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The News Sheet

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From the Chair

When I first heard about the bequest left to the Society by Bill Hancock in Birmingham, I was very doubtful that the Society would gain much benefit from it. How wrong I was, as Mike Chrisp, with his usual panache and authority, ran a brisk auction of Bill's bits and pieces, raising a goodly sum for the Society's coffers. I thank Mike particularly for running that evening for I know that the preparation took most of the day, and he did not finally get home until after midnight! I would also thank Peter Funk, Les Brimson, Peter Davies and Mike Hodgson for their considerable efforts in going up to Birmingham to empty Bill's home of his model engineering assets. Well done chaps.

Next day, too, was a busy day at the club day run by Brian Apthorpe and his wife. With sixteen locomotives, drivers and supporters attending. It was good to see so many visitors that made it such a worthwhile day.

Preparations for the Society stand at the forthcoming Model Engineering Exhibition are well in hand by Ian Johnston. A dummy build of the stand was made on Thursday evening, 9 August, and a satisfactory arrangement achieved. Ian is getting plenty of offers of models coming from all sections of the Society. My own 3½" gauge Tich called 'Minimus' will be on display in the Loan Section of the exhibition. Thanks again to Ian and his supporters for their involvement in the exhibition and our stand. I shall be there to see the results for myself.

By the time that you receive this News Sheet, it will be September, with just two months left of the running season. So with my Site Manager's hat on, I have produced a new list of jobs to be done at Colney Heath. I would be pleased to receive offers of help in getting these tasks completed.

Finally, I would remind you of a major event in September, the visit of MENCAP on Saturday, 15 September - your support is essential.

David Harris

I have been asked by a model engineer in Braintree whether anyone has any information regarding a Reliance Drill Sharpening Jig. Please contact me if you can help.

David Harris

Cover picture: Sue Parham effortlessly drives husband Martin's *Duchess of Hamilton* round the bottom loop with a light load, on the 4 August Visitors' Day.
Photo: Owen Chapman

Treasurer's Report

We welcome to the Society the following new members:-

	<u>Interests</u>
Geoffrey M Burton	Loco, Garden Railway
Robert Hallums	Slot Cars
Norman D Back	Garden Railway, Marine, Gen. Engineering.
John Roche	Slot Cars
Robert D Johns	Garden Railway, Marine, OO & HO, Slot Cars
Alexander M Johns Junior dob01/03/99	Garden Railway, Marine, OO & HO, Slot Cars

Mike Foreman

Planning and Organisation for the Halloween Evening

We are now looking at Halloween as October is fast approaching us! As mentioned in the July news sheet we will be charging £1 for tickets which as last year will get you a cup of soup and a roll. As ever we are looking for stewards, people to help in the kitchen, engines to run, and people to come and have a good time. If any one can help please let me know. I will, as last year, need to know what engines plan to come so that those on the gate will let you in without a ticket! A reminder that if you come and do a short amount of stewarding then you will get free entry and lots of free tea. Please help us to end the season in an enjoyable way and even better than last year.

Tickets will be on sale from the start of September from the coach on a Sunday or by telephone -

Thanks in advance to all of those lovely people who will volunteer.

Rachael and Owen Chapman
events@nlsme.co.uk

The August General Meeting by OMAH

There was a good turnout at the meeting for the auction of the contents of the late Bill Hancock's workshop. The sale started at 7pm, and despite the brisk bidding and auctioneer Mike Crisp's efforts, did not finish until 10-30. There were some very good bargains and some £815 was raised. We had a short business break after tea at which the deaths of Bob Fitzhugh and Mac Gower were mentioned coupled with the more recent loss of Frank Dell. We stood in silence for a moment in respect of their memories. There had been a large representation of the Society at Frank's funeral, where David Harris read the eulogy that was printed in last month's News Sheet. Most of us went back to his house afterwards at the insistence of his widow Margaret who had laid on quite a spread. I felt that we had shown our appreciation to 'one of a

kind'. Looking round at the various models, which had given him such pleasure, I felt that he was not far away and looking down with a twinkle.

David read a letter he had received from Francine and the family thanking us for being there and for the companionship we had shown Frank over the years. (Gulp). They would like to visit us at the track later in the year. The Society is sending a cheque for £25 to the RSPCA.

The 100th ME exhibition at Ascot is nearly upon us and Ian Johnston is anxious to have a good representation of models for our stand covering as much as possible of the history of the Society.

Returning to the sale, Mike managed to sell the remainder of the items; some were kept for Society use: a Shredder, Jigsaw, Angle Grinder, Large Clock (Station?), and a crowbar (which was large enough to get anyone carted off if the police found it in their car boot.) Another good, though somewhat prolonged, evening. (The auctioneer had to be rushed to a nearby establishment which specialised in throat revival remedies.)



