the assault and thus became the first member of the invading Allied armies to die as a result of enemy fire on D-Day.

As the media speculated on the morning of Tuesday, 6th June 1944, on the Allied landings in Normandy, soldiers, sailors and airmen were fighting and dying in the name of freedom, to rid this world of Nazism and of Hitler, telegrams were already on the way.

From the day operations of Monday 5th June 1944, the 8th Air Force, United States Army Air Force, 53 telegrams, from the Royal Air Force, Bomber Command, 76 telegrams. For some families as they listened to the radio, a knock on the door, the telegram, the dreaded telegram had arrived! For the families and others it would change their lives forever! Events taking place and unfolding on this day Tuesday, 6th June 1944, would affect families not only in England, but for families in the Commonwealth, families of occupied countries and of the United States of America, their world would

change forever. From the day operations of Monday 5th June 1944, the 8th Air Force, United States Army Air Force, 53 telegrams, from the Royal Air Force, Bomber Command, 76 telegrams.

Listed below are Air Force casualty lists of airmen killed in action from 21 aircraft from the Royal Air Force, Bomber Command and the 8th Air Force of the United States of America. Each one a 'Warrior of the Skies' Plus the first two Land casualties of 'D-Day'.

Bomber Command Airmen - Airmen Killed in Action ('D-Day-1' Monday 5th June 1944')

Squadron Rank Name Air Force  
 149 SQD SGT ABRAMS R.W. RAF  
 97 SQD SGT ASHPOLE G.J.J. RAF  
 426 SQD (RCAF) F/O BEESLEY J.F.T. RCAF  
 149 SQD SGT BELLAMY F.W. RAF  
 149 SQD SGT BROWN A.H. RAF  
 97 SQD S/L BRYAN-SMITH M. DFC\*, MiD RAF  
 50 SQD F/S BURGESS M.R. RAAF  
 515 SQD S/L BUTTERFIELD W.R. DFC, MiD RAF  
 426 SQD (RCAF) SGT CAROL R.F. RCAF  
 97 SQD W/C CARTER E.J. DFC RAF  
 97 SQD F/L CHAMBERS A. DFC\* RAF  
 426 SQD (RCAF) SGT CLARK T.H. RAF  
 97 SQD F/L CONLEY R.J. DFC RAAF  
 76 SQD SGT CRAIG P. RAF  
 76 SQD F/O DRAPER I.R. RAF  
 515 SQD SGT DREW C.S. RAF  
 97 SQD P/O DUNNING G.E. DFM RAF  
 426 SQD (RCAF) SGT DURNIN G.W. RCAF  
 76 SQD SGT EDSALL D.W.H. RAF  
 97 SQD SGT EVENSEN J.E.H. RCAF  
 582 SQD F/L FEELEY A. DFC RAF  
 426 SQD (RCAF) SGT FORSBERG M.S. RCAF  
 578 SQD F/S GOODE C.A. RAF  
 582 SQD F/O GRANGE A.H. RCAF  
 50 SQD F/S HAINE R. RAF  
 578 SQD F/O HALL J.A. DFC RAF  
 149 SQD W/O HANNAFORD W.A. RAF  
 149 SQD F/S HART R.H.S. RAF  
 149 SQD W/O HOLMES G.C.C. RAF  
 149 SQD F/O HORNBY J.B. RAF  
 149 SQD S/L HUTCHINS C.J.K. MiD RAF  
 426 SQD (RCAF) F/O IRVINE R.R. RCAF  
 97 SQD F/O JEFFERY H.W.E. DFM RAF  
 97 SQD Lt JESPERSEN F.V. RCAF  
 582 SQD F/L JOHNSON D. DFC RAF  
 582 SQD W/O KITTO H. DFM RAF  
 50 SQD F/S LIVINGSTONE G.F. RAF  
 149 SQD F/S MacFARLANE J. RAF  
 97 SQD SGT MAGNUS K.B. RCAF  
 50 SQD SGT MANGAN D.P. RAF  
 149 SQD SGT MATHER H.J. RAF  
 149 SQD P/O MAYO W.H. RAF  
 149 SQD P/O McCOY W.C. RAF  
 97 SQD P/O McCUTCHEON W.R. RCAF  
 76 SQD SGT McROBBIE T.A. RAF  
 149 SQD P/O MUNDAY H.F. RAAF  
 97 SQD SGT MUNSTER C.A. RCAF  
 76 SQD SGT MURRAY M.C. RCAF  
 76 SQD SGT NEAL N.J. RAF  
 582 SQD P/O PAPWORTH J.N. DFC RAF

