

*Celebrating 40 Years*

*1981- 2021*



## *June– July 2021 Newsletter*

### **FROM OUR CHAIRMAN...**

**PAM is fully operational again!** After completing all the final safety checks, we have taken off. Several practice missions on Wednesdays have been evaluated and declared a success. We will commence our normal schedule of Sunday and public holiday missions from 27 June.

We are indebted to the hard work of our volunteers in completing the new build, designing and installing new displays, and carrying out various other improvements around the museum. This project has been accompanied by stringent safety precautions to ensure the safety of staff, and visitors too in a COVID risk environment. The initial training session for staff was well attended and we are pleased to be inducting six new volunteers, who expressed their willingness to help show visitors around way back in late 2019.

Our first opening was during school half term break, so our visitors included 23 children. Watching them enjoy the exhibits and follow the new trail around the buildings was an emotional experience for all those who had helped us get to that point. Every child now receives an activity booklet, a colouring book, a pencil and a box of coloured crayons. This is thanks to the matched “Bounce Back” support provided by East Suffolk’s community partnership funding.



*“We are indebted to the hard work of our volunteers”*

## FROM OUR CHAIRMAN CONTINUED...



During the long period when our exhibitions have been closed, we have responded to a lot of enquiries from relatives of those who served with the 390<sup>th</sup> and the British Resistance Organisation. A special highlight was the gift of more memorabilia from the

Hayes family (*above*), in recognition of their late father's service with the SAS after his time as an Auxilier.

Financial donations have also continued to be received, for which we are extremely grateful.

We again held a small ceremony on Memorial Day to commemorate those who never came home. The US flag from 1945 flew at half mast (*please see photo on previous page*) whilst words were said and the President and I each laid a wreath, after which Steve Smith played "Taps" for us. It was, as usual, very moving. We hope that next year we will be able to extend an invitation to more people.

Please continue to watch our website for information about forthcoming activities. On 1<sup>st</sup> August we plan to welcome some

vintage  
WWII  
vehicles.



Meanwhile our own jeep is being maintained and is running again after the long break.

Thank you for your continued interest and support. We hope to be able to welcome you to the museum this summer!

Best wishes

*Peter Senior*

Chairman



## FORTY YEAR FLASHBACK

### The Origins of the Museum

I believe that Ron Buxton was destined to build a memorial of some kind to the men of the 8th United States Army Airforce having witnessed a B-24 'Cock of the Sky' crash to the ground at Melton with no survivors whilst he was working on the family farm at nearby Ufford. Ron and his father visited the crash site and were shocked by what they saw and Ron's father remarked "Some day someone should build a memorial to those boys".

Fast forward to the late 1960s and Ron was into recovering crashed WWII aircraft with items in his sheds, barns and garages.

Ron's job as an agricultural engineer took him to the farm of Percy Kindred at Parham. There he saw the Control Tower looking very derelict having been windowless for 31 years and now filled with straw bales. Together with his stepson Stuart Evans, they approached Percy, asking if they could restore the Control Tower as a memorial to the 390th Bomb Group.

A very doubtful Percy said that he had heard it all before and gave them a year to make some progress. In 1976 Ron's small band of determined enthusiasts started on what was to be a 5 year project, with rebuilding the Glass House on the roof, replacing corroded safety railings, putting new stairs back up to the roof, scraping off old loose rendering and replacing it, refurbishing inside the walls and internal and external painting.

Finally the Tower was ready to receive exhibits. All the heavy items— engines, undercarriage legs, tyres and flaps— came in via two sets of double doors that Percy had cut into the outside walls to get his farm trailers in. The doors were then shut and secured and rendered over with dummy windows painted on.

**40** YEARS  
1981-2021

At the same time the 100th B.G at Thorpe Abbots were restoring the Tower there. They had help from the local USAF base and the 100th B.G Association.

The big day arrived and on 13th May 1981, the restored Tower was dedicated to the 390th Veterans. Two weeks later the 100th B.G memorial was dedicated. Parham was the first!



