



H M Armed Forces

264 Squadron News



We Defy

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We Defy www.264squadron.co.uk

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A Happy, healthy and prosperous New Year to you all

Reunion:

Having been to most of the best Air Museums, it has been a bit more difficult to find one that might hold our interest. Brian Mann had suggested Brooklands some time ago. I did a check and found that the hotels at that time were generally out of our reach. However, with our contacts with the Best Western Group, we did manage to



get prices that were more realistic to most. As is usual, the single room extra is very steep and has put some off.

[So to summarise, Date: 4th & 5th June 2016](#)

The Hotel is the **Ship Hotel**, situated in Weybridge. The rooms **£67.50ppn** sharing per person per night for bed, breakfast and evening meal and **£95 for singles**. We have to pay an extra £300 for a private dining room and for them to provide a meal. (they don't usually have meals on a Sunday Night and have to bring in staff). I will send round menus nearer the time and when I have sorted them out with the hotel. If the cost is too much for some, then a quite word with Peter Wright or me in confidence and we'll see if we can subsidise it a bit. We don't want to rule anybody out!

Brooklands Museum:

The entrance cost at the moment is £10 per person, but I will try to see if I can negotiate a better deal, but that will have to wait until nearer the time.. Hopefully we will be able to share cars and so negate the need for a coach this time.

Our Website:

I wonder, do any of you look at it. I try to keep it up to date and I always hope that it might bring in other ex-members and will stir some of you to look out articles, photos etc. so that it can be preserved for the future generations of researchers.

It has helped to bring in some relations of our wartime comrades, which all helps to keep our Association alive. I have just completed putting the complete set of our Squadron news in pdf format and putting them onto a DVD. It has taken ages and I can't seem to be able to put them into numerical and date order, but I shall keep trying. And maybe I can reproduce them and sell them for Squadron Funds. There are nearly 60 copies and I find myself amazed that we have managed to keep it relatively interesting for the last 16 years. So what do you think?

Sad News: (rather late I'm afraid, but those on email were told immediately)

I had an email from Liz Webster in early September to let me know that Michael Webster had passed away. 'Mike' as he was affectionately known was a long time member of our association and a loyal attendee of all the Reunions.

He has had an unhappy few years with ill health, and this finally resulted in hospitalisation and an amputation, but sadly this did not help and he passed away at the end of August. He will be missed for his big presence and his dry humour. Our thoughts are with Liz during these trying time. (see inside)

Due to a diesel spillage, our President and his lady were stuck in a traffic jam and didn't make the funeral but Tony and Miki Warren did make it to represent the Squadron.

Also another one of our members has passed on. Namely **Denis Callaghan**. Denis has been a regular reader of the Squadron News and sadly passed away in May at the age of 92.

I also have to advise you that we also lost two more loyal members, namely **Sir John Severne** and **Derek Joyce** this since the publication of September's edition. I did manage to send a card and a letter to most. We send our deepest sympathy to all the families. It is so sad that we are losing our members, but realistically I suppose we have to accept it at our age.

This is an article I found on the internet, and although we know most of what it tells us, nevertheless, it does give a slightly different slant on it, and I thought you might find it interesting.

264 Squadron was formed under Squadron Leader Stephen Hardy at Sutton Bridge on 30th October; 1939. For the first few weeks the only aircraft flown were Magisters and Fairy Battles. Soon after the Squadron moved to Martlesham Heath in December, the Boulton Paul Defiants began to arrive.

Being the first Squadron to be equipped with these new aircraft, 'teething' troubles were numerous, difficulties being experienced with items such as the four gun electro-hydraulic turret and the under-carriage system. Tactics for operating the Defiant, the only fighter with a turret and no forward firing guns, took a considerable amount of working out, and the great success of these when employed was largely due to the skill and inspiration of Squadron Leader Hunter who assumed command in March 1940.

A few convoy patrols were flown in March and April, but partly because the war was still in its 'phoney' stage, the Squadron was not deemed operational until May the 8th, when the Allies were being driven back in France.

On May the 10th, 264 Squadron was suddenly moved to Duxford, when the Low countries were being invaded and two days later did its first genuine operational trip. That was when 'A' Flight flew up to Horsham St Faith and took off in company with a flight from 66 Squadron for a swoop over Holland, hoping to catch German Troop carrying aircraft.

Unfortunately the Squadron was a day late as a large number of Ju 52's had already discharged their cargoes on the beach and also on the airfield at The Hague, which had been captured by paratroopers. All the 264 Squadron crews saw were three bombers of which the Squadron shot down a Ju. 88 and a He. 111, returning to Duxford without further incident.

