

PARHAM AIRFIELD MUSEUM NEWSLETTER August- September 2020



Registered Charity Number 284146

From Our Chairman

Welcome to the latest edition of our newsletter. Your interest in our work is much appreciated. We hope that you and your families remain well in these difficult times.

As I write, the museum is still closed because of the risks associated with COVID 19. Museums can open, but we have decided to await developments. Several other local airfield museums have taken the same decision. The cost of essential safety precautions would be quite high and, as many of you will know, social distancing is not easy in a wartime building that dates from 1942! There would also be staffing implications since for the moment several of our volunteers are not able to accept the risk involved in relating to the public. This situation is, of course, a big disappointment to us. We may decide to open later this year, and plan to do so for the 2021 season.

In the meantime, we are undertaking research for our new displays and responding to various requests for information from families and others.

The enforced closure has allowed us to improve various displays and carry out major maintenance. A lot of new paint, in authentic wartime colours of course, has been used! Willing volunteers have worked extremely hard. The problem is that once a section has been refurbished, it shows the need for renovation in the next! Our first visitors are going to notice some big improvements.

The new Exhibition Hall is proceeding well. The building is all but complete, with the interior woodwork and power finished in every area except the replica Operational Base. We think you will approve of the 1940s décor, which includes period lighting. Most of the stored artefacts have been moved in and work has begun to display them. There will be several entirely new major presentations, including an illustrated timeline to show how the world war, the

military flying from Framlingham, and the British Resistance all related to each other and affected the local people.

The painting team completed their first coat by 1030, before their normal halt for “elevenses”.



One recent highlight was that our Barrack Room was used as a location set for filming the introduction to a new play about the women of the Air Transport Auxiliary, who delivered warplanes from the factories to operational airfields. The play is being presented by *Theatre on the Coast* in Southwold. There is even a photo of me posing with some ladies in RAF uniform. I am the only one not properly attired, being in my summer building clothes at the time!

Read more about the play here <https://www.eadt.co.uk/what-s-on/theatre-on-the-coast-goes-online-for-2020-1-6739789>



Museum volunteers Steve Smith, Roger Wilson, Chris Steward and Martin Scripps have been busy on a total rebuild of our FM (Framlingham) plaque.

The old base was cracked and sunken, so they broke it up and laid a new one. This project started last September, but with the wet spring and the pandemic, they have only recently been able to finish it.

Well done team- a great improvement!



With every best wish to you all.

Peter Senior

Daphne Nunn 1939- 2020

Daphne and her husband Ken joined the Museum in March 1995. They quickly fitted in with the rest of the volunteers. Daphne took on various roles at the Museum: librarian- cataloguing all the books, archives and photos, events and visiting groups organiser and curator.

It was soon recognised that Daphne had a flair for baking and she was soon recruited to supply the sandwiches, cakes and other goodies for any function that the Museum put on.

Two of these events come to mind- the 50th Anniversary of the End of World War II and the 2000 Final Parade meeting of the Auxiliary Units.

She also made jars of jam and chutney to be sold under her own brand name "390th BG Memorial Air Museum".



She retired from the Museum with Ken in 2011, mainly due to their failing health. Daphne died on 14th July 2020 after a short illness.

The Museum was represented at her funeral by Peter Kindred, John Warwicker and myself.

Mick Tipple

Poetry Corner

A Tribute to the Men of the Eighth Air Force

If I had brought you flowers
Or given you my tears
Or if I had only known you
Or could roll back the years.

I was a child in those dark days
And I looked up in awe
As in your thousands high above
In formation you would roar.

I did not know the price you paid
To keep this country free
Or how you died and suffered so
For children such as me.

Nothing can make up for this
Nothing can atone
For loss of life, of youth, of love
In places far from home.

And the courage of the survivors
Who after had to live
With memories of friends, and deeds
And what they had to give.

