

Wing Mate



Newsletter 408-437 Wing

Royal Canadian Air Force Association

Amy Johnson

June  2022



AIR FORCE ASSOCIATION of CANADA MISSION STATEMENT

The Air Force Association of Canada is a national aerospace and community service organization whose aim is to commemorate the noble achievements of the men and women who have served as members of Canada's Air Force since its inception, advocate for a proficient and well equipped Air Force and, support the Royal Canadian Air Cadets.

2022 Executive

President..... Nick Czernkovich
ncz@aerosafety.ca 416-654-2832
401-21 Tichester Road, Toronto, M5P 1P3
Immediate Past President..... Kurt Abels
416-267-8874
Vice-President..... John Wreglesworth
416-473-5972
Secretary/Membership..... Cécile Thompson
416-203-7335
Secretary Emeritus..... Margaret Cole
Treasurer..... David Ouellette
416-449-0618
Wing Mate Editor..... Terry Sleightholm
tsleightholm46@gmail.com 416-208-7905
Events Coordinator..... John Wreglesworth
Program Speakers.....
Fellowship Chair..... Barbara Newman
416-223-7840

Air Cadets

818 Squadron..... Jackie Johnston
110 Squadron..... Cécile Thompson



Sick and Visiting

Be sure to advise Barbara Newman, Fellowship Chair, if you are aware of a Wing member who is ill or in distressed circumstances.

Barbara can be reached at 416-223-7840.

bjcan1@hotmail.com

Wing/Aircrew Association

BBQ

Sunday, July 10th

Armour Heights Officers Mess

12:00 pm



Happy Birthday!

June

5th..... Stan Heather
6th..... Terry Sleightholm
7th..... Chris Skalozub
30th..... Margaret Cole

July

12th..... Ted Barris



President's Report

Dear Wing Members,

No sooner are we tip-toeing back into action with our Wing Activities than we've come to the last **General Meeting** before summer. The usual **second Monday** of the month, **13th June**. The weather is co-operating so mark this day on your calendar. **Sandwiches will be ordered** and cookies. We will need to know how many will be in attendance.



Good news, the **Wing Mate** has been awarded **Best Newsletter 2021**. The honour of course goes to **Terry Sleightholm**, our editor of the **Wing Mate**. Thanks Terry, I don't know how you can continually produce such an interesting top-quality newsletter every month. You may rest on your *laurels* for the summer, as this is the last issue until September.



More good news, the **Staff College Mess** is allowing non-resident functions into the mess again. I'm waiting for a reply to confirm our usual date for our **year-end BBQ**, on the second **Sunday of July, 10 July** as before. More info to follow. The Executive will need to know the numbers attending. Our ever-tireless John Wreglesworth will be calling you. The usual terms apply, member and one guest complementary. Additional guest(s) \$20 per.

Our year opening **Bangers 'n Mash, 12 September** (second Monday) will be held again at **Branch 527 RCL**. Barb Newman has arranged for the Legion to provide the meal with 'real Bangers,' and in remembrance of Jack Lumley's annual direction, two Brussel Sprouts per person. Strict instructions were provided to procure the **best Bangers available**. So, mark this on your calendar.

If you have not returned the ballot, and membership dues for the coming year please do so. Dave Ouellette will have to submit payment to Ottawa according to the number of paid memberships at the end of July.

Wing Mate June 2022

The new **Membership Secretary** now is **Cécile Thompson**, so membership issues should be directed to her.

S-o-o, even better news: I finally made it. I've been noticed as they say, in the company of a select few. The other day I was checking my e-mail when I received a no-nonsense message from Facebook. 'Your account has been suspended temporarily because your activities do not conform to our standards., if you wish to appeal this decision you have 30 days to log in and state your case.' Let's say I was baffled, miffed, with a bit of ego boost, but mostly ready to fight the 'man'. I was about to sign in . . . then a moment of clarity. I do not have a Facebook account, never have never will. I don't use social media. However, I do get notifications claiming scores of people have noticed me and want to be my friend. I guess I'll have to make sure the blinds are all the way down at night. I wonder if a Nigerian Prince with a lot of money is among them. Oh, it also said if this was a mistake to log in, to plead my case. Technology is a wonderful thing.

