



The "Kelling Flier" Jul 21

Hi all!

Well, the signs are there that things are returning to some form of normality and as you will all be aware, flying is back in full swing using both the Muckleburgh site and Andrew Taylor's airfield on Thursdays. Hopefully we will see more of you returning, clutching your models and flasks, as the final restrictions are lifted, it would be great to catch up with you all!

Please continue to submit all items to me at awjenkins@sky.com.

Thanks, Andrew

STANS QUIZ CORNER



Here are the answers together with another group of aeroplanes for you to identify. Good luck!

Keep balsa bashing, Stan!

QUIZ - WHAT'S THE AEROPLANE ?

1. A cheeseburger or is it a ghost?
2. A modern welding process comes of age.
3. In Hertfordshire, they replay 1066.
4. An artistic graduate rings the emergency number.
5. Willy! - a glider with six engines.

Answers to last Quiz - 1. Stormavik, 2. S E 5, 3 Consolidated Catalina, 4. Wright Flyer.
5. D C 3 Dakota.

Use of Andrew Taylor's airfield on Thursday 27th July - Please Note

Would members please note that my friend John Greenfield will be hosting his annual weeks flying event here starting on the 27th July. Members are most welcome to attend but those that wish to fly on the Thursday 29th should note that cars must be parked 30 metres clear of the flight line on this occasion. Please do not be put off by this as it has to do with aero-towing large-ish gliders and the wind direction and of course safety as some expected models are rather larger than the average. Cheers, Andrew T

Identify the plane or the pilot!

Here is a photo taken by Jim Watts some time ago that he came across recently and is believed to have been taken at Andrew Taylor's airfield. Do any of you recognise the plane or the pilot and if so, can you send me some details so that I can complete this magnificent action-shot in next month's issue! - Great photo Jim! - I look forward to hearing from our budding plane spotters!



BUILDERS BOARD

Andrew Taylor's Avro 504N.....

As Andrew writes, " Here is a recent photo of my Avro 504N taken by Stuart Mackay. I am pleased to report that the model now handles well principally due to the enlargement of the vertical surface area, half of which is now a fixed fin, instead of an all-moving rudder as featured on the full-size. It would be nice to find black colour rubber bands rather than the white ones sold by



Stuart Mackay Photography

SLEC. The second improvement required pinning the starboard wings to the bench together with a wedge underneath the trailing edge at the tip to reduce incidence causing a slight roll to the left, then careful use of the heat gun on the Solarfilm to take out the wrinkles!

- Another great photo of another great model, thanks for the update Andrew!

John Well's completes his Hanno Prettner "Curare"

These are the photo's of Jon Well's latest "Pattern Ship" project, a " Curare", as John himself says – "Not too much to say about it, but I won't be building another plane from scratch.....



Underside showing tuned pipe

Fitting the radio gear and pneumatics in a very slim fuz was not easy either. The canopy is made from a 2 litre 'Lilt' bottle heat-shrunk around a blue foam 'plug' that I glassed first. I've bought another Webra speed 60 for a spare if needed (£20 ebay!) as I don't know how good the fitted one is yet. The supposedly 'new' Eurokit retracts (air up/spring down) that I also acquired were well worn, with missing grub screws and disconnected pistons. The tailplane stabiliser is made with adjustable incidence for easier trimming".



The "curare" all ready for flight!

we will see about that! – sensing some frustration there John!! Looks brilliant and like it will fly on rails. Keep us posted on the test flight!

And the build goes on.....

Here is another of Andrew's models, the "Arup", photographed recently by Stuart Mackay. As Andrew commented "It is very straight-forward to fly, but don't even



think of giving it even the slightest amount of `down` elevator as this causes a violent nose drop. I suspect due to movement of the centre of pressure with this reverse delta configuration.

Any further explanations most welcome!! – *Another unusual model Andrew and great pictures too!*



Geoff Cleall's Taylorcraft takes shape.....



Geoff sent in the picture (left) of his Taylorcraft in its current state. Geoff advises that progress has been dead slow because there always seem to be too many things to fit into the day! – *Geoff, it's looking great with a striking colour scheme and any progress is progress in my book. Look forward to continued updates!*

(More building projects in the next instalment!)

"Your article" – Could be here in the next instalment! So, get scribbling and emailing and share it with our fellow modellers and don't forget to keep sending in your mystery object suggestions and items - awjenkins@sky.com



The first part of Billy Buck's "Battle of Britain" story.....