If flowers could say all there is to say
And give back life that was blown away
But flowers are not enough

*Written by Sheila Hudson, Ipswich
& on display in the Control Tower*

S/Sgt Edward M Ireland 568th Squadron

Edward had quite a unique experience with the 390th Bomb Group. Although being rated as a flight engineer, he flew as a bombardier for 15 of his missions during the months of February through to May 1944. Most of this was prior to the establishment of “toggeliers”. After his combat tour he stayed at the base and from 11th June to 3rd August 1944 he flew six times as co-pilot on test hops.

His crew was formed at Ephrata, Washington in August 1943. “From the start Pilot Lt Reeve agreed for me to cross train for co-pilot and bombardier. I even made two landings and they were good enough that the crew cheered. Probably because they lived”.

Edward’s crew, J.R. Reeves’, was assigned crew number 13 and flew their first mission to Kiel on 13th December 1943. After their second, Bremen, Edward was grounded with illness. His crew were shot down on their 3rd mission, again the target of Bremen, while Edward was hospitalised. All ten members of crew 13 were killed in action on the Group mission number 39.

Edward started flying again on 21st January and completed his tour with 13 different crews. It was during this period that he flew 15 missions as bombardier. After completion of this mission requirement he was detained from returning to the US because of D-Day restrictions and it was during this time that he flew as co-pilot on check-out hops.



Left, S/Sgt Ireland was unique in the 390th BG being rated as a Flight Engineer but he cross trained as a Bombardier. As far as we can gather he was the only NCO Bombardier in the 8th Air Force.

Right, in 2006 Edward visited the museum with his wife and 3 daughters. During this visit he donated his original B10 flying jacket to the museum.



Edward M. Ireland
No. 13

17127475
390th Bomb Group (H)
Flight Engineer, Gunner
Bombardier-Co-pilot

Edward Ireland 13 Letters
EI Reversed in mirror 13
M. 13th letter in alph. 13
Father Earl Ireland initial EI 13
Mother-Estella Ireland " Y 13
Brother-Earl Ireland " " 13
Wife-Edileen Ireland " " 13
Daugh.-Eileen Ireland " " 13
Original crew No.13 568th Sqd. 13
Combat Wing 13
1st mission 13Dec 43 13
2nd. Mission Bremen Germany 13 Letters
Original crew down Bremen Germany 13 "

Total no. of pilots Assig. to 13
Flew 13th mission Lt.Hoover no damage 13
Employed by Ashcraft Inc.Printing Allied Printing Council No. 13 13
Daughter Eileen 2 children = 3
" Linda 2 " = 3
" Susan 4 " = 5
Wife Edileen & myself = 2 Total 13

Edward's lucky number was 13. He made an interesting record of interesting "13 related" facts, above.

DATE	MISSION NO	PILOT	AIRCRAFT	TARGET AREA	TARGET	RESULTS	REMARKS
19431201	1	NEVEE JOHN R.	BOMBARDIER	REINFORC	SWA PENNS	10	100%
19431202	2	"	"	"	"	10	100%
19431203	3	QUILLAN PAUL J.	BOMBARDIER	REINFORC	VI - CASPALL	10	100%
19431204	4	"	"	"	"	10	100%
19431205	5	WATTS R.W.	BOMBARDIER	REINFORC	REINFORC	10	100%
19431206	6	"	"	"	"	10	100%
19431207	7	"	"	"	"	10	100%
19431208	8	"	"	"	"	10	100%
19431209	9	"	"	"	"	10	100%
19431210	10	"	"	"	"	10	100%
19431211	11	"	"	"	"	10	100%
19431212	12	"	"	"	"	10	100%
19431213	13	"	"	"	"	10	100%
19431214	14	"	"	"	"	10	100%
19431215	15	"	"	"	"	10	100%
19431216	16	"	"	"	"	10	100%
19431217	17	"	"	"	"	10	100%
19431218	18	"	"	"	"	10	100%
19431219	19	"	"	"	"	10	100%
19431220	20	"	"	"	"	10	100%
19431221	21	"	"	"	"	10	100%
19431222	22	"	"	"	"	10	100%
19431223	23	"	"	"	"	10	100%
19431224	24	"	"	"	"	10	100%
19431225	25	"	"	"	"	10	100%
19431226	26	"	"	"	"	10	100%
19431227	27	"	"	"	"	10	100%
19431228	28	"	"	"	"	10	100%
19431229	29	"	"	"	"	10	100%
19431230	30	"	"	"	"	10	100%

