AIR RAID PRECAUTIONS

AT WITNEY AERODROME

ALERT. Series of short hoots.
ALARM TAKE COVER. Continuous note lasting 10–15 seconds.
ALARM ALL CLEAR. Two 3-second hoots.
ALERT ALL CLEAR (CIVIL). Ringing of a bell.
GAS ALARM. Sounding of a rattle.

ALERT

A series of short hoots on the Works' Siren indicates that enemy aircraft are approaching the *district*. Witney Town Siren will a[illegible]rd. Remain at work and be prepared for any eventuality.

Spotters. Go at once to post arranged.

Foremen. Ensure that all emergency exits are free from obstruction, and that main hangar doors are closed, in order to maintain camouflage scheme.

ALARM TAKE COVER

One long blast on the siren, 10–15 seconds, indicating that enemy aircraft are in the *immediate vicinity*.

ALL PERSONNEL TAKE COVER

Firemen. Report to the **Fire Station** at once.
Equip for **Action** and await instructions.

Firewatchers. Go at once to allotted post.

First-aid Members. Go to shelter and await instructions.

ALARM ALL CLEAR

Two 3-second hoots on siren, indicating that enemy aircraft have left the *immediate vicinity*.

All Personnel resume Work, except Spotters.

ALERT ALL CLEAR

Bell ringing indicates that all enemy aircraft have left the *district*.

Spotters resume Work.

Know which shelter you should normally use. Have your Gas Mask always available, and remember it is an order to bring it to work with you. Never crowd or hang about Shelter entrances. Never treat Air Raid Warnings casually. Never discuss Air Raids in connection with the Aerodrome outside the premises. You should always obey orders from A.R.P. Personnel.

NOTE

The Regional Control System of Air Raid Alarm is now used at **Witney Aerodrome.**

Control Headquarters notify us by direct telephone line the exact position, height and course of any enemy aircraft in the district, so that we are able to give warnings in time for all Personnel to take cover or to reach duty posts. **Therefore, to ensure the efficiency of the Scheme, it is up to you to memorize the various alarm signals thoroughly, and to act on them IMMEDIATELY whenever the sirens sound.**

Anyone in doubt regarding these instructions should communicate immediately with **Flight-Lieut. R. L. Jones.**