From 27th May to 4th June 1940 338,226 troops were evacuated from the beaches of Dunkirk including British, French, Polish, Belgian and a small number of Dutch, from then on Great Britain stood alone to fight Hitler's Germany which was poised ready to invade Great Britain. The next battle we would face would come to be known as the Battle of Britain were young pilots, from many nations, would face the German Luftwaffe who had to gain control of the skies before any invasion could take place. From 10th July to 31st October 1940 the RAF fought valiantly and the battle was eventually won stopping Hitler's invasion plans but some 537 airmen lost their lives.

Norfolk was not involved directly in the Battle of Britain with much of the action taking place on the south coast especially in Kent and Sussex but Norfolk did play its part.



The Dornier Do17

The first enemy aircraft to be destroyed over the UK during the Battle of Britain was a Dornier Do17 of 11/KG3. On 10th July 1940, the first day of the Battle of Britain, Oberleutnant Hilmar Bott and his crew had taken off from Antwerp to carry out a dawn reconnaissance flight while other Luftwaffe units attacked shipping convoys in the English Channel along with channel ports and radar stations along the south coast.

Three Spitfires from Red Section of 66 Squadron, RAF Coltishall, flown by Sgt C A Cooke Red1, Pilot Officer J R Mather Red2 and Sgt F N Robertson Red3 were on a dawn patrol.

Extract from Sgt Cooke's Combat Report:

"At 04-40hrs Red Section was ordered on patrol over Stalham at 10,000ft after patrolling for 40 minutes interception was made on 1 E.A at 15,000ft climbing steeply above 8/10 cloud to 17,000ft. I was Red 1 of a section of 3 a/c. Full throttle and fine pitch were used to catch E. A which jettisoned its bombs when intercepted. A climbing astern attack was carried out. E.A used no evasive tactics but accurate MG fire coming from underneath E.A my machine was hit in 5 places one bullet striking the windscreen causing me to back off the engagement as I could no longer see through it. Red2&3 were left engaging E.A. aircraft and I returned to base. E.A. using tracer ammunition no results of my fire observed my ammunition used was 2,360 rounds E.A. confirmed shot down in sea by red 2&3."

The Dornier had crashed into the sea 20 miles off Winterton on Sea although three German airmen were seen alive in the water there were no survivors from Oberleutnant Hilmar Botts crew. Leutnant Friedrich Karl Schroder and Oberfeldwebel Franz Puk are still listed as missing and Gefreiter Edi Frenz was washed ashore.

The only German aircraft brought down in Norfolk during the Battle of Britain was a Dornier Do17Z-3 from 2/KG2 it was shot down by Flt Lt G Powell-Sheddon, Sub Lt R.E. Gardner and P/O J.B. Latta from Blue Section of 242 Squadron Coltishall while on a sortie over Norfolk on 21st August 1940.

The Dornier had taken off from its base in Arras, France and flew towards England under cloud cover to find and attack a target hopefully an airfield.

As one German officer says the Luftwaffe carried out these single aircraft operations to cause a little "storm" on the other side causing air raid alarms and consequently forcing people to hurry to their air raid shelters especially the working population.

At about midday the Dornier dropped below cloud just off the Norfolk coast and headed inland looking for a target when the crew spotted a large hanger and nissen huts which they believed to be an airfield but it was the bomb dump and storage depot which was on the former WW1 airfield at Pulham St Mary. They circled twice making two attacks dropping their bombs but the crew then spotted what they thought were three Spitfires but they were Hurricanes from 242 Squadron.

Extract from Flt/Lt Powell-Shedden Combat Report:

"At 12-00pm Blue Section ordered to patrol Norwich over Norwich at 12-10hrs then given vector 190 followed by a vector of 240. I sighted E/A at 12-14 going at about 200 M.P.H. on a course of 270 degrees magnetic. I observed black crosses on fuselage. Dark coloured painted. E/A was flying in cumulous cloud fairly near the base of them. Enemy turned left into a cloud bank. I took a deflection shot just before he disappeared into cloud.

I followed him through the cloud and sighted the E/A on the far side of it. The E/A was still turning to left and diving slightly out of the cloud. I closed to about 100yds or 150 yds and gave enemy another burst from beam astern. I observed no effect of my fire as he opened up all guns on me. Enemy appeared to be using cannon and two machine guns from rear and underneath. Enemy fire was heavy and he was using tracer bullets.

The effect of enemy's fire made me break off attack to the right as I did this Blue 2&3 came in from port and underneath.

On making my third attack on enemys starboard beam I could not open fire owing to the extremely close proximity of Blue3. Smoke & flames were pouring from fuselage and port engine. All enemy's firing had ceased.

E/A which was losing height was approaching a village. I saw two of the crew bale out. The enemy pilot stuck to his aircraft flying low over the village attempted to pancake in a field on the far side. He over shot the field and on hitting it went into a small wood and exploded into flames. Damage to my aircraft was a torn tail-plane and a dent in the tail-plane spat caused probably not by enemy fire but by a fragment of the enemy A/C.