Above, Edward's Log Book



This is to Certify that **E. M. IRELAND** a member of WITTAN'S WALLOPER BOMBING COLLEGE HAS SUCCESSFULLY COMPLETED HIS TOUR OF OPERATIONS AGAINST HITLER'S HOT SHOTS AND IS NOW ELIGIBLE TO RETURN TO GOD'S COUNTRY (THE LUCKY BASTARD)

Missions Completed

- 1. Kiel, Gr.
- 2. Bremen, Gr.
- 3. Danzig, Gr.
- 4. Frankfurt, Gr.
- 5. Cologne, Gr.
- 6. Luxembourg, Gr.
- 7. Rheinfelden, Gr.
- 8. Charleroi, Gr.
- 9. Berlin, Gr.
- 10. Ansburg, Gr.
- 11. Ansburg, Gr.
- 12. Ansburg, Gr.
- 13. Ansburg, Gr.
- 14. Ansburg, Gr.
- 15. Ansburg, Gr.
- 16. Ansburg, Gr.
- 17. Ansburg, Gr.
- 18. Ansburg, Gr.
- 19. Ansburg, Gr.
- 20. Ansburg, Gr.
- 21. Ansburg, Gr.
- 22. Ansburg, Gr.
- 23. Ansburg, Gr.
- 24. Ansburg, Gr.
- 25. Ansburg, Gr.
- 26. Ansburg, Gr.
- 27. Ansburg, Gr.
- 28. Ansburg, Gr.
- 29. Ansburg, Gr.
- 30. Ansburg, Gr.



Cliff D. Wittan
PROFESSOR OF BOMBING
Ransom O. Good
DEAN OF FORMATION

Mick Tipple

Please remember to "Like" our Facebook page and follow us on Twitter Pages for regular flashbacks from our archivist & to connect with other supporters



<https://twitter.com/ParhamMuseum>

Good News

Thank you to those who have submitted online reviews recently. We have now reached our milestone 100th review!

We have also recently been given a Travellers Choice 2020 award- these awards are the highest honour Trip Advisor bestows. These annual awards reflect "the best of the best" for service, quality and customer satisfaction.

Thank you to our incredible team - we couldn't have done it without you and your hard work.



Best of the Best

Parham Airfield Museum

102 Reviews

#4 of 27 things to do in Woodbridge
Military Museums, History Museums

Overview

The 390th Bomb Group Memorial Air Museum and the Museum of the British Resistance Organisation are housed in the original war time control tower, associated quanset (nissan) huts, and include the Percy Kindred Library and cafe. Situated on open... more

🕒 Closed today: See all hours

🕒 Suggested Duration: 2-3 hours

📍 Address: Parham Airfield, Woodbridge
England Map

🔗 Improve This Listing



Left, our Trip Advisor page now proudly shows our new Award's badge

Some Light- Hearted Humour

These are (apparently) actual maintenance complaints from US Air Force pilots and the maintenance crews replies. We liked these!

P= Problem S= Solution

- P Test flight ok, except autoland very rough
S Autoland not installed on this aircraft
- P Number three engine missing
S Engine found on right wing after brief search
- P Something loose in cockpit
S Something tightened in cockpit
- P Evidence of leak on right main landing gear
S Evidence removed
- P DME volume unbelievably loud
S Volume set to more believable level
- P Aircraft handles funny
S Aircraft warned to straighten up, 'fly right' and be serious
- P Left inside main tyre almost needs replacement
S Almost replaced left inside main tyre



From Framlingham Times September 2008

Mick Tipple sent over this collection of amusing military advice:

“Aim towards the enemy” Instruction printed on Army rocket launcher

“When the pin is pulled, Mr Grenade is not our friend” US Army training notice

“Cluster bombing from B-52s is very, very accurate. From 30,000 feet, every single bomb always hits the ground” US Air Force ammunition memo