At dawn the next day, 'B' Flight took off from Martlesham Heath again with a flight of Spitfires, with enemy aircraft as their main objective. This time the Luftwaffe seemed to have had prior warning of 264's approach as it was severely outnumbered by Me.109's and Me.110's. In the resultant melee three Me.109's and 4 Ju.89's were destroyed, but P/O.Kay was the only pilot of the six to bring back his aircraft, with a badly damaged machine, he had managed to refuel at Knokke and reached Duxford in the evening. Two further pilots and gunners managed to escape and returned to base a few days later. On May 14th, 'A Flight' having taken off from Martlesham heath for a further show over Holland, were recalled as they crossed the Suffolk coast because the Dutch had capitulated. *(There was a good description in Eric Barwell's memoirs, printed some years ago in the Squadron News)*

The following week was spent in further practice but from 23rd May, 264 Squadron flew each day to Manston for operations along the French coast to support the withdrawal of the British Army. Opposition increased day by day with one German plane being shot down on May the 24th, 5 on the 27th, 6 on the 28th, 37 on the 29th and 9 on the 31st. The score of 37 enemy aircraft destroyed in one day by an RAF squadron, for no loss (that is, except for one casualty, Sergeant Evan Jones and one or two planes lost) was an achievement, which remained unequalled throughout the war. [after the war it was found out that only 14 of the 37 claimed were confirmed by German records]

The aircraft destroyed during these last few days of May were almost all over or around Dunkirk during the evacuation period. The Squadron's score for this first month of being operational was 67 enemy aircraft destroyed with a further unrecorded number damaged, for the loss of 8 or 9 crews and 14 aircraft.

This extraordinary successful month led to the award of the Distinguished Service Order to the Commanding Officer (Sqd./Ldr Hunter) as well as a Distinguished Flying medal for other members of the Squadron.

May saw the first of the Squadron's Night Patrols but it was after the Squadron had moved to Kirton Lindsey in July that 264 Squadron had its first night combat. At this time fighters on patrol had to show a coloured downward light for easy recognition by the Observer Corps. It was thanks to this that one aircraft (P/O Whitley and Sgt. Turner), whilst on patrol, suddenly had tracers flashing past. On following the tracers to their source a He. 111 was discovered and promptly shot down.

Stations

Duxford 10 May 1940

Fowlmere 3 July 1940

Kirton-in-Lindsey 23 July 1940

Hornchurch 22 August 1940

Rochford 27 August 1940

Kirton-in-Lindsey 28 August 1940

Rochford 29 October 1940

Operations and losses 10/05/1940 - 30/06/1940

Not all operations listed; those with fatal losses are.

[12/05/1940](#): Fighter sweep, Netherlands

[13/05/1940](#): Fighter sweep, Netherlands . 5 Planes lost, 2 KIA, 1 MIA, 2 POW

[23/05/1940](#): Calais - Boulogne - Dunkirk patrol, F

[24/05/1940](#): Dunkirk, France

[27/05/1940](#): Dunkirk, France

[28/05/1940](#): Dunkirk, France. 3 Planes lost, 4 KIA, 2 MIA

[29/05/1940](#): Dunkirk, France. 1 or 2 Planes lost, 1 KIA

[31/05/1940](#): Dunkirk, France. 5 Planes lost, 2 KIA, 3 MIA

[11/06/1940](#): ? 1 KIA or DOW

12/05/1940: Fighter sweep, Netherlands

'A' Flight from 264 Squadron took off in company with a flight from 66 Squadron for a swoop over Holland, hoping to catch German Troop carrying aircraft.

All the 264 Squadron crews saw were three bombers of which Sqdn.Ldr Cooke and his gunner Corporal Albert Lippett (KIA 31/05/1940) shot down a Ju. 88, returning to Duxford without further incident.

13/05/1940: Fighter Sweep, Netherlands

In the evening the RAF had planned a strafing mission of six Defiants of 264th Squadron and six Spitfires of 66 Squadron along the Dutch coast. As this combined squadron approached the Dutch coast they were treated to Dutch anti-aircraft fire; fortunately without sustaining any damage. They proceeded south towards The Hague and Rotterdam. Then they spotted the Luftwaffe Stuka's south-east of Rotterdam.

The seven German Stuka's are of the 12th squadron of LG1 (12 Staffel, Lehr Geschwader 1). As they dived towards Dutch positions at Alblasterdam suddenly the twelve British fighters appear. Soon a huge dogfight unfolded and the Germans requested fighter back-up by means of a red flare launched from the leading Stuka. The arrival of 24 to 27 Messerschmitt Bf-109 fighters of JG26 meant that the kettle was put on the fire. The dogfight gradually expanded to the skies over Brabant.

After the intensive clash between the two forces (altogether about 45 planes) at least four German Stuka's (the RAF claimed seven - only four wreckages were identified), two Bf-109's and five of the vulnerable British Defiant's had been destroyed (source: War over Holland).