## Buzz Hope - 'and in the morning' RAF History - D-Day Dunkirk

149 SQD F/S PARKER R. RAF  
 97 SQD SGT PEDERSEN K. RNAF  
 582 SQD F/O RAMSAY G.L. RAF  
 582 SQD S/L RAYBOULD A.W. DSO, DFM RAF  
 97 SQD F/L RIEGER H.W. RCAF  
 515 SQD S/L SHAW J.L. RAF  
 50 SQD SGT SMITH K.O. RAF  
 515 SQD SGT STANDLEY-SMITH P. RAF  
 426 SQD (RCAF) F/O TRANTER R.J. RCAF  
 578 SQD F/O TURNER S.G. RAF  
 76 SQD P/O WALKER S.A.D. RAF  
 50 SQD P/O WARD R.G. RAAF  
 97 SQD W/O WATSON F.R. DFM RAF  
 578 SQD S/L WATSON W.G. DFC RAF  
 149 SQD F/S WINCOTT A.R. RAF

United States Army Air Force - Airmen Killed in Action ('D-Day (-1) Monday 5th June 1944')

Air Division Bombardment Group Squadron Rank Name

3rd 100 BG 349 SQD SGT ALSPACH C.E.  
 3rd 390 BG 571 SQD 2Lt. ARMSTRONG E.M.  
 3rd 390 BG 571 SQD SGT AULHOUSE L.E.  
 3rd 390 BG 571 SQD SGT BEAN N.R.  
 3rd 390 BG 571 SQD Lt. BECKMAN R.H.  
 3rd 390 BG 571 SQD S/SGT CARINI J.M.  
 3rd 390 BG 571 SQD T/SGT DAVIS R.L.  
 3rd 100 BG 349 SQD SGT HELLER J.L.  
 2nd 491 BG 853 SQD SGT HESS R.W.  
 3rd 390 BG 571 SQD S/SGT HOLLIS N.J.  
 3rd 100 BG 349 SQD Lt. JOHNSON J.T.  
 3rd 100 BG 349 SQD Lt. JONES J.F.  
 3rd 390 BG 571 SQD Lt. JOSEPH R.P.  
 3rd 100 BG 349 SQD 2Lt. KEEFE J.D.  
 3rd 100 BG 349 SQD Lt. KROENKE R.A.  
 2nd 491 BG 853 SQD F/O LEHAYE E.J.  
 3rd 390 BG 571 SQD S/SGT LUDWIG E.F.  
 2nd 44 BG 66 SQD Capt. MAZURE L.A.  
 2nd 491 BG 853 SQD F/O MILLER L.  
 2nd 491 BG 853 SQD Lt. MOUSSETTE A.D.  
 3rd 390 BG 571 SQD S/SGT ORTEGA P.  
 3rd 100 BG 349 SQD F/O PETERSON C.L.  
 3rd 100 BG 349 SQD SGT PHILLIPS C.J.  
 3rd 390 BG 571 SQD Lt. PICKELL H.A.  
 3rd 100 BG 349 SQD 2Lt. ROTH D.J.  
 3rd 100 BG 349 SQD SGT SAWAYA R.J.  
 2nd 491 BG 853 SQD SGT SCHMILL B.L.  
 2nd 491 BG 853 SQD SGT SWANSON E.A.  
 2nd 491 BG 853 SQD T/SGT TAIBL H.A.  
 3rd 100 BG 349 SQD 2Lt. VISHION E.H.  
 3rd 390 BG 571 SQD S/SGT ZANDER R.L.  
 3rd 100 BG 349 SQD SGT ZIMA P.