“If the enemy is in range, so are you” Infantry Journal

“A slipping gear could let your M203 grenade launcher fire when you least expect it. That would make you quite unpopular in what’s left of your unit”
Army preventative maintenance publication

“Try to look unimportant, they may be low on ammo” Infantry Journal

“Five second fuses only last three seconds” Infantry Journal

Boyhood Memories

In August 1943 two young boys stood at the end of their fathers’ field, near the hardstand on Parham Airfield in disbelief, tears in their eyes. The aircraft number 23306 had failed to return from its second mission and with it the young crew that had befriended them. It was about 45 years ago my uncle, Godfrey Hewitt, first told me this. It was the first crew they got to know and their plight was their first encounter of the brutal reality, amongst the excitement of, an American airbase beside their home in wartime. I wrote that number, 23306, on the back of an old exercise book but my uncle never forgot it. We were both museum members in the early 1990’s. Uncle Godfrey was also a volunteer and contacted the 390th Museum in Tucson for information about aircraft 23306 and its crew. Since becoming a volunteer myself, I have discovered more and can now tell the whole story.

In 1942 Charles Hewitt was dismayed and angry as he lost precious crop and grazing fields to the construction of an airbase. Alternatively, his two sons, David and Godfrey Hewitt, aged 9 and 11, were rather excited. In May 1943 the Americans arrived. On one of the hardstands at the top of Barn Field was 2nd Lt William (Billy) Clyde Lawrence, his crew and B17F number 23306 ‘Phoenix’. They were so friendly; talking with their strange accents, giving out candy and occasionally playing ball games with the boys.

This crew were members of 569 Squadron of the 390th Bomb Group which had arrived in July 1943, (replacing the 95th Bomb Group who had initially been stationed there).



The ten aircrew comprised:

Billy Lawrence (Pilot), William Middledorf (Co-Pilot), Francis Harkins (Bombardier), Joseph Birdwell (Navigator), Patrick Caron (Left Waist Gunner), Romaine Fiffe (Right Waist Gunner), Peter Mrjenovich (Tail Gunner), William Murphy (Radio Operator), Walter Senkowski (Top Turret), and Bernard Stevens (Ball Turret).

They successfully completed the first Group mission on the 12th August 1943 to Bonn, Germany. It was the second mission on the 15th August to Vitry en Artois, France that it all went wrong.

'Phoenix' took off from Parham Airfield at 15:59, one minute before aircraft 'Coy de Coy', number 230320; two of twenty-four aircraft on a high-altitude bombing mission to the target, Douai airstrip. At around 18:00, about two miles south of Calais, there was a mid-air collision between 'Phoenix' and 'Coy de Coy'. Accounts vary as to the exact circumstances that led to the collision but for 'Phoenix' it was fatal. She probably broke completely into two sections, behind the waist doors. Those crewmen stationed in the spinning tail section were probably unable to escape as it crashed down to earth. In the remaining front section, as it went into a left-hand spin, Lawrence, Middledorf, Birdwell, Harkins and Senkowski bailed out one by one from the nose hatch.

Senkowski later recounted that following contact with the French underground, he met the Co-Pilot and Bombardier in Armentieres on the 19th August. Subsequently, he separated from the Navigator in Paris on 5th December. It is not known if all four were together at any point or on their journeys. However, they all evaded capture and returned to England. The outcome for the Pilot was quite different. It seems that after bail out Lawrence lost contact with his other crewmen. At some point after landing he was captured and became a Prisoner of War, confined at Stalag Luft 3, Sagan-Silesia, Bavaria.

Back at Parham Airfield 'Coy de Coy' landed at 20:41 as did the remaining twenty-two aircraft, the final one landing at 21:11. The next morning my dad and uncle were devastated as they viewed the empty hardstand where 'Phoenix' had stood. They never knew what happened to the crew; a letter from the 390th Memorial Museum Foundation in the early 1990's obtained by my uncle simply said Lt Lawrence and crew were lost and the outcome of survivors was unknown. 'Phoenix' was the first aircraft of many lost by the Group.