[Just as a reminder](#), after a Defiant was raised in the Biesboch and they found Bromley's feet inside the gunner's cockpit, we were invited to Holland to take part in their Remembrance Day Services. So on the 4th May 2001 Wing Commander Hugh M Tudor DFC, AFC (Our President), David Boden (Our Chairman) and I (Secretary) went to Holland and were treated very well as we took part in wreath laying Ceremony, Lunches and Church memorial services in remembrance of our fallen comrades. A very moving time and one I shall always remember.



Left to Right: Geoff Faulkner, David Boden, Jan Jolie, Charles Ramsey, Wing Commander Hugh Tudor



Facsimile of Bromley's Turret, as a memorial to him. This was made by the local Technical College. The 0.5 Machine gun is one of the originals.

Our March—"We-Defy"



From Squadron Association's point of view, Friday, 23 October was quite a red letter day for us. For It was the Public launch of the Wells Branch of the British Legion Poppy appeal week, The Yeovil Town Band presented a concert In the Wells Town Hall under their Musical Director, David Hayard..

Although the audience was not large in numbers they made up for it with their enthusiasm for the music provided by the band.

We had been invited with Adam, Glynn and his family as guests of honour together with the Mayor. I'm sorry I was not able to take many photos as I was slightly involved in the presentation itself and couldn't take any pictures, but didn't think to ask anyone to take them for me!

In the second half there was an introduction by the Chairman of the local British Legion, Robin White, who also gave the introduction to our March, firstly in mentioning the Squadrons participation in the Battle of Britain with their Defiants. After our March was played, Peter Wright, our President presented Adam Glynn, the Composer with a certificate making him an Honorary Life Member of the Squadron Association, Together

with a lovely mounted Squadron Crest suitably engraved. (see above)



**The Super Yeovil Town Band in the Wells Town Halls
October 23rd 2015**

Kev Robins—Principal Soloist and Chairman

Continuing Terry Fensomes fascinating life story:.....

Like all start up operations they never seem to run on schedule but we did manage to do it. We were the first airline to have entertainment screens in the back of every seat, microwave ovens in the three galleys, inflatable lumbar pads in all the seats and the first to have all leather seats economy class throughout.

During this period Meg had been the mainstay in operating the flight school while I played with the airlines, I flew the DC10 the next few years. Then in 1998 I reach the age of 60 so my days as an Airline captain came to a shuddering halt. It was then that George Batchelor, the owner of Arrow Air, who I had been with in the early 80s, asked me if I would accept the job of president for the airline. After talks with Freddie and George, who were friends, it was agreed that I would accept the job for a period of 3 years and at the same time stay with Laker in a reduced capacity in Management for both companies.

Arrow air was in deep debt and seemed to have no direction - it never recovered after the Gander crash in 1986. So we set about the task of making it profitable again. This was achieved in 2000 finally with a much slimmed down airline with a different route structure and a large reduction in operating costs. I left Arrow at that time in profit, to return to Laker and the flight school.

In 2001 the attack on the twin towers caused lots of damage to the school flying initially with the shutdown of all flight training for a while. So the school had to be cut back considerably until, by about 2006 we rebuilt Pelican back to its former level.

George Batchelor, my friend and mentor in aviation, died on July 29th 2002 age 81. Leaving a large hole in the aviation industry.

The recession that hit the US also caused a downturn in the revenues for the Laker operation the Laker international company (DC 10) was sold, followed a little later Laker Bahamas (727) was also shut down and Freddie went into semi retirement. I went full time in the school again.

Freddie and Jacque and Meg and I have remained family friends since.

Freddie passed away on February 9th 2006 age 83 at our local hospital in Hollywood Florida. With George and Freddie now gone I had lost two friends and mentors in aviation. Miami would never be the same again.

Back with our school, Pelican Flight Training Center, it was time to revamp the pilot training system. In 2007 we purchase a new helicopter simulator and a few months later a new fixed wing Alsim MCC Simulator. We wrote the training syllabi to accommodate more Simulator training, in both helicopter and fixed wing. Concentrating on the airline training requirements as opposed to the general aviation system,

The French Alsim company MCC was a unique generic machine with a total of 6 aircraft models in the one unit. The simulator was built by computer engineers and I spent the next couple of years going to and from Nantes in France advising and flying the new ALX simulator which had the medium Jet model added to it. This was delivered to us at Pelican in 2010.

I had decided to set up a company called Alsim America Inc to take on the dealership and the new airline training syllabi for this simulator covering the USA. Canada, South America. The Caribbean, geographical areas.

It was during this period at the end of 2010 that we had some devastating news. Meg had been diagnosed with stage 4 breast cancer metastasized to her bones. We made the painful decision we had to sell Pelican Flight Training Center which had been our company for 25 years. We had trained pilots in 98 different countries over that time and have made life long career friendships. But it was hard to give it up.

In 2014 Alsim Americas its sold first simulator to a university In Puerto Rico. With 4 more scheduled for the USA in 2015.