Above: *Scene at the Summer Visitors' Day on 4 August: a nice line-up by Martin Parham from Maidstone. Martin likes Duchesses and as well as building one in 5 inch (46229 Duchess of Hamilton) he has an Aster Gauge 1 Duchess of Sutherland, 6233, posed on the garden railway, together with his OO and N scale models in front.* **Photo:** Owen Chapman

{What is the collective noun for a group of Duchesses - a bevy, a bouquet, a class, a glut? Suggestions on a postcard or email, please, to the Editor.}

THE CENTENARY
MODEL ENGINEER EXHIBITION 2007

Opening Times
Friday and Saturday 10am - 5pm
Sunday 10am - 4pm

7-9 September 2007
Ascot Racecourse

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Model Engineer Exhibition 2007
100 years of model engineering!

Welcome to the Model Engineer Exhibition web site with details of many of the attractions at the up coming Model Engineer Exhibition 2007.

The Model Engineer Exhibition is the official event associated with Model Engineer and Model Engineers' Workshop magazines. We are delighted to be in our centenary year at the most prestigious Ascot Grandstand venue. There are many superb attractions which have been organised for this very special event. Access by public transport or by road is excellent as are the free parking facilities. This year's Model Engineer Exhibition is being organised by Lou Rex who also organises the Harrogate Model Engineering Exhibition.

We look forward to seeing you there!

Entry Form and guidance notes for Competition & Loan models

For all your hobby needs please visit us at myhobbystore.com

FREE PARKING FREE PARKING FREE PARKING FREE PARKING FREE PARKING FREE

Mike Chrisp mentioned the Model Engineer Exhibition in his piece in last month's News Sheet; more information about the event including directions as to how to get to Ascot and a list of participating traders can be found at www.model-engineer.co.uk .

(The Editor).

Site Manager's Report by David Harris

On Sunday morning, 19 August, I carried out my second major assessment of the Colney Heath site. Whilst it is obvious that many people have worked hard to improve the site, particularly around the Tyttenhanger Station area, many other areas still need to be improved. Here are my new detailed lists. I would welcome any help in resolving these problem areas.

- 1 The Car Park remains our biggest problem. Efforts earlier in the year have not resolved the difficulties. Large puddles or deep muddy areas remain.
- 2 Untidy areas at the entrance to the site.

- 3 The small shed window needs repairing.
- 4 The ex steam roller shed needs repair or dismantling.
- 5 The barge board at the rear of the workshop needs replacing.
- 6 The concrete steaming bays need totally renewing.
- 7 Storage for coal needs to be provided.
- 8 The drive-way to the station has poor drainage.
- 9 The Fire Extinguishers are out of date.
- 10 Food package rubbish adjacent to the station needs collecting and removing.
- 11 Old plastic tables and chairs are still in use.
- 12 Roof felting between coach and station canopy appears to be leaking.
- 13 Damage to station canopy felting in several places.
- 14 Untidy signal cabin.
- 15 Apple trees need pruning of much dangerous dead wood.
- 16 Bonfire rubbish adjacent to Garden Railway needs to be cleared up.
- 17 Area behind tunnel needs clearing out.
- 18 General thinning out of saplings. These are generally less than 5 years old and are self setters.
- 19 The planting of bushes along the new fence would remove the starkness of the wire fence.
- 20 The new land needs generally clearing of wild growth
- 21 Boundary trees need a major trimming and cutting back as their branches are touching the ground.
- 22 Undergrowth around Dingley Dell needs cutting back.
- 23 Too much general rubbish behind coach - a good clear out is required.
- 24 General untidiness adjacent to workshop/container on all sides.
- 25 Dead tree adjacent to roller shed - should be removed for safety.
- 26 Flooring of coach needs renewing.

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Frank Dell 1928 - 2007
by George Case

Frank was born in 1928 in Greenwich, London, and it was here that he did his schooling. On leaving school he worked for Watson Scientifics, and then moved on to Howard Smith's as an overseas director and later as a partner in the firm. He left Howard Smith's to pursue his interest in antiques and became an antique dealer with premises in Camden Passage, Islington, specialising in Victorian Staffordshire figures and furniture.

A few years later his daughter Francine joined the business, and together they travelled to Norfolk on buying trips often accompanied by Frank's wife Margaret.

Between them they had a special affection for Norfolk and bought a small cottage as a holiday home. Francine also liked the Norfolk way of life, married, settled down and gave Frank two lovely grand-daughters Lilly and Zeta, whom Frank adored.

A keen socialist, Frank loved nothing better than a good debate; as many of us are aware on Thursday afternoons the old codgers would meet at Colney Heath and invariably there would be a good discussion covering many topics.

Frank had a great love for animals and was never without a dog; he felt the loss of 'Billy', who was tragically killed and who had held a very special place in his heart. Margaret shared his love of animals, and at one time they had 14 cats, 3 dogs and 8 rabbits at home.

One of Frank's specialities was good food; he, Margaret and sister-in-law Mary often visited Harrods and on occasions the owner, Mohammed al Fayed, enquired of Frank if there was anything he could get him. Frank replied: "I have everything that a man could want", which was very true.