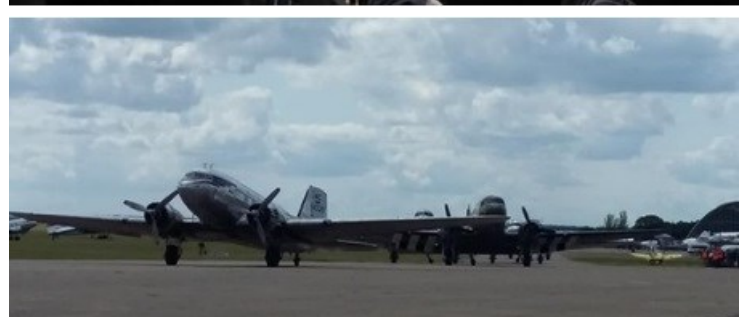
The first two land casualties on 'D-Day' Tuesday 6th June 1944

237676 Lt. H.D. Brotheridge - Oxford and Bucks Light Infantry Age 29  
 Son of Herbert Charles and Lilian Brotheridge, of Smethwick, Staffordshire; husband of Maggie Brotheridge, 3449663 L/Cpl F. Greenhalgh - Oxford and Bucks Light Infantry Age 29  
 Son of Sam and Lily Greenhalgh, of Bury, Lancashire.  
 May they all rest in Peace, each one a 'Warrior of the land and Sky'

Remembering as the evening shadows fall on this day Tuesday 6th June 1944, as they do this evening thousands have died and many wounded, the allied aircrews have flown hundreds of sorties and tonight Bomber Command will operate 1,160 aircraft, 15 aircraft will be 'Struck off Charge' From the 15 aircraft there would be 92 aircrew casualties, 72 airmen killed, 2 airmen injured, 8 airmen became Prisoners of War and 10 airmen evaded capture.

As the battle rages on land and sea, the battle being fought by Bomber Command in the night sky will also continue; and in the morning, beginning with a summary of the previous night's operations, then the planning, preparation of ops for the coming night! For some; families around the free world, the loved ones of airmen, soldiers and sailors will receive a knock on the door and the dreaded telegram will be handed to them and their lives will be changed forever...

Per Ardua Ad Astra...





## ATA Spitfire Girls - John Jardine

### Women of The Air Transport Auxiliary (ATA) During WW2



The British Isles during WW2 could be likened to a giant aircraft carrier floating in space with over 800 airfields spread throughout the country, some of them in remote and in hospitable places. The Air Transport Auxiliary (ATA) was founded in Britain at the outbreak of WW2. It was a civilian organisation with the aim of having trained pilots to carry out "second-line" duties, thus relieving RAF service pilots for combat duties. It is difficult to believe that Britain was so desperate for pilots at the start of the war that amateur pilots were employed to fly military aircraft. So Sir Gerard d'Erlanger, a banker, aviation enthusiast and director of British Airways, developed the plan for the Air Transport Auxiliary. He joked ATA stood for "Ancient and Tattered Airmen". The ATA structure was completed with the formation of a civilian ferry unit at White Waltham, the home of the West London Aero Club, on 15 February 1940. The initial recruitment was males, usually men unfit for active service because of age or disability, and they started off ferrying medical supplies, personnel and important mail. However the



*The original eight ATA girls*

role soon encompassed the ferrying of aircraft. After a degree of chauvinistic opposition mostly from RAF hierarchy, female pilots were accepted into the ATA. Britain had a number of notable women flyers in the 1920s and 30s one of whom was Pauline Gower and she became the driving force behind having women in the ATA. At first the women were only allowed to fly slow single engine planes and for months their task was to deliver Tiger Moths from the de Havilland factory at Hatfield to RAF training stations and storage hangars. The winter of 1939/40 was severe and the delivery destinations were mainly Scotland and Wales; the Tiger moth had very little protection from the elements and after three hours in minus thirty degrees wind chill often the women had to be lifted bodily from the aircraft. The female pilots in the ATA made an enormous contribution to winning the war by taking from the RAF pilots the task of ferrying war planes between factories and maintenance units, and to transatlantic delivery points, as well as collecting damaged planes for repair units. The ATA started out with a uniformed civilian organisation with a rank structure and discipline and became the first organisation in the world to employ civilian pilots to fly military aircraft and later to allow women civilians to fly fighter and four engine aircraft. Ferry pools were set