We sold a 50% share of the company the end of 2010 and eventually as Meg's health became worst and we decided to sell a further 43%

By the end of 2012. Due to her health reasons we both gave up being involved with the company from March 2013,

In 2014 Alsim Americas has sold its first simulator to a university In Puerto Rico. With 4 more scheduled for the USA in 2015. This has kept me busy during this time I have developed a new speaking career and have completed a number of speaking engagements at London Heathrow. Florida. Berlin all based upon airline pilot training and the use of advanced simulation.

Over the last couple of years after being badgered by Geoff for the previous 4 years I have managed to put down on paper some of the major events in my life from a basic aircraft engineer to the present day. Actually the more you write the more you remember but to prevent boring you even more I left a lot out, I hope you did enjoy reading it. But now due to medical circumstances with Meg I must finish it here. I will continue working so who knows what's around the next corner.

Best regards to all squadron members, Terry Fensome

Yes, I did badger Terry and wasn't it worth while!. And what an interesting life.it is, Terry is a true enterpreneur and an inspiration to us all. We wish Meg all the very best in her fight against Cancer and our thoughts are with them both.

Continuing Desmond Hughes fascinating memoirs:

At this, two old ladies brandishing pots and pans rushed out of the house shouting "You wicked German!" Roddy promptly stopped using language the old dears had never heard before and informed them in strictly Home Counties tones that he was very much an RAF pilot.

The culinary weapons were tossed aside and he was helped into the sitting room and revived with copious draughts of cooking brandy. He was feeling no pain by the time he arrived at the local hospital. Apart from the thorns, his worst damage was a badly sprained ankle so it was not too long before his humorous and irreverent presence was back amongst us.

At this period, we first encountered a very new and important air defence radar; it was known as GCI (Ground Controlled Interception) and was to transform the RAF's night defence ability. It had been in use in the Tangmere and Middle Wallop sectors for three months or so by the time we in Biggin Hill sector acquired our set.

The big step forward was that it had a large cathode ray tube known as PPI (Plan Position Indicator) on which both fighter and targets appeared as small sausage-shaped 'blips'. A separate tube showed comparative heights. Early on fighters and bombers were plotted on large tables by W AAFs pushing around symbols which came from different sources (I once chased my own misidentified plot all the way from the coast to the IAZ with the controller shouting "you must see him - you're right with him!") With GCI both aircraft were presented to the controller on what was an electronic map. In the early models the aerial array was turned round by a couple of airman sitting on a contraption like a tandem bicycle but this was soon replaced by electric power. The middle of each sausage of light was the aircraft's position and the best controllers soon developed an uncanny ability to place a fighter one mile behind its target.

With Defiants and Hurricanes, the 'catseye' fighters, there was still a large element of luck about getting visual contact even in moonlight but for the new Beaufighters equipped with AI (Air interception) radar it became a regular occurrence for the bomber to be picked up 2-3 miles away. The early Mark III and Mark IV AI sets were notoriously unreliable and it took some time for the operators to develop effective interception techniques but the combination of AI and GCI was a turning point in the night war. As both improved, the Luftwaffe was to find night raiding a perilous operation.

Returning to 264 on the nights of the 5th and 6th of May the Germans sent their bombers to Belfast causing quite severe casualties and damage. I don't know whether the Air Ministry had felt that Goering would refrain from attacking Ulster for fear of alienating their neutral brothers in the South of Ireland but they certainly hadn't provided much defence by night.

There was a day fighter Hurricane squadron at Aldergrove but it was not night operational so a gesture to Ulster was necessary. Who to send? Why, 264 of course - musn't let them settle down! To my own private delight, 'B' Flight was chosen and we flew to Aldergrove via Squires Gate/Blackpool on the 5th of May. We were immediately told that we were to operate from the brand new airfield, Nutts Corner, just a few miles down the road, so we started up again and duly flew in, the first squadron to operate from what much later became Belfast Airport (until Aldergrove was expanded with a new longer runway).

Nutts Corner wasn't too bad a spot. There was fully up-to-date airfield lighting, along concrete runway, new dispersal huts and living accommodation - but virtually no transport. We were given a *IS-cwt* truck, a fuel bowser and told not to expect anything more. I felt that Ulster ought to be able to do better than this for 264, so I rang my father who - bless him! - said "I don't need my car - I hardly ever use it now due to petrol rationing. Come and get it!" So I was flown to Newtownards, got a bus to Donaghadee, had tea with my parents and set off again for _Nutts Corner - in a very comfortable Vauxhall 25 which was our aircrew transport for the next ten days.

We flew a great deal both by day and by night. Though no enemy aircraft came anywhere near us, we tried to make our presence in the Province known, hoping that our black-painted Defiants would indicate our role. For me, night flying tests tended to be flown over County Down, showing Fred the splendid Mourne Mountains, Strangford Lough, the Copeland Islands - and below the height of the lighthouse to the entrance to Donaghadee harbour ..