*The dilapidated Control Tower, with the double doors that Percy Kindred cut into the walls*

**Mick Tipple**

*Editor's Note: Sadly Ron died many years ago, but Stuart is still interested in the museum and regularly comments on Facebook posts.*



## We are back!

We are so pleased to now be able to re-open to the public.

We are open on Wednesdays in June, July and August, between 11am and 4pm.

Commencing on Sunday 27<sup>th</sup> June, we will be open on Sundays and public holidays until the end of October, between 11am and 5pm. Last admissions will be at 4.30pm.

We have decided to discontinue our trial booking system for normal openings, so visitors are welcome to arrive when they wish.

### Special Arrangements for Current Re- Opening

Please note that government regulations do not permit us to accept groups larger than 6.

Our aim is to make the visitor experience as near normal as possible. Thorough risk assessments have been conducted and various measures will be in place to ensure the safety of visitors and volunteer staff.

Please expect these precautions:

- Drivers should proceed past the Control Tower and park in the visitor car park, avoiding grass areas.
- Entrance will be via the new ramp bordered with white concrete hoops leading to the Moller Building, café and shop.
- Everyone is required to wear a mask or visor unless they have a medical exemption.
- Each visitor over 16 is required to give their details for NHS Test and Trace.
- Some constricted areas in the museum, such as the new cinema, will be temporarily closed.
- If we are busy, you may be asked to wait before some areas can be accessed, or to move to a quieter area.
- Social distancing will be expected, except between family bubbles.
- Staff will be on duty to promote the safety of visitors and volunteers.
- The café and shop will be open. Refreshments may be consumed inside or outdoors.
- Hand sanitisers will be provided and touching items & displays will be discouraged.

*These arrangements will be reviewed as the national situation develops.*

**We look forward to welcoming you to share our new building and upgraded exhibitions!**



## FROM OUR VETERANS

**99 year-old 390th Veteran Ellis McClintick has been in touch to share some articles published several years ago.**

### The B-17 Flying Fortress “Liberty Belle”

Following an extensive, 15-year restoration on December 8, 2004 the B-17 “Liberty Belle” was taken airborne for the first time in over 45 years!

On September 9, 1944 the 390<sup>th</sup> Bomb group attacked a target in Dusseldorf, Germany and suffered its second largest single mission loss of the war. Over the target just prior to bomb release, one of the low squadron B-17s was hit in the bomb bay by flak. The 1000 lb. bombs exploded and nine of the twelve aircraft in the squadron were instantly destroyed or knocked out of formation.

Six of the nine went down over the target, one flew two hours on a single engine and landed at Paris, another “cripple” landed in Belgium and the other struggled back to its home base and landed long after the other thirty-nine B’17s had returned from the mission. The one that came home was “Liberty Belle”. She went on to complete 64 combat missions before being salvaged on February 18, 1945. (Information from the Liberty Foundation Web Site [www.libertyfoundation.org](http://www.libertyfoundation.org)).



#### **Ellis B. McClintick Veteran WWII, Korea and Vietnam comments:**

“The above story about the B-17 Bomber named “Liberty Belle” brings back sorrowful, yet lucky, memories from the distant past. On that day, September 9, 1944, I was on DNIF (Duty not involving flying) status and was the only flier left in my/our hut of 24 crew members. The rest were all scheduled to fly on this mission to bomb targets in the German Ruhr Valley. My friend, a Kansas farm boy (like me), Melvin Hobby, was flying in the center of the bombing formation and took the direct antiaircraft ‘hit’ in the bomb bay. When his bombs exploded, his airplane and five others went down over the target. The Liberty Belle, flown by the Clifton Brown crew, was the sole surviving crew from our hut to return to base. And, as noted above, they returned long after the other surviving crews. They were the only crew to join me in Hut 32 that night. Not only had my Squadron lost six crews, Hut 32 had lost most of its occupants. The lucky part for me was NOT to have been on this particular mission!!

