

Wings and Wheels Society

... enthusiasts of Aviation · Rail · Road · Sea



Dave Lamb's excellent Diorama built during Lockdown

Welcome to our very **first** newsletter, that in the past we thought was unnecessary due to our regular meetings, however due to the current pandemic and postponed meetings for when we return in the future, the Wings team thought it would be a great idea to introduce our **first of a kind!** We hope to keep this newsletter going when we return to our meetings, along with air shows, steam galas and car shows etc.

At present we plan to do a seasonal issue (excluding summer) whilst we aren't meeting up... so watch this space. For this first issue I have included articles and photographs that have been sent to us during the pandemic, so if you have already sent us items and they are not in this issue, they will hopefully appear in the forthcoming newsletters.

www.wingsandwheelsociety.org.uk

So if you have a story/photo that you wish to see in next season's issue, then please email us: info@debsillustration.co.uk

During the ongoing situation it is important that we all take care, look after loved ones friends and neighbours, so we can all return to meetings when this crisis is over and we look forward to seeing you then. Future meetings at present are only **pencilled in** and depend on NHS and Government advice. See our website for further details.



Any comments, please drop us a line:

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Featured Articles:

- P.2 News - Charity donations and Thankyou letters
- P.3 Modelling during lockdown ...thank goodness for Hobbies!
- P.5 Fred's Travels - Summer Visits - Part 1
- P.6 Cotswold Canal Trust works at Whitminster
- P.7 Railway Days Out 2020 Gallery ...various members in focus
- P.9 Aviation story's and photographs
- P.10 Peggy and our Gloucestershire Hurricane
- P.11 Members 'Allsorts' Photo Gallery, ...boats, cars, models etc!
- P.13 Future Meetings and Latest News

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Wings and Wheels Society

Charity donations and 'Thank you' letters

1st Donation - July 2020

During lockdown we've all come to appreciate just how important it is that we have a reliable, local facility like the Dursley Community Centre to return to.

In July we made a donation which was gratefully received and which as Jane explains in her 'thank you' letter here that the money will be put towards its redecoration.

2nd Donation - July 2020

Our 2nd donation below has also been well received. In early Summer 2020 we saw the West Somerset Railway re-launch their fundraising appeal aiming to raise £500k. Here we stepped up to the mark and contributed a 'top-up' donation of £50.

So you can all give yourselves a big pat on the back...**Well done all!**



Modelling during lockdown ...thank goodness for hobbies!

Dave's excellent modelling skills show off this Me 109 Mini Diorama, the details are as follows:

**Kit 1: Eduard 1/48th scale
Messerschmitt Bf109 G-4.**

**Kit 2: Hasegawa 1/48th scale
Kubelwagen Type 82.**

**Figures: ICM/Revell 1/48th scale WW2
Luftwaffe Pilots and Groundcrew.**



The Real Story

Located at Taman airfield, Soviet Union, May 1943. Lt Erich Hartmann prepares to take his Messerschmitt Bf109 G-4 up for a check flight following maintenance, a fitter is securing the last few fasteners to the radio access panel.

Hartmann's friend, Major Up Rohr, has come to tell him to hurry up as they have a night out in the local town planned.

Construction details:

Photo-etched cockpit and seat belts are added to the kit. The base is home made. Paints used: *Mr Hobby* Acrylics airbrushed. Dave's first attempt at free hand mottling ...and I must say very good it is too!

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Modelling during lockdown ...thank goodness for hobbies!

Continued...

Here are a variety of models created by our members, both young and the 'more mature'. These splendid ship models pictured here, were built by Tom, one of our youngest members. These are firstly the Scharnhorst, then HMS King George V and finally HMS Rodney.

© Tom Woollard



The **Scharnhorst** was a capital ship of Germany's *Kriegsmarine* and was the lead ship of her class. Built in Wilhelmhaven, she was launched in October 1936 and completed in January 1939.

Length: 235 m long, she was armed with a main battery of nine 28 cm (11 in) C/34 guns located in three triple turrets.

Speed: 31 knots (36 mph) with a range of 7,100 nmi.

She sank in Dec 1943 during the Battle of the North Cape when intercepted by HMS Duke of York as part of the allies' Arctic Campaign.



In May 1941, along with HMS Rodney, **King George V** (above) was involved in the sinking of the *Bismarck* and later took part in operations against the Japanese in the Pacific. She was made flagship of the British Home Fleet in 1941, she remained so during the rest of the war and became a training battleship in November 1947.