Günther Domarschk
1000 Berlin 41
Südendstr. 13
Tel: 030-791 7713

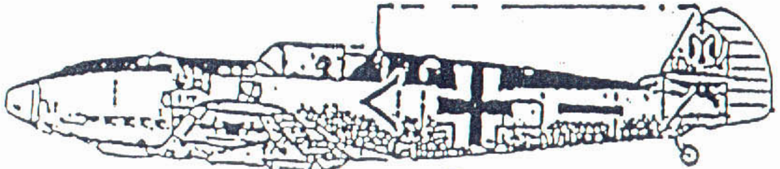
6 AEF

WELCOME

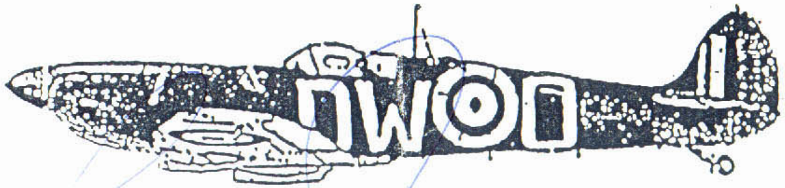
TO

JÄGERKREIS BERLIN

15 APRIL 1988



Günther [illegible]
II/JG2 - Richthofen
Aug. 1940 - April 1941

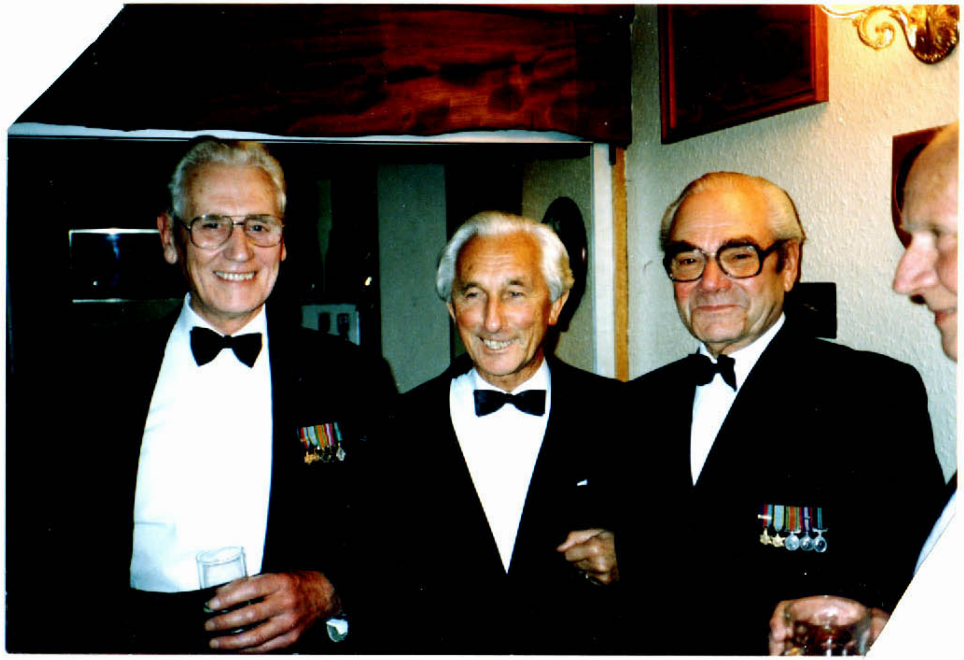