The Brown crew was ordered to proceed to R & R (rest and recuperation) Home for a week’s break in their bombing tour. Now, I was again the lucky one, ordered to join them for the one week stay at a Red Cross Hotel in Bourne-mouth, on the southern coast of England. When we returned to our Base at Framlingham, I was assigned to the Brown crew to complete the last 10 missions of my tour. On September 16, we participated in a mission to drop supplies to the partisans in Warsaw, Poland, landing at Poltava in the Ukraine. We flew one bombing mission from there, landing at a B-17 base in Italy. From there we proceeded back to our base in England. Brown’s navigator had recovered from his wounds, received on the mission of September 9, and was able to return to his crew. I had flown 4 missions with the Brown crew but was no longer needed there, so I was soon assigned to the M. O. Hedrick crew and finished my prescribed 35 mission combat tour on October 15, 1944. Now I was the real LUCKY BASTARD and could return home to pursue my goal of ‘upgrading’ to the “exalted” rank of USAAF PILOT!!

Note: The Liberty Belle was so badly damaged in the raid of September 9 that it was undergoing repairs for several weeks. Consequently, I was never able to fly with the Brown crew on their airplane.”

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*“The Liberty Belle was the sole surviving crew from our hut to return to base ”*

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## Ellis McClintick

### Article from the Omaha World Herald 2008

**Age:** 86 (he is now 99)

**Town:** Bellevue

**Service:** Air Force

**In the war:** He was a B-17 (Flying Fortress) Navigator in the European Theater of Operations. He entered the Army Air Corps in October 1942 and attended airplane mechanic school in Lincoln. He was then sent to air navigation training at several Army air bases in Texas, graduating in October 1943. His crew was sent to the 390<sup>th</sup> Bombardment Group (H) at Parham Air Base near Framlingham, England, for air combat against the Germans. After the war, he remained on active duty in the Air Force for more than 30 years and retired from Strategic Air Command at Offutt Air Force Base in 1972.

**In his words:** "I completed my required 35 combat missions in October 1944 and returned to the United States – a survivor. Survival of the air war did not make me a hero. Most of the true heroes did not survive or returned with severe wounds limiting their enjoyment of the freedoms they fought for. My safe return as a survivor did allow me, in later years, to become a member of the Greatest Generation – because Tom Brokaw said so!

Brokaw has long been one of my favorite people, and his collection of 'war stories' from surviving veterans (and the loved ones of the departed) is interesting and inspiring. He limits his interviews to those of us who served in uniform, and thus omits the generation of our parents. I contend theirs was the REAL Greatest Generation! They suffered the effects of the war, perhaps greater than their offspring. While we were experiencing the 'time of our lives,' they were living a life of worry, debilitating shortages and hard work. . . . Those parents whose loved ones didn't return home suffered most of all. My parents furnished their four sons to the fighting in WWII. Fortunately, they all returned safely and were able to live long and productive lives. Our parents are gone now.

**We should be celebrating them today and every day as the real Greatest Generation."**



Field Marshal Lord Bramall  
KG, GCB, OBE, MC

respectfully requests the presence of

*Col. Ellis D. McClintick*  
*Founding Member*  
*Bellevue, NE*

at the official

Opening Ceremony

of

The American Air Museum in Britain  
Duxford, England

by

Her Majesty The Queen

on Friday 1 August 1997

To reply, please use enclosed RSVP form.

This invitation is not transferable

and is not a pass to the Opening Ceremony.

Those accepting by 15 May 1997 will be sent a pass to the Ceremony.

Royal Patron: His Royal Highness The Duke of Kent KG, GCMG, GCVO, ADC

Patron: The Honorable William J. Crowe, Jr.