up in various places and later on these women showed incredible skills and bravery flying such a range of aircraft often in poor weather conditions with no radio. Navigation was by map and compass with only ground landmarks to guide them. To start with, there was no aircraft taxi service to return the pilots to their own ferry pool, so in the first year or so they had to travel by trains which were always crowded, to be ready to do it all again next day. Because of the huge number of military aircraft being produced which had to be delivered to the different destinations a system of monitoring air movement was set up and an aircraft taxi system provided to bring the ferry pilots back to their home base. A total of 168 women served as ferry pilots and 16 of these lost their lives while serving, which is one in ten. The motto of the AFA was "Eager for the Air."

The female pilots were initially restricted to non-combat types of aircraft but the ATA developed its own training programme. The pilots progressed from light aircraft to more powerful and complicated aircraft in stages, so they first qualified on one class of aircraft and gained experience on that class by doing ferrying work on any aircraft in that class before returning to train on the next class. The ATA trained its pilots to ferry planes rather than to achieve perfection. On every type they had "Ferry Notes" which were a two ringed book of small cards with the critical statistics and notations necessary to fly each aircraft. At its peak in 1944 there were 22 ferry pools, bases and stations throughout Britain as far apart as Hamble near Southampton and Lossiemouth near Inverness in the north of Scotland. In the 1930s there was already a notable group of female pilots in the UK and some high profile exploits had brought them fame, so there was an obvious source for additional pilots. In November 1939, Pauline Gower, a young aviatrix was asked to form a women's section of the ATA, which ultimately led to 168 female pilots being recruited and trained during the course of the war. Women from 28 countries flew with the ATA, four of whom were New Zealanders. One, June Winstone, was born in Wanganui. She was at one time the youngest female solo pilot in New Zealand having held a pilot's licence since the age of sixteen. Sadly she died on service on February 10 1944 flying for ATA when her Spitfire's Merlin engine failed. By 1943 there were Americans as well as Commonwealth citizens and at least three from South America came to help the war effort. The American aviatrixes had the same problems as the British initially, as they were considered incapable of flying military aircraft. That



*Helping each other to buckle up*



## ATA Spitfire Girls - John Jardine

is why a number of them went to Britain and joined the ATA where female pilots had already been accepted. There were many more male pilots than female in the ATA, however, these women played a very important role in this aspect of WW2 and they were not only notable for their flying skills and bravery but also in 1943 after considerable negotiation they were awarded equal pay with male pilots, a first in British government service, so a good deal of renown of the ATA has come from its forward-thinking approach to women pilots and the persons who made their role possible. During the war the ATA flew 415,000 hours and delivered more than 390,000 aircraft of 147 types including 57,286 Spitfires, 29,401 Hurricanes, 9605 Lancaster's, also Halifax's, Fortresses', Mosquitoes', and Mustang's. By July 1940 the ATA was working well as an organisation and the females were as good as the men, and as there was a shortage of male pilots the ATA took on more women to fly. The new intake at this time included the long distance flyer Amy Johnson. She was one of the first ATA women to die as she flew into bad weather in the Airspeed Oxford which she was ferrying from Prestwick in Scotland to Kidlington in Oxfordshire. She is believed to have run out of fuel and bailed out over the Thames estuary. Her body was never found. The first female intake into the ATA was eight flyers led by Pauline Gower.

They were all qualified flying instructors and their skills showed from the very beginning. By the fall of France in 1940 they had delivered 2000 service aircraft without loss or incident. They became known as "The First Eight." Jack Hardie, who is still living in Motueka, in his book "From Timaru to Stalag V111b" related this experience. While at No 12OTU at Chipping Warden in 1943 learning to fly Wellingtons 111s, he was waiting at dispersal with a number of aircrew when a sleek twin engined plane circled the airfield and