Uncle Godfrey never forgot her and her crew until disease robbed him of all his memory.

Carol Brisland

From Our Archivist

**AIRMAN OF THE MONTH
AUGUST**



Gregory William Collins

2nd August 1923 – 1st August 1944

Gregory was born in Pacer, California and enlisted into the USAAF on 28 November 1942 and travelled overseas in June 1944. He trained as a Bombardier/Toggler and was killed on his first mission from Station 153.

On mission 162 to Tours, France, A/C876 Sequatchiee was hit by flak at 14:36. The pilot gave the order to abandon ship but Gregory was too badly injured to bail out. The rest of the crew members, who had bailed out, believe that the pilot then tried to crash land the plane rather than bail out himself to save Gregory. Neither survived the crash.

Gregory is buried at the Golden Gate National Cemetery, San Bruno, California. He was one day short of his 21st birthday.

DATE OF BIRTH		DATE OF DEATH		DATE OF SERVICE		GRADE OR RANK	
Aug 2 1923	Aug 4 1944	June 3 1942	K 74				
INTERMENT IN THE GOLDEN GATE NATIONAL CEMETERY ORIGINAL JUN 10 1944 THE QUARTERMASTER GENERAL, WASHINGTON 25, D. C. COLLENS, Gregory W., 2nd Lieutenant, U. S. Army O-7890877 972 Bomb Sq DATE ENL. 11 28 1942 3164001 WW II deceased returned from St. Germaine - La Mans, France Headstone Form mailed to next of kin San Bruno, California San Bruno, California D.B.C. FORM 14							

REGISTRATION CARD—(Men born on or after January 1, 1922 and on or before June 30, 1924)			
SERIAL NUMBER	1. NAME (Print)		ORDER NUMBER
N 433	Gregory William Collins		12470
2. PLACE OF RESIDENCE (Print)			
Maple Drive, Roseville, Placer Calif			
3. MARITAL STATUS			
Same			
4. TELEPHONE		5. AGE IN YEARS	6. PLACE OF BIRTH
None		18	San Francisco, Calif
7. NAME AND ADDRESS OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS			
Mrs. Anna Collins, Roseville, Calif			
8. EMPLOYER'S NAME AND ADDRESS			
McClellan Air Depot, Sacramento, Calif			
9. PLACE OF EMPLOYMENT - or BUSINESS			
McClellan Field, Sacramento, Calif			
I Affirm That I Have Verified Above Address and That They Are True.			
D. S. S. FORM 1		Gregory William Collins	

GENERAL SUMMARY

August 1944

In August the 390th entered its second year of combat operations in the ETO. The group's first combat mission was the attack on targets at Bonn, Germany on 12 August 1943. Exactly one year later it attacked with outstanding accuracy the enemy occupied airdrome at Toulouse, France.

Twenty-one missions were flown in August of this year, as contrasted with eight flown in August 1943. While the group did not begin to fly in combat until almost the middle of August last year, in September of 43 only nine missions were flown. The great increase has been made possible largely because of the development of pathfinder technique.

Bombing for August of this year showed a vast improvement over that for the preceding months, states Maj. Gene C Willms, Group Bombardier. The bombing done on the second Russian shuttle mission was very good. Two of the best bombing results were obtained in the 12 August attack on the Toulouse A/D and the 26 August attack on coastal batteries at Brest. In the former two groups placed all their bombs within 2000 feet of the target and one group 95% within that area, and in the latter all three group formations had all their bombs land within 2000 feet of the MPI. In each case there were many hits squarely on the MPI.

With but few exceptions, twelve A/C formations were flown in August.

Four aircraft were lost – three to anti-aircraft fire and one to unknown causes. One enemy fighter was probably destroyed and one damaged by the group's aerial gunners in the month, indicating the great shrinkage of the GAF. On a number of missions intense and accurate flak was encountered. While enemy fighters do not put up the strong opposition to bomber attacks they formerly did, enemy flak keeps the missions far from being milk runs.