Campaign President: Marshal of The Royal Air Force Sir John Grandy GCB, GCVO, KBE, DSO  
Joint Chairmen: Mr. Charlton Heston and Field Marshal The Lord Bramall KG, GCB, OBE, MC, JP

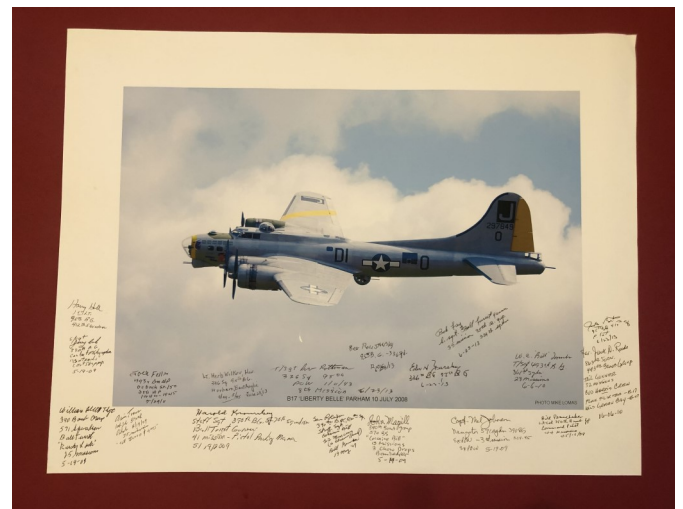
### *Above, Ellis's invitation to the Opening of the American Air Museum at Duxford*

## VERY SPECIAL USAAF ITEM FOR SALE

We are very pleased to offer a unique print of Mike Lomas' photo of *Liberty Belle* over Parham in 2008 for sale which has been signed by many USAAF Veterans including some from the 390th BG. **There are only two of these prints signed like this in the world.** We have one at the Museum but are offering our friends and supporters the opportunity to buy the other. This is a very difficult item to put a price on so we thought we would be guided by our readers' interest initially.

Please send your highest bid to Parham Airfield Museum's email address before 31st July. After 31st July we will contact the highest bidder re payment and shipping

details. If there has been insufficient interest from our reader base after this date we will put the item on ebay to offer it up to other WW2 and USAAF enthusiasts.



### From our Facebook page

Thank you to Larry Clark for sharing this photo and fact:

*21,223 bombs were loaded onto 390th Aircraft during the month of March, 1945, alone!*

Larry's stepfather, John Gungl flew with the 390th and Lt. Horton's crew.

Readers interested in learning what life was like on board a B-17 bomber, might find this video shared by Richard Pierce useful:-

<https://fb.watch/6cb30P2ueK/>

Richard's father and uncle were both based at the 390th in the 569th squadron. They flew the majority of their 35 missions on the same plane, *Geronimo*.



Click here to join our group: <https://www.facebook.com/groups/499467400084985>



**The Improvements Continue.  
Do come and see them.**



*Our Anderson Shelter*



*A new patio area has been laid for our picnic benches and even the driveway has had a revamp*



## FROM OUR ARCHIVIST

### Extract taken from 390<sup>th</sup> Station History for June 1944 written at the time

#### Mission No. 120

#### BOULOGNE

#### France

#### 5 June 1944

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Enemy defense installations along the French coast near Boulogne were attacked successfully by the 390<sup>th</sup> on 5 June. The "A" group bombed an observation post and shelter with 120 x 500# M64s and the "B" group hit a gun position with 94 x 500# M64s. Two aircraft were lost in the attack and four of the returning airmen were wounded.

Clouds prevented the bombing of the primary and the formation returned to Beachy Head. It then made the bomb run on the secondary targets in the Boulogne area. Bombs were dropped by 10 A/C of the "A" group and 7 of the "B" group, at 1014 – 1015 hours from an altitude of 24,000 feet.

The photo interpretation report called both attacks successful and termed the bomb hits "good."

The aircraft lost were those piloted by 1/Lt H. A. Pickell and 2/Lt E. M. Armstrong. Just after the formation has passed the primary target IP flak, probably from mobile batteries, hit it and knocked four ships out of the formation. Two were able to return but Lts Pickell and Armstrong's Fortresses were shot down.

The Group flew as lead and low group in the 13<sup>th</sup> CBW. Maj Ray Armstrong and Capt Alvin W. Jaspers were acting command pilots for the wing and the "B" group respectively.

