

Washington Times

Newsletter

Issue 14

December 2007



Cover Photos

Top WF512 (44 Squadron) at dispersal, RAF Coningsby. (*Ernest Howlett*)

Bottom 192 Squadron Christmas card. (*Basil Dilworth*)

This Page A painting of WW353 by Juanita Franzi. (**Copyright Juanita Franzi, Aero Illustrations 2007**). If you read 'Aeroplane' you, like me, may already be familiar with Juanita's work as her work has often graced the pages of that magazine. WW353 was one of two Washingtons used by the RAAF. The other, WW354, is the subject of an article reproduced from an Australian model making magazine (ModelArt Australia) starting at page 14. The RAAF did not use the Washingtons as bombers but rather used them to support the various weapon trials that took place at the Woomera missile range.

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Reunion 2008

Friday 11 July to Sunday 13 July

If you are interested in meeting up for another reunion next year please complete the Reunion Expression of Interest Form that can be found as a separate insert to this issue.

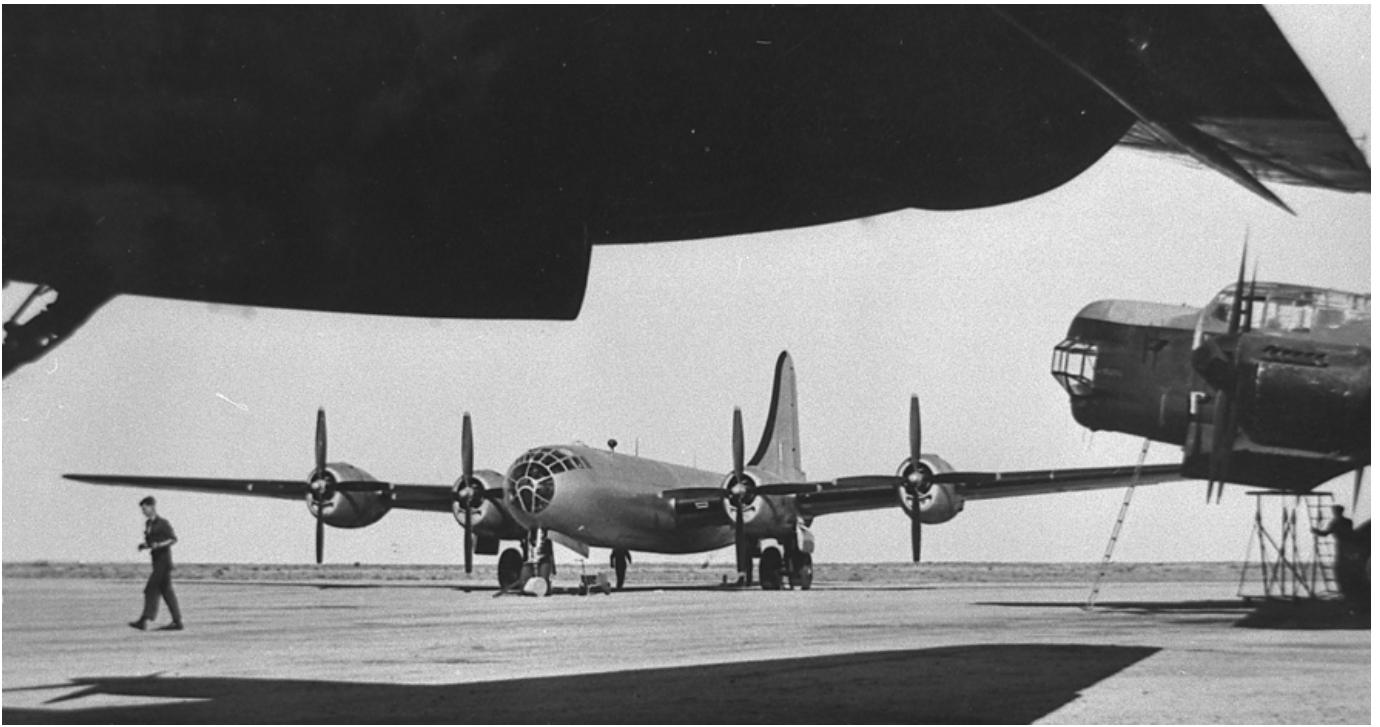
It is intended to hold the reunion at Duxford to coincide with the Flying Legends air show. Various hotels and inns can be found in the local area although the Red Lion Hotel as used last year offers reasonable, if a bit quirky, accommodation.

I suggest that people arrive on Friday evening. Saturday will be spent at the Flying Legends air show followed by a dinner at the Red Lion. On Sunday people can depart for home. Obviously, if people only wish to attend the air show or dinner then that is OK, just indicate which parts you are interested in.

The Red Lion can be contacted at:

Red Lion Hotel
Station Road East
Whittlesford
CB2 4NL

Tel: 01223 832047



To add to the Australia feel of this issue here are some photos of WW353.

Top: WW353 in service at Edinburgh, S.A, 02 May 55, plus an unidentified Lincoln.

Left: and **Below:** WW353 in a state of semi dismemberment while being scrapped at Tocumwal, N.S.W, 1961.

(All photos John Hopton)



2007 Reunion Air Show DVD - Donation to Vulcan to the Sky Trust

Paul Stancliffe has made a DVD of the 2007 Washington Reunion. It contains some stills taken by David Stanford and Derek Mobbs of the reunion itself and the memorial service, followed by about 35 minutes of footage from the Duxford Spring Air Show. In order of appearance, the DVD shows:

Canberra B2
Grumman Hellcat, Wildcat, and Bearcat
Hawker Seafury
Hawker Nimrod II
BBMF
Boeing B-17 Flying Fortress
Supermarine Spitfires
P51 Mustang
Helicopter Flypast for 25th Anniversary of Falklands

After the air show coverage, Paul has included some stills taken in the BBMF hanger at RAF Coningsby and then some video showing the Typhoons taking off and landing. The May weekend part of the DVD ends with some footage of a battlefield control exercise taken at RAF Waddington, involving Tornados, AWACS, Hawks and a Hercules.

After the reunion part, there is a short film taken at Bruntingthorpe showing Vulcan XH558's first post restoration flight, and concluding the DVD is Paul's excellent colour footage of 192 Squadron's B-29s.

You can order a copy of the DVD direct from Paul for £7.50, which he is intending to donate to the Vulcan to the Sky Trust. Please make your cheques out to **Vulcan to the Sky Trust** and post your cheque and order to:

Paul Stancliffe
Horseshoe Cottage
Sydenham
Near Chinnor
Oxfordshire
OX39 4LW

REMEMBER: include your postal address with your order so Paul can post your DVD back to you!!!



XH558 thunders into the sky on her first post restoration flight. Buying Paul's DVD will help to make this a common occurrence in the future!

(Denis Parker VTST Access/Visitor Centre Manager)

Letters

Errata

In issue 13 on both the group photos of the people who attended the reunion (front cover and page 10) I misidentified John Broughton as Keith Dutton. Keith Dutton did attend but only for the Air show on the Sunday so did not appear in any of the group photos. A group photo from the reunion is repeated below, this time, I hope, with all the people correctly identified. My apologies to both John and Keith.



Left to Right: John Cowie, Mary Cowie, Paul Stancliffe, Richard Sloane, Alan Haslock, Pat O’Leary, Sheelah Sloane, Kevin Grant, Peter Smith (Lay Preacher), John Laing, David Stanford, Adrian Stephens, Mike Davies, Mary Laing, John Broughton, Derek Mobbs, Bryan Jordan. (*Chris Howlett*)

Jeff Brown wrote:

John King’s story about doing the emergency lowering of the undercarriage brought back a few memories for me.