Richard Jones
64 & 19 Squadrons
Spitfires. 1940/41

MENU

Smoked Salmon Cornets

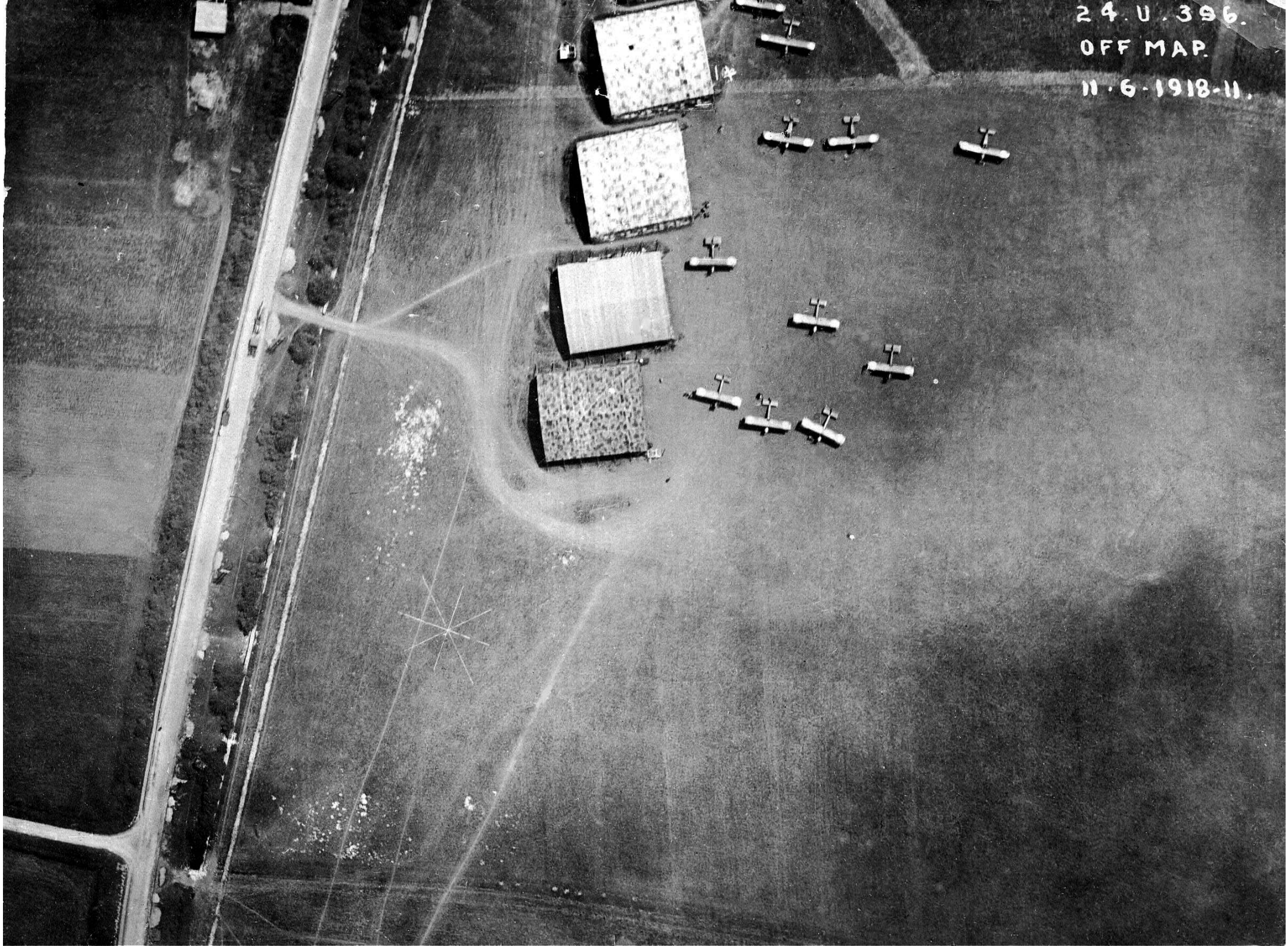
* * * * * * * *



Oppenheimer Krötenbrunnen 1984
Notre Dame Rouge

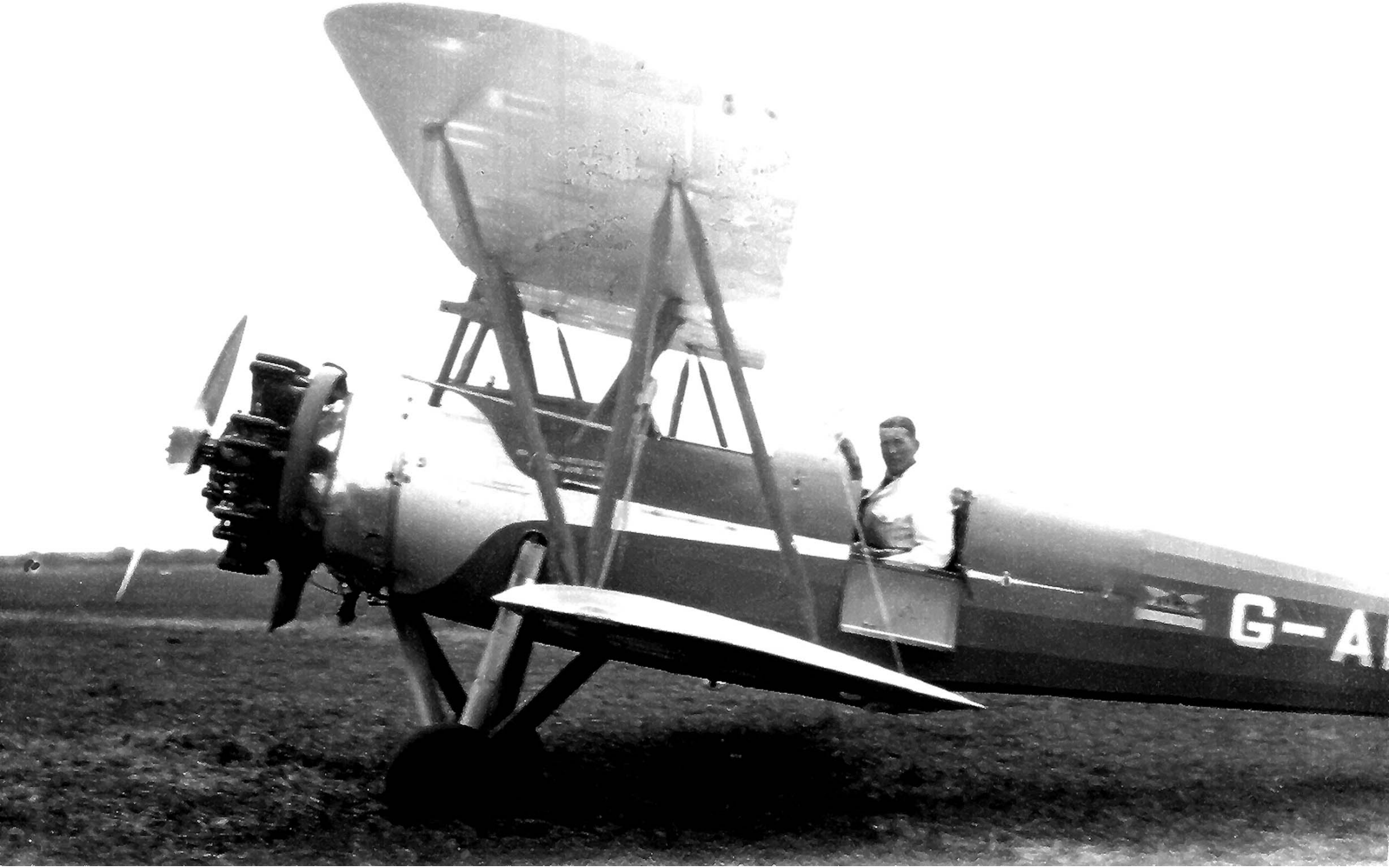
* * * * * * * *


G-AOIO


24.U.396.
OFF MAP.
11.6.1918-11.