Wounded in the attack were:

S/Sgt Charles J. Marston, B

Sgt John J. Memole, LWG

S/Sgt Glen E. Mills, BTG

S/Sgt George H. Robinson, Jr., RWG

Combat Crew comments:

Lt Allman: "A spearhead of concentrated flak ripped into our formation just inside the French coast. Two ships fell out, one with its tail shot away - - chutes started floating out, but one of the planes crashed in flames before all the men had escaped."

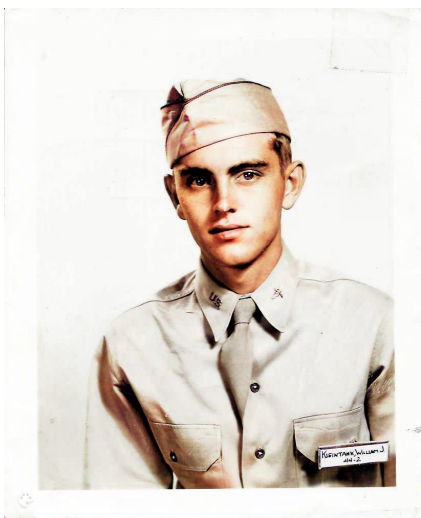
T/Sgt Selvideo: "Heavy cloud patches hid the target. We caught the roughest flak barrages whenever the formation appeared through the breaks. Enemy guns were hammering at us most of the time that we were over the coast.

*(Archivist Note: From the two aircraft that are mentioned above 7 POW and 11 KIA)*



# AIRMAN OF THE MONTH

## JUNE



### WILLIAM JOSEPH KLEINTANK

#### 1 MAY 1923 – 2 JUNE 1944

William was born in Lovington, Kentucky. He enlisted into the USAAF in January 1943 and was trained as a Navigator. William had flown no combat missions from Station 153, in fact he had only been in England 2 months when he was killed.

On June 2<sup>nd</sup> 1944, William and 9 other airmen were taking A/C 42-31512 on a test flight. The test was to ensure the new #1 engine was ready for action, a process called 'slow-timing'. At 11:30, about an hour after take-off, the tail assembly of the plane hit a tree at Elmtree Farm Grundisburgh and became uncontrollable, causing it to crash and burn. All 10 crew were fatally injured.

William is buried in Kentucky. He was 21.

WORLD WAR II DECEASED		ORIGINAL	
<b>APPLICATION FOR HEADSTONE OR MARKER</b> <small>(Form made out and copies to recipient)</small>			
CHECK TYPE REQUIRED (SEE INSTRUCTIONS ON REVERSE) <input type="checkbox"/> UPRIGHT MARBLE HEADSTONE <input type="checkbox"/> FLAT MARBLE MARKER <input checked="" type="checkbox"/> FLAT GRANITE MARKER <input type="checkbox"/> BRICKS MARKER (SEE INSTRUCTIONS)			
ENLISTMENT DATE Jan. 23, 1943	SERIAL NO. 0-708487	<input checked="" type="checkbox"/> GRANITE <input type="checkbox"/> MARBLE <input type="checkbox"/> NONE	
RESUME DATE May 1, 1923	PERSON NO. 56944	STATE Ky	RACE W
NAME (Last, First, Middle Initial) Kleintank, William J.	U. S. RESERVATION STATE ORGANIZATION (SEE INSTRUCTIONS) 390th Bomb Grp (H)	COMPANY 390th Bomb Grp (H)	
DATE OF BIRTH (MONTH, DAY, YEAR) May 1, 1923	DATE OF DEATH (MONTH, DAY, YEAR) June 2, 1944	LOCATION (City and State) Ft. Mitchell, Kentucky	
NAME OF CEMETERY St. John's	REGISTERED FUNERAL HOME (City and State) Ludlow, Kentucky	POST OFFICE ADDRESS OF COUSINE 254 Latta Ave. Ludlow, Kentucky	
SIGNATURE OF CEMETERY BOOKKEEPER By: John H. [Signature] (Bookkeeper)			
DO NOT WRITE HERE FOR VERIFICATION JUL 2 8 1948		I certify this application is submitted for a stone for the unmarked grave of a veteran. I hereby agree to assume all responsibility for the success of the above property when arrival at destination, and properly place it at the decedent's grave at my expense. MARGARET J. KLEINTANK ADDRESS (Last, First, Middle) 4 Montrose, Ludlow, Kentucky	
DOWNS FROM DD FORM 623		IMPORTANT—Complete Reverse Side	