Modeller Tom (age 13) and father Paul Woollard know the grandson of Captain Dalrymple Hamilton. From 1939 Cpt. Dalrymple Hamilton commanded **HMS Rodney**. She

entered service in 1928, with the Atlantic and Home Fleets, often as a flagship. She played a major role in the sinking of the *Bismarck* in 1941 and participated in several coastal bombardments at Normandy in June 1944. Finally, in poor condition from extremely heavy use, she was reduced to reserve in late 1945 and scrapped in 1948.

USS Enterprise (CV-6) was a Yorktown-class carrier and was the 6th aircraft carrier built for the US Navy during the 1930s. Launched in '36, she was one of only 3 American carriers commissioned before WW2 to survive the war (the others being Saratoga and Ranger).

Her length: 809 ft (247 m)

Power: 9x Babcock & Wilcox boilers outputted 120,000 shp (89,484 kW).

Speed: 32.5 knots (37 mph)

Range: 12,500 nmi.

She participated in more major actions in WW2 against Japan than any other US ship including the Pearl Harbor, Battle of Midway, the Eastern Solomons, to name a few. and was the most decorated US ship of World War II.



Autumn 2020 HIGHLIGHTS

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Fred's Travels (Part 1) Summer visit to Statfold Barn Railway: August '20

Statfold Barn is, quite simply, the best narrow gauge railway in the country, because it contains examples of pretty much all things narrow gauge. Originally just a 2' gauge garden railway, it also became a dual gauge field railway, crossed by a standard gauge line. It continues to evolve.



The engineering business has been hived-off and now occupies most of the buildings at the top end of the site. The heritage operation, now a trust, has developed the former Grain Store into a high class Museum based upon a roundhouse layout. This development most recently has included eviction of the road vehicles and re-purposing of the buildings in the courtyard between Oak Tree Halt, and what is now the Museum, including a dedicated Trust workshop.



The path from the top of the site to the Museum has been upgraded, and just before the Museum a new platform, complete with passing loop, has appeared. This is Strawberry Park.



Behind it is a large warehouse-like building, an events area, and a large marquee. Maybe the road vehicles are now based here?

'Fred's travels' continues next issue when he visits Didcot, in Oxfordshire and takes a ride on the Saphos Tours Riviera Express.



Dual gauge is no more on the field railway (too many derailments perhaps?), so now just 2' and the standard gauge line has been cut back. However, the field railway has been expanded, with a new high level station and double track to the balloon loop. And a separate triple gauge tram track has been installed.



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A look at the Cotswold Canal Trust (CCT) renovations at Whitminster by Rich Kelsey

We took the opportunity during Summer 2020 to take some photos of this serious piece of canal restoration on the A38 at Whitminster. Opposite is an aerial image of the area before construction work commenced and a visual of how things will look when complete.

As some of you will already know the CCT has just been awarded £8.9m towards phase 1B from the National Heritage Lottery fund which will support their current work to restore the canal from Saul junction at the western end to Lechlade in the east.

The Cotswold Canal Trust has a membership of 7000 strong and over 500 active volunteers. The trust has collectively raised over £6.2m to make the restoration dream a reality...



© Rich at Whitminster



Railway Days Out 2020 Gallery by various members in focus

A story by Nick Clarke

As I had to pop into my office at Filton and drop some documents, thought I might as well carry on and see where I could catch the double-headed **Saphos** railtour that day to Plymouth with **Royal Scot and Britannia**. And as I was heading West, would the Paignton and Dartmouth sell me a ticket for one (as most preserved lines were only selling to family groups)? *...Yes they would.* A complex plan was hatched that very afternoon – did it work I hear you cry! *...Lets see.*

Documents sorted I got into Temple Meads as the tour arrived. Station spookily quiet, everybody in mask-faces bar one photographer on Platform 12! Plenty of snaps taken although late platform change threw me a bit. **GW** four car **HST** local to Taunton saw just three of passengers spread out in my Mk3 coach.



© Nick at Newton Abbot

Steam had gone via Westbury, so able to get ahead and get snap of tour entering Taunton as well as a few close-ups of sweltering crew and their machine as it was a water stop. This meant I could get back ahead on a virtually empty **IET** to Dawlish – I saw more photographers out now. Used my 23 minute lead to get a nice position on seawall. BBC weather forecast was 53% chance of a thunderstorm but it was scorching with not a cloud in sight *...Surely nothing could go wrong?*

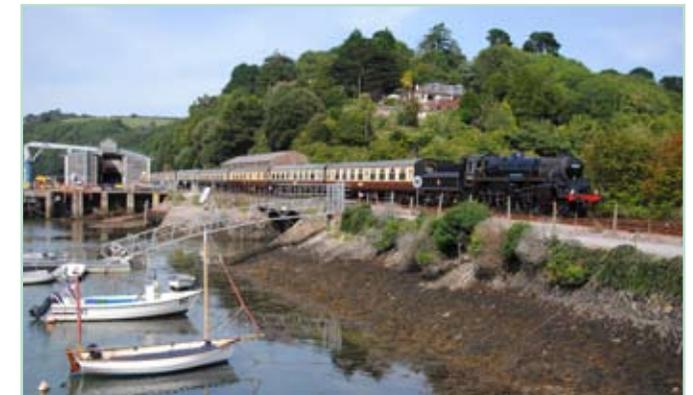


But literally as the train approached I had to adjust my position as a family of four stopped in their tracks right in front of me. Not the shot I planned but turned out nicely.