In middle age with his large horn-rimmed glasses he was often mistaken for Eric Morecambe, and in his devilment took pleasure in signing autographs.

Frank was a very kind, placid, generous and patient man, respected by all who knew him, particularly those of us in the NLSME. Earlier in his life he had a love of astronomy, camping, sailing and photography, and his interests ran to owning vintage motorcycles, a steam lorry, a steam launch, many steam locomotives and a steam roller which he named 'Lillian' after his elder grand-daughter. In later life he developed a passion for Gauge One locomotives and stock, became well known at Gauge One venues and loved running his locos, giving pleasure to numerous people.

Another side of Frank's life was that he always had time for people not as well off as himself, in particular "Richard" whom he regarded as his adopted son. Frank was very proud of everything that Richard achieved. Another story relates to his camping trips: on many occasions he would take a party of Poor Clare Nuns in his car and go strawberry picking.

My tribute to "Frankie" as I called him would be to say that he was a true friend who despite failing health never complained and kept cheerful to the end. He was a wonderful chairman of the NLSME and in common with many others I will miss him; Frank, it was a pleasure to have known you. Have many a Rally Mode wherever you are.

GLR Update

What a dismal month weather-wise we have just gone through. There's nothing much to report on, other than I'm still preparing the budget for the agreed new works to start A.S.A.P. My team and I are still chomping at the bit to get started so let's hope it stops raining for the rest of the year/season so as to enable us to get a good start. I think the inclement weather has been a contributory factor for not much happening on the G.L.R., and the fact that most members who run on the G.L.R. are all out on the weekends at fetes & fairs doing their bit earning monies for the club coffers. Well done to those people; your place in the goods yard of heaven is assured.

I intend to arrange a G.L.R. Halloween special consisting of a three-carriage train topped and tailed by steam and electric to operate from Henley Halt around the pond, special effects spectacular (to be arranged). There is also a possibility of a shuttle up and back to the new land; if anybody wants to run G.L.R. please contact me to discuss and arrange the finer points (safety & stewards etc). I'll also need someone to arrange some lighting for me on the night; please feel free to approach me - I promise it won't involve any digging!

Just to remind all you avid ground levellers the second G.L.R. meet is at the clubhouse (HQ) on the 14th of September 8pm start, every one welcome! Miss it and weep. The evening will include a PowerPoint presentation by Jim MacDonald & Laurence Steers, a 'name the railway' session, a general discussion on the way forward, and with no expense spared the first forty members through the door will receive a 1950s /60s classic steam movie on DVD courtesy of Mr Patel's corner shop, donated by a member?

See you there, as ever in the muck

Peter Funk

G.L.R. section leader



Another pic from the 4 August Visitors' Day: Our delighted chairman, day organiser Brian and Dick watch as The Bug gets underway from the steaming bay.

Photo: Owen Chapman

Kenneth West's RAF Memoirs

February '44 - June '47

I was born in Plymouth, Devon on 21st November, 1925.

I moved to London in 1932 and was attending Ponders End Technical College until October 1940 when my father, a Reserved Naval Officer, told us to move back to Launceston, Cornwall, where the bulk of my relatives lived. I had intended to continue at the Technical College in Plymouth, but unfortunately the Germans blitzed Plymouth just before we arrived.

I was apprenticed to the local paper, the Cornish and Devon Post, as a Compositor and Printer. Soon I became the senior apprentice as all the men were called up, becoming a Linotype Keyboard Compositor which was my career until I retired in 1990.

I was invited by my cousin's friend to join the newly-formed Launceston College A.T.C. (Air Training Cadets) and, as I was mechanically minded, I worked my way up to being a Leading Cadet and became quite knowledgeable on aero-engines. We trained in the usual things: square bashing, rifle drill, fired rifles, aircraft identification, cross-country running, and an occasional weekend of gliding.

Towards the end of 1943, a poster was displayed saying 'Change your Overalls for a Flying Suit' - on the first day of joining the RAF I was issued with a pair of overalls! My Squadron Commander suggested I applied to become a Flight Engineer, recommended me, and I had an interview in London and was accepted. I was called up on February 29th, 1944.

I spent three weeks billeted in posh flats at St John's Wood - marble bathroom floors! Having our meals in the London Zoo restaurant and a pay parade in the Long Room at Lord's Cricket Ground.

We were kitted out and all the items stamped or marked with indelible pens with our Service Number - mine was 3032854. We had more square bashing, watched V.D. films and had one afternoon being jabbed, inoculated, blood tested - about 20% of my intake collapsed out on the grass outside. Afterwards, we then had to scrub the floors in our billets in the evening 'to make sure everything circulated' around our bodies.

I was posted to Newquay and lived in a hotel on the cliff-top just outside Newquay. We did more drill in the tennis courts, learnt Morse Code, aircraft recognition, Clay Pigeon shooting, how to dismantle and put back together a Browning machine gun. The weather was very warm and for our P.T. we played hockey on the beach - in the

team matches there were quite a few bruises through the ball losing itself in the disturbed sand.