Of the twenty-one missions flown in August, 14 were successful, 2 partially successful, 4 unsuccessful and 1 results unknown, a highly commendable record.

September 1944

The 390th Group flew sixteen missions in September. Outstanding among these was the Warsaw shuttle mission of 18 September, on which the 33 aircraft dispatched dropped 365 containers of vital supplies and equipment for the hard-pressed Polish forces fighting in the city. Considerable battle damage was sustained, due to heavy flak and determined fighter opposition, which necessitated leaving several of the Group's planes at Russian bases after the

others returned to Station 153 via Italy and France. All of the damaged planes have been repaired and have now returned to this base.

The total of missions flown fell below that of August, largely because of the delay involved in the efforts to launch the Russian shuttle mission in the face of unfavorable weather conditions.

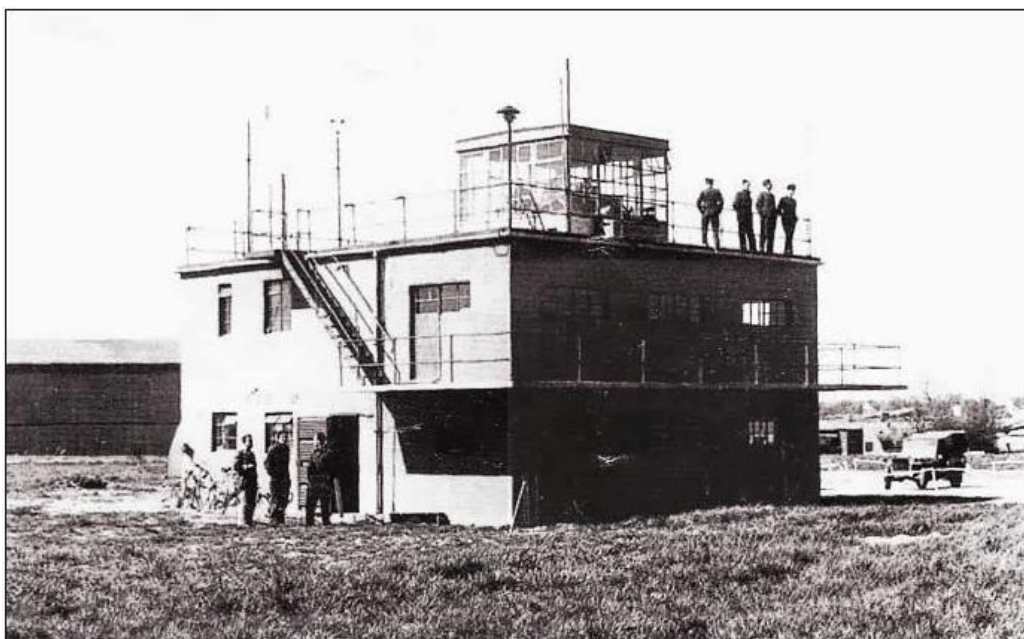
Five missions were classed as successful, two particularly successful, four were unsuccessful and for five, results were unknown. General improvement in bombing was evidenced, according to the Group Bombardier. As an example, 51% of hits were within 1000 feet of the MPI. The 390th came through with the best bombing record in the Wing for the month.

Ten aircraft were lost during the month, all as a result of enemy ack-ack fire. The heaviest losses were suffered on the Dusseldorf mission of 9 September, when five planes were brought down by accurate German fire. Only one accident, of a very minor nature, was reported for the month.

Claims of five enemy aircraft destroyed and one probably destroyed were made in connection with the Warsaw mission. Due to the delay in the return of damaged planes from Russia and inability to interrogate all crews, confirmation of these planes has not yet been obtained.

The Group was brought up to its authorised strength of 88 crews during the month. 33 new crews were processed by the training department. Pathfinder crews, formerly 390th crews on DS at other stations, are now living on the base, quartered in the training site.

Total aircraft on the base, on operational status, number 76 at the present time, including 8 pathfinder planes.