I remember that we did this once after an air / sea firing exercise over the North Sea, somewhere off Skegness. We used the hand crank which meant doing the port and starboard separately. Having lowered the port undercarriage, to get to the starboard one meant clambering along a narrow ledge behind the vertical bomb racks to the rear of the aft bomb bay, cross to the starboard side and back along the narrow ledge to the front to do the starboard undercarriage. Why bother with all this clambering about? The starboard point was just a couple of steps away across the bomb doors, so that

is what we did – we walked across them. How stupid can you get? If the doors had accidentally opened we would have ended up in a watery grave – the things you do when you are young and daft! Lowering the undercarriage this way was quite a chore, if I remember rightly, it took about 400 turns of the hand crank and about 10 minutes to do it. Fortunately they were raised under power – happy days!

(The B-29 Erection and Maintenance Manual [AN 01-20EJ-2] states that the main gear took 387 turns to lower but a massive 774 turns to raise so raising them with power was probably a good idea! - Chris)

Following the letters in issue 13 regarding the US operated ground training school at Marham I asked a few US contacts if their training had involved similar films and equipment. This is what they said:

Mike Davies wrote:

I had forgotten about the ‘Disney like’ cartoons in the training films used by the school. They had little men running up the wire from the turret to the black boxes and back to the gunner with messages. It certainly did help those like me who didn’t understand electricity, selsyns etc.

John King also remembered the school: All systems were on mobile boards and employing plastic tubing with coloured fluids to emphasise the sequence of operation. They were certainly very effective as teaching aids. There was even a very large version of the Weight and Balance Slide Rule (The 'Slip Stick' as the US called it!).

I also asked about the school to a group of US B-29 veterans and two responded:

Jim S Peters Sr replied “I certainly remember the cartoons. The characters were known as "Gremlins" in the Training films in the electrical portion of my training.”

H.A. “Jack” “Frosty” Frost wrote:

When I went through B-29 Ground School at Randolph AFB in 1954 they had excellent layouts of the various systems on large plywood panels with most of the components of the systems set up to show how they worked. For example the fuel system had clear tubing connecting the different components and was filled with red liquid which could be transferred around using a real electric boost pump(s). Same with the oil system, bomb bay actuator system, etc.

The most attention-getting one was of the landing gear. It had the actuators for each gear which could be run up and down by the same motors, etc. as the real airplane had. I think the instructor saved the beginning of the landing gear lecture until about 11am on Monday morning when everyone was about to doze off from the previous lecture (and busy weekends). He had set the actuator jack screws to a position just before the down locks were actuated. Remember, this mock-up was on a large plywood panel which made a good sounding board. When he flipped the switch from 'Off' to 'Down' the actuators made about one more turn and the actuators locked with a loud BANG. At that time I barely had my eyes open and we all must have jumped at least an inch or two out of our seats but now we were all wide awake for the landing gear lesson!

These mock-up panels were all on wheels so they could be transported around. Whether they ever got to the UK is beyond me.

Gordon Dickie wrote:

Re the crash of WF570. From memory I think that two of the crew were interred in Marham village cemetery. I am not sure how many of us took part but we marched from the camp to the ceremony. It was a dull afternoon and the weather summed up how we all felt. They, the victims, were from our squadron and they were part of us. Flt Lt M. J. Creghton had flown in the aircraft that I serviced.

As young as we were we realised what a sad loss it was, not only to the squadron but also to the families.

I felt that it was a fitting tribute that all those who perished are still remembered.

Les Feakes wrote:

Issue 13 brought back memories of Flt Lt Rust. He and I were both members of the Coningsby model club and I remember him building a beautiful sailplane in 1952. He was a charming man and a good colleague.

Geoff Fielding wrote:

I do not know where the attached photo was taken and I can only remember a few of the names of those who are in it. The only people I can name are Dennis Hewlett, the tallest man in the centre and the young man next to him is John Inkpen, both National Service AGs. Dennis was on 207 Squadron but may have been at Coningsby before that. The man on the extreme right could be Flt/Sgt Stepniewski, a navigator with WW2 service, and the thickset man next to Dennis is Gerry someone, an Engineer. Could you ask for names?



Left to Right: ?, ?, ?, Gerry, Dennis Hewlett, John Inkpen, ?, ?, ?, Flt Sgt Stepniewski
(*Geoff Fielding*)

Paul Stancliffe wrote:

I recently met ex B-29 pilot, Geoffrey Wellum. He took me up on three of my first four flights in WZ968 and WZ967 with 192 Squadron in April 1955. Geoffrey was delighted to have the 13 issues of the Washington Times and they prompted a host of stories. I had a lovely time with Geoffrey and attach a picture of him holding his Washington Times binder, together with a slightly less good picture of the two of us.

Geoffrey was a Flight Commander with 115 Squadron and the other Flight Commander in the photo on page 14 of issue 11 was Todd Sweeney sitting just to the right of the Laurence Minot trophy. Geoffrey flew WF560 in the Coronation Review but the Squadron C.O., S/L Holmes was listed as in charge. In fact each aircraft apparently had two captains flying it. He remains very fond of the Washington which "was ahead of its time" and remembers the best one he ever flew was WF514.

He has very happy memories of 192 Squadron and lots more stories, including evading the MiG-15 when they established that the Soviets had acquired an airborne SCAN ODD radar intercept capability. The translator in the back of the plane reported that the Soviets were very close and getting very excited, so they lost them by lowering full flaps and the undercarriage, and dropping like a stone in total darkness low over the Black Sea!



Above: Paul Stancliffe (left) and Geoffrey Wellum (right) (*Paul Stancliffe*)

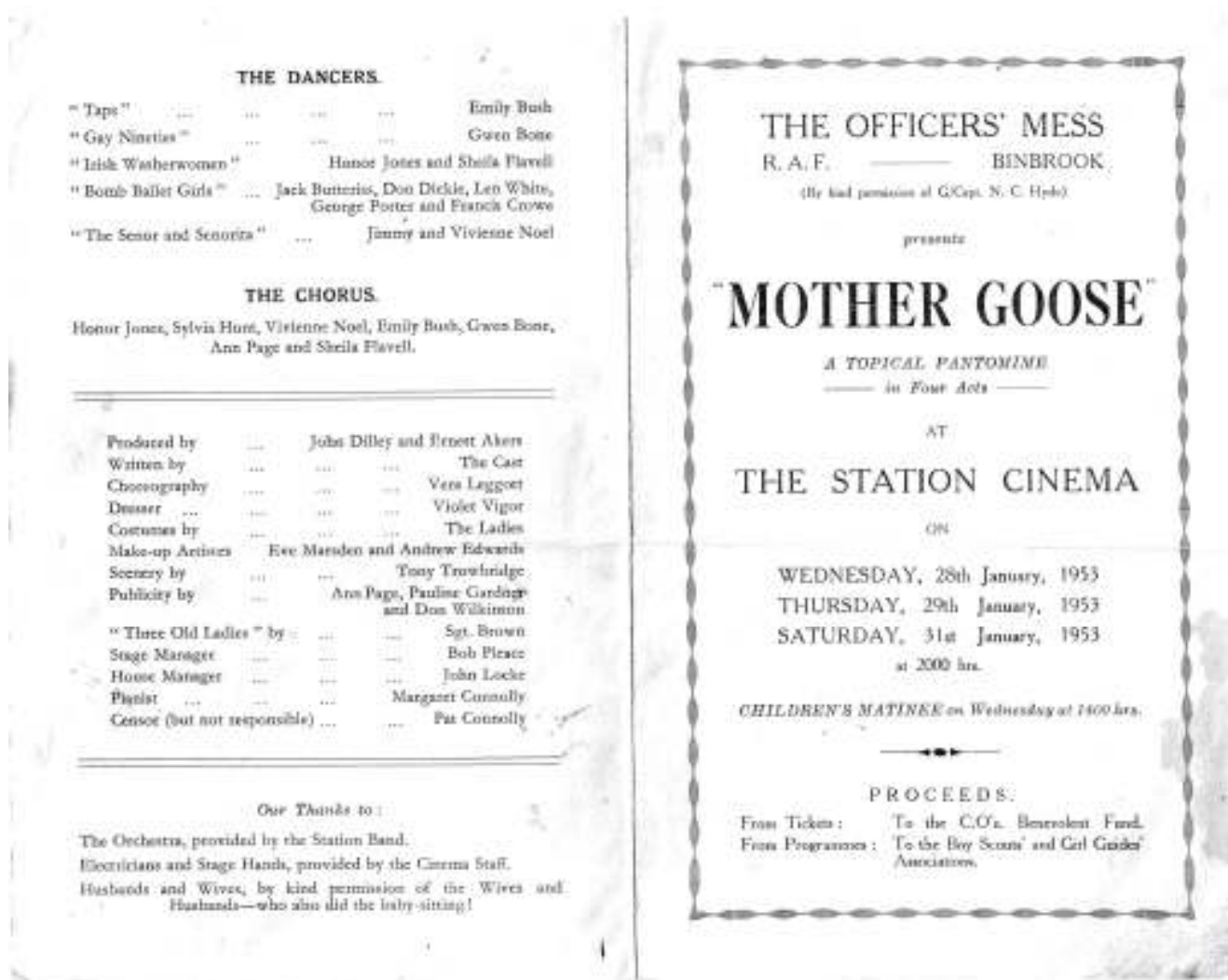
Right: Geoffrey Wellum with the Washington Times folder created by Paul. (*Paul Stancliffe*)