Reminds me of a movie with Tom Cruise a few years past. The premise of which was the State Police were coming to arrest an office worker for a crime he will commit in the future according to the State AI computer. It's all about prevention. The future is here friends.

The patio at AHOM



Looking good !

110 Black Hawk Squadron

Royal Canadian Air Cadets



Cécile Thompson



818 Toronto Falcon Squadron

Royal Canadian Air Cadets



Jackie Johnston



cadets initially responded quite enthusiastically to the call for Tag Days: 85 in person and 33 virtual (fewer actually materialized) Venues included: Boston Pizza, McDonald's, Tim Horton, Shoppers Drug Mart and several supermarkets.

The minimum goal of \$10,000. (to cover monies owed to OPC for tickets) was more than doubled. Kudos to staff and cadets for their hard work!

The change of command parade will take place on June 12 (venue TBA). Major Kevin Viener will be succeeded by Captain Nyurka(Akita) Williams.

The Squadron Sponsoring Committee (SSC) consists of:

Chair: Helena Briand; **Vice-Chair:** Peter Rebek;

Treasurer: Arianna Capotorto; **Secretary:** Sherry

Briggs; **Committee Executive:** Kitt Hunter-Wolff ;

408/437 Sponsor Liaison: Cécile Thompson

It has been meeting via Zoom these last two years but that should end soon.

It is amazing how quickly how time flies. This year has been incredibly rewarding for me as the Commanding Officer. If you didn't know, Sunday June 5, 2022 was our Annual Ceremonial Review and the last event to close the 2021/2022 Training Year. I am so proud of all of the cadets and staff who worked hard and adapted like pros to all of the ups and downs this Training Year brought. I want to thank 408/437 for your continued support and I hope we can do events starting next year. Attached are a few pictures from this year's Annual Ceremonial Review, where Capt (Ret'd) Garry Hendel was our Reviewing Officer and was awarded his retirement certificates. Please enjoy the pictures and my goal is to celebrate the 50th Annual Ceremonial Review with you all next June.

Daryl Abbott Captain CO 818 RCACS



North American B-25 Mitchell

Armed to the teeth with machine guns and a 75mm cannon, B-25s played a key role in World War II as low-level bombers and strafers.

On April 18, 1942, 16 B-25Bs flew one of the first American offensive missions of the war—the famous “Thirty Seconds Over Tokyo” Doolittle Raid. On August 19, 1945, four B-25J gunships escorted a surrender-negotiation delegation aboard two Mitsubishi Betty bombers from Japan partway to Manila and back.

Among American aircraft, only the Boeing B-17 had a longer combat career. The Fortress began flying raids for the Royal Air Force in July 1941, and a dozen unarmed B-17s were in the air during the Pearl Harbor attack five months later.

The B-25 finished World War II virtually unchanged from the form in which it began. From the A model to the J, the airframe remained unstretched, the flying and control surfaces were constant and the engines were unchanged other than detail mods—different exhaust systems, carburetors and the like. The single biggest difference as the Mitchell aged and improved was its ordnance—guns that grew and proliferated in a manner that totally changed the airplane’s mission. By the end of the war, the B-25 was the most heavily armed aircraft in the U.S. Army Air Forces’ inventory. A single 12-airplane squadron of B-25s carried more .50-caliber machine guns than four infantry regiments.

The B-25 was intended to be a medium bomber, delivering substantial bombloads more economically, more rapidly and more accurately, from moderate altitudes,

than the high-altitude heavyweight B-17s and B-24s. But it found its true calling as a low-level attack bomber and strafers.

Economy had a lot to do with the B-25’s success. It was substantially cheaper to manufacture than either of its rivals—the more innovative Martin B-26 Marauder and the Douglas A-20 Havoc. It took 25 percent fewer man-hours to build a B-25 than to produce a B-26. Thanks largely to the stewardship of company president James “Dutch” Kindelberger, North American Aviation was the best-organized, most efficient airframer in the industry, able to simultaneously produce in huge numbers three of the most important aircraft of WWII: the AT-6 Texan, P-51 Mustang and B-25.

Kindelberger was a production man. He emphasized the use of major subassemblies and of subcomponents that could easily be combined into larger components, rather than hand-fabricating an entire aircraft. His engineers, including Edgar Schmued of P-51 fame, concentrated on designing with the manufacturing process in mind.