I also, I must confess, saluted 'Whinstone' at no great altitude - my father rather enjoyed the visit but I gathered later that my Mum had an attack of what the Victorians used to refer to as 'the vapours'. She did, however, manage to wave a tea-towel from the lawn!

think we all enjoyed our 10-day attachment. The only complaint was a surfeit of bacon and eggs in one form or another with nearly every meal - though scarce in the south of England, they were very plentiful in Ulster. One gunner, Jack Candy, was so brassed off with this that he visited the local trout stream and shot himself a couple of half-pounders with his .38 service revolver!

Hugh Percy distinguished himself by damaging his aircraft in somewhat hazardous circumstances. There was an RAF rescue launch on Lough Neagh. Seeing it out on the water one afternoon, Hugh couldn't resist the temptation to do a really good 'beat-up'. In fact, he flew so low that he hit the top of the small wireless mast, doubtless impressing the launch crew but also cutting a slice through the bottom of his starboard wing fuel tank which promptly emptied itself over the Lough. His aircraft was otherwise undamaged so, since we were about to return to West Malling, 'Tommy', in his wisdom, sentenced Hugh to flying home on one tank which involved at least three re-fuelling stops. We never did have a complaint from the launch!

We were ordered to return to Kent on the 19th. The morning before, I returned the Vauxhall to my father, leaving him with a full tank of petrol (and advising him to keep wiping off the green dye which would show on his carburettor!). I was picked up again at Newtownards by Roddy Knocker. On the 19th we tried to get back to Malling but got no further than Squires Gate before the weather in the south clamped down. We had to sit there contemplating the lower half of the Blackpool Tower for two days before it cleared. How I wished we had stayed in Ulster!

The last few days of May 1941 were perhaps the most important in my life. I decided that I wanted, more than anything else, to marry Pamela Harrison. Our paths had not crossed since the turbulent days at Luton, 264 being chivvied about from pillar to post and she travelling the length and breadth of the country singing for ENSA (the wartime entertainment organisation head-quartered at Drury Lane). She visited all sorts of dockyards, war factories, theatres, military camps and hospitals with troupes of artistes to raise morale.

I discovered from her mother where she was performing, applied for a couple of days of leave and picked up a train for Newcastle-on-Tyne. I found her at a theatre whose name I have long ago forgotten, took her out somewhere for supper and in the wee small hours 'popped the question'. On being fervently assured that, in the cold light of dawn, my feelings would in no way be altered, she accepted my proposal - and we have lived happily ever after! On top of the world, I returned to West Malling and began to make arrangements for the wedding.

With Pamela living out of a suitcase, her father at Malvern, her mother at Swanage, my parents in Ireland and me for the moment tied to Kent, we had to find a more-or-less central point for the celebrations. After much discussion and sound advice from Roddy Knocker, who agreed to be best man, we settled on Sevenoaks which was where his family lived. I visited the vicar of St Nicholas's Church, did whatever I had to do to obtain a special licence, booked accommodation for Pamela and our parents at the local hotel, arranged the reception, invited our special guests and obtained permission to 'live out' when we returned from our honeymoon.

We settled on the 14th July as the great day - which was a remarkable choice for, out of the blue, Fred Gash and I were later summoned to Buckingham Palace on the 15th to receive our gongs. In between all this, I managed to do my stint of flying!

The six weeks run-up to the wedding passed in a flash and I found myself, the night before, ensconced at 'Oak End', the imposing Knocker home in Sevenoaks. Roddy's parents were delightful. His father, Clive, was a recently retired solicitor, bald with twinkling humorous eyes, courteous and soft-spoken, somewhat reserved. His mother, Rachel, was a petite, almost bird-like lady with old-fashioned and rather unworldly charm. They both made me most welcome and provided a delicious dinner despite the very real problems of food rationing. With a long couple of days ahead, was glad of an early night.

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Roddy and I arrived at St Nicholas's in good time, complete with the wedding ring. The various guests from all over the country duly rolled up and comfortably filled the central pews of the church. Pamela turned up the regulation few minutes late, looking stunning as she walked up the aisle on the arm of her dignified father. It wasn't a white wedding - these were naturally rare in wartime - so she wore a lovely flowered silk dress with a cheeky red pill-box hat. The ceremony went off without a hitch, we signed the register and processed back down the aisle; as we emerged from the church door, a low fly-past of three Defiants swept over. A startled Pamela looked skywards, the cheeky hat fell back - and that was the very moment that the main wedding photograph was taken. We didn't circulate that print to anyone!