BEDY


G-ACNV


G-A

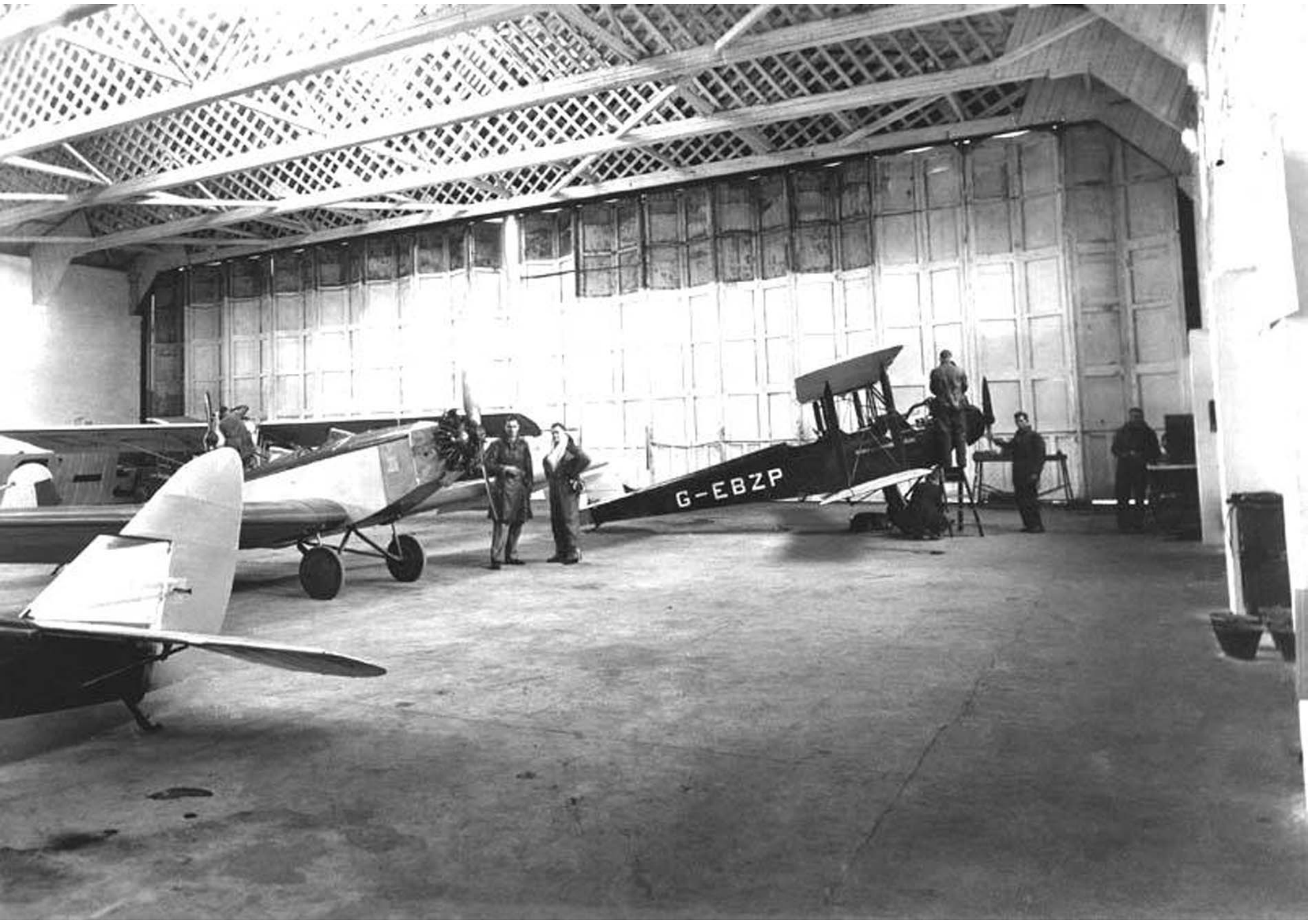

16
G-ADFD


G-ACWR

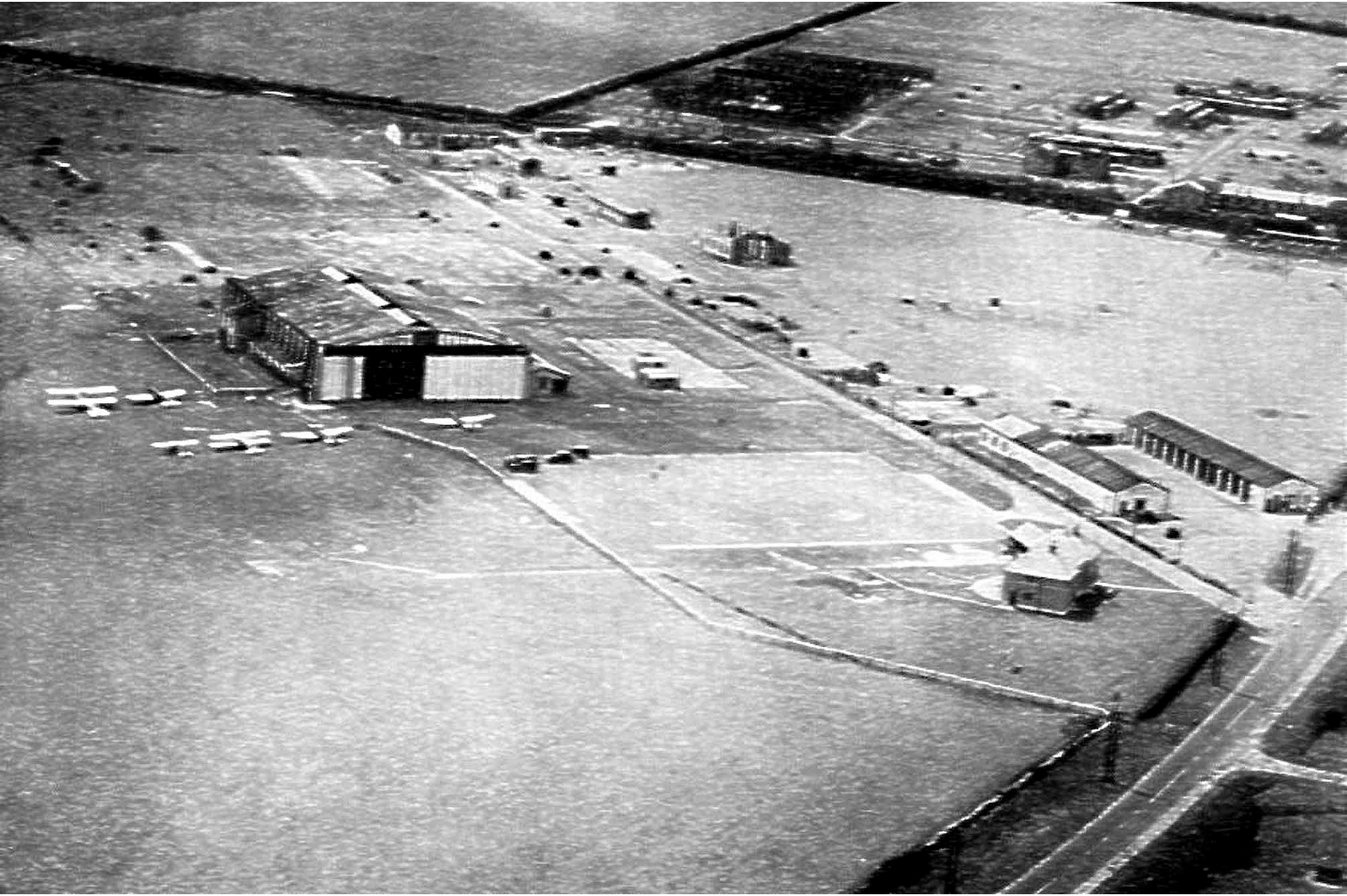

R FRANCE
F-BEDX


G-AENU


K5531


G-EBZP