Bob Pleace wrote:

After leaving Marham, XV Squadron (of which I was a member) moved to Coningsby along with 44, 57 and 149 Squadrons and in March 1951 Group Captain G.A. Walker GCB CBE DSO DFC AFC MA assumed Command of the station. Affectionately known as 'Gus', he was instructed to fly the Washington by Flt Lt Ware and crew. For those interested there is a very fine Yorkshire Air Museum (Elvington) book in print "A Tribute to Air Chief Marshall Sir Augustus Walker". This is a really good read and includes a photo of the CO's Married Quarter at Coningsby called "Sharps Folly" (looks more like a prefab) and a few pages on his stay at Coningsby as CO.

Not strictly related to the Washington but of no less interest to me was the article on the errant bombing over the UK with the amusing couple of pages in Washington Times issue 13. I was posted from XV Squadron Coningsby to 12 Squadron Binbrook and well remember the incident of the Prussian Queen lavatory being bombed and I very well remember the Pantomime. Indeed I have unearthed from my souvenirs a copy of the Programme for that amazing production which took place on 28, 29 and 31 January 1953 in the Station Cinema. You will note that the anonymous contribution of "Thee Old Ladies" was actually from a certain Sgt Brown. Also, Flavel referred to in Verse 4 was a Flt Lt Flavel of 9 Squadron and his wife was one of the dancers in the Pantomime (an "Irish Washerwoman"). A good few nights were had by all. Note that Act II took place in the Prussian Queen!

I have also unearthed a photograph taken at Coningsby on Feb 20th 1951 of the crew of which I was co-pilot. This might bring back a few memories. I do not recall the aircraft number but it had the black paint scheme.



Above and next page top: Programme for the 'Mother Goose' pantomime put on at RAF Binbrook and containing the 'Three Old Ladies' sketch as reported in the last issue. **(Bob Pleace)**

Next page bottom: Bob Pleace's crew pose in front of an XV Squadron B-29 at RAF Coningsby, 1951. **(Bob Pleace)**

PROGRAMME

THE PLAY.

- ACT I Outside the Camp.
INTERVAL.
- ACT II In the "Prussian Queen"
Scene 1. Mother Goose's Celebration Party.
Scene 2. Two o'clock in the morning.
Scene 3. Three o'clock in the morning.
INTERVAL.
- ACT III Scene 1. Mother Goose's Education Class.
Scene 2. In 12 Squadron Hanger.
- ACT IV Dusk on the Airfield
Scene 1. On the Peritrack.
Scene 2. At the Bomb Dump.

NOTE: Any resemblance to persons alive, or of R.A.F. interest, is purely intentional.

THE CAST.

In order of appearance:

Prologue ...	Rory Martin
Demon King ...	John Dilly
Fairy Queen ...	Kath Butcher
Idle Jack ...	John Finnis
Mac ...	Don Dickie
S.W.O. ...	Len White
Sally ...	Eva Akers
Bill Goote ...	Jess Gately
1st S.P. ...	George Porter
2nd S.P. ...	Francis Crowe
Colin ...	Heather Stroud
Mother Goose ...	Edmund Blasham
Mickey Finn ...	Mickey Howard
Priscilla ...	Katherine Hyde
Squire "A" ...	Jack Butcher
1st Customer ...	Arthur Jordan
2nd Customer ...	Ronald Baron
3rd Customer ...	Don Dickie
Floosie ...	Francis Crowe
Priscie ...	George Porter
4th Customer ...	Jack Butcher
Farmer Giles ...	Brian Eazy
1st M.O. ...	Ronald Baron
2nd M.O. ...	Ken Hunt
3rd M.O. ...	Rory Martin



COY/58/6 20/10/51 CREW (NAV) 12040N 'UNCLAS. 87'

BACK ROW : SGT FLEMING (NAV RADAR) P.O. PLEACE (Co-PILOT) FLT. L. MATHER (PILOT) SGT WALKER (SIGNALLER) FLT SGT TRAVELL (GUNNER)

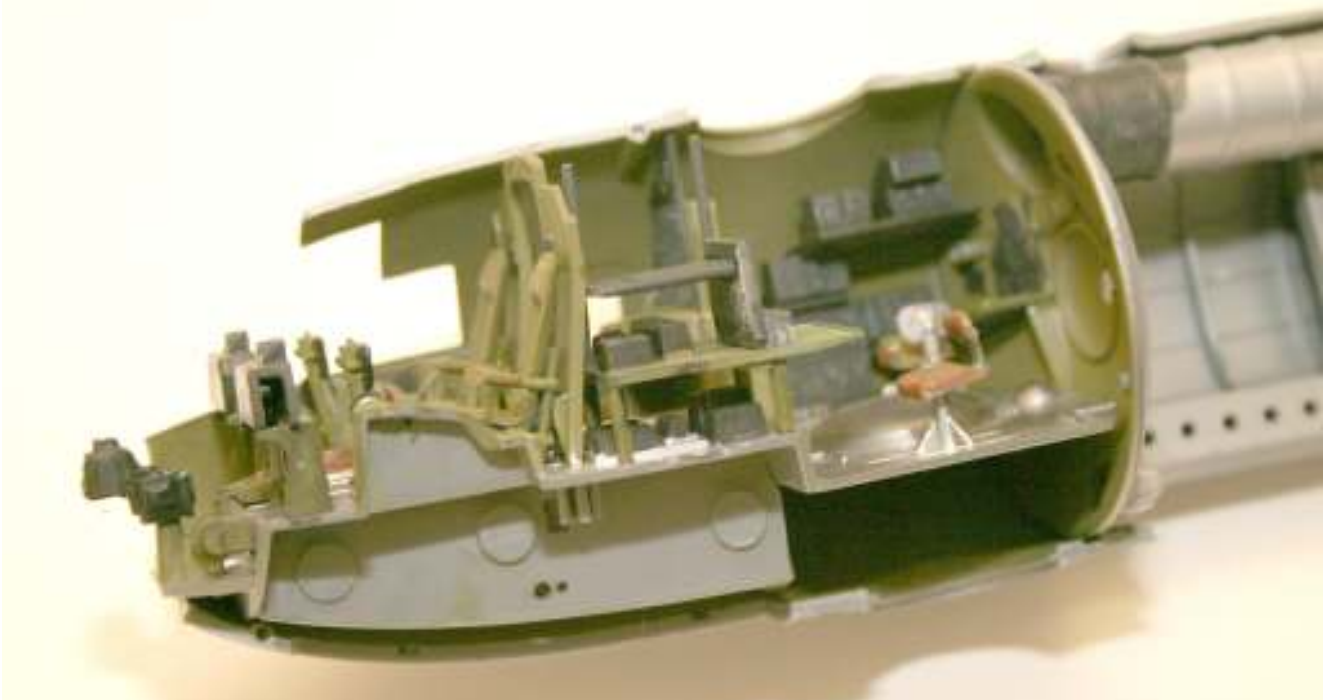
FRONT ROW : FLT SGT QUINE (FLY ENG) SGT RUSSELL (GUNNER) SGT RUSSELL (GUNNER) SGT ROBINSON (NAV PLOTTER)

Modelling the Washington



Top and Bottom: Two photos of Phil Rivkin's model of Washington WF570, WCU and 35 Squadron. Tragically this aircraft was lost at 19:30 on 14 December 1952 when it crashed shortly after taking off on a night training flight. Four crew members perished. A report of the crash, published in Bomber Command Aircraft Accident Review January – March 1953, is given at pages 19 and 20.