The reception and wedding breakfast were expertly laid on by the hotel. 'Tommy' proposed our health in his usual robust style starting with "This speech is like a baby -easy to conceive but hard to deliver!" I replied in similar vein with some reference to the fact that the 14th of July marked the storming of the Bastille but I did, I think, manage to remember to thank all the right people for their various kindnesses to us. My father then broke with tradition by going to the piano and singing 'The Gentle Maiden' as a delightful compliment to Pamela and she replied most aptly with a happy rendering of 'I Know Where I'm Going'. Not to be outdone, I contributed 'The Garden Where the Praties Grow' whose second verse went:

*"Och!" sez I "My pretty Pamela, I'm tired of single life,
"And if you 've no objection, sure I'll make you my sweet wife. "
She answered me right modestly and curtsied very low
"Och! You're welcome to the garden where the praties grow!"*

Off we went to London - in a borrowed car. The little SS Special which I had bought to replace the hoodless 'Phelim' was grounded for lack of spares (a vital part in the steering box and very hard to get) so I gladly accepted the loan of a Sunbeam-Talbot coupe from John Hallett, our Intelligence Officer. As we were all due at the Palace next morning, the pair of us had booked into the Park Lane Hotel where my parents always stayed when in London. The hotel staff seemed to know that we were newly-weds and looked after us very well. We were both crippled with mirth when, next morning, the telephone beside our bed rang and my father enquired "Are you alright?" I managed, without giggling until the phone was down again, to assure him that all was very well!

Investiture was a great experience, the parents bursting with pride as they saw the King pin the DFC on my chest and I likewise as I presented the beautiful silver cross in its satin-lined box to Pamela after the ceremony.

To be continued in the January edition.

Important Note Concerning the June Reunion:

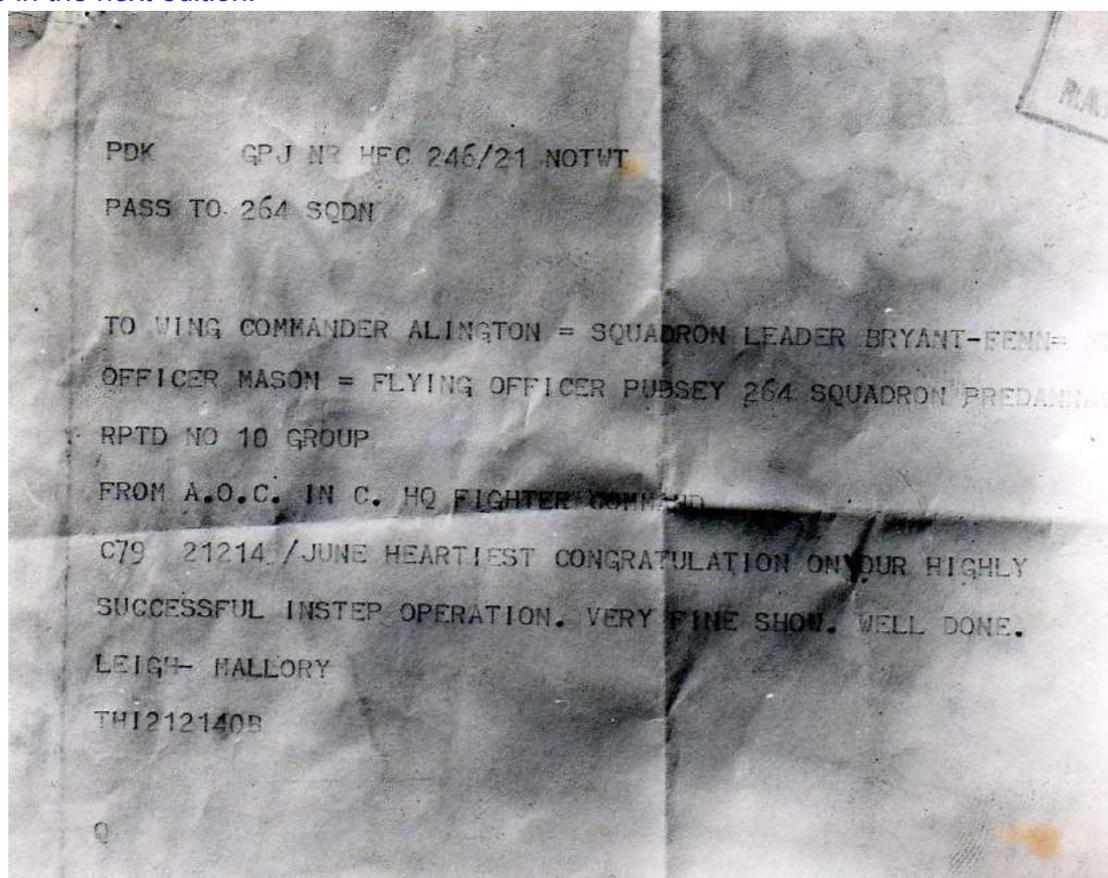
As you know we have had a bit of a problem regarding the Hotel, pricing, dates etc., so I'm just a bit twitchy about it. So as a matter of **importance**, would you please check the names on the list below, who have said they are interested in attending the Reunion on the 4th and 5th June. If you've changed your mind or your name is not on the list and you want to come then **PLEASE** let me know at once as I have to firm the booking up and we might get caught for cancellation fees if you haven't confirmed either way.