Posted to Locking, near Weston-super-Mare, I learnt basic use of tools and how aero-engines worked, and basic fuel, electrical, hydraulic and pneumatic systems. I did cross-country running and the P.T. Instructor tried to teach us how to play rugby. We also had to be able to swim 100 yards in the baths - this was a bit of a struggle - but the Instructor said it would be enough in case we had to ditch in the sea and get into our aircraft dinghy.

Posted to St. Athans where we got down to serious working knowledge on fuel systems, pneumatic, hydraulic, electrical systems and emergency back-ups. Learnt how undercarriages, flaps, bomb-bays and engine controls, fuel gauges, engine revs and boost all came together.

I concentrated on being a Flight Engineer for a Lancaster bomber - you had to be over 5ft 8ins so that you could rest your feet on the sliding bay while you sat next to the pilot - on the floor was the trap door you parachuted out of. On the way, we did pick up a lot of knowledge for Halifaxes and even the Sunderland flying boats.

I passed out on 13th December 1944 - had my end of course leave and, I think, was then sent to Yatesbury holding unit.

After a couple of weeks I was posted to the No. 1666 H.C.U. (Heavy Conversion Unit) where I was chosen by my French Canadian crew (who had been flying Wellingtons and had now converted to Lancaster bombers) to be their Flight Engineer. They always spoke in English when I was with them.

I got kitted up with a flying suit (which I never wore - the cockpit had the hot air from the exhaust of the inner engine coming out beside me) helmet, gloves, long woollen underwear (also never worn), vests and a pair of leather, fur-lined boots which I always wore when flying.

We did a lot of training - circuits and landings, air to sea firing, night cross-country, flying, dropping practice bombs, two and three engine landings, also Sweepstakes - diversions for the main bomber force. Also I flew with other pilots as their F.E.

We practiced parachute landings. We also did a bit of dinghy drill - my job as an F.E. was being the first out in a ditching situation, I had to right the big 10ft dinghy if it landed upside down in the water - there was a special technique of pulling a line and kneeling on the rounded side and heaving it the right way up.

We did a final wet practice dinghy drill in the swimming bath. There were several other crews but no one wanted to be the first in the water! I suggested to my skipper

that we took the first plunge - we got into flying suits and Mae West's - I had to jump in first to right the dinghy and my crew followed climbing over the slippery rounded sides - we passed! We climbed out of the bath - took off our wet flying suits - we did have a chuckle when the following crews had to climb into the wet and cold flying suits we had taken off!

On 8th March 1945 we were posted to Tholthorpe (a war-time drome north of York) to the French Canadian 425 Allouette Squadron - needless to say we were flying Halifax bombers!



425 ALLOUETTE SQUADRON
Halifax Bomber Crew

PILOT: Pilot Officer J.E. Mercour
NAVIGATOR: Flight Sergeant R.M. Montigny
WIRELESS OPERATOR: Flight Sergeant J.E.G. Roy
BOMB AIMER: Flight Officer J.P. Ouellet
REAR GUNNER: Flight Sergeant L.G. Tremblay
MID-UPPER GUNNER: Sergeant J.J. Morin
FLIGHT ENGINEER: Flight Sergeant K.W. West

At left is the original caption that accompanied the photo above.

Ken is standing in the back row, second from left.

The first night there we were put in a hut until we got our own hut for our crew. I said 'Hello' to another F.E. who was off to do his first night op. When I woke next morning his bed space had been cleared of all his possessions. He had not come back. Only his shoes were left as they were half-way between our beds. All aircrew wore shoes and these now became a spare pair for me. A few days later our air-crew and another were Guard of Honour at the grave-side of a crew who had crashed after being 'shot-up'. A good introduction to squadron life on a bomber squadron.

Next day our crew were taken up by the Flight Commander and Engineering Officer for familiarization of the Halifax bomber. The Engineering Officer showed me the different layout of the fuel cocks, petrol and engine gauges. When we landed my skipper and I were passed out as fully qualified to fly a Halifax bomber.

Over the next few days we went up with other crews and passed them out to fly a Halifax bomber.

A week later we flew cross-country flights at night dropping practice bombs on a target - we scored top marks! - my Bomb Aimer was a Flying Officer and had done several ops on a Wellington bomber.

A F.E.'s duties were to assist the pilot in the take-off - my hand was behind the four throttle handles helping to increase the engine revs as the Halifax gathered speed. We needed to reach an airspeed of 120mph before we could lift our loaded bomber off the runway. When we were airborne, I lifted the undercarriage and gradually reduced the flaps until shut. We then climbed to our operational height and I adjusted the engine revs and boost controls to maintain our speed but using the minimum amount of fuel. I had a simple calculator which I used to maintain those conditions. I adjusted the pattern of the propellers to become the same on either side to stop the throbbing noise even if the engine rev counter was the same.