The Second aircraft is the B-29's big brother, the B-50. This particular model was created by Phil from a standard B-29 kit plus much scratch building. (*Phil Rivkin*)



Top and Bottom: Two views of John King's partially complete Monogram 1:48 scale model.
(John King)

Next pages: An article published in the Australian modeller's magazine *ModelArt Australia* detailing the conversion of the Monogram 1:48 B-29 model into one of the two Washingtons used by the RAAF. *(ModelArt Australia)*

A WASHINGTON IN THE RAAF

by Peter Johnstone

Although only two Boeing Washingtons served with the RAAF - these being based at Woomera in the 1950s - the availability of both the Monogram B-29 kit and a Hawkeye Decals sheet that provided the appropriate markings, was enough motivation for Peter Johnstone to attempt a conversion that would add an interesting extension to his RAAF collection.

By Way Of Introduction

The Boeing Washington was probably not one of the RAAF's most well known aircraft, however, in the annals of history, it would have been one of the largest - its size being most impressive. As mentioned in the introduction, the RAAF operated two of these aircraft in 1952 during weapons trials at Woomera. Both aircraft (WW353 and WW354) were ex-RAF and almost certainly ex-USAAF.

The two Washingtons were flown to Australia by RAAF aircrews with WW353 arriving at ARDU Trials Flight on the 26th September 1952 and WW354, on December 12 of the same year. Both aircraft flew a num-

ber of operations for the UK Ministry of Supply, and by 1956 had flown a total of 174 hours in RAAF service.

Both aircraft had been allocated the RAAF serial A76 but oddly enough these were never applied to the Washingtons and they maintained their RAF serials for the duration of their operations within Australia.

During 1956, both aircraft were placed in storage pending disposal notification from both the UK Ministry of Supply and the USAF. Eventually, the engines were removed from both machines and the airframes were sold for scrap in 1957.

WW354 is the subject of this model build.



Washington WW353 shown here at Tocumwal after its disposal. (Photo courtesy of the Malone Collection)





Despite being released some 30 odd years ago, the Monogram B-29 kit can still be found on some hobby shop shelves.

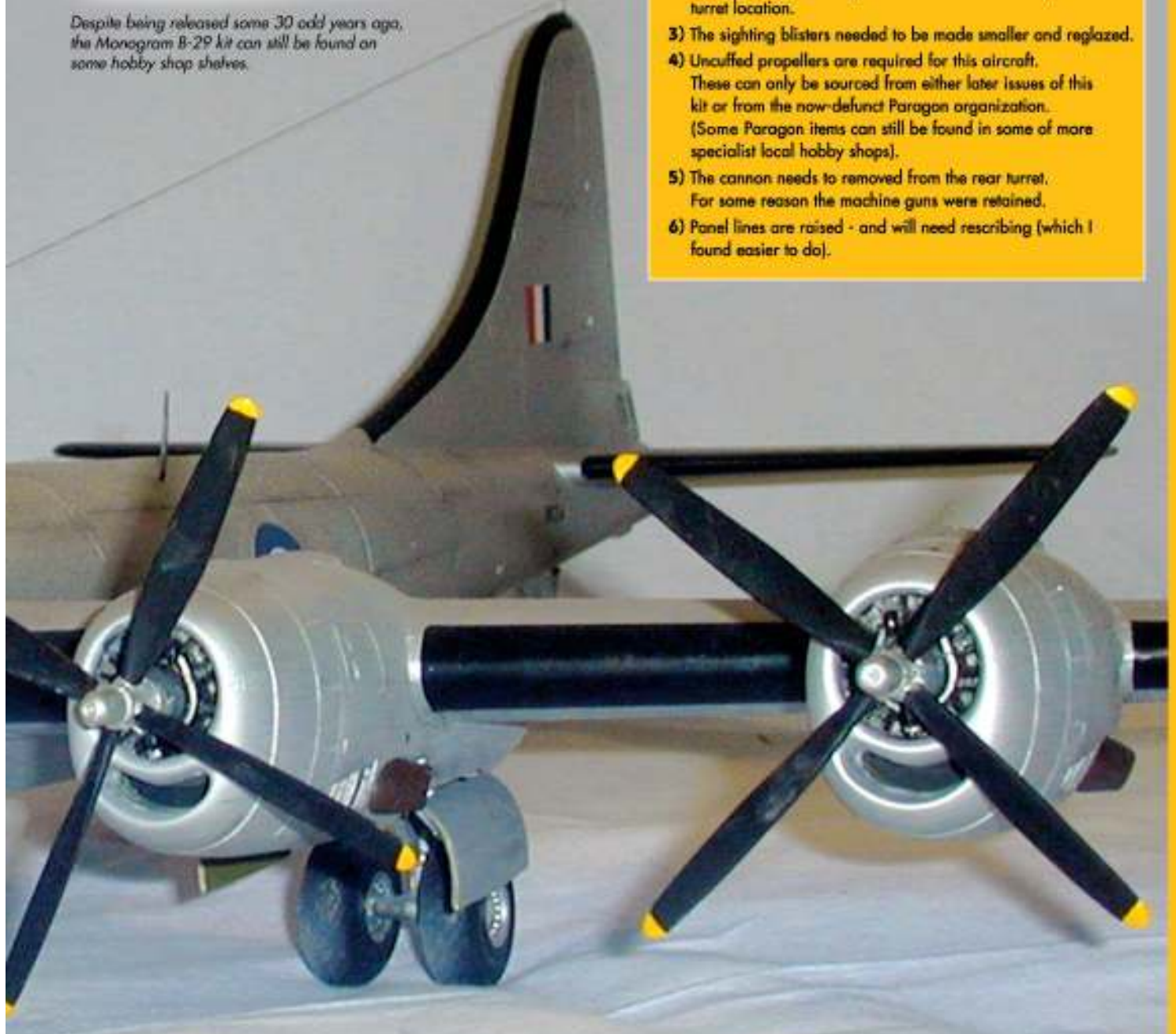
The Monogram B-29

This kit would now have to be approaching 30 years old, however, the moulds have stood the test of time very well, being clean and generally flash free. It has been missed a number of times and can still be found in the odd hobby shop. The kit features a highly detailed cockpit, interior and bomb bay, detailed landing gear and rotating gun turret. Surface detail is finely raised.

Viewing it in relation to this exercise revealed a number of modifications that would need to be undertaken to convert this kit to a Washington.

These included:

- 1) Filling all turrets except the rear bottom unit.
- 2) Repositioning the navigator's dome to the front top turret location.
- 3) The sighting blisters needed to be made smaller and reglazed.
- 4) Uncuffed propellers are required for this aircraft. These can only be sourced from either later issues of this kit or from the now-defunct Paragon organization. (Some Paragon items can still be found in some of more specialist local hobby shops).
- 5) The cannon needs to be removed from the rear turret. For some reason the machine guns were retained.
- 6) Panel lines are raised - and will need rescribing (which I found easier to do).