Throughout the process of prototyping and producing what became the B-25, North American’s proposals were also carefully conservative. While many other manufacturers were drawn to the hot new Pratt & Whitney R-2800 engine, the Army Air Corps required that North American stay with the well-developed though less powerful Wright R-2600 Twin Cyclone. The War Department wanted a medium bomber that could be put into production quickly, not a couple of prototypes that would spend a year dealing with unproven-engine problems.



North American Aviation’s original prototype, the NA-40 featured a dihedral wing design (angled upward) that was discarded early in the B-25’s development.

The Mitchell became standard equipment for the Allied air forces in World War II and was perhaps the most versatile aircraft of the war. It became the most heavily armed airplane in the world, was used for high- and low-level bombing, strafing, photoreconnaissance, submarine patrol, and even as a fighter.

It required 8,500 original drawings and 195,000 engineering man-hours to produce the first one, but nearly 10,000 were produced from late 1939, when the contract was awarded to North American Aviation, through 1945.

Named for famed airpower pioneer Brigadier General William "Billy" Mitchell, it was a twin-tail, mid-wing land monoplane powered by two 1,700-horsepower Wright Cyclone engines.

Normal bomb capacity was 5,000 pounds. Some versions carried 75 mm cannon, machine guns and added firepower of 13 .50-caliber guns in the conventional bombardier's compartment. One version carried eight .50-caliber guns in the nose in an arrangement that provided 14 forward-firing guns.

The B-25 was ordered straight from the drawing board in September 1939. The first production aircraft flew in August 1940 and B-25s went into service with the US Air Corps, towards the end of 1940.

B-25C and Ds (Mitchell IIs) flew with the RAF Desert Airforce, in North Africa 1942-3 and later in intruder operations over Belgium, France and Holland, in 1943-44. During D-Day and afterwards, B-25Js (Mitchell IIIs) saw action over North West Europe, in 1944-45. A large number of Canadian airmen and ground crew served with the RAF in these actions. About 800 B-25Js were modified with a solid nose that contained eight 0.50 calibre machine guns. Together with the other ten guns mounted, this raised the armament to eighteen guns and made the B-25J the most lethal gunship of WW II.

The RAF received nearly 900 Mitchells, using them to replace Douglas Bostons, Lockheed Venturas, and Vickers Wellington bombers. The Mitchell entered active RAF service in January 1943. At first, it was used to bomb targets in occupied Europe. After the Normandy invasion, the RAF and France used Mitchells in support of the Allies in Europe. Several

squadrons moved to forward airbases on the continent. The USAAF used the B-25 in combat in the European theater of operations. B-25 Mitchells fought in every theatre of the Second World War and operated in many roles, including tactical bombing, tank busting and anti shipping strikes. B-25s served



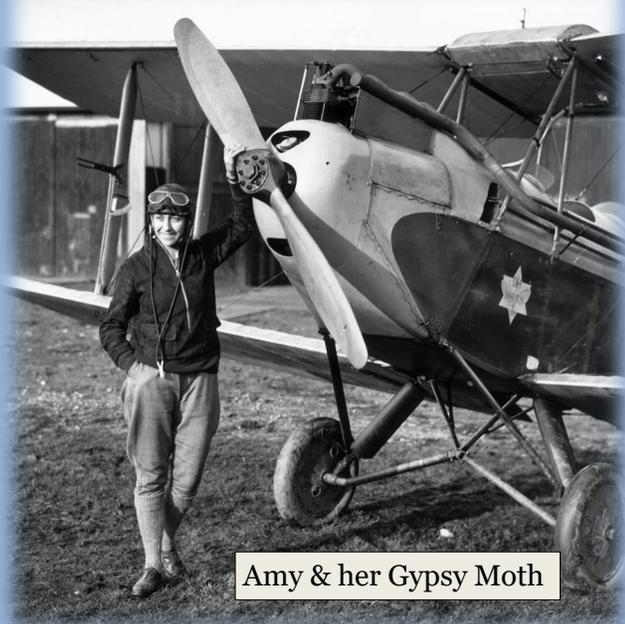
with the RCAF between 1944 and 1962 - most of them after WW II. 164 aircraft served with seven RCAF squadrons in the light bomber, navigation training, photo reconnaissance and transport roles.