I then sat next to the skipper admiring the skies in case other aircraft were flying near-by. I filled in a log-sheet every 15 minutes or whenever we changed height. I wrote down engine revs, boost pressure, oil pressures and temperature. I calculated the amount of fuel in the petrol tank in the wings. I then altered the fuel cocks to even the amount of fuel in each tank in case we had a leak - or, on ops, were hit by flak.

On return to land, I lowered the flaps fully and, when appropriate, lowered the undercarriage, gradually eased back the throttle to give the pilot both hands to control the landing approach - or, if in an emergency, ram the throttle levers through the gate to give maximum power to over-shoot the runway.

Ten days later after qualifying as a Halifax F.E, our crew was given our own personal bomber K.W.T. with our own dedicated French Canadian ground crew.

Each morning we went out to Dispersal and every member of our crew checked his own position. I had to run the engines to make sure all gauges were functioning; the skipper and I then inspected the ground around the engines to see if there was oil leaking. If OK, he then signed Form 700 (I think!) if he was satisfied.

Twelve days after we arrived at the Squadron (March 21st) we went on our first operation and this was to Rheine.

We were woken at about 5.30am, went to our Mess and had a full English breakfast - fried egg and - a luxury! - bacon and fried potatoes, toast with real butter on it.

We then went to the briefing room. A curtain was pulled back and a large map showing where we were going - this brought some gasps from the crews who had flown before over Germany. The Group Captain then explained the strategic importance of the target. The Operations Officer showed us the route to take avoiding the main towns which had a very large concentration of flak guns to defend them. The Met. Officer told us what the weather would be, cloud base, etc.

We were flying in daylight over the advancing Allied troops, bombing rail and road centres in Germany in front of them.

We were to fly at 10,000 feet at two levels of 100 bombers on each level about 100 feet apart in what was called a 'gaggle' formation - like a flight of ducks - so as to saturate the target in the shortest time.

We then went to our various sections in the briefing room, the F.E. told us how much fuel we had and the bomb load - usually about 11,000 lbs, a mixture of high explosives and incendiaries.

We then collected our own chest parachute, tool box, log sheets, escape maps and money, food, sweets, chewing gum. As my crew were French Canadians and Catholic we got blessed by the Roman Catholic Chaplain. We were taken by the crew bus to our dispersal site ready for a dawn take-off.

My pre-flight checks: look over the undercarriage, tyres, remove the ground locking bar on the undercarriage, make sure the cover of the air-speed pilot head was removed, also the H-locking tabs on the tailplane.

We then started up the engines and taxied around the perimeter track and awaited our turn for the green light from the Ground Controller for take-off.

We shared our drome with another Canadian Squadron - No. 420; as we could normally assemble 40 planes between us, it took quite a while. Once the previous plane had cleared the end of the runway, another was signalled off.

We then formed up over Whitby Head and flew off. Each plane had its own Navigator and arrived over the Dutch coast at our operational height of 10,000 feet.

I sat next to the skipper keeping a sharp look-out for any enemy fighters. When we were over Germany I opened the chute beside me and chucked out 'window' - bundles of silver foil to help confuse the enemy radar. Approaching the target you could see the puffs of black smoke from the flak shells up ahead.

A few minutes from the target our bomb-aimer took over guiding the plane towards the aiming point - those five minutes were the worst part as you were flying at a fixed air speed and height in a straight line and ideal to be picked up by the flak guns.

Once clear of the target you took a set course to avoid the planes above and behind you and headed for home. I then went back to open the trapdoors in the bomb bay with the screwdriver tucked into the back of my flying boots to check for any 'hung-up' bombs left.

We crossed the Dutch coast with about 110 miles of the North Sea to cross. When we arrived back over our drome, we had to circle around and wait for our turn to land.

At the dispersal bay our ground crew welcomed us back and asked if anything needed to be done before our next operation.

We were then de-briefed by our various section leaders and handed our logs in. We then went to our Mess for a late meal.

Later in the afternoon my Section Leader said I had used a lot of fuel and must be more careful. One gallon of petrol was used by the four engines to average one mile of flight. I replied that when the fuel gauges read 'empty' I changed to another tank as in a Lancaster bomber. He told me that an 'empty' reading on a Halifax meant there was still 15 gallons for an emergency left. He said he would have the tanks dip-sticked and confirmed there was still over 15 gallons left in each of the eight tanks so he said my fuel log was good!

We went next day on our second op to Dorsten but, this time, when we were returning over the Dutch coast I asked my skipper if he would reduce speed to the minimum and drop the nose of our plane about 5 degrees - in other words, we were flying 'downhill' and reducing our 10,000ft altitude to about 5,000ft when we reached the English coast and going slower. We arrived over our drome and were able to land almost straightaway. Also, I told my crew that I would run one engine on one tank until it spluttered and would then immediately switch to another tank. I had a superb fuel consumption and was congratulated by my Section Leader.