Despite its age, Monogram's 1:48 B-29 kit is well detailed and moulded and makes an ideal basis for this conversion.



The model was rescribed several times before the builder was happy with the overall effect.

'Whiteout' is perfect for minor scratches, however, this only works for first-pass scratches. By first-pass, I mean the first very light scribe line you use to set the path of the scribe. I then go over the line a couple more times pressing harder each time finishing off with a pass with the Olfa scribe. After all scribing is done, I go over all scribed lines with very thin Tamiya liquid cement to take the rough edges off, and then lightly sand to a smooth finish.

I figured it would take at least 6 hours to rescribe the whole model. The 6 hours was conservative. I found the more I got into the model, the more I had to rescribe.

Once the rescribing was finished, I assembled the interior - all in accordance with the instructions. There is a dearth of information available on the inside of the Washington so I stuck with the standard B-29 kit. I did show a fair bit of wear because these aircraft were certainly starting to show their age by now. At this point, I also cut small styrene sheet 'bases' that were to be cemented on the underside and inside the turret and window openings in the fuselage mouldings. These were to serve as 'foundations' for the filling of these areas - more on that later.

Joining the fuselage halves was a bit of a juggling act, but probably no harder than most other kits. Once the halves were joined, I sealed the aforementioned openings that needed to be filled, filling them with resin. I built a small 'dam' with clay around each opening on the outer surface to keep the resin from flowing all over the place and so that the openings would

The Task Begins

I started this kit late in September 2004 and remember digging out the kit, looking at it and thinking 'what have I started'. The kit is huge. I usually like to build a kit straight out of the box before modifying it and it was going to need some courage to get into this kit.

The first task undertaken was the rescribing of the exterior. The raised panel lines were all sanded off and carefully rescribed using another kit as a guide. I was not sure whether this was the correct way to go but I knew I would be doing a lot of filing and sanding and the

raised panel lines were going to go anyway. I use tape, a Staedler clutch pencil with a compass point and an Olfa scribe for this task. I can usually work through a kit like this using these tools without making too many mistakes. I have all the scribing templates in the world available to me, but always find Dyno tape to be the best.

I started on the left-hand fuselage side first, and about an hour later I was finished, with only a few areas to touch up. For touch ups I specifically use superglue and 'Whiteout' liquid paper correction fluid. Superglue is the only filler that dries hard enough to be rescribed whereas



Cockpit (left) and interior (right) detail is quite adequate for a kit this size.



Turret openings were filled by firstly cutting styrene discs and fitting them to the underside of the turret hole and then by filling these areas with resin.



Small 'dams' of modelling clay were built around the turret openings to prevent the resin from flowing all over the model.

Wings, engines and engine nacelles fitted well together with substantial lead weight added to the front of the nacelles to keep the model on its tricycle undercarriage. Exhausts were finished in Gunze rust.



be slightly overfilled. This would then help when sanding down the whole surface to conform with the body shape and to hide any joins.

The wings, engines and engine nacelles were next - these were assembled and finished as per the instructions, no surprises here. I did put a substantial amount of lead weight behind the engines and in the nose to try and make sure I did not end up with a tail-sitter.

At this point, the project stalled. I lost interest and other kits beckoned.

After 12 months I was prompted to finish the job, I wasn't happy with the scribing so I decided to do it again. However, it was only after several attempts to get the scribing right that I was finally happy. Once this tedious task was finished, I sprayed the model with Tamiya Silver Leaf. This is a very unforgiving point finish and will show up every little scratch and error. Again, it took several attempts before the finished surface was acceptable. At the end of the day, it was still not perfect, but it was considerably better than the first time.

Up until this stage, I had kept the main parts of the kit separate to enable finishing. I painted and finished the wings as best as I could and then went to work on the body. I left the decking boots until last and employed a little trick I had seen used by real car painters. To prevent paint from creeping under the masking tape, I sealed the edges with a bit of clear finish - in this case the ubiquitous Future floor shine was

used, and since that time, I've had very little, if any point creep. Another thing I realized around this time was that the flat aluminium finish employed on this model scratches very easily so I began to rest my finished items on an old nappy. The exhausts were finished using Gunze rust. This would be about the best cheap 'rust' finish I have come across.

I spent considerable time, two days to be exact, fairing the canopies into the fuselage as they were a flush finish, and I still am not even close to being happy with the result - oh well, maybe the next one will be better.

To help finish off the canopies, I invested in a set of Black Magic canopy masks - something I find I am doing more and more as it is quick and most times the fit is excellent. I actually masked the canopies before I glued them down and I am very glad I did. All up, I would say the canopies were the most disappointing part of the build however, I blame myself more for this rather than the kit. I did buy a vacform replacement just in case but found the level of detail on the kit original (frames etc.) much better.

The wings went on surprisingly well, despite there being a 'step' on the underside wing-to-fuselage join which was difficult, to say the least, to remove. The tail-planes were also a good fit. There was one area on the fuselage that was a worry, however. I had researched the size of the small round windows located in the fuselage behind the mainplane and came to the conclu-

sion that those provided in the kit were larger than the actual windows were. Of course, at that stage I had already painted the fuselage before closely checking my references which revealed smaller windows. I agonized for days over whether I should pretend that I didn't note these differences in my references and just let the windows go. In the end, I filled the window holes with putty and a length of plastic tube which just happened to be the right size. Before inserting the plastic tube, I coated it with mould release so that when the putty was dry, the tube just pushed out. I then repainted that section of the fuselage. The photos also show quite clearly that the turret holes were filled with a round infill that was quite plain to see. I spent days filling those turrets so they would not be visible under the aluminium - so now, that infill had to be rescribed.

Overall Finish

There had been a long discussion on the Aussie Modeller International website concerning the finish of the RAAF Washingtons - whether they had been painted silver or left in a natural metal finish. The references referred to above removed all doubt from the argument as far as I was concerned, and I was in no doubt that WW354 displayed a natural metal finish. The Washingtons were very weathered and there was little panel variation to be seen. I therefore decided to paint my model with Tamiya Flat Aluminium. I was quite happy with the finish. A small amount of grey pastel was applied to selected panels to show minor panel variation but unfortunately this has not shown up a great deal on the photos of the finished model.

I used the excellent Hawkeye Models decal sheet - sheet no AWW-11 RAAF Boeing Washington BI in 1:48 scale - which contains all of the necessary markings to accurately model one of the two aircraft concerned. The decals themselves are beautifully printed, feature good colour and register, and were easy to apply.

The decals set down well over the flat aluminium. I used the markings for WW354.



Model was sprayed overall with Tamiya Silver Leaf.



Black Magic canopy masks helped make the painting of the canopy frames a lot easier. The canopy fit to the fuselage was not good and required a bit of work to blend it into the fuselage.



Plastic tube used to resize the small fuselage windows as explained in the text.



The excellent Hawkeye Models decal sheet provided all of the required markings, all of which were easy to apply.

The Hawkeye instructions tell you to put the large roundel on the side of the aircraft - this may have been true for the aircraft when they first came to Australia (I don't know) however they are not correct for the later periods where, in photos of WW353 and 354, it can be seen that the larger roundels have been painted over and smaller ones painted on. Luckily, Hawkeye include extra roundels to cover this situation.

Weathering

This was my favourite part of the build. Poor old WW354 was put out to pasture early in the piece, and I am sure it did not receive regular cleaning. The few photos I have seen of both aircraft show a fair amount of dust and grime, and this is how I was going to finish mine. In Townsville we have two Neptunes as gate guardians and as you drive past on the highway, you can quite clearly see the grime that has built up in the panel joins. I tried to emulate this as best I could and I am sure that WW354 would have been even dirtier sitting, unloved, on a tarmac.