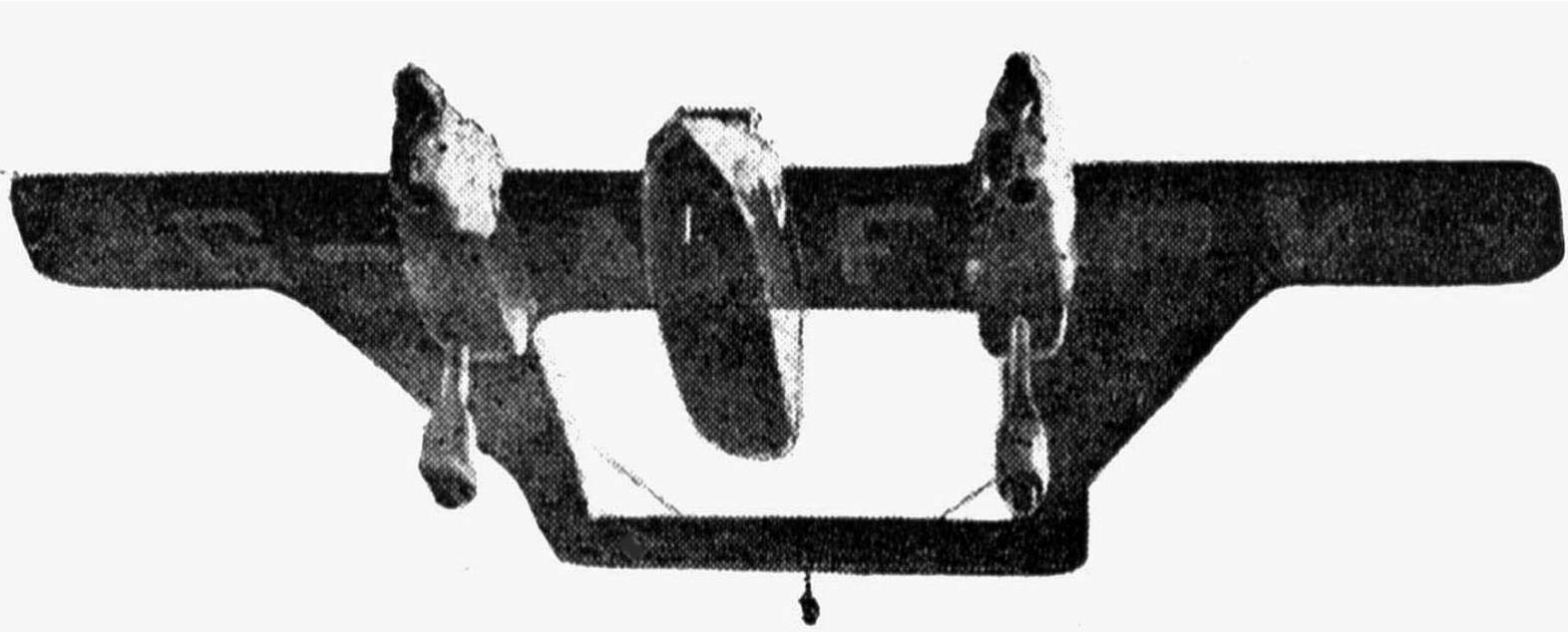

G-ADMC



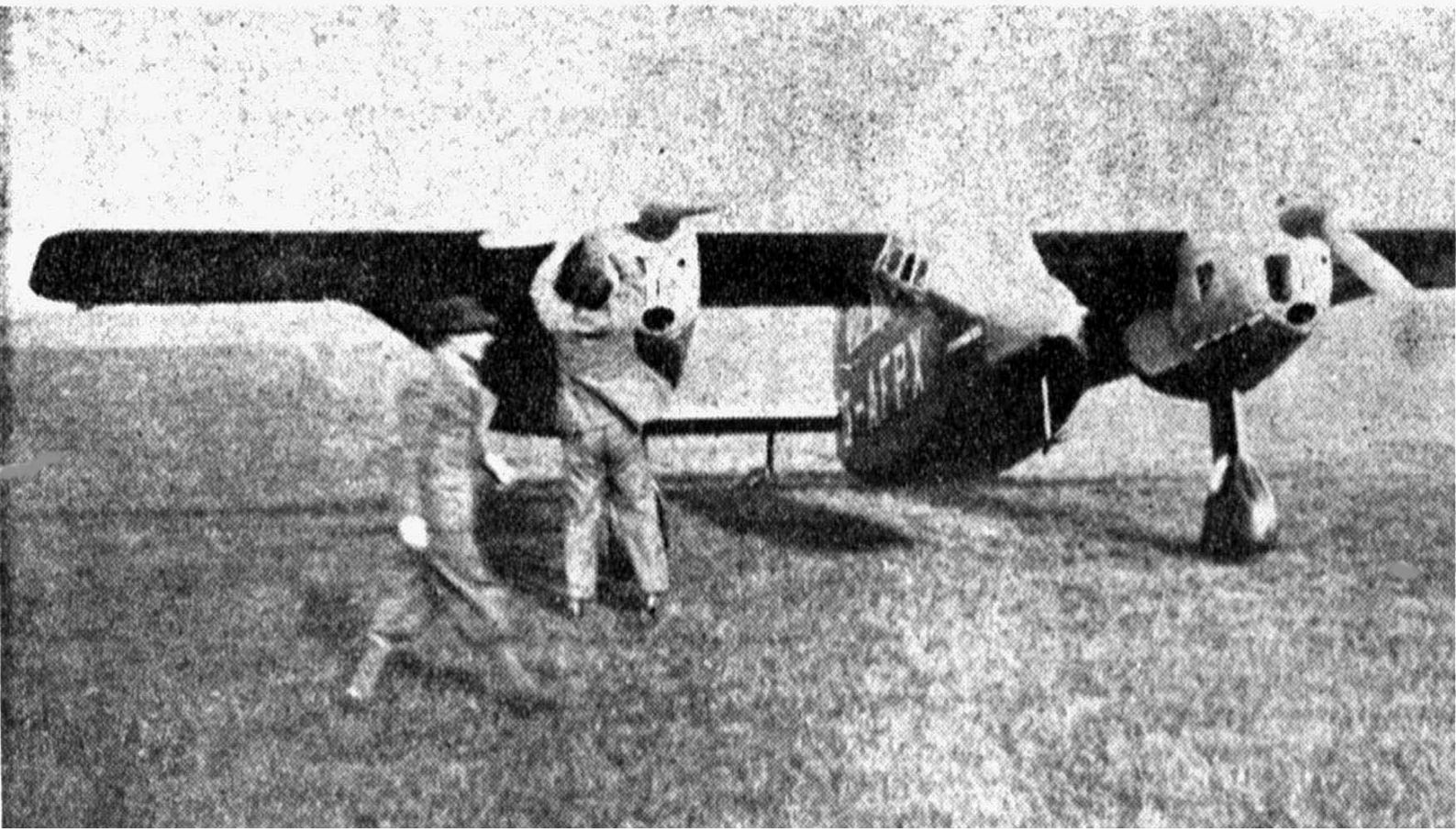

G-ABOS

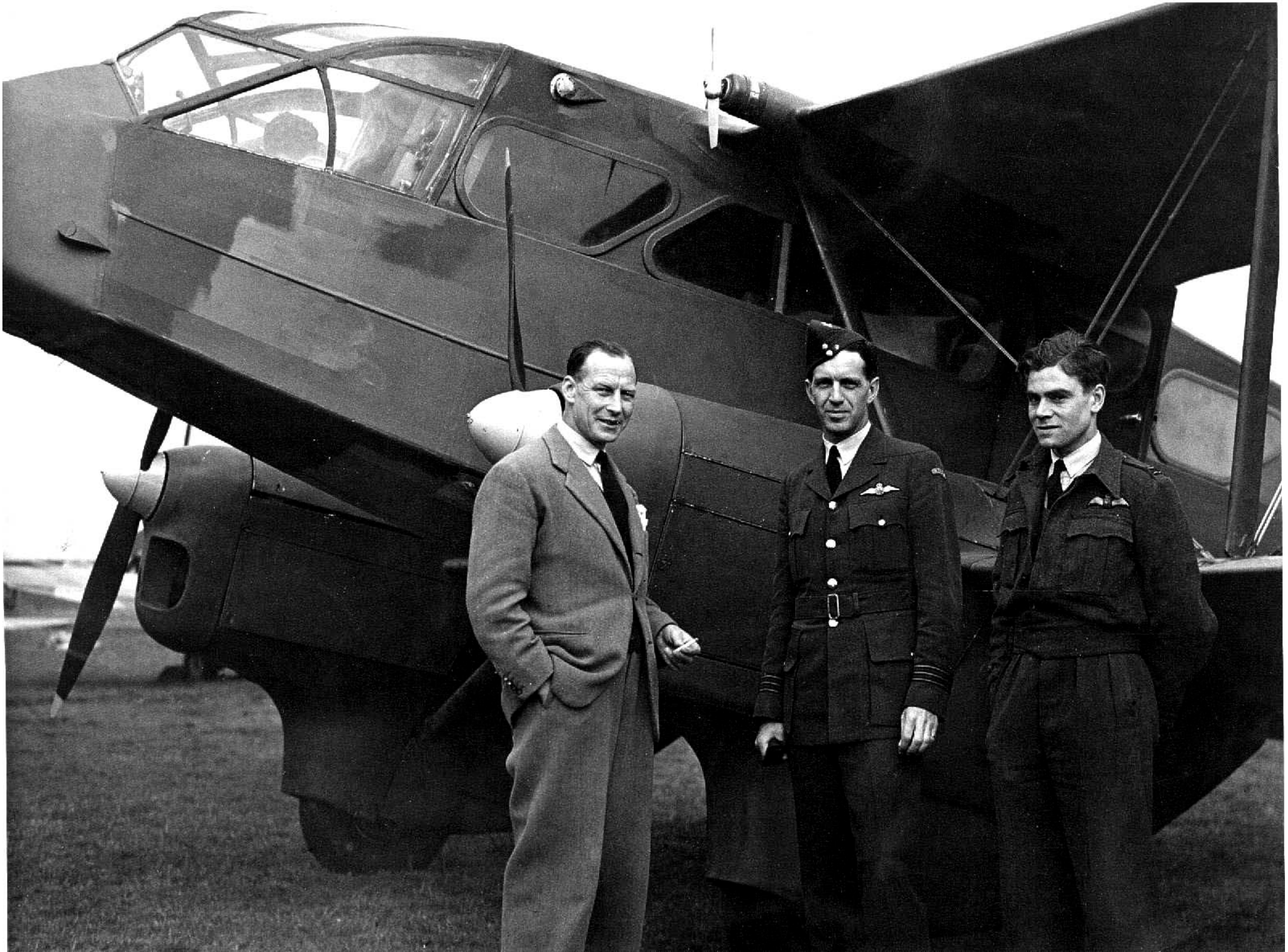

F.D. Steps
Only