Two days later we went on our third op to Gladbeck. We were over the North Sea at 10,000ft when the rear gunner said he was beginning to feel the cold and his heated flying suit was not working and could I come and help him immediately before he got frost bite. I grabbed my tool kit and moved quickly to the rear - it was very cold as I was only wearing my battle dress. I arrived and discovered his flying suit plug had got jammed. Luckily, I was able to fix it, and gladly returned to my warm place next to the hot air over our engines.

We were over the target and had just released our bombs when a shell exploded in our tail plane which threw our Halifax on its side. Luckily, our skipper managed to right the plane and pushed open the throttles, dived, and got away smartly. My French Canadian crew started getting very excited and gabbled in their native French tongue.

My skipper apologised for the crew reverting to French when they were scared. He explained that the bomber 100ft above us in the 'gaggle' had dropped his bombs down on either side of our fuselage and had been so close he had removed all our radio aerials and navigation aids!

We returned back to our drome through 'dead reckoning' by our navigator, and by our bomb aimer lying on the floor in the nose of the plane and doing superb map-reading - good job it was a daylight op!

When we arrived over England the whole of Yorkshire was covered in thick fog. The other planes had been diverted by radio to other dromes further south.

We had been in the air for nearly six hours and were getting low on fuel and our pilot saw a hole in the fog with a bit of runway showing. He put our plane into a steep dive while we could both see it but, instead of approaching to land at the beginning of the runway, we had to touch down halfway along the runway and zigzag and brake hard until we reached the end of the runway and then swung off at fair speed onto the perimeter track.

When we inspected the damage to the tailplane the hole was big enough for a couple of men to get through - we were lucky that it hadn't damaged any vital controls.

It was nearly a month later when we flew KWT again. We were given KWR. Our skipper was promoted to a Flying Officer - he deserved it.

About a week later our crew was each presented with a 'Target Token', an A4 printed card with an outline of a Lancaster and Halifax on a background of the Canadian maple leaf signed by the Air Vice Marshal commanding No. 6 (RCAF) Group. There was also a copy of the photo taken when we released our bombs over the target and the arrows showed the aiming point - the target of Gladbeck and the date of 24:3:45,

and the names of the crew. It was given to the crew of the plane hitting the target spot -on for each operation out of all the planes in the Group.

Of course, we were helped by our lucky mascot - a knitted black and white cat which we hung in the middle of our windscreen. While on leave I went to visit my sister at her office and met her senior, Barbara, whom I married later - she said our crew should have a mascot and knitted the cat which we received the next week.

On the 25th March we went to Munster for our fourth op. We had a few days respite then went to Hamburg on March 31st. When we got near to the target we had a recall signal telling us not to drop our bombs as the Allied forces were on the outskirts and they didn't want us to kill them by mistake!

We still had our bombs fused and could not release them over friendly land and had to carry them back and release them in the North Sea. Unfortunately, when they calculated the fuel ratio with bomb load they presumed you would be returning without your bombs so wouldn't be using so much fuel. Having to use the extra fuel to carry the bombs back caused two bombers from our Group to ditch in the North sea as they had run out of fuel. That is why they trained the F.E. to be careful and economical in using his fuel. It was a long trip - over six hours.

While waiting for the next op we flew on exercise practice on the bombing range, air to air firing, and air to sea firing. We normally flew out over Flamborough Head but, on one of the exercises, we saw a lovely camouflaged ship not far away and turned to avoid it but they started firing at us! A bit alarming!

We did our sixth op on April 18th to Heligoland and over Germany, in the near distance, we saw an American Flying Fortress box formation. Then, out of nowhere, the new German rocket-propelled fighter picked off a bomber in the rear, hopped over and shot down a bomber in the centre of the formation, and then fired at one of the Section Leaders and then he was gone. I think they only had a flying time in the air of 10 minutes. I think we only ever once had to take fighter avoidance.

Four days later on April 22nd we did our 7th op. This was to Bremen and quite uneventful and was followed three days later by our 8th op to Wangerooog.

As the war was nearly over we just stood down and relaxed - thanking our lucky stars we were the lucky ones who had survived. As you know, the average life of a bomber crew was eight ops.

On May 3rd we did our last flight on our Halifax 111a bomber - fighter affiliation when we were attacked by our own planes.

On May 6th we had a brand new Canadian Lancaster bomber - a Mark Xa - waiting

for us at dispersal. Of course, we were in our element doing circuits and bumps and doing a cross-country flight.

The Canadian Lancasters had different, more up-to-date instruments - electrical cut-outs instead of fuses; instead of lights for up and down of the undercarriage and flaps there were visual undercarriage wheels and flaps moving up and down.

I went on leave and, when I returned a week later, my crew had been sent home as the war was over for them. I was disappointed as we hadn't said our goodbyes but later I had a letter from my skipper saying they were sorry for the sudden departure and we did keep up a sparse correspondence for a little while afterwards.

(To be continued in part II).....