AIRMAN OF THE MONTH SEPTEMBER



Melvin Dwight Hobbie

24th February 1917 – 9th September 1944

Melvin was born in Mitchell County, Kansas and enlisted into the USAAF on 23 April 1942. He flew his crew and plane 'Bundles of Trouble' to England in May 1944. He was trained as a Pilot and flew 26 missions from Station 153.

On mission 186 to Dusseldorf, Germany A/C871 received a direct hit from flak over the target at 10:33 blowing up immediately. Other crews reported no chutes seen. All members of the crew were buried in Germany before being repatriated after the war.

Melvin is buried at the Ardennes American War Cemetery. He was 27.



SERIAL NUMBER <i>934</i>	1. NAME (Print) Melvin Dwight Hobbie <small>(First) (Middle) (Last)</small>		ORDER NUMBER <i>626</i>
2. ADDRESS (Print) Tipton, Mitchell Co., Kansas <small>(Number and street or R. F. D. number) (Town) (County) (State)</small>			
3. TELEPHONE <i>482</i>	4. AGE IN YEARS <i>23</i>	5. PLACE OF BIRTH Tipton Mitchell Co. <small>(Town or county) (State or country)</small>	6. COUNTRY OF CITIZENSHIP USA
7. NAME OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS Mr. Alfred J. Hobbie <small>(Mr., Mrs., Miss) (First) (Middle) (Last)</small>		8. RELATIONSHIP OF THAT PERSON father	
9. ADDRESS OF THAT PERSON Tipton, Mitchell Co., Kansas. <small>(Number and street or R. F. D. number) (Town) (County) (State)</small>			
10. EMPLOYER'S NAME Alfred J. Hobbie			
11. PLACE OF EMPLOYMENT OR BUSINESS Tipton, Mitchell Co., Kansas <small>(Number and street or R. F. D. number) (Town) (County) (State)</small>			
I AFFIRM THAT I HAVE VERIFIED ABOVE ANSWERS AND THAT THEY ARE TRUE.			
REGISTRATION CARD D. S. S. FORM 1 <small>(over)</small>	16-17105		<i>Melvin D. Hobbie</i> <small>(Registrant's signature)</small>

Jennie Smith

+ + +



BRITISH RESISTANCE ORGANISATION MUSEUM

VIRTUAL INTERVIEW WITH JOHN WARWICKER - Part 2

Continued from previous edition

A whole new venture for the museum thus began as John, the Chairman, Colin Durrant and the Project Director, Andy Taylor, embarked on years of research and interviews across the United Kingdom and on the continent. For five years the research continued until, in 2002, by chance, John heard a BBC announcement that the final papers relating to the Home Guard were to be made available in the National Archives at Kew. John told me that a former colleague of his, Tony Evans, who lived in Kew, went along to investigate and was told that the announcement had been made in error. However, he was advised that there were papers available and was allowed to see them. Tony found a bundle of papers marked 'The Home Defence Organisation' and within these papers he found the story of the origins of the GHQ Auxiliary Units. A completely new avenue of research opened up for the team. They now had the proof that, in 1938, both MI5 and MI6 had, independently, started planning for a stay-behind guerrilla organisation manned by civilians in preparation for invasion. These two groups would eventually, on 17th June 1940, be amalgamated into GHQ Auxiliary Units under their respective titles, Operational Patrols and Special Duties Section.

As early research had been working on the misnomer of The British Resistance Organisation, this unique museum, on opening in 1997, was designated as such and will remain so. Nearly twenty-five years later we continue to tell the story of the brave men and women who volunteered their services in their country's hour of need with displays of original artefacts including firearms, knives, explosive devices, photographs and instruction manuals. Percy Kindred's son, Peter, our president, was the driving force behind the creation of a full-size replica Operational Base which gives our visitors an idea, at first-hand, of what it must have been like to be in one of these underground Bases. When the new exhibition room is completed entrance to the OB will be down a narrow corridor which will, hopefully, enhance the experience of going underground.

Although no longer a full-time volunteer at the museum John continues to show an interest in its activities and is a regular source of information for me in trying to understand what is sometimes a very confusing story which is inevitable when the security services involved!

Chris Pratt