G-EBZI
WITNEY

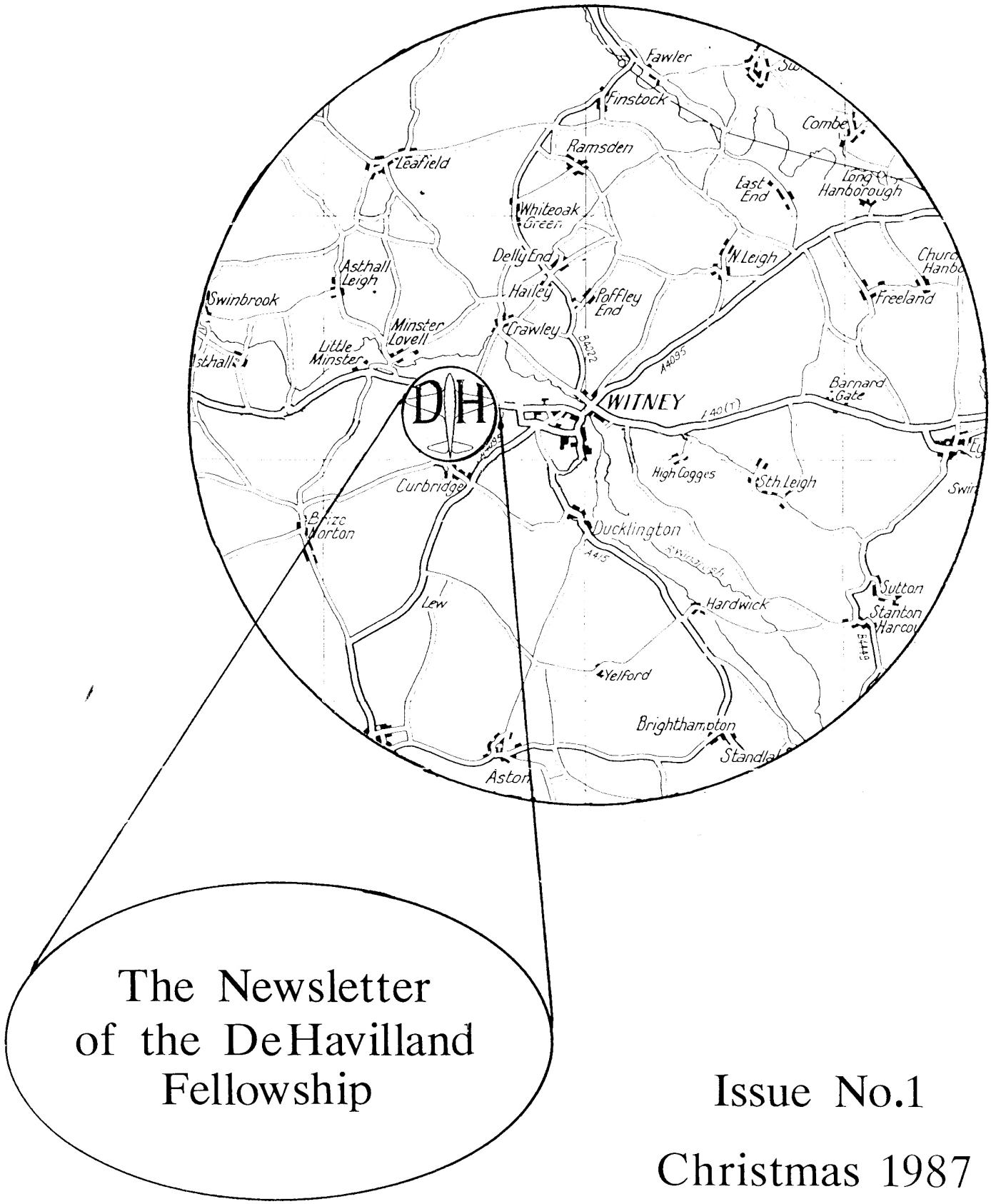


The Willoughby Delta, "St. Francis," photographed in flight at Heston in 1939 — the design that could have reshaped aviation history. Below: The same plane pictured at Witney Aerodrome with its designer, Mr Percival Nesbitt-Willoughby, walking across in the foreground.