Attendees: Peter & Lindsey Wright, Brian and Pauline Long, Ian and Sheila Kearl, Joan and Geoff Faulkner, Brian and Sylvia Mann, Colin and Heather Hunter-Shead, Paul Lippett, Tony & Miki Warren, Terry Fensome, Robert and Moyra Downing (yodeller extraordinaire), Jim and Susan Hall, Ken Heaney, Audrey Tudor, Liz Olding, Alan and Sylvia Cook, Bill & Jeanette Griffeths .

If there other who would have liked to have attended, but couldn't afford it, please give me a ring and we'll see if we can help a bit, that's what comrades are for!

Biscarosse

I wonder if any of you have read the Squadron Histories (All 3 are down-loadable from our website) and have seen reference to Biscarosse and possibly wondered what it was. Well below is a taster. This has been brought to my attention by Tony Bryant-Fenn, son of Gp Capt L T Bryant-Fenn DFC who served with 264 Squadron 1942 to 1943. [More in the next edition.](#)



Some interesting facts about the Brooklands Museum:

Brooklands was the birthplace of British motorsport and aviation and the site of many engineering and technological achievements throughout eight decades of the 20th century. The racing circuit was constructed by local landowner Hugh F. Locke King in 1907 and was the first purpose-built racing circuit in the world. Many records were set there. Many aviation firsts are also associated with Brooklands, which soon became one of Britain's first aerodromes. It attracted many aviation pioneers prior to World War I, and was also a leading aircraft design and manufacturing centre in the 20th century, producing a remarkable total of some 18,600 new aircraft of nearly 260 types between 1908 and 1987 (see McSweine, D R).

Brooklands-based aircraft companies such as Bleriot, Hawker, Sopwith, Martinsyde, and Vickers were key players in the early years of aviation and were crucial to its early development. The 'Daily Mail Round Britain Air Race' of 1911 started and finished at Brooklands, and both the event and the location later influenced the theme of the classic 1965 Twentieth Century Fox British film comedy 'Those Magnificent Men in Their Flying Machines' (based at the fictitious but remarkably similar 'Brookfield'). Flying training was an important function of the aerodrome both before World War I and between the wars. Visitors can see many displays and exhibits portraying the contribution made by Brooklands to the British aircraft industry in both world wars, and also in the post-war years with Vickers and later the British Aircraft Corporation and British Aerospace.

Vickers purchased the site in 1946 for £330,000, which allowed them to produce civilian aircraft. The most notable of these was the Vickers Viscount, of which 444 were built between Brooklands and Bournemouth. In 1959 the Vanguard was test flown from Brooklands. In 1962 the test flight for the prototype VC10 also took place at Brooklands, and subsequently all 53 production VC10's were flown out as well before being completed and test flown at Wisley.^[2]

The Museum is open daily and displays a wide range of Brooklands-related motoring and aviation exhibits ranging from giant racing cars such as the 24-litre Napier-Railton, motorcycles, and bicycles to a unique collection of Hawker and Vickers/British Aircraft Corporation-built aircraft including Concorde (G-BBDG). Certain other museum exhibits (for example, the flyable Bleriot XI and Sopwith Camel replicas built by Mike Beach and Viv Bellamy, respectively) are maintained in 'live' condition and perform regular engine running demonstrations at museum events during the year. An exhibition about Grand Prix motor racing which features a Formula One simulator can also be seen. A major new visitor attraction, 'The Concorde Experience', opened in August 2006,^[3] centenary celebrations occurred in 2007^[4] and a full-size modern working replica of Alliott Verdon Roe's 1908 'Avroplane' was completed and unveiled on 7 June 2008.

The Museum also owns and, until late 2009, operated an airworthy Vickers Vimy replica which was built in America in 1994 to re-enact the design's three record-breaking long distance flights of 1919-20. Having helped commemorate the 90th anniversaries of the world's first Transatlantic flight and the first flight from England to Australia, the aeroplane was finally retired and flown into Brooklands on 15 November 2009. Less than a week later it was on display with a supporting exhibition in the Museum's main hangar. In early 2011 the Museum received (on loan from its owners) the historic fuselage of the Supermarine Swift F.4 prototype, WK198, which held the World Absolute Air Speed Record when flown by test pilot Mike Lithgow in Libya on 26 September 1953.

The Museum celebrated the centenary of the opening of the Brooklands Circuit in 2007, 100 years of aviation at Brooklands in 2008 and the Test Hill's centenary in 2009. Centred on a restored Hawker Hurricane, a new exhibition about Brooklands in the Battle of Britain was unveiled on 15 September 2010; this explains how the major aircraft factories there made Brooklands a prime target for Luftwaffe bombers in 1940 and lists the names of almost 90 people killed when Vickers was badly bombed on 4 September and also the names of Luftwaffe aircrew casualties that day. Another new exhibition about the Vickers Wellington is centred on the Loch Ness Wellington, 'R' for 'Robert' and was officially opened by Robin Holmes, Penelope Keith, Norman Parker and Ken Wallis on 15 June 2011 - the 75th anniversary of the first flight of



the type's forerunner, prototype Vickers B.9/32.