The weather was overcast with intermittent low rain clouds 2000ft and 10/10 4000 to 5000ft. There was no rain."

Uffz G.D. Wolf, Uffz H.Hermsen and war correspondent Sonderfuhr Lt Kurst Rasche bailed out and were captured severely injured. The pilot Lt Heinz Ermecke, who is believed to have been seriously injured, attempted a forced landing but overshot and the aircraft ploughed into a wood and exploded at Conifer Hill Starston.

Heinz Ermecke was one of the first casualties of the Battle of Britain his Dornier 17Z was damaged by fighters on 10th July during an attack on a convoy off Dover but he managed to crash land his damaged aircraft in France but his Observer Rudolf Schmidt was killed.

These may be the only two incidents which occurred in Norfolk during the Battle of Britain but a few weeks earlier a German Heinkel He111 was shot down by a night fighter on 19th June 1940 and was the first enemy aircraft to be shot down by a night fighter over Norfolk.

18th/19th June 1940.

This was the first of several large “probing” raids over the UK by the Luftwaffe intended to test the British defences, which involved approximately 100 aircraft.



The menacing Heinkel 111 bomber

12 Heinkel 111 bombers from 11/KG4 had as their targets the RAF airfields of Honington and Mildenhall. Heinkel 5J+DM was being flown by Oberleutnant Ulrich Jordan and carried as observer Major Dietrich-Van Massenbach the Commanding Officer of 11 Gruppe KG4. Jordan had been informed that no defensive night-fighters were to be expected over England.

10 enemy aircraft began to cross the coast between 8,000-16,000ft at 23:16hrs and were over Norfolk and Suffolk till about 02:30hrs. As far as it is known neither Honington nor Mildenhall were hit by bombs, but one aircraft was seen circling Newmarket and was shot down by night-fighters at Fulbourne, Cambridgeshire.

Eight of the enemy aircraft were engaged by Anti-Aircraft fire over the coast and Jordan’s aircraft was held in searchlights despite his best attempts to evade them. Sgt Alan Close and his gunner Leading Aircraftsman Laurence Karasek, who were flying a 23 Squadron Blenheim L1458, attacked Jordan’s aircraft but Close’s aircraft was illuminated by searchlights and a blast of gun fire from Jordan’s Heinkel shattered the cockpit of



A 23 Squadron Blenheim

Close’s Blenheim probably wounding or even killing him because the aircraft dived out of control and crashed almost in the centre of Terrington St Clement in open ground near Church Lane and burnt out. Leading Aircraftsman Karasek luckily was able to bale out landing nearby with injured legs he was taken to the sick quarters at RAF Sutton Bridge and the body of Sgt Close was recovered later.

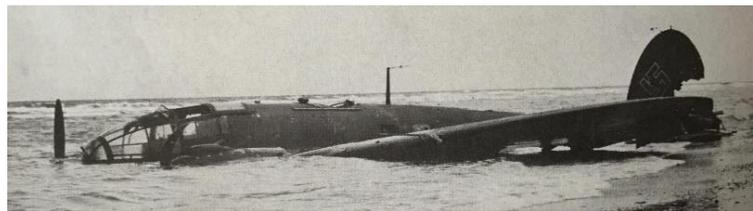
Flight Lieutenant Raymond Duke-Woolley and his gunner Aircraftsman 2 Derek Bell flying in another 23 Squadron Blenheim saw Close’s Blenheim go down his combat report tells the story:

“Time 00.45. Observed a ball of fire, which I took to be a Blenheim fighter in flames, break away from behind the tail of the E/A. I climbed to engage this E/A and attacked from below the tail after the searchlights were extinguished. I closed to a range of fifty yards and opened fire. E/A returned fire and appeared to throttle back suddenly. My own speed was 130-140 mph and I estimate the E/A slowed to 110mph. I delivered five attacks with front guns and during these my air gunner fired seven bursts at various ranges. After the last front gun attack my air gunner reported that the E/A’s port engine was on fire.”

“As my starboard engine was now u/s, I broke off the engagement and returned to base, where several bullet holes were found in the wings and fuselage, including cannon strikes in the starboard wing and fuselage.”

Duke-Woolley had managed to land his damaged Blenheim at Collyweston on one engine with neither crewman being injured but Derek Bell, the air gunner, had had a lucky escape when he later found a bullet had lodged in his parachute pack!

Duke-Woolley claimed the Heinkel as a probable but later the same day an RAF Intelligence report stated that a Heinkel 111 had crash landed in the shallows at Blakeney Creek on the North Norfolk coast.