## AIRMAN OF THE MONTH JULY



### JOHN C BLICKENSDERFER 12 APRIL 1924 – 7 JULY 1944

John was born in Missouri. He enlisted into the USAAF on 15 December 1942 and was trained as a Co-Pilot. John flew four combat missions from Station 153.

Mission 145 was to Merseburg in Germany. At 08:04 hours A/C 42-97893 crashed into another plane which had dropped back due to being caught in prop wash. As a result of the crash A/C 42-97983 lost props and #2 engine and a fire broke out in the left wing. The two planes were meshed together and exploded before hitting the ground.

John is buried in Missouri. He was 20.



**Jennie Smith**

## AN RAF PILOT REMEMBERS

I was trained to fly the Hawker Tempest with the RAF. It had a huge, double banked engine with massive air intakes beneath so you could not see a thing whilst taxiing. When we attempted to start the engine an airman always stood by with a big fire extinguisher. You had two cartridges. You inserted the first and pushed the start button. There was a hell of a bang. Hopefully she started up. If not and you were very brave, you could try the second one. This always produced a sheet of flame from the exhausts. When that occurred, you had to decide whether to jump out and run to escape the fire or press on. I found out that if you gunned the throttle there would be even larger sheets of flame but usually they blew out the fire and you could take off.

Once the CO ordered me to deliver a Spitfire the next morning. I said I had never flown one, but he told me in no uncertain terms that I would soon learn! So, I sat up all night reading the Spitfire Pilot Manuals. After breakfast, I gathered my flying kit and manuals and went out to the aircraft. To my surprise there was a little fair-haired girl in flying gear just strapping on her chute. She said, "I am flying this one today." Then she got in, started up and just took off! I never did get to fly a Spitfire.

I ended up in the Far East flying Dakotas, delivering supplies to our armies who were pushing the Japanese back. Once I had a full load of ammunition and was ordered to land in a jungle clearing that had supposedly been cleared of Japanese troops. As I landed, I saw muzzle flashes all around and bullets started to zing through the plane. Deciding this was an unhealthy place to linger, I turned around and took off again in a hurry. Then I called on the radio and the ground controller came on. "Oh, sorry old boy, I thought we had that area cleared of Japs. Just circle round for a bit and my chaps will sort it out." So, I did, then landed again in the same place. All was completely quiet.

I am 94 now. Luck I suppose. After the war I applied to be a commercial pilot but there was a six-month waiting list. I got fed up with waiting so ended up as a lawyer.



### Oral History

Please help us keep this chapter of history alive.

If you have any personal or family memories of the air campaign you would like to share, we would love to hear from you.





## **Arthur Walter Albert Gabbitas Royal Corps of Signals - Special Duties Section (Signals)**

*The British Resistance Organisation Museum was opened on 30<sup>th</sup> August 1997. On that day John Warwicker and Ron Chisnall interviewed Arthur Gabbitas, veteran of the Auxiliary Units Signals.*

The interview started with Arthur explaining that he was working in London when war was declared. In November 1940 he was called up into the Royal Corps of Signals and sent to Catterick where he undertook six months of training as a wireless operator. Following training he and four others were told they were going to Auxiliary Units near Swindon. Having travelled down by rail the group was met by a truck and driven to Highworth. From there they were taken to Coleshill, having picked up the RSM who, according to Arthur, "had a little bit too much to drink and he had a whippet dog with him....we wondered what sort of outfit we were going to end up in". Having travelled all day from Catterick the men were put into the stable block to sleep on the straw.