Weathering this model was accomplished by the application of some very dark grey pastels



The accumulated dust and grime that was prominent on these aircraft was replicated by the use of some very dark grey pastels that were ground up and brushed carefully into the panel lines.

that had been ground up, run along each panel line with a small brush and then brushed off in the direction of the airflow. This produced a bit of a surprise for me as the polishing action of the napkin, used to wipe off the pastel, produced a more realistic flat metal finish. The

whole aircraft took a total of one hour to weather. Some light grey pastel dust was also brushed onto the decals to give them a faded appearance as well. Once this was finished, the whole model was given a coat of Polyscale flat varnish.

And To Sum Up Briefly...

Like all kits, the one you struggle with the most is usually the one that gives you the most personal satisfaction. There were times when this subject could easily have been thrown out but I am glad I persevered. Problem is...where the hell am I going to display this thing??

Boeing Washington Specifications

Description	Long-range bomber with 10 crew. All-metal stressed skin construction	
Powerplant	Four 2200 hp Wright Cyclone R 3350 radial engines	
Dimensions	Span - 43.05 m (141 ft 3 in)	Length - 30.17 m (99ft)
	Height - 8.46 m (27 ft 9 in)	
Weights	Empty - 33 793 kg (74 500 lb)	Loaded - 61 236 kg (135 000 lb)
	Performance	Max Speed - 574 km/h (310 kt) Cruising speed - 466 km/h (252 kt) Climb - 43 minutes to 25,000 ft (7260 m) Range - 6598 km (3560 nm) Service Ceiling - 31 850 ft (9708 m)
Armament	Two 0.50 in machine guns in each fore and aft dorsal, fore and aft ventral on tail turrets, Bomb load 2722 kg (6000 lb) or 7938 kg (17 500 lb) carried over 1610 km	



Washington profile drawn by Steve Evans.

RESULTS OF COURTS OF INQUIRY INTO
ACCIDENTS REPORTED IN PREVIOUS REVIEWS

2. WF.570, 35 Squadron Marham
14th December 1952 1930 hours

Pilot : Flight Lieutenant M.J. Creighton. Total Solo 2659
Type 204

Co-Pilot : Pilot Officer D.P. Ballard

Engineer : Sergeant W.A. Lindsay

Navigators : Sergeant M.J. Kennell
Sergeant W.O. Hanna

Signaller : Sergeant T.P. Crowe

Gunners : Sergeant J.F.M. Hutt
Sergeant I. McBain
Sergeant G.J.W. Jeffrey

SHORTLY after taking off on a night training flight, the pilot of this aircraft noticed that one of his starboard fuel-tank caps was missing and fuel was gushing over the wing. He informed flying control of his intention to land as soon as possible.

As the G.C.A. had been stood down, it was decided to carry out a radio compass letdown. The navigator/plotter checked that the radio compass was tuned to Marham Beacon and the letdown commenced. Later the aircraft struck high ground $5\frac{1}{2}$ miles up wind of the runway and on a heading 50 degrees East of the runway Q.D.M. Four members of the crew were killed, the remainder received injuries.

Remarks : A Court of Inquiry held into the cause of this

Above and next page: Two pages from Bomber Command Aircraft Accident Review January – March 1953 covering the crash of WF570. (Mike Davies)

accident agreed that the pilot be held to blame for descending below the authorised break-off height. The main contributory factor was the incorrect setting of 47° westerly variation on the fluxgate compass by the navigator, which caused the pilot to letdown on a false heading. Instead of lettingdown on what he believed to be a North West direction he was actually steering a North Easterly course.

Visibility at the time was 3,500 yards and low cloud (600 feet base) obscured the ground; hence with the pilot descended below his safety height to investigate the whereabouts of the airfields lights, he crashed into the high ground.

It was also established that a poor standard of crew co-operation existed. Two members of the crew, both experienced personnel, saw that the aircraft was dangerously low but did not report the fact to the pilot. A simple check at this stage might well have prevented the accident.

Conclusion :- A flying accident which could have easily been avoided had :-

- (i) The pilot remained at his authorised safe height on not seeing the airfield lights.
- (ii) The correct variation setting been set on the compass.
- (iii) There been a higher standard of crew co-operation.

Incidents of fuel tank caps leaking have occurred before and modifications are now in hand to remedy this fault.

Book Review

Deeps and Shallows – verse captions to a minor life --- by Kevin Grant

Books by ex-RAF members tend to be about their experiences in and around aircraft, with pages spiced with anecdotes of close calls, run-ins with superiors, Mess parties, life off base --- all the highs and lows of service life. This book is different: first it is mainly verse and second it says nothing about Kevin's time in the Royal Air Force which he admitted, in conversation, was but two years National Service yet seems to loom large in his memory, as I believe it does for many of us. Looking back, we wouldn't have missed it for all the tea in China.

Kevin, an AG on the Washington, has come up with a delightful little volume of verse and prose gloriously illustrated by his nephew, Jake Grant a cartoonist, who deserves to become better known for his witty drawings which compliment some of the poems. There are witty two liners, limericks, sage and perceptive four liners and many other poems which reflect Kevin's broad experience of sunshine and shadow in a life which is far from minor. The following, which was written for a young man (Kevin's son to be precise) going to drama school, is good advice to any teenager setting out on their chosen path. If your children are too old, then perhaps you have a grandchild about to set off to university or to their first job.

To Drama School

Seventeen, the perfect blessed age,
The world's before you
And the world's a stage.
Go with a light, sure step
Upon its boards.
Be generous –
And reap its true rewards.
One thing it asks
Of players great and small
Before it gives –
It asks of you your all.

There's plenty more good stuff where that came from and for those who have wondered about the story behind '*The people who Read the Papers*' and who may have quoted some of the definitions when viewing the headlines, this is a must have book.

Deeps and Shallows, though a slim volume, is a good bargain at £9.99. If you want to order one direct from Kevin please add £1.50 to cover postage and packing and post your order and cheque (made out to Kevin Grant) to:

Kevin Grant
Words Ink
147 Brunel Crescent
SWINDON
SN2 1FE

Kevin will happily inscribe the book in any form you like.

(Reviewed by John Laing)

Memories of a National Service Engine Fitter

Ernest Howlett, 44 Squadron

My involvement with National Service and the RAF began the moment I completed my apprenticeship at R.N.P.F. Caerwent, having been deferred beyond the normal National Service recruitment at age 18.

As a new recruit I, like many others, was directed to RAF Padgate, a station quite close to Warrington where we were soon knocked into shape by a flight sergeant and two drill corporals who ensured that the pampered sons of protective mothers became self reliant and smart airmen. Training extended to the use of firearms, an introductory flight (in an Anson) and other relevant skills.

Toward the end of this basic training we attended interviews to ascertain which trade we were best suited for. Not surprisingly, given my recently completed mechanical apprenticeship, I was directed to aircraft engine maintenance for which the training took place at RAF St Athan only 25 miles distant from my home town of Newport and quite convenient for social activities!

Technical training concentrated on the Bristol Hercules slide valve engine and lasted for about 10 weeks at the conclusion of which we were all presented with an opportunity to state 3 preferred locations for our ultimate postings. If I recall accurately I opted for RAF Filton, RAF Pembroke Dock and RAF Chivenor. My colleagues on the course, Bert Skinner (of St Leonard's), Ron Henty (of Hastings) and Ron Plummer (of Gorleston, nr Great Yarmouth) made their own selections. The great day arrived when the list of allocations was posted and we all (apart from perhaps Ron Plummer) immediately enquired the location of RAF Marham. In fact, but probably purely coincidentally, Ron Plummer obtained one of his preferred postings!

However the exigency of the service had prevailed as RAF Marham was the then conversion unit for the Boeing Superfortress. We did not stay long at Marham as our new squadron (44) soon moved to RAF Coningsby in Lincolnshire with their eight B-29s.

Flt/Lt Lander was our engineering Officer while Flt/Sgt Linley was the Crew Chief of 'my' B-29, WF512 and in charge of our small maintenance team out on the airfield. Apart from Flt Sgt Linley and myself, WF512 was looked after by a second engine fitter, Ron Henty (who had trained with me at St Athan) and a rigger who was appropriately named Wing! Major maintenance, such as engine replacement or major services, took place in the hangers with the involvement of specialists. On such occasions we accompanied WF512 but it was in a minor role and with particular emphasis on 'look and learn'.