Eventually, about 10,030 B-25s were built between 1940 and 1945 - 4,390 of them being the "J" model. The B-25 series served with the United States military, the RAF, RCAF, RAAF, as well as the air forces of many other nations.

The B-25 was a safe and forgiving aircraft to fly. With one engine out, 60° banking turns into the dead engine were possible and control could be easily maintained down to 145 mph. The pilot had to remember to maintain engine-out directional control at low speeds after takeoff with rudder; if this maneuver were attempted with ailerons, the aircraft could snap out of control. The tricycle landing gear made for excellent visibility while taxiing. The only significant complaint about the B-25 was the extremely high noise level produced by its engines; as a result, many pilots eventually suffered from varying degrees of hearing loss. The high noise level was due to design and space restrictions in the engine cowlings, which resulted in the exhaust "stacks" protruding directly from the cowling ring and partly covered by a small triangular fairing. This arrangement directed exhaust and noise directly at the pilot and crew compartments. The Mitchell was definitely an excellent aircraft in its several roles.

Amy Johnson

Amy Johnson, born in Kingston-upon-Hull, Yorkshire, earned a Bachelor of Arts in Economics at the University of Sheffield. She then worked in London as secretary to a solicitor. She was introduced to flying as a hobby, gaining an aviator's certificate on 28 January 1929, and a pilot's "A" Licence on 6 July 1929, both at the London Aeroplane Club under the tutelage of Captain Valentine Baker. In that same year, she became the first British woman to obtain a ground engineer's "C" licence.



Amy & her Gypsy Moth

Johnson was a friend and collaborator of friend and collaborator of Fred Slingsby whose Yorkshire - based company, Slingsby Aviation of Kirbymoorside, North Yorkshire, became the UK's most famous glider manufacturer. Slingsby helped found Yorkshire Gliding Club at Sutton Bank and during the 1930s Amy was an early member and trainee.

She purchased a secondhand de Havilland DH.60 Gypsy Moth G-AAAH and named it *Jason* after her father's business trade mark. Johnson achieved worldwide recognition when, in 1930, she became the first woman to fly solo from England to Australia. Flying G-AAAH *Jason*, she left Croydon Airport, Surrey, on 5 May and landed at Darwin, Northern Terri

tory on 24 May 11,000 miles. Six days later she damaged her aircraft while landing downwind at Brisbane airport and flew to Sydney with Captain Frank Follett while her plane was repaired. *Jason* was later flown to Mascot, Sydney, by Captain Lester Brain. G-AAAH "Jason" is now on permanent display in the Flight Gallery of the Science Museum in London.