Then onto to Paignton on a local service, but as we curved into Newton Abbot I unexpectedly saw the tour

taking a 'splash & dash' top up of water. Had end of platform vitally to myself – **Billy Bonus!** Noticed the bridge outside station was shoulder to shoulder with photographers though, and so I caught another local to Paignton.

This had a **Sprinter & Nodding Donkey** combination. The later was empty - good for social distancing but the ride quality was shocking. Arrived at sunny Paignton; town was busy but not full.



Collected pre-booked ticket and had pleasant ride to Kingswear behind **GW 2-8-0T no 4253**. We were spaced out in a Mk1 coach at the rear with additional screens between the seats. Plan allowed for quick stroll with mask off at Kingswear but not enough time for trip to Dartmouth. Shame - but I had an appointment with the returning tour to keep.

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A story by Nick Clarke continued

My return trip was with **BR std 75014** (now named **Braveheart**) and I was now booked into the front coach. Even better I had the two seating bays by the end doors as my distancing zone – so naturally claimed the vestibule door window as mine!

Braveheart made an energetic climb out of Kingswear and hanging out of window it was easy to forget about Covid! Goodrington looked the same as ever.



A comfortable change to an Exeter train saw me at Dawlish in good time, but best spots were already taken.

I got a socially distanced rum & raisin ice cream and strolled down the seawall. Felt almost normal.



Position of sun forced me onto footbridge at station, although the clouds appeared as the tour was due – definitely normal!

It had left Plymouth late and was going great guns – whistle on **Britannia** screaming so everybody turned round to watch it roar though ...Great.

I then expected to overtake the Tour in Riverside Yard Exeter taking water – so imagine my surprise when I stepped off the Sidmouth train to see the locos taking water in the bay platform. Which was nice! Huge gallery of punters at the crossing, but had the platform to myself ...The Gods of Steam were smiling on me.

Second Billy Bonus of the day!



Took crowded Paddington train to Taunton where Tour was waiting. Only 6 minutes before **Cross Country Train** to Bristol though, so settled for quick snap of the fifth and final overtaking move. Cross country service to Bristol was crowded with young blokes knocking back the beers.

The Covid 19 timetable meant I had a long wait at Bristol – so it was my turn for a beer! Unfortunately the promised thunder-storm finally turned up with a vengeance as I left the station, so it was quick dash to the empty *Knights Templar* round the corner to finish off my busy day with a cheeky pint or two.

Autumn 2020 HIGHLIGHTS

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Aviation story's and photographs from our members

'Real Live High Adrenalin Kerosine fuelled fast and furious Aviation'...has somewhat taken a massive hit with air show cancellations in 2020!

Despite these uncertain times many things have been happening such as:

- BA's fleet of 747s being dismantled moth-balled and grounded as locally as Kemble.
- Movement of the Buccaneers from the Cold War Jets at Bruntingthorpe to a facility at Kemble for the foreseeable future which caught the medias attention.
- Also Rolls-Royce Heritage Trust achieved a major milestone on 20th August when a spare Griffon engine from the company's Spitfire was successfully started and run to idle in a new test facility. It is believed that this is the first time that a V12 piston aero engine has been operated on a Rolls-Royce test bed in over 25 years. (an extract from RRHTs full story)



© Adam Whitlock at Kemble in August 2020



© Dave Haines



© Rolls Royce Heritage Trust

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Peggy and our Gloucestershire Hurricane by James Rendell

As many of you will recall from my talk at Wings and Wheels, I've had the pleasure of knowing a remarkable lady who built aircraft in WW2 and for many years her exploits had been forgotten.

I first met her five years ago when her friend Phyllis Gough was still alive. The ladies received recognition through a *Coopers Edge Primary School* project for the **British Museum**. The school was, quite recently, built on the old **Gloster Aircraft Company** runway, from which the new constructed **Hurricanes**, and **Typhoons**, departed for service.

The Museum project was called 'Huge History'. The two ladies were taken to meet the pupils and regaled them with their long forgotten tales of war time Gloucester. The School won the national competition and the two ladies subsequently featured in the BM video.