The following morning the men were told that they were to be used on the signals side and though not trained for it they set up a 24 hours telephone system around the complex. Arthur stated that, at Coleshill, there was a mixture of regiments doing various duties "....but Thursday night was when all the civilians arrived from the Home Guard guerrilla patrols for training. They spent all day Friday, Saturday and part of Sunday, when they went home".

In discussing the work on the radios Arthur mentioned a Major Hills, an electronics expert with Fairey Aviation who brought in radio hams to work at Bachelor's Hall in Hundon. John Hills was recruited by Colin Gubbins to set up the wireless network for Special Duties Section (SDS). The TRD was the result of their efforts. The RD being an acknowledgement of Ron Dabbs, one of the leading radio hams. When asked if there was any built in security to prevent the enemy hearing transmissions Arthur replied that "....they used some system of covering the radiation to avoid that".

In describing the day to day workings he pointed out that each Control Station was in a hut with, perhaps, three or four hundred yards away an identical set up which would have been used when the invasion came and which was built underground. He described this as a Zero Station. Arthur told the interviewers that his job was to go out in a Scout car recharging or replacing the batteries in the Zero Stations on a regular basis as, once the invasion came, there would be no opportunity to service the batteries. It was also necessary to ensure that aerials were secure. These were usually in trees with the leads running down the bark.

John Warwicker mentioned to Arthur that he had been told that a signals soldier was killed when he fell out of one of these trees. Unfortunately the rope used to climb the tree had been kept in the back of a truck and accumulator acid had penetrated the rope. Arthur confirmed the incident and said that he was working at Buckland St Mary at the time and was sent to Lincoln to replace the casualty.

When talking about sites in East Anglia, Arthur was unable to remember any of the actual sites though he did mention a Reg Parnell who operated at Ousden near Bury St Edmunds and he also mentioned stations at Great Maplestead and Hockley in Essex.

Arthur confirmed that they were very active right up until mid June 1944 and explained how, on the day before 'D' Day, all stations were active for 24 hours sending out messages all day and through the night with the idea of confusing any German listening posts. (Operation Fortitude). Being in Lincoln he also remembers far greater numbers of Lancaster bombers so they had an idea that something was happening that day.

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*“It is generally accepted that the activities of the Operational Patrols and the Aux Units (Signals) were unknown to each other.”*

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A personal story that Arthur told was the problem he had in getting a leave pass in order to get married. With no sign of a pass arriving he was told to report to the local barracks and being unable to tell them which unit he was with or where he was stationed he was kept under interrogation for three hours before finally breaking the rules and giving them his Intelligence Officer's phone number. The leave pass was forthcoming but it illustrated how detached from the regular military the Aux Units (Signals) were.

At Stand Down Arthur went to Coleshill for a large group photograph of signals personnel and then returned to Catterick for retraining, becoming a Sergeant Instructor teaching new recruit wireless operators before finally being demobbed on 22nd July 1946.

It is generally accepted that the activities of the Operational Patrols and the Aux Units (Signals) were unknown to each other. In his book 'Churchill's Underground Army' John Warwicker wrote that Arthur had asked for an invitation to the first Aux Units national reunion at Coleshill in 1994. His request was initially denied as the organisers, who were Operational Patrols veterans, had never heard of Aux Units (Signals) but he was able to produce his army paybook stamped Aux Units (Signals).

Arthur Gabbitas spent a good deal of his later life tracing his former comrades and researching the story of the TRD transmitter.

*This is a heavily abridged version of the interview.*

For further reading:-

Transcript of full interview held at BRO Museum  
'Churchill's Underground Army' by John Warwicker  
British Resistance Archive

<https://www.staybehinds.com/arthur-walter-albert-gabbitas>



**Chris Pratt  
Curator**

## SIGNED BOOKS

John Warwicker has kindly signed more copies of his highly esteemed book "Churchill's Underground Army".