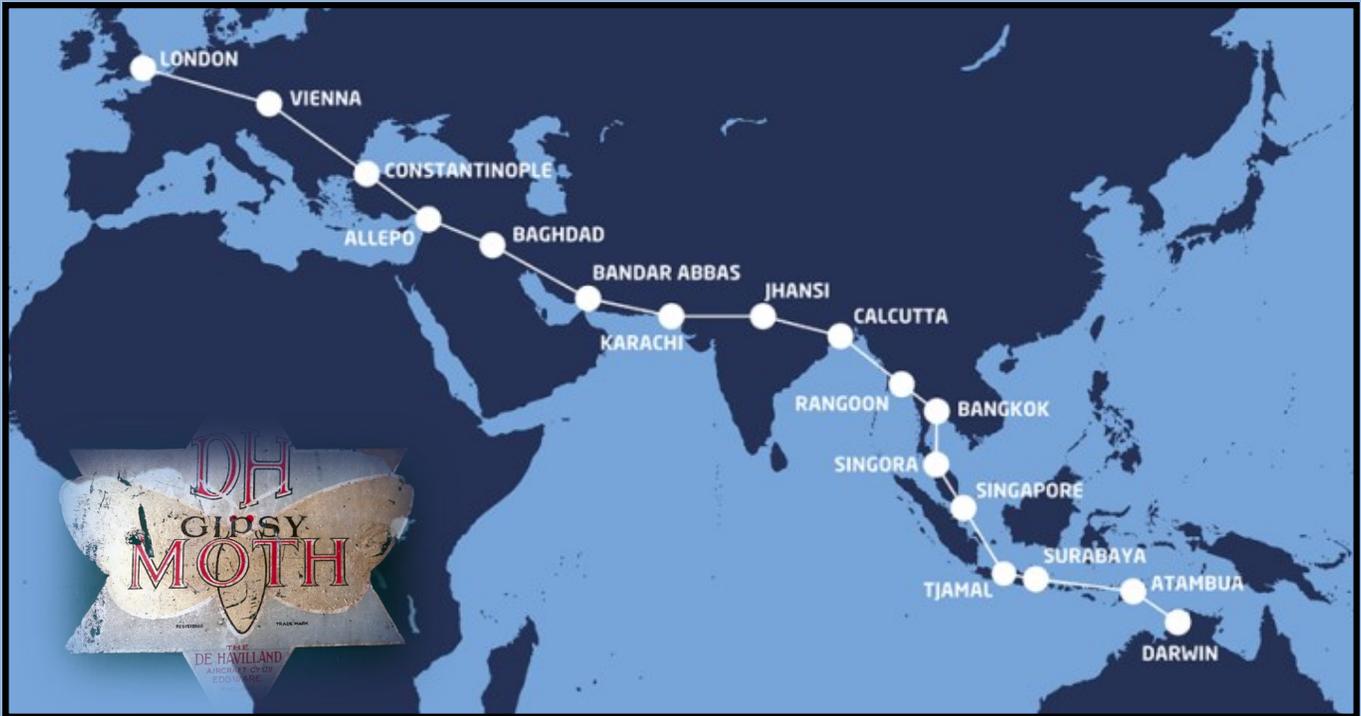
Amy received the Harmon Trophy as well as a CBE in George V's 1930 Birthday Honours in recognition of this achievement, and was also honoured with the No. 1 civil pilot's licence under Australia's 1921 Air Navigation Regulations.

She next obtained a de Havilland DH.80 Puss Moth G-AAZV which she named *Jason II*. In July 1931, she and co-pilot Jack Humphreys became the first people to fly from London to Moscow in one day, completing the 1,760 mile journey in approximately 21 hours. From there, they continued across Siberia and on to Tokyo, setting a record time for Britain to Japan.

In 1932, Johnson married Scottish pilot Jim Mollison, who had proposed to her during a flight together some eight hours after they had first met. In July 1932, Johnson set a solo record for the flight from London to Cape Town, South Africa in Puss Moth G-ACAB, named *Desert Cloud*, breaking her new husband's record. De Havilland Co and Castrol Oil featured this flight in advertising campaigns.

In July 1933, Johnson together with Mollison flew the G-ACCV, named "*Seafarer*," a de Havilland DH.84 Dragon I nonstop from Pendine Sands, South Wales, heading to Floyd Bennett Field in Brooklyn, New York. The aim was to take *Seafarer* to the starting point for the Mollison's attempt at achieving a world record distance flying non-stop from New York to Baghdad.

Running low on fuel and now flying in the dark of night, the pair made the decision to land short of New York. Spotting the lights of Bridgeport Municipal Airport in Stratford, Connecticut they circled it five times before crash landing some distance outside the field in a drainage ditch.



Both were thrown from the aircraft but suffered only cuts and gashes. After recuperating, the pair were feted by New York society and received a ticker tape parade down Wall Street.

In 1938, Johnson overturned her glider when landing after a display at Walsall Aerodrome in England, but was not seriously hurt. The same year, she divorced Mollison and began to explore business ventures, journalism and fashion and modelled clothes for the designer Elsa Schiaparelli. In 1939 Johnson flew with the Portsmouth, Southsea and Isle of Wight Aviation Company, piloting short flights across the Solent and flying as a target for searchlight batteries and anti-aircraft gunners to practice on. The company's aircraft were taken over by the Air Ministry in March 1940 and Johnson was served notice of redundancy.