In 2012, a significant Brooklands aviation anniversary - 50 years of the Vickers VC10 airliner - was marked by the staging of a VC10 Symposium and the official opening of a new VC10 exhibition by the late Sir George Edwards' daughter Angela Newton on 29 June - half a century after this remarkable aeroplane was first flown here by 'Jock' Bryce, Brian Trubshaw and Bill Cairns.

On the evening of 29 September 2012, with help from museum volunteers, contractors moved the ex-British Airways/Heathrow Airport 40% scale Concorde model G-CONC to a new location at the south end of Brooklands Drive, where it now marks the main entrance to Brooklands Museum.

The Brooklands contribution to the Royal Air Force's legendary 617 Squadron 'Dambusters' attack on Germany's Ruhr Valley reservoirs on 16–17 May 1943 was commemorated on 12 May 2013 by three impressive flypasts of Brooklands Museum given by the RAF Battle of Britain Memorial Flight's Avro Lancaster - as a special 70th anniversary tribute to Barnes Wallis and the Vickers-Armstrongs design and experimental department engineers who made the 'Upkeep' mine such a successful weapon.

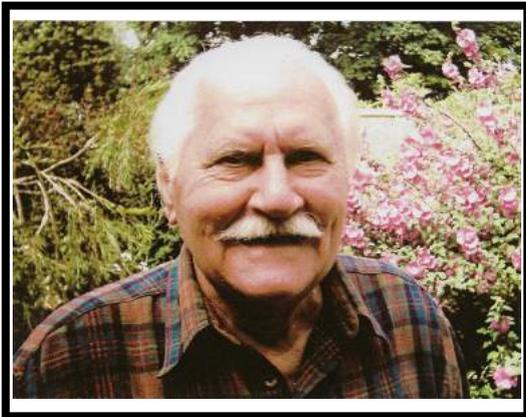
The Museum's latest aviation exhibits are an impressive 1914 Sopwith Schneider floatplane replica, built by volunteers at Brooklands and funded by the Kingston Aviation Heritage Trust who donated it to the museum on 27 November 2013 and a 1961 BAC/Hunting Percival Jet Provost T.3A which arrived on loan from near-by Brooklands College on 22 May 2014.

In February 2015, it was announced that Brooklands would receive a £4.681 million grant from the Heritage Lottery Fund. This will substantially help to fund the £7 million Brooklands Aircraft Factory and Race-Track Revival Project. This will consist of the dismantling and restoration of the 1940 Belman Hangar, construction of a new Flight Shed exhibition building and restoration of the Finishing Straight plus a completely new "Aircraft Factory" exhibition area within the reconstructed Hangar.

Picture of three of our members who have passed on:

Dennis Raymond Callaghan

1921 – May 2015



Our dear Mike Webster

Passed away 2nd Sept 2015



Air Vice-Marshal Sir John Severne

Aug 1925 – Oct 2015



Sadly I haven't got pictures of Derek Joyce, but I do feel that their names should be placed on our **Roll of Honour**



A LITTLE POEM FOR GUYS

I have a little GPS I've had it all my life
It's better than the normal ones my GPS is my wife

It gives me full instructions especially how to drive
"It's thirty miles an hour", it says "You're doing thirty five"

It tells me when to stop and start and when to use the brake
and tells me that it's never ever safe to overtake

It tells me when a light is red and when it goes to green
It seems to know instinctively just when to intervene

It lists the vehicles just in front and all those to the rear
And taking this into account It specifies my gear.

I'm sure no other driver has so helpful a device
For when we leave and lock the car It still gives its advice

It fills me up with counselling each journey's pretty fraught
So why don't I exchange it and get a quieter sort?

Ah well, you see, it cleans the house, makes sure I'm properly fed
It washes all my shirts and things, and - keeps me warm in bed!

Despite all these advantages and my tendency to scoff,
I do wish that once in a while I could turn the damned thing off!!

Author anonymous, sent by email, but worthy to be included

Old Age:

I woke up this morning and what did I see
A mirror showing a face staring at me
But who was this man, so aged and so worn
And then suddenly, the light on me dawned,
I could hardly believe just what I could see
Because that aged old man, was obviously me.

I surely would remember getting that old
Where is the young man, so strong and so bold?
Gone is the sparkle, the grin and the laughter
the dreams and the hopes that we all hanker after.
It's so cruel the hand old age does us bring
but is inevitable, however hard to youth we cling.

We find we are critical, lack patience, are grumpy
Our Adonis shape has fled and left us all lumpy.
But we should remember, on this our last lap
That to family and friends we might leave a large gap
So buck up your ideas, cheer up and do good
And be remembered that we did the best that we could.

Do you recognise that?