Two shots of the downed Heinkel in the shallows at Blakeney

The whole rear fuselage of the Heinkel was riddled with bullet holes, the port engine had burst into flames and part of the rudder was shot away and the pilot had no option but to force land the aircraft. Major Dietrich Freiherr von Massenbach the Gruppenkommandeur of 11/KG4, his lead pilot Oberleutnant Ulrich Jordan and radio operator Ofw Max Leimer waded ashore carrying their injured flight engineer Fw Carl Amberger for them the war was over.

The remains of Heinkel 111 H-4 5J+DM were still visible up until 1969 when the remains were blown up by Trinity House as it was said to be a hazard to navigation. – *Looking forward to part 2 Billy!*

Identify the item!



Several of you had a go at the mystery item supplied by Billy Buck which was correctly guessed by Roy Lione, John Wells, Steve Kessel and Nick Kirk as a stub axle – *Thank you to all of you who submitted suggestions!*



OK, try this one! This has been submitted by Steve Kessel. This is an item associated with our hobby without which, we would have great difficulty! As always, all suggestions to me by email at awjenkins@sky.com and all correct entries will get a mention.



Flying at Muckleburgh.....



Resident photographer Geoff Cleall captured another fine day's flying at Muckleburgh recently, which also saw the welcome return of Jim Watts to the flying field - Jim is pictured here with Nick's 90" span SIG Kadet senior which flies on a 5800 4s-1p lipo. Jim's own model was being temperamental (as they do!!!) but he was able to enjoy some good "stick time" in the calm flying conditions using Nick's model. - *Great to see you again Jim and great flying!!*



Jim Watts back in the air with the SIG Kadett!!

Here are two shots of Steve Kessel's own design 'vintage' style "Esso" model which was named due to it's Esso wing logo's.



- As you can see from the photos, the model looks great on the ground and in the air – nice one Steve!

Some historic photos of Muckleburgh airfield.....



Here are some pictures of the guns at the end of the runway at Muckleburgh that Jim Watts came across on the internet and are believed to have been taken in the 1940s. It goes to highlight the fortifications at RAF Weybourne as it was then known. – *thanks for sending these in Jim!*

and finally..... A word from our Chairman

Hello All,

It was great to see so many of you at the BBQ last month and it really did feel like old times again, long may that continue. Some of you will have noticed that the caravan is now looking spick and span and I'd like to thank Andrew Jenkins for his help with the long overdue spring clean. From this point on we should resume booking in and out when we visit the airfield and please feel free to use the caravan facilities but, for the time being, it would be prudent to avoid using it as a meeting room.

The runway and pits area are also looking very tidy. The Muckleburgh staff are working hard to keep on top of the grass cutting and our own club mower has been put to good use. Sir Michael has informed me that he has acquired a new gang mower with hydraulic motor driven cutters. Apparently it will cut a swath 16 feet wide and he hopes it will do a better job and be more reliable than the current mower. Unfortunately the rabbits have also been busy with their groundworks so there are a few holes here and there to watch out for; we are waiting for some topsoil to be dropped near the caravan that can be used to fill these.



FlylogiX

Back on 8th June we had some visitors at the airfield who will be returning again in August. They were from a company called FlylogiX and were flying a fixed wing drone from the airfield. On this occasion they were there to test their aircraft and familiarise themselves with the airfield but in August they will be flying the drone along the coast to make atmospheric measurements.



The Drone at Muckleburgh ready for flight



Two operators giving scale to the Drone! is :-

Their operations should not unduly interfere with our activities any more than the light aircraft that occasionally fly in; most of the time the drone will be flying autonomously, out of sight and miles away. As you can see from the photo the drone was just like a big model; about 4m span and powered by a rather noisy DLE 170cc petrol engine. For those of you who are interested their website

[Flylogix – Beyond the horizon \(live-flylogix.pantheonsite.io\)](http://live-flylogix.pantheonsite.io)

Space Shuttle

Those of you who came to the BBQ will have seen my Space Shuttle take to the air and it has now clocked up six flights. It needs a long take off run, but once airborne it is not too difficult to fly. It was rather twitchy in roll but I have calmed that down by fitting a gyro. The pitch stability is good and you can pull it up into a nose high attitude without a hint of stalling. But... it is most definitely not a glider; as soon as the power is reduced it begins to descend, no floaty landings with this one! I'm still learning with each flight and it has been an interesting project. Many thanks to Geoff for the excellent photographs he took of it and of some of our other models.



Steve's Shuttle re-entering Muckleburgh's atmosphere!!

After the diversion of the Space Shuttle and canard I'm back to building my DH71. There are just a few items to make before I start painting it. Next month I'll share some more details and pictures of it.

Meanwhile, I hope to see you at the airfield soon.

Cheers, Steve