On 5 January 1941, while flying an Airspeed Oxford for the ATA from Prestwick via RAF Squires Gate to RAF Kidlington near Oxford, Johnson went off course in adverse weather conditions. Reportedly out of fuel, she bailed out as her aircraft crashed in the Thames Estuary near Herne Bay. A convoy of vessels in the Thames Estuary spotted Amy's parachute coming down and saw her alive in the water, calling for help. There was a heavy sea and a strong tide, snow was falling and it was intensely cold. Lt Cmdr

Walter Fletcher, the Captain of HMS *Haslemere*, navigated his ship to attempt a rescue. The crew threw ropes out to Johnson but she was unable to reach them and was lost under the ship. A number of witnesses believed there was a second body in the water. Fletcher dived in and swam out to this, rested on it for a few minutes then let go. When the lifeboat reached him he was unconscious and as a result of the intense cold he died in hospital days later. Johnson's watertight flying bag, her log book and cheque book were recovered near the crash site.

A memorial service was held for Johnson in the church of St Martin-in-the-Fields on 14 January 1941. Walter Fletcher was posthumously awarded the Albert Medal in May 1941. In 1999, it was reported that Johnson's death may have been caused by friendly fire. Tom Mitchell claimed to have shot Johnson's aircraft down when she twice failed to give the correct identification code during the flight. Mitchell explained how the aircraft was sighted and contacted by radio. A request was made for the signal. She gave the wrong one twice. "Sixteen rounds of shells were fired and the plane dived into the Thames Estuary. We all thought it was an enemy plane until the next day when we read the papers and discovered it was Amy. The officers told us never to tell anyone what happened."



Jason at Insein, Burma (Myanmar), where Amy crash-landed, breaking the propeller, ripping a tire, snapping struts and tearing the wing fabric. Unhurt, she had luckily landed in the football field of the local Government Technical Institute that carried out repairs.

We will remember him.

Bob Takeda

12 October 1948

to

28 September 2021

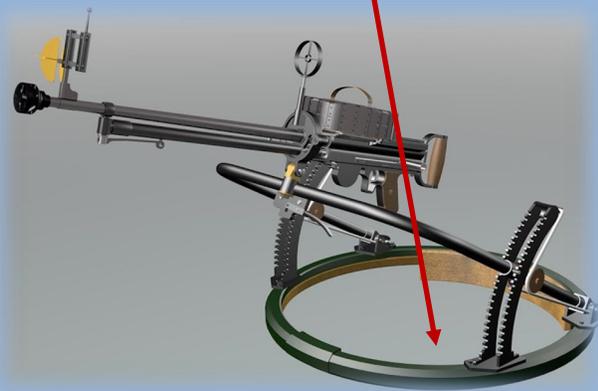


Husband of Eiko Hisumi Takeda. Remembered by his son Ben Hisumi (Trisha) and their children Kai and Kei. Survived by his sisters Marilyn and Debbie and brother Gary. Predeceased by his brother Michael Warren Kiyoshi Takeda.

Bill Cole – Tail Gunner

Everybody wanted to be a Spitfire pilot when I joined up. It was one of those things when it came to the Selection Board. You went in there some days and they wanted bomb aimers, the next navigators. The day before we went up they were signing up navigators. When we went in, I remember I was quite chummy with our corporal who was in charge of our flight. He said, "Stick to your guns if you want to be a pilot." When I arrived I was a WAG (Wireless Air Gunner). So I went straight into AG (Air Gunner).

I did my basic training here in Ontario and then went on to Quebec City for Air Gunner Ground School, then on to Mont Joli for flying school. We flew along the St. Lawrence for air-to-air and air-to-ground practice, We flew in the Fairey Battle. It originally had a Vickers machine gun with a scarf (Scarff Ring) and then converted it by adding a Bristol turret.