landed. This was the first any of them had seen this type of aircraft which is not surprising as it was very new and still on the secret list; it was the de Havilland Mosquito. As they were all standing around admiring the lines of this most impressive aircraft a very trim young woman stepped out? She was one of the ATA pilots. The airmen were most impressed that such a young female could handle such an aircraft. The Spitfire was a favourite with ATA girls. They got a lot of pleasure out of flying them and said they were a lady's plane, the first woman to fly one was Flight Captain the Hon. Margaret Fairweather. Diana Barnato Walker flew 80 different types of aircraft. She said she adored the Spitfire and it was a delight to fly, probably more than the twin-engined Mosquito, or the more powerful Hawker Tempest. In the period 1943 to 1945 Walker delivered 260 Spitfires, mainly from test flight facilities to RAF Maintenance Units where armament and radio equipment was installed. The Spitfire was the only allied aircraft to be produced and see service throughout the war. Women also played a very important role on the aircraft production lines during WW2. By 1944 they made up at least 60% of the work force. They were found to be quicker to train and could concentrate for longer, with long shifts from 6am to 6pm. Britain's production of military aircraft was considerably greater than Germany's. The peak monthly output from the Spitfire factory near Southampton was 320 machines. As already stated Britain had a large number of airfields during WW2 and often difficult weather conditions for flying especially during winter, but the ATA female pilots proved they could handle the pressure, and that their flying ability was equal to that of the males. They have at last received the recognition they richly deserve for their skill and bravery during WW2, where at the Maidenhead Heritage Centre an exhibition has been established entitled "Grandma Flew Spitfires."

~John Jardine~



# Airfield HISTORY - RAF Wellesbourne Mountford

*From Wikipedia, the free encyclopaedia*

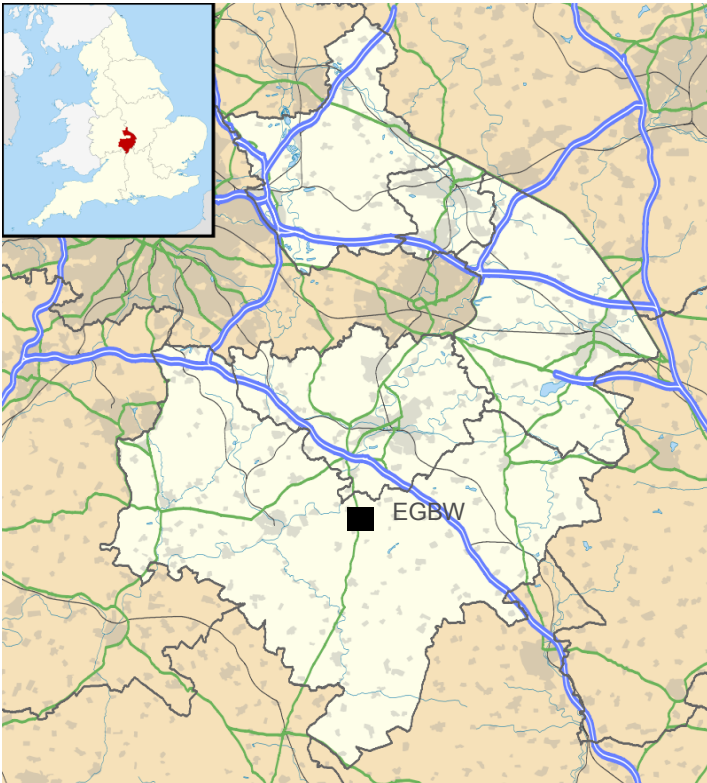
**IATA:** none **ICAO:** EGBW

## Summary:

Airport type Private  
 Operator Radarmoor Ltd  
 Location Wellesbourne, Warwickshire  
 Elevation AMSL 157 ft / 48 m  
 Coordinates 52°11′32″N 001°36′52″W﻿ / ﻿Coordinates: 52°11′32″N 001°36′52″W  
 Website: <http://www.wellesbourneairfield.com/>

## Map

## Runways



Direction	Length	Surface
m ft		
05/23	587 1,926	Asphalt
18/36	917 3,009	Asphalt
18/36	506 1,660	Grass (Unlicensed)

Sources: UK AIP at NATS.