Armament servicing was carried out by a team of armourers that fulfilled operations for the whole Squadron.

An interesting side line during servicing was to locate and retrieve such items as spanners, screwdrivers, ratchet wrenches, nuts and bolts etc that had been dropped into engine nacelles and other recesses probably during aircraft manufacture. I retained a few of these but was usually beaten to the punch by Ron Henty who claimed that they would be more useful to him when he returned to Civvy Street in his job as a locomotive fitter.

Squadron life was a most enjoyable experience even though many unsociable hours were spent working outside in climatic conditions that were often inclement. We were eventually supplied with fleece lined leather sleeveless jackets that were excellent in providing protection from the bitter easterly winds that seemed to be dominant in Lincolnshire. We did of course, have a Nissen hut out on the airfield and this was equipped with the standard stove. It was however still in the era of post war

scarcity of many things that we now take for granted and it was a joyous day when butter was placed on tables in the canteen. You can imagine the amount that was transferred to our Nissen hut and well buttered toast provided welcome luxury.

Wednesday afternoons and weekends were for sporting activities and I was involved in cricket where I captained the Squadron team but cannot recall any opponents. The enclosed photo was a record of one such occasion but on at least one other Squadron Leader Wade turned out. The period was one of great activity with regard to exercises and I now suspect that inter station matches were in limbo so we probably only played matches against other units at Coningsby.

Just before take off each aircraft received a supply of coffee and sandwiches and the ground crews took advantage of any returned items. There was always a good rapport between aircrews and ground crews and particularly with our normal aircrew under the command of Flt/Lt Easter. From time to time other pilots were allocated to WF512 and Squadron Leader Wade took command on several occasions. It must have been more than a coincidence that on such occasions our normal Flight Engineer, Flt Sgt Dollins, failed to find any of the anomalies that on other occasions so often caused an abortion of take-off plans or an early return to base. Perhaps he didn't like flying!!

When the planes were away we often remained at the dispersals to await their return and it was after one flight of long duration that we were informed by Flt/Lt Easter of the death of King George VI and the return from Kenya of princess Elizabeth & Prince Philip (Feb 1952?).

Our station commander was Group Capt Augustus (Gus) Walker, a highly decorated war hero who was due to play outside half for England before the outbreak of war. He lost his right arm in a valiant attempt to rescue the crew of a Wellington that crash landed on an airfield still carrying bombs. As he neared the aircraft the bomb load exploded throwing him a great distance and inflicted serious injuries and the eventual loss of his right arm. As it happened, in the event the crew had already scrambled out to safety. However he remained extremely active and was often seen playing golf alongside runways with an effective one arm swing. He also flew in WF512 and other squadron aircraft.

On one occasion WF512 lost power in 2 engines whilst on exercise. She put down at RAF Filton on the extended runway used by the Brabazon and Flt/Sgt Linley and myself were flown down to assist in the repairs. We flew via Little Rissington in an Oxford and eventually flew back in WF512. I occupied the bomb aimer's position and made mock attacks on anything of note. We flew at 25,000ft and the outside air temperature was -20°C . Whilst at Filton I took F/Sgt Linley across to Newport to meet my folks. To the best of my recollection WF512 was being piloted by a Flt/Sgt pilot when the engines failed.

On another, Ron Henty and myself together with Flt/Sgt Linley had the honour to be presented to A.O.C. of the Group during his visit to Coningsby. On this occasion Ron Henty wore a shirt devoid of sleeves but was also, fortunately, well covered by his tunic!!

Highlights of my endeavours out on the airfield were personal successes in changing a turbo Exchanger and a Constant Speed unit that was positioned in a most awkward location. I still have the spanner that required modification to get at the securing bolts!

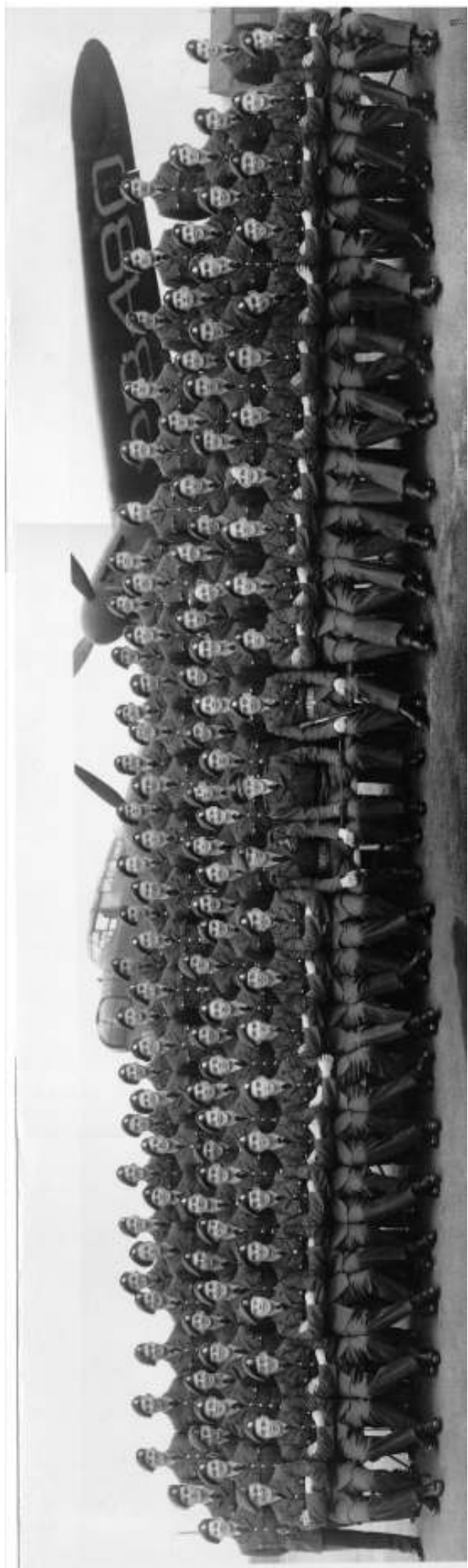
In typical American fashion the complete engine was shown in exploded views together with part numbers and contained in a voluminous black folder.



Above: Members of 149 Flight in their billet at RAF Padgate. Ernie Howlett is seated on the bed second from the left. (*Ernie Howlett*)

Left middle: Ernie and Flt Sgt Linley, crew chief of WF512. (*Ernie Howlett*)

Left bottom: 44 Squadron cricket team
Standing L to R: Neil Tarleton, Roy Judd, Harold Riley, Dave Villars, Bob Adkins, Flt/Lt Evans, John Usher
Kneeling L to R: Dave Jonnes, Ernest Howlett, Flt/Lt Hayes, Harry Dale



Left: 149 Flight group photo with Lancaster at RAF Padgate. (*Ernie Howlett*)

Above top: Ron Henty, Cpl McKay and Ernie Howlett at RAF Coningsby. (*Ernie Howlett*)

Above: **Standing L to R:** Ron Plummer, Cpl McKay, Bert Skinner. **Kneeling L to R:** SAC Rogers, Ron Henty, Ernie Howlett. Ron Plummer, Bert Skinner, Ron Henty and Ernie Howlett all Ex St Athans & all Nat Service SACs. The other two were regulars. (*Ernie Howlett*)

Contacts

A list of those people who have made contact with me (**new contacts in bold**) – if you wish to contact any of them, let me know and I will pass on your request:

Michael	Achow	General Interest
Thomas	Adams	Flight Engineer 44-69680 (WF437)
Oliver	Adamson	'Bad Penny' 42-65274 (WF442)
David	Alexander	ASF RAF Marham
Ken	Alderman	Bristol Aeroplane Company, Filton
Derek	Allen	192 Squadron
Neil	Allen	Bombardier 44-69680 (WF437)
Trevor	Allwork	149 Squadron Engine Fitter
Brian	Armstrong	XV Squadron Association
Roy	Arnold	44 Squadron Air Gunner
Vic	Avery	90 / 44 Squadron Navigator
Phil	Batty	44 Squadron Signaller
Gerry	Beauvoisin	57 Squadron Air Gunner
Ray	Belsham	ASF Engine Fitter RAF Marham
Cliff	Bishop	115 / 90 Squadron Engine Fitter
Bunny	Bowers	Crew Chief WF437
Maurice	Brice	General interest
Joe	Bridge	Webmaster, RAF Marham Website
John	Bristow	207 Squadron Airframe Mechanic (WF564)
John	Broughton	207 Squadron Engine Fitter
Jeff	Brown	149 Squadron Air Gunner
Mike	Brown	115 Squadron Airframe Mechanic (WF446)
Eric	Butler	207 Squadron Armourer
Michael	Butler	Son of Harry Butler, 207 / 35 Squadron Signaller
William	Butt	115 Squadron Crew Chief
John	Care	149 Squadron Pilot (<i>deceased</i>)
Katie	Chandler	Widow of Vern Chandler, A/C 44-69680 (WF437)
Pat	Chandler	Daughter of Vern Chandler, A/C 44-69680 (WF437)
Brian	Channing	149 Squadron Navigator
Wendy	Chilcott	Sister of Ken Reakes 90 Squadron Air Gunner
Bob	Cole	149 Squadron Electrical Fitter (WF498)
Terry	Collins	XV Squadron Engine Fitter
Doug	Cook OBE	44 Squadron Co-Pilot (WF508)
John	Cornwall	192 Squadron Aircrew
John	Cowie	207 Squadron Air Gunner
John (Buster)	Crabbe	207 Squadron Crew Chief
Don	Crossley	90 Squadron Signaller
Howard	Currie	44 Squadron Pilot (<i>deceased</i>)
Bernard	Davenport	90 Squadron Air Gunner
Mike	Davies	90 Squadron Air Gunner
Gordon	Dickie	35 Squadron Airframe Mechanic
Basil	Dilworth	XV / 192 Squadron Navigator
Keith	Dutton	90 Squadron Air Gunner
Ray	Elliott	Pilot 'Bad Penny' 42-65274 (WF442)
Peter	Fahey	35 Squadron Electrician
Peter	Fairbairn	35 Squadron Engine Fitter

Tony	Fairbairn	Lived near 23MU, RAF Aldergrove
Les	Feakes	149 Squadron Air Gunner
Geoff	Fielding	Air Gunner
Ken	Firth	44 Squadron Air Gunner
Charles	Fox	Bombardier 42-94052 (WF444)
Dave	Forster	Researching RAF ELINT Squadrons
John	Forster	207 Squadron / WCU Air Gunner
John	Francis	192 Squadron Engine Fitter
Ray	Francis	57 Squadron Association
Gordon	Galletly	44 Squadron Navigator / Bombardier
Norman	Galvin	XV Squadron Engine Fitter
Alan	Gamble	90 Squadron Radio Operator
Brian	Gennings	Ground Maintenance Hanger
Bob	Goater	XV Squadron Instrument NCO
Tony	Goodsall	90 Squadron Air Gunner
Kevin	Grant	207 Squadron Air Gunner
John	Hanby	207 Squadron Engine Fitter
Ken	Harding	44 Squadron Signaller
Alan	Haslock	ASF Turret Armourer
Charles	Henning	CFC 'Bad Penny' 42-65274 (WF442)
John	Hewitt	Fire Section RAF Coningsby
Peter	Higgins	207 Squadron Air Gunner
Roy	Hild	Pilot 42-94052 (WF444)
Tony	Hill	Archivist P&EEE Shoeburyness
John	Hobbs	149 Squadron Air Gunner
Julian	Horn	RAF Watton Website
Henry	Horscroft	44 Squadron Association
Brian	Howes	115 Squadron
John	Howett	A/C 44-61688 (WF498)
Ernest	Howlett	44 Squadron Engine Fitter (WF512)
Alex	Hughson	Brother of Sgt Hughson 90 Squadron Air Gunner
Tamar	Hughson	Niece of Sgt Hughson 90 Squadron Air Gunner
Ken	Hunter	90 Squadron Navigator
Paul	Hunter	Flight Engineer 'Bad Penny' 42-65274 (WF442)
Jimmy	James	Engine Fitter
Bryan	Jordan	207 Squadron Air Gunner
Ron	Jupp	Vickers Guided Weapons Department, Weybridge (<i>deceased</i>)
David	Karr	Nephew of William Karr, XV Squadron Air Gunner
J.	Kendal (Ken)	90 Squadron ??
R (Dick)	Kent	35 Squadron
Andrew	Kerzner	Tail Gunner 44-69680 (WF437)
John	King	44 Squadron Flight Engineer
John	Kingston	CFC RAF Marham
John	Laing	207 Squadron Air Gunner
George	Lane	Navigator 44-69680 (WF437) (<i>deceased</i>)
Peter	Large	Brother of Edward Large, 44 Squadron Pilot
Pete	Lewis	149 Squadron Engine Fitter
David	Male	Bristol Aeroplane Company, Filton
Gerry	Maloney	44 Squadron Navigator/Bomb Aimer (WF508)
Patrick	McGrath	115 Squadron Pilot

P. John Peter Mo	McLaughlin Moore Morrey Mowbrey	Engineering Officer, Pyote Texas Air Traffic Control, RAF Coningsby 57 / 115 Squadron Air Gunner 57 Squadron Air Gunner
Don	Neudegg	115 Squadron Air Gunner
Pat Brian	O'Leary O'Riordan	RAF Coningsby Armourer 192 Squadron Ground crew
Ralph Harry Tom Bob Chris	Painting Palmer Pawson Pleace Petherington	57 / 192 Squadron Flight Engineer 44 / 57 / 115 Squadron Air Gunner 35 Squadron Signaller XV Squadron Pilot 207 Squadron Pilot
Ian	Qusklay	90 Squadron Air Gunner
Harry Phil Harold	Rickwood Rivkin Roberts	149 Squadron Electrical Fitter 90 Squadron Signaller Witness to crash of WF502
Ivor William Sheelah Richard Steve Joe Paul David Derek Jim Adrian Bill Harry Ron	Samuel Santavicca Sloane Sloane Smisek Somerville Stancliffe Stanford Stanley Stanley Stevens Stevenson Stoneham Street	207 Squadron Air Gunner Gunner 'Look Homeward Angel', 6 th Bomb Group Association Daughter of Sqdn Ldr Sloane, OC 90 Squadron Son of Sqdn Ldr Sloane, OC 90 Squadron Son of A/C of City of San Francisco (K-29, 330 th Bomb Group) RAF Marham Engine Fitter 192 Squadron Co-pilot 192 Squadron Radar Mechanic 57 Squadron Radio Engineer 192 Squadron Air Wireless Fitter 35 / 635 Squadron Association 44 Squadron / A.S.F. Engine Fitter 90 Squadron Pilot (WF503)
Harold Tim	Tadea Thewlis	'Bad Penny' 42-65274 (WF442) General interest in Washingtons
Albert	Urquhart	Left Gunner K-39, 330 th Bomb Group
Dave	Villars	44 Squadron Electrical Fitter
Peter Geoff Geoffrey A Colin John Robert Charlie Stephen	Walder Webb Wellum Whatman Williams Williams Willman Woolford Wynne	44 Squadron Radar Fitter 57 Squadron Engine Fitter (WF558) 115 / 192 Squadron Pilot XV Squadron Navigator / Bombardier XV / 207 Squadron Air Gunner A/C 42-93976 (WF440) 90 Squadron (Stirlings) Son of Sgt Jack Wynne 57 Squadron co-pilot