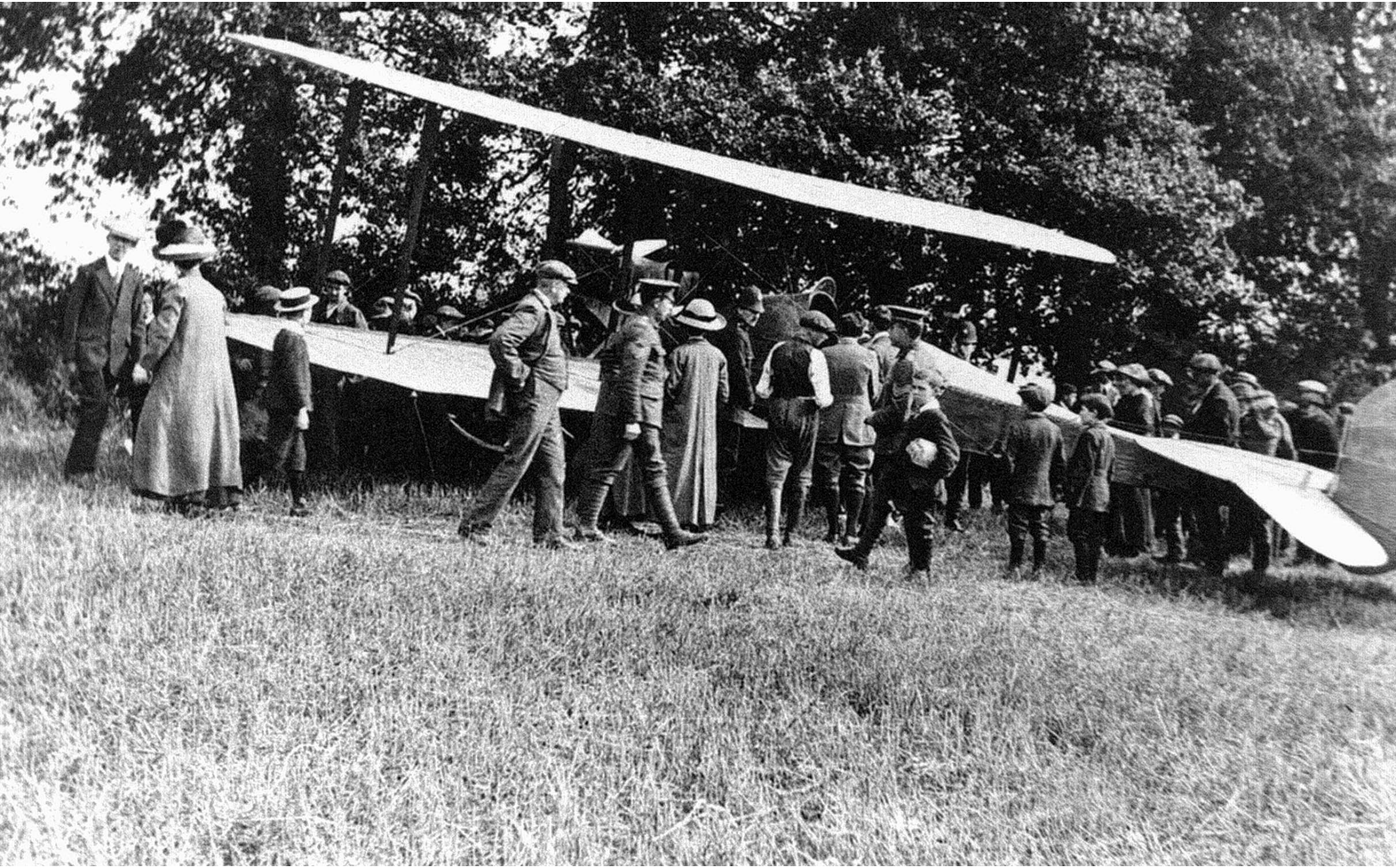
THE MOSQUITO



The Newsletter of the DeHavilland Fellowship

Issue No.1

Christmas 1987



Foster Wickner Wicko 2. Geoffrey Wikner was an Australian aircraft designer who moved to England in May 1934 and with his partners formed the Foster Wikner Aircraft Company Limited to build a low-cost two-seat high-wing monoplane. Low cost was helped by fitting a standard Ford V8 vehicle engine instead of a specialist aero-engine. The V.8 was fitted with a Pobjoy reduction gear and was known as the Wicko F power unit. The prototype aircraft was built at the J.F. Lusty's furniture factory at Bromley-by-Bow. The completed aircraft, designated the Wicko F.W.1 was taken by road to Stapleford Aerodrome, Essex and first flew in September 1936. Due to the 450 lb (200 kg) weight of the engine, the aircraft needed a long take off run and had a poor rate of climb. The prototype was rebuilt as the Wicko F.W.2 with a more powerful but much lighter - 227 lb (103 kg) - aircooled Cirrus Minor I engine. This resulted in a useful reduction in overall weight but the price increased from £425 to £650. The second and subsequent aircraft were built at Southampton Airport after the company moved in 1937. The second machine was initially powered by a Cirrus Major motor and designated F.W.3, but later re-engined with a de Havilland Gipsy Major. The eight machines subsequently completed used this engine as reflected by the name Wicko G.M.1. At the start of the Second World War production ceased and one airframe remained unfinished. One aircraft exported to New Zealand was impressed into wartime service with the Royal New Zealand Air Force, crashing in 1942. Seven aircraft in the United Kingdom were impressed and another accepted directly into wartime service with the Royal Air Force, under the service name Warferry.

A Moth aeroplane and a very early model of car. The de Havilland Moths were a series of light aircraft, sports planes and military trainers designed by Geoffrey de Havilland. In the late 1920s and 1930s they were the most common civil aircraft flying in Britain and during that time every light aircraft flying in the UK was commonly referred to as a 'Moth', regardless if it was de Havilland-built or not. The first Moth was the DH.60: a straight-winged biplane two-seater. To enable storing the plane in small spaces, the DH.60's wings could fold backwards against the fuselage. "Like a moth" remarked Geoffrey de Havilland, an avid lepidopterist and so the plane was nicknamed Moth from the drawing board on. The 'Moth' was one of the first practical light aircraft designs to be intended for civilian training and recreational use, rather than for military buyers. The Moth was also one of the first light aircraft to be mass-produced and was available to a much wider section of the general public than previous aircraft designs

Hawker Hind. Building on the success of the Hart, Hawker produced a total of 527 Hinds in 2 years. Production coincided with the expansion of the RAF, and Bomber Command in particular, and the type was used as a day-bomber and trainer with more RAF squadrons in peacetime than any other aircraft. The Hind employed the same fabric-covered tubular airframe as the Hart, but was fitted with an improved engine which gave marginally better performance. The main differences were under the skin where a prone bomb-aiming position was provided, and it was on the Hind that virtually all of Bomber Command's wartime crews cut their teeth before the arrival of the monoplanes such as Battles, Blenheims and Whitleys. A total of 26 bomber squadrons flew the Hind (plus 13 auxiliary squadron) between December 1935 and May 1939.

No 33 'Training Depot Station.' At Witney from August 1918 until September 1919 when it was re-designated as 33 Training Squadron, only to be disband the following month.

The Monospar C40 Cadet aircraft in the foreground. General Aircraft Monospar ST-4 - Three impressed into service. General Aircraft Monospar ST-6 - One impressed into service with No. 8 ACCU. General Aircraft Monospar ST-10 - One impressed into service with No. 8 ACCU. General Aircraft Monospar ST-12 - Two impressed into service with Nos 7 and 8 AACU.

Three Hawker Hinds. Building on the success of the Hart, Hawker produced a total of 527 Hinds in 2 years. Production coincided with the expansion of the RAF, and Bomber Command in particular, and the type was used as a day-bomber and trainer with more RAF squadrons in peacetime than any other aircraft.

Two Moths and a Swallow.

Visitors to the aerodrome parking their aeroplanes

Built to test the unique "rectilinear wing" developed by Percival-Nesbitt Willoughby. This was extremely efficient for high-speed flight while promising exceptional low-speed handling, indeed it would seem it produced an aircraft that it would be almost impossible to stall! It can be thought of as a "square wing" where the twin booms and the tail surfaces are an extension of the wing. The little Delta 8 proved it worked. With test pilots queuing up to try the Delta 8 it was felt necessary to improve the handling from "good" to "perfect" and so a trim tab for the elevator was added. In the haste to install it some vital mechanical "stops" were left off leading to the crash that killed Willoughby and his pilot Hugh Olley.

Two Hawker Hinds at Witney aerodrome

Tommy Rose BA getting out of a Falcon at Witney aerodrome. Capt. Tommy Rose was to become the Senior Captain at Poole after WWII; he tragically died in a car crash. Tommy was one of two pilots shot down in the 'Battle of Barking Creek'; he survived but Pilot Officer Montague Hulton-Harrop was killed. They were the first aircraft to be shot down by the British in WWII, just 3 days after the declaration of war and was the result of misidentification and probably excitement at the thought of action.

Witney aerodrome seen from the air soon after WWI

Wartime DOPE shoe and a Dominie.

The aircrew from the Rapide aircraft

The parachute packing table in use

A day for members and friends to visit the airfield

A day for local gentry, members and friends to visit the airfield

A day for local gentry, members and friends to visit the airfield and here you can see Lord Sherbourne.

A day for local gentry, members and friends to visit the airfield and her you can see the guest of honour at the new mess opening.

The old club hut