By this time Peggy's vision was seriously impaired. Peggy was truly a wonderful lady and an honour to know. She just made her one hundredth birthday. I discussed, with her son Geoff, the prospect of getting a Gloster built Hurricane overflight over her village of Northwood Green.

Covid put paid to any plans I had for a special day of celebration. Nevertheless through an influential friend, Darren Lewington, contact was made with entrepreneur James Brown, owner and pilot, of the Hurricane.

Amazingly he agreed to bring the fabulous Hawker Hurricane back home to Gloucester where she was built eighty years ago, to the day, at the GAC factory at which time Peggy was building Hurricane undercarriages. It is just possible she worked on this **Hurricane R4118**.

Sadly, the planned weekend of the flight which was 4th July was cancelled due to bad weather. On the 8th July Peggy passed away so she never heard the Hurricane overhead.

The following weekend saw better weather and the skies over Gloucester once again witnessed the thunder of the mighty Merlin as **R4118** flew over Northwood Green.

So enjoy my tribute to Peggy, I am sure you would have all liked her, it was difficult not too! Very grateful to Darren, James Brown and Darren Harbar.

Regards J

Hawker Hurricane Mk1 R4118 was delivered new to 605 (County of Warwick) Squadron at Drem on 17th August 1940. During the Battle of Britain it flew 49 sorties from Croydon and shot down five enemy aircraft.

In December 1943, **R4118** was crated up and shipped to India as a training aircraft. It was never needed and remained in its packing case in Bombay, until the project to restore it was begun by businessman Peter Vacher.



© Darren Harbar Photography. Restored R4118 Overflight

Autumn 2020 HIGHLIGHTS

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Members 'Allsorts' Gallery ...boats, cars, models etc!

Spot the photos in the mix from Chris Roscoe at Blaenavon in Wales, Robert Stopford (Ironclad at Portsmouth). Jerry Matthews on the Glos and Warwickshire Railway with **Peak 45149** in covid bound action and some miscellaneous shots from other members... Enjoy



© Chris Roscoe at Blaenavon



© Rob at Portsmouth



© Jerry at the Glos & Warks



© Mark at the Monster Bike meet Wilts

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'Allsorts' Gallery continued

More miscellaneous shots from members...

Young Member Charlie operates Nicks model railway (more of this next issue!!), Neil Slades family day out at the Severn Valley Railway, Ian Thomas' Class 47s photo at Cam & Dursley and some of Bill and Rich's *O gauge* modelling including a Mig21! **Enjoy**



Future Meetings and Latest News

Well Folks - when's the next meeting?

This is the burning question which we all hope to have an answer too one day soon!

At present, although we have meetings planned from January 2021, these first few meetings will be unlikely to happen.

We are re-booking speakers in the future, one step at a time. I have dates booked with Dursley Community Centre up well into 2022, so all cancelled speakers will reappear on a future programme.

We will only begin again when the *covid* situation is stable for *all* members to return, so no one need miss out on any talks.

Future meetings at present are only **pencilled in** and depend on NHS and Government advice – see our website and bulletin emails for details of cancellations.

Right now, it is important that we all take care, look after loved ones friends and neighbours so we can all return to our meetings when this crisis is over and we'll look forward to seeing you all then.

Farewell to D-Day Veteran

We were sad to learn recently that Group Captain Ken Parfitt passed away peacefully in August 2020 at the age of 96. He was a D-Day veteran during WW2 who was awarded France's highest honour for his contribution to the allied invasion of Normandy.

A previous speaker and friend to *Wings and Wheels*, he spoke previously to our group about his time in Bomber command.

During the war, Ken joined No.61 Squadron, flying in Avro Lancaster bombers. His first of many Bomber Command raids was as part of a force of 250 Lancasters that bombed the Caen area of France in order to support invading Canadian soldiers.

Ken went on to join the 8 Group Pathfinder Force, where overall he took part in 29 missions, flying his last operation in April 1945 when he was just 21.

Ken went on to have a long and successful career with the RAF after the war. On leaving the RAF in 1977, he worked for British Aerospace in Saudi Arabia until his retirement.

Ken and his wife, Margaret, moved to Dursley in 2011, where he became a member of the RAF Association's Dursley and South Gloucester Branch - *one of our local charities which Wings supports.*

In 2015, Ken was awarded the 'Légion d'honneur' by the French Government for his role in the D-Day bombing raids in June 1944 in support of allied ground forces.

Our thoughts are with his wife Margaret and their family.



Special Thanks

A 'Big thanks' to all newsletter contributors and snippets from articles that were emailed to me, and which, if not featured here, will be coming up in future issues.

We'd also like to thank all our attendees for your continued support. We hope you'll find these articles of interest.

Bye for now