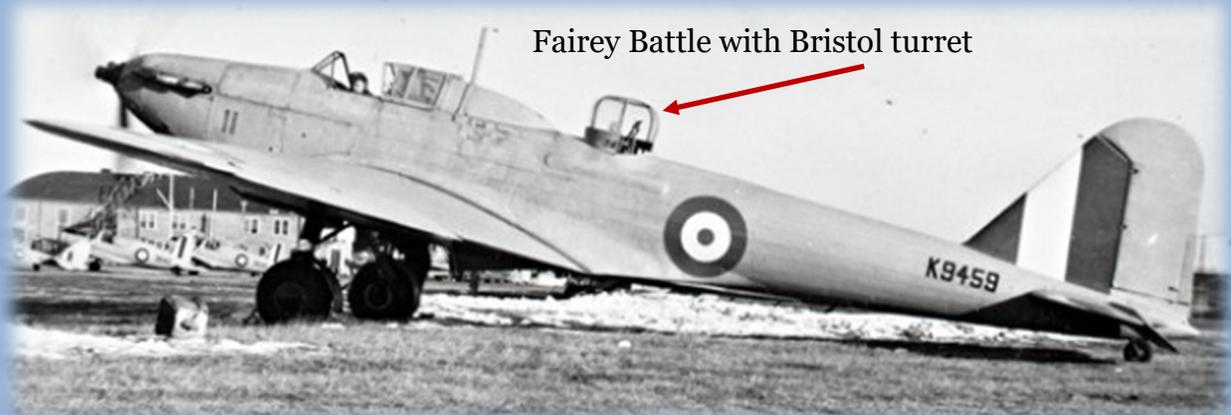
The turret wasn't bad and it was armed with twin Brownings.

I spent about 6 weeks at Mont Joli with 19 hours flying time. I scored about 75%. Now, I don't know if that was for the course or if I scored only 75% in my air-to-air gunnery. When you read about the First World War, pilots that used to go to France with 19 hours or 12 hours flying time, well that was virtually what we had!



6 Group, RCAF, Yorkshire

I did my OTU (Operational Training Unit) in England at Honeybourne on Whitleys and I did my first OP (Operation) in a Whitley. They called it a Nickeray, but it was classed as an OP and believe it or not my turret went u/s (unserviceable) over the English Channel. We actually did a circuit south of Paris, back up and just west of Le Havre, throwing out Window.



Fairey Battle with Bristol turret

The mid-upper gunner was throwing Window out the flare chute. It was our first trip and I had seen flak and window but only at a distance. On this trip I was

Lanc. All the turrets I found myself in were cramped. The clothing we wore of course kept us warm when it worked.



Chaff, originally called Window by the British and Düppel by the Luftwaffe, is a radar countermeasure in which aircraft spread a cloud of small, thin pieces of aluminium, metallized glass fibre or plastic, which either appears as a cluster of primary targets on radar screens or swamps the screen with multiple returns, in order to confuse and distract. ED



The effect of chaff on the display of a Würzburg Riese radar. The effect of jamming appears in the left "jagged" half of the circular ring, contrasting with the normal "smooth" (unjammed) display on the right half of the circle, with a real target at the 3 o'clock position – on the jammed left side the real target "blip" would have been indistinguishable from the jamming. ED



A Lancaster dropping chaff over Essen

scanning around the sky when all of a sudden I saw bursts and stuff flying out and I thought, "Oh, Middle's doing his job right." because he was supposed to throw out a constant stream of window. I remember thinking to myself, "He's doing a pretty accurate job."

When we got back I mentioned it to the Interrogation Officer who said, "Son, that wasn't window, that was flak!" I didn't know what flak looked like in the air. I had seen it over London, but never when up in a bomber – and that's what it was. After that when I saw a black buff, I knew what it was.

The rear turret in the Whitley was a Fraser Nash with four Brownings, very similar to the one found in the

From the Whitley I went to Dishforth for Halifax IIs. The rear turret in the Halifax was a Boulton Paul with the four Brownings mounted on their sides instead of up and down like in the Fraser Nash turret. I found the Boulton Paul had too many bulgy windows which caused distortions. In the Fraser Nash turrets we knocked the front glass right out. The condensation from our breath would condense on the Perspex and freeze. It was a problem that they never really resolved because you could never get that turret warm enough. Now, I can't recall if we modified the Halifax rear turret like we did to the Lancaster. We were taught to "look out of the bottom of our eyes". You look up, but you are looking down at the same time. I still play that game when I'm driving. It's amazing what you actually see.

I fired my guns once. I took a whack at an Fw 190. There were search lights all over the place when it appeared as though he was riding up this one beam. Now that beam must have been in front of us, because when I looked down I could see the front

Mine layers and glider tugs.

I found the rear turret in the Lancaster, as compared to the Halifax, to be a much cleaner design. There were large panes of Perspex, whereas in the Boulton Paul turret, there were all those little individual panes.