Wellesbourne Mountford Airfield (ICAO:EGBW), located in Wellesbourne, Warwickshire, England, 3.9 miles (6.3 km) east of Stratford-upon-Avon. The airfield was formerly the Royal Air Force station RAF Wellesbourne Mountford.

Wellesbourne Mountford is best known for its role in the Second World War, when it was under control of RAF Bomber Command as an Operational Training Unit, training crews from within the commonwealth and other countries.

Today the airfield has a CAA Ordinary Licence (Number P681) that allows flights for the public transport of passengers or for flying instruction as authorised by the licensee (Radarmoor Limited).

It is primarily a general aviation (GA) airfield; see UKGA for details. Wellesbourne Mountford is also home to Avro Vulcan XM655, which is kept in taxiable condition.



Vulcan XM655

## History of the airfield

### Royal Air Force use

The airfield was originally opened in 1941 constructed in the typical Class A airfield design, the main unit to use the airfield was No. 22 Operational Training Unit RAF which flew Vickers Wellingtons and Avro Anson's for RAF Bomber Command from 14 April 1941.

During the Second World War the airfield was attacked a few times by enemy bombers on their way home after bombing targets in the Midlands such as Coventry and Birmingham. The nearby Ettington railway station was used to transport troops and munitions from the rest of the country then to the airfield using RAF lorries and buses. Crews also attacked several German cities such as Cologne, Essen and Bremen as part of the 1,000 bomber raids. The aircraft were crewed by instructors and students with some planes unfortunately failing to return.

The airfield was briefly home to the No. 3 Glider Training School which started using Wellesbourne Mountford during July 1945 preparing for war in the far east using the General Aircraft Hotspur before being disbanded on 3 December 1947, the RAF School of Photography from 1948 to 1964, the RAF School of Education 1950 to 1952 and the Airfield Construction Branch from 1951 to 1964. In 1964 the airfield was closed and put on a care and maintenance basis then returned to the original owners.



Gate Guard

The airfield has been reduced in size following the closure of the RAF station with a large number of the pan dispersals and dispersal track being removed in the 1970s for civilian construction projects and with the removal of one runway (which is now a concrete taxiway) and the shortened length of



## Airfield HISTORY - RAF Wellesbourne Mountford

another. In the past, Wellesbourne was temporarily home to Air Atlantique Douglas DC-3's between 1965 and 1981 also the site was used for vehicle testing by the Rootes Group, Coventry and a number of different groups occupied the site for uses like microlighting.



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### Current use

Today the airfield has a CAA Ordinary Licence (Number P681) that allows flights for the public transport of passengers or for flying instruction as authorised by the licensee (Radarmoor Limited).

It is primarily a general aviation (GA) airfield; see UKGA for details.

Wellesbourne Mountford also has an annual wings and wheels event where military and classic cars meet with various aircraft including the in-house Avro Vulcan bomber XM655. The airfield holds a large market held on Saturdays and Bank Holidays on the eastern side. The airfield also has a café and a number of flying schools located near to the control tower. The airfield is currently under threat from developers trying to build 1,600 homes on the site.

### Wellesbourne Wartime Museum



Control Tower

The airfield is also home to the Wellesbourne Wartime Museum situated at the end of the car park near to the control tower which includes the Avro Vulcan XM655 which is located separately in the northwest corner of the airfield and maintained by the 655 Maintenance & Preservation Society.

### Current museum exhibits

As the base of No.22 Operational Training Unit until the close

Manufacturer	Aeroplane <sup>[14]</sup>	Serial	Notes
de Havilland	D.H.110 Sea Vixen FAW.2	XJ575	Cockpit only
de Havilland	D.H.115 Vampire T.11	XK590	
Percival	P.56 Provost T.1	WV679	
Yakovlev	Yak-52	RA-01378	



RAF Wellesbourne Mountford. 1943 aerial view, due SSE.  
Image: Mick Jones.

of the war in 1945, No. 22 OTU was equipped with Vickers Wellington bombers supplemented by Avro Anson navigational trainers.