ADVERTISEMENT

We have a range of Cardboard Kits - all working models once built - which may interest your Members:-

THE DIGITAL SUNDIAL THE MAGIC LANTERN THE MAGNETIC COMPASS THE UNIVERSAL SUNDIAL RING THE MICROSCOPE THE NEWTON REFLECTING TELESCOPE & SUN FILTER THE NELSON TELESCOPE THE KALEIDOSCOPE THE SEXTANT THE STAR DIAL THE PERISCOPE THE ARTIFICIAL HORIZON THE STIRLING ENGINE

Our latest model :

The Stirling Engine Runs on a Coffee Cup! Or on ice packing.

Laws of nature easily investigated. If you set this fully-functional Stirling engine on a cup of hot coffee and give the flywheel a small turn, the apparatus begins quietly to rotate – for up to one hour long! It is a really astonishing model.

The Kit is made from sturdy, punched cardboard with an attractive gold outline, complete with all accessories, (with laser-cut aluminum plates, frictionless plastic axle bearings and wire form made from spring steel. Height of 16.5 cm, width and depth 12.6 cm.

LEONARD HONEY

Track Steward Rota 2007								
Date	Senior Steward	Track Steward	Tea Steward	Tea Steward				
02-Sep	Jim McDonald	David Bloom	Martin Ginger	Steven Don	Peter Davies (2)	Roger Brown (2)	L Brooks	Ms. McDonald
09-Sep	Brendan Cavan	Michael Gibbs	Tony Grenier	Brian Davies	David Jones (2)	Keith Highes (2)	Ms P Cavan	Julie Davies
16-Sep	Adrian Reddish (1)	Nicholas Bre (1)	Peter Brown (1)	Peter Fox	Dick Payne (2)	Philip Rowe (2)	Ms K Reddish (1)	Mike Crisp (2)
23-Sep	Robert Odfield	Tim Clementson	Paul Lacey	Ian Reddish (1)	Peter Badger (3)	Peter Sheen	Pat Badger (3)	Ms R Chapman (4)
30-Sep	Chris Vusden (1)	John Firth	Michael Smith	Keith Bartrop	Gabane Girder (3)	Peter Badger (2)	Richard Hill	Pat Badger (2)
07-Oct	Les Binson (2)	John Sandwell (1)	John Mills	Richard Hesketh	David Mirden (2)	Ian Buswell (2)	Rai Fenton	Ms B Fenton
14-Oct	Tony Baxter	Gavin Lang	Ron Todd	Milcolm Read	Peter Brewster (1)	Jim Robson (2)	Ms Baxter	Jerry Baxter
21-Oct	Dick Payne (1)	Peter Weeks (1)	Derek Smith (1)	Derek Edridge (1)	David Harris (2)	Brian Athrope (2)	Roger Bell (1)	Pat Badger (4)

STEWARD DUTIES IN ORDER OF PRIORITY:

1. TEA & TRACK STEWARDS TO SIGN THE RUNNING BOOK
2. Raised embarking Station.
3. Raised Steaming Bay.
4. Ground Level Car park station.
5. Gatekeeper & Car park management.
6. Raised Disembarking, carriages & Boat-ing Area.
7. Ground Level Henley Halt & Toilet Area.
8. Tea Stewards to bring fresh milk and after clearing up, remove and take home black rubbish bags. The only way that rubbish can be disposed of is by members taking them home.

If you cannot attend on your allocated slot for whatever reason, **ARRANGE A SWAP with another member.**

Adrian
(Loco Section Leader)

Loco Section & Tyttenhanger Committee News

Frank Dell

I would like to have a Loco section meeting to remember Frank; as so many of you will agree he contributed so much to our society. Friday 16 November Loco Section Meeting is dedicated to Frank Dell. All who would like to contribute please contact me so we can celebrate our friend in style. Mike Chrisp has agreed to front the evening and we also hope that some of Frank's family will be there.

So far I have only video's from John West. Does anyone else have material they would like to share about Frank?

Requests

Can the tea stewards bring milk for Sundays? Also the rubbish needs to be taken away as we do not have a rubbish collection.

If anyone would like to help cutting the grass in the new land in readiness for winter working it would be much appreciated. Care needs to be taken to not hit the existing pegs or the old laid out track.

Rules

Yet again it is being reported that some members are consistently not filling in the running book **BEFORE (NOT AFTER)** steaming up your locomotive. All drivers of both railways must also fill in the running book. This book is like an audit trail for events, seven days a week, that happen at Colney Heath. This matter will be monitored. Some may not realise that if an incidence happens and the book is not filled in, it may adversely affect the Club's ability to continue to be insured.

It was agreed that in accordance with the Government's no smoking policy commencing on 1st July that there will be 'No Smoking' under any covered area with three sides on our site. This also includes under the station canopy because it is a food and drink area.