Boulton Paul Rear Turret (Halifax)



Frazer Nash Rear Turret (Lancaster)



Halifax Mk II

Compared to the American turrets which had twin .50 calibre machine guns, our turrets had four .303 calibre guns and at night I don't think it would have made any difference. Heavier .50 calibres might not have aided our cause. I mean, sure, a fighter could stand off at 1,000 yards and pump cannon shells into you, but there again, the enemy's eyesight was only as good as yours was. If he spotted you, he would come barreling in and chances are you wouldn't see him.

We did end up throwing out our chest packs. During my tour there was no real improvement in the rear turret at all. The only thing that we did was take out the seat and sat on a seat pack. We also cut out the Perspex in front of us.

I suffered from cheek burn or frostbite caused by the oxygen mask and the condensation freezing on the cheek bones. It was like hoare frost and if you didn't pick it up in time it could get painful.

There was an experiment done where some aircraft were fitted with a ventral gun. I guess when the Germans started using belly attacks. The gun was useful. That would have been a bit of a Godsend but in all likelihood you would have never seen the fighter coming. Compared to the belly turret on the Fortress, you were right outside. The ones we had were basically scare guns...that's all they were. I don't think they would have improved the situation at all.

On this one trip I kept seeing what looked like blue shooting stars. At the time the Germans were always shooting up "scarecrows" and other "stuff" to scare the hell out of us.

We never knew what the heck it was and I saw those blue streaks going off and mentioned it to the mid-upper gunner who said, 'Yeah, I've been watching them.' We found out a couple of days later that they were Messerschmitt Me 163 rocket fighters.



Me 163 Komet Rocket Fighter

My longest trip was 9 1/2 hours and that was because our compass went haywire.

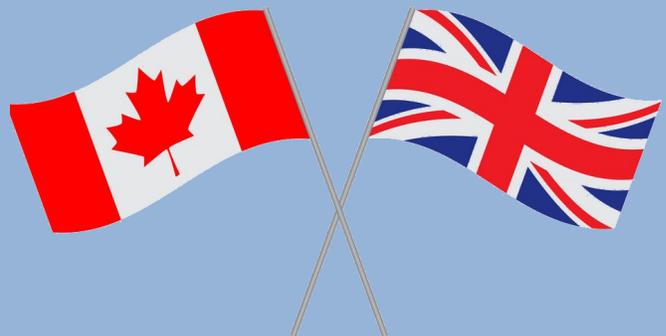
The only thing that really bugged me about being in the rear turret was being confined in one position for so long. What I used to do was open the doors and lie back on the slides and stretch my back.

I don't honestly remember being really scared . . . I was too damned young to be scared. Cripes! I was only 18.



The gun turret of a Bomber Command aircraft during a night operation was the coldest, loneliest, place in the sky. Whereas other crewmembers enjoyed some comfort from the proximity of others in the forward section of the aircraft, the mid-upper gunner spent the trip suspended on a canvas sling seat, his lower body in the draughty fuselage and his head and shoulders in the plexiglass dome. The rear gunner was even more removed from his fellow crewmembers and any heating system. Suspended in space at the extreme end of the fuselage, "Arse-end Charlie" was subject to the most violent movements of the aircraft. Squeezed into the cramped metal and perspex cupola, the rear gunner had so little leg space that some had to place their flying boots into the turret before climbing in themselves. Many rear gunners removed a section of the plexiglass to improve their view, so with temperatures at 20,000' reaching -40 degrees, frostbite was a regular occurrence. And through the entire operation, the rear gunner knew that the Luftwaffe fighter pilots preferred to attack from the rear and under the belly of the bomber, so he was often first in line for elimination. During World War II 20,000 air gunners were killed while serving with Bomber Command. ED

Bill Cole's story followed an interview with Donald Nijboer a number of years ago. Bill is the late husband of our long-serving secretary of the Wing, Margaret Cole.



Queen's Platinum Jubilee RAF Flypast





B-25 Ultimate Strafer



Amy Johnson pictured during a modelling session.

“Had I been a man I might have explored the Poles or climbed Mount Everest, but as it was my spirit found outlet in the air.”



Amy Johnson



75 mm M5 gun & 4 .50 cal Brownings & belt feeds