On 14th April 1941 No. 22 OTU was formed. The airfield was attacked from the air four times during May 1941. In 1942 Wellesbourne aircraft were used in the 1,000 bomber raids on Germany. During the war period Wellesbourne lost 96 Wellingtons in operational and training accidents. 80 airmen were injured and 315 killed. These comprised of 243 Canadians, 59 RAF, 9 New Zealand, 2 Belgian, 1 Australian and 1 WAAF. On 25th July 1945 22 OTU was closed after having trained over 9000 airmen.

At the end of July 1945 No.3 Glider Training School moved in to train glider pilots for war in the Far East. After Japan's surrender this was closed and moved out in 1947. In Spring 1948 the airfield became a base for the School of Photography utilizing Avro Anson's, staying until 1964.

By 1950 No.9 Oxfords arrived for advanced flying training, these departing in 1954.





# Some Photos from the RAF Lakenheath 48th Fighter Wing "Statue of Liberty Wing" Branch Visit





## The Great Warbirds Airshow at West Malling.



### Comments From the Facebook Page

- [Hi Bryn](#), here's some more of ML407, usually known as 'The Grace Spitfire', after the late Nick Grace who originally restored her to flying condition in the mid 1980's, I saw Nick flying her at the Great Warbirds Airshow's at West Malling.
- [Graham Croft](#) I believe I saw this aircraft at Duxford around 2003. Didn't it belong to Nick grace's Widow?
- [Dave Kelley Graham Croft](#) Yes Carolyn Grace, has been flying it, since I believe 1990; as does her son Richard, Nick was killed in a car accident in 1988, ML407 flew in Nick's hands in 1985.
- [Graham Croft](#) Thanks for the info Dave

## INFORMATION &amp; EVENTS PAGE



**Heritage Open Day**  
**Saturday 21st**  
**September**  
**10:00 am-4:00 pm**

To all veterans and their families, here are details for the Veterans Mental Health Services - just give them a call.... you can self-refer or ask your GP or military charity such as SSAFA, TRBL, RAFA to do it for you.



NHS.UK

**Veterans: NHS mental health services**

Find out about NHS mental health services for military veterans.

**Battle of Britain Service at Westminster**  
**Abbey 15 Sept 2019.**

**Cenotaph Ceremony - London**  
**10 November 2019**



**Large Model Airshow**  
**Sat 14th and Sun 15th September 2019**



- All day Model Flying Displays**
- WW1, WW2 Aerobatics**
- Free entry to three exhibitions**
- BBQ**
- Gates open 10 am**

Model Airshow 14th September - Adult Ticket £15.00

Model Airshow 14th September - Child Ticket (8-16 yrs.) £5.00

Model Airshow 14th September - Under 8 Free

Model Airshow 15th September - Adult Ticket £15.00

Model Airshow 15th September - Child Ticket (8-16 yrs.) £5.00

Model Airshow 15th September - Under 8 Free

#### Details

##### Start:

Saturday 14th September 10:00 am

##### End:

Sunday 15th September 4:00 pm

#### Organiser

Stow Maries Great War Aerodrome

##### Phone:

01245 429134

##### Email:

info@stowmaries.org.uk

##### Website:

www.stowmaries.org.uk



**Royal Air Force**  
**Benevolent Fund**  
**CELEBRATING 100 YEARS**

**1919**  
**2019**



RAFPHOTOGRAPHERSMEMORIAL.CO.UK

**50th Anniversary 321st Entry Air**  
**Photography Operator 1st March 2021**

321st Craft Apprentice Entry Air Photography  
 Operator 01 March 1971 – 22 Feb 1972 When:  
 01 March 2021'ish

We are working with The Recycling Factory to raise funds through the recycling of unwanted inkjet cartridges.

The RAF Benevolent Fund receives up to £3.50 for every recyclable inkjet cartridge! To download your freepost label, please visit The Recycling Factory on the link below

[https://bit.ly/2WOqg2r?fbclid=IwAR0JyllezMbSAIsY8pIWYWPnYGJHrK2CuEXPp-4Gw9Jgsik9VZAg\\_2hmN4](https://bit.ly/2WOqg2r?fbclid=IwAR0JyllezMbSAIsY8pIWYWPnYGJHrK2CuEXPp-4Gw9Jgsik9VZAg_2hmN4)