Praise for the book:

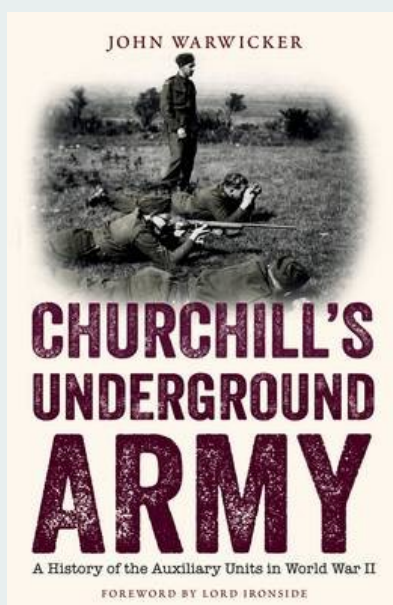
*“An amazing account of secret history”*

*An interesting chapter of the ww2 I knew my father was in this service and like many others kept quiet about it till he died, this book gives the full story*

*“An interesting study of British resistance plans during World War Two”*

*“Enthralling story of the resistance movement”*

We are pleased to sell the book in the Museum gift shop and also from our



<https://www.ebay.co.uk/itm/284325358143>



## Grant Support for the Museum

We are incredibly grateful for the advice and support received from East Suffolk Council.

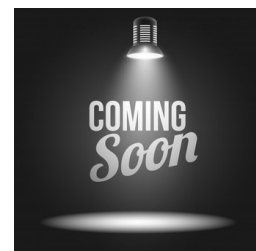
Since the COVID 19 emergency began we have received three government grants. They are designed to support local businesses and leisure facilities which are not permitted to open normally. Together with the Council Tax “holiday,” now extended until July 2021, this financial help has been immensely useful to us in covering essential expenditure. It has been administered very efficiently by East Suffolk District Council.

Recently we have been successful in receiving £1950 from the council’s “Bounce Back” community partnership fund. The museum matches this amount, thus allocating £3,900 to our project. It will run from May to July and is focused on helping the museum get back up and running. There is a strong emphasis on the inclusion of children and older people. The funding is enabling us to buy the various items necessary to help us open safely whilst there is still a risk from COVID. Our project includes materials to support children’s’ activities and a baby changing shelf, so we are more family friendly. We will also acquire two new computers, thus modernising our digital equipment and enabling volunteers to participate in remote meetings from the museum.



### *In our next edition:*

*Chris Pratt shares another interview with an Auxilier,  
Steve Smith shares his fascinating research into one of  
our exhibits in the Signal Room and  
details of new items available to purchase from our gift shop.*



## AMAZON SMILE

If you shop at Amazon, you can donate to Parham Airfield Museum without spending an extra penny. Activate Amazon Smile for us and a percentage of the price from all your purchases will be donated directly to the Museum

**Plus on Amazon Prime Day– 21st and 22nd June- there will be double donations to Smile.**

***Please click here to add us as your chosen charity.***

**[https://smile.amazon.co.uk/  
ch/284146-0](https://smile.amazon.co.uk/ch/284146-0)**



## Join Our Mailing List

If you have been forwarded this newsletter and would like to subscribe to receive future editions directly,

please click here:

**<http://eepurl.com/dM24L6>**

Past editions of our newsletter will be available on our website soon.



### HOW CAN YOU HELP?

We are hard working crew but are always in need of more volunteers to spread the work.

We are in need of friendly volunteers to meet and greet visitors or serve refreshments in our tearoom. Please get in contact if you could spare one or two days a month to join our roster, or if you would like to join our behind-the-scenes work crew to help maintain and preserve the exhibits and work on new displays.

We do not charge admission to our Museum and donations are always gratefully received. Donation boxes are located around the museum or can be made online via Paypal or bank transfer. We also have a new card reader so can accept card payments for shop purchases and donations.

**Thank you for your support.**

## CONTRIBUTIONS TO THE NEWSLETTER

We welcome contributions for our newsletter.

Please email your questions for us or other readers, articles, letters or photos for inclusion in the next edition by 25th July.

We would love to hear from you.

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Follow us on Facebook for regular updates and to connect with other supporters.

Our Museum is run solely by volunteers– apologies if responses are slow at times.



***“We are proud of our Museum and are very grateful to all those who help it not only survive, but thrive.”***