Site Matters

It is time to start thinking of what needs to be done next winter. It is surprising what a few can do. Just think what could be achieved by more volunteers. **This is your society. It becomes what you make it.**

Please have a look at David Harris's list of jobs on page 6 of this News Sheet. All contributions are more than welcome. Please contact David Harris, Mike Foreman, Peter Funk or myself.

The access to the toilet block continues to be an area concern until the foot-bridge is

built. We all need to be vigilant until then, especially the stewards.

Loco Events

The Loco BBQ was again a successful reverse running event. However someone said that the trains were facing the wrong way to be reverse running. It always takes one! Brian's visit day went well; it was good to renew friendships as always on these occasions.

In September we are back to HQ with a talk for the Loco Section Meeting. Kim Winter (Clive's Brother) will present archive film of World War 1 narrow gauge railways entitled "Narrow Gauge Railways of The First World War from the Archives of the Imperial War Museum, Presented by the War Office Locomotive Society". The film includes footage of Baldwin 4-6-0s, Dick Kerr and Westinghouse petrol locomotives. There is even a fleeting glimpse of a P  chot-Bourdon articulated locomotive. Kim will also talk to us about the work of the War Office Locomotive Society, which is involved in the preservation of the WW1 Hunslet 4-6-0T now at Shildon. There will be a raffle in aid of WOLS funds, the prize being a print of the preserved Hunslet 4-6-0T.

Two special events, when we can give back some happiness were the Childs Hill Autistic School visit on Wednesday 11 July and St Lukes School visit on Tuesday 17 July. It was great to see these children having such an enjoyable day and it was so nice when so many of them said 'thank you' as they left.

Urgently needed are ideas for future Loco section meetings. Have you something to share with us all, do you know someone who has something we will all enjoy to hear or see? Any ideas?

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|------------|---|
| Fri 21 Sep | Loco Meeting HQ 8pm – "Narrow Gauge Railways of The First World War" by Kim Winter. |
| Sat 15 Sep | MENCAP visit to Colney Heath |
| Sat 29 Sep | Party - Ward |
| Fri 19 Oct | Loco Meeting HQ 8pm – The year gone & the year to come. Open discussion. |
| Sat 27 Oct | Halloween |
| Sun 28 Oct | Fist Winter Working Party/ clear up day |
| Fri 16 Nov | Loco Meeting HQ 8pm – A Celebration to Frank Dell. |

Adrian

(Loco Section Leader)

📖 Dates for your Diary 📖

Sat/Sun 1/2 Sept	Bedford MES Open Weekend Invitation
<u>Friday 7 September</u> <u>to Sun 9 Sept</u>	<u>Centenary Model Engineer Exhibition</u> , Ascot Racecourse, Berks (NB: there will be no General Meeting at HQ on the Friday) 8.00pm Meeting to discuss future of the GLR ; HQ.
Friday 14 Sept	MENCAP visit to Colney Heath
Saturday 15 Sept	Saffron Walden DSME Rally Invite
Sunday 16 Sept	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Monday 17 Sept	8.00pm Loco Section meeting; "Narrow Gauge Railways of the First World War"; talk by Kim Winter; HQ, Legion Way, North Finchley
Friday 21 Sept	<i>Deadline for copy to Editor for October News Sheet</i>
Friday 21 Sept	Birthday parties (engines & stewarding help required)
Saturday 22 Sept	8.00pm Tyttenhanger Site Committee Meeting; the coach at Colney Heath
Monday 24 Sept	8.00pm Workshop Evening; HQ, Legion Way, North Finchley first of the Autumn & Winter season
Friday 28 Sept	Birthday party (engines & stewarding help required)
Saturday 29 Sept	St Albans & District MES Exhibition; Francis Bacon School, Drakes Drive, St Albans
Sat/Sun 29/30 Sept	8.00pm General Meeting; Forum - Milling in the Model Engineer's Workshop; HQ, Legion Way, North Finchley
Friday 5 October	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Monday 8 October	Invite to Thames Ditton Railway MDSME
Sat/Sun 13/14 Oct	8.00pm Loco Section meeting; The Year Gone By and the Year to Come; HQ, Legion Way, North Finchley
Friday 19 October	<i>Deadline for copy to Editor for November News Sheet</i>
Friday 19 October	Birthday party (engines & stewarding help required)
Saturday 20 October	Invitation to Colchester SMEE track
Sunday 21 October	8.00pm Tyttenhanger Site Committee Meeting; the coach at Colney Heath
Monday 22 October	8.00pm Workshop Evening; HQ, Legion Way, North Finchley
Friday 26 October	Starting at dusk! Halloween evening at Colney Heath
Saturday 27 October	9am Start of Winter working parties at Colney Heath
Sunday 28 October	8.00pm General Meeting; to be arranged; HQ, Legion Way, North Finchley
Friday 2 November	

NB: Please remember to notify all meetings, events & exhibitions, in advance, to Owen and Rachael Chapman, who act as Keepers of the Society Calendar and Tyttenhanger Site Events Co-ordinators.