

PARHAM *Autumn 2022*

Airfield Museum

FROM OUR CHAIRMAN...

It is my pleasure to introduce to you our latest newsletter, prepared by Lydia, our indefatigable editor. You will see that we have a range of contributions from our volunteers and some from visitors and supporters too, which is great.

During the summer we had an encouraging number of families with children visiting us. A particular pleasure recently has been more parties from our local schools. As I write, we expect a second class from Kyson Primary, Woodbridge, tomorrow morning. Children enjoy the various activity booklets we have prepared. Since Covid restrictions eased, we have been able to let them try out some of the toys that youngsters had at home during the war and dress up in one of the various sets of uniforms and equipment we provide for that purpose. They like to touch and feel original items!

We are very grateful for the financial support provided by our visitors and those of you who make monetary donations in other ways. This enables us to pay the necessary bills and continue to move forward. Recently we have also had several

generous gifts of quality books to add to the library or sell. Quite a few new exhibits have been donated too, including uniforms and rarely seen small items from the USA such as a glass plane souvenir candy container. We now have a 1940s telephone switchboard that we think could be made to work again. We have also acquired a few other things that may have been found in airmen's pockets that I don't think I should write about here!

As winter approaches, we plan to continue our programme of improvements. Storage facilities and a work bench will be added to the new store, and we intend to refurbish the displays in the watch office. Preparation of our project to create a World War Two living room continues; we have been fortunate to receive some interesting domestic artefacts from that period.

Please continue to keep in touch with us and do share this newsletter with your friends. If they would like to receive their own copy, it is very easy to enter email details on our secure website.

We send our best wishes to you all and hope to see many of you again next year.

Peter Senior Chairman

Recent Visitors

Col. Gene Pfeffer USAF (Ret), Curator and Historian of The National Museum of World War II Aviation in Colorado Springs, led a family visit to the museum in September.



Left, special visitors in our new garage/store room meant we had to halt our building works for a while. We are pleased to confirm that the baby swallows have now safely fledged their nest and we have been able to complete the building.

Minott Gaillard, right, visited us in September. He enjoyed a tour of the old base and saw where his father, William M. Gaillard, was stationed. His father was the pilot of B-17, *Spot Remover*, which was forced to crash land in Denmark and was later captured by Germans. Interestingly, one of our Facebook followers also had a connection with *Spot Remover*. His father was also a pilot of the plane, until December 1943.





In September, Nathan Huegan and Donald Miller, author of *Masters of the Air*, led another group visit. The group included the nephew of Warren Bulta, a member of the 390th ground crew, and a relative of Sgt. William P Shannon, a 570th Sqdn. waist gunner .

Three men on a mission, *right!*

Mark Klingensmith, William Dubisher and James Harvey all had fathers , who survived crashes, in the Eighth Air Force.

None were in the 390th but the trio enjoyed looking round the museum.

We were pleased to welcome long-time supporters Frank Leek and his partner Cynthia again, *below*. Coming from the Netherlands, they hadn't been able to visit for a while because of COVID restrictions. They enjoyed seeing the new building and the diorama.



DON'T FORGET!

Sunday 30th October is our last opening day for 2022. If you haven't made it out to see us yet, time is running out!

We will open again on Sunday 2nd April 2023.

From the Tower...

William "Ike" Adamson flew as a tail-gunner with the 570th Squadron of the 390th and also in the 95th Bomb Group. He told the story of a long and slow wartime train journey from London to Ipswich. The time passed pleasantly enough because the other people in the carriage were a friendly bunch, wanting to know all about his life in America, and he in turn was able to learn about civilian life in wartime England. They also wanted to hear a first-hand account of bombing missions over Germany and occupied Europe. There was, however, one old lady who sat in the corner busily knitting and would not be drawn into the general conversation.

When they arrived at Ipswich Ike said Goodbye to his new friends and prepared to leave the train, but his way was blocked by the old lady who reached up and wound a blue, knitted scarf around his neck. "I've knitted this for you Yank" she said, "I hope it brings you good luck". He thanked her and as he left the train she called after him "Give 'em Hell Yank!".

Ike wore that scarf for all his remaining missions and the fact that he lived to donate it to the museum, many years after the war ended, would seem to show that the good luck wishes from the lady were granted.



Sadly Ike is no longer with us, but his scarf can be seen upstairs in the Control Tower at the museum.



Left, the "Meat Wagon" meets "Schiffless Skunk" just after landing to collect T/Sgt. SH Kovacki who was wounded during the mission to Berlin on 6th March 1944. He would be rushed to the base hospital which was just up the hill from Parham Church.

Being less than 10 miles from the coast, Station 153 was "any port in a storm" for many returning allied aircraft. Here six RAF Lancasters have been parked at the Eastern end of the main runway at Parham.



From our Facebook Page...

Gabriel Unruh captured some great shots of the museum and airfield on his recent visit. Gabriel's grandfather, Barat F. Ellis, was in the 390th.



Mike Dooley took this photo of Fiona Denny and her group of singing land girls, 'Station 366', during his visit to the museum on 28th August.

Their evocative performance was thoroughly enjoyed and we hope that they will visit again.



Maintenance & Improvements

Right, Shaun Beeching from Fareham, Hampshire, recently donated this amazing model B17. Making this was his project during the Covid lockdown. It is an exact replica of Yard Bird 358613 which joined the 390th in February 1945. It has made an impressive addition to the tea room. Thank you Shaun.



Reader's Memories

Paul Bridges, from Crawley, wrote in to tell us how the B17 crash at Gt. Glemham led to his existence...

I've just been looking at your photos of the plane crash and it had significant implications for myself. My father (Charles, Phillip Bridges) lived in Great Glemham and when the plane crashed, he cycled to the crash site. At the same time my mother (Kathleen Mary Woulnoh), who lived in the row of cottages along Church Hill, Saxmundham, also cycled to the crash site.

Without this crash my future parents would never have met and married and I would not exist. My father told me how difficult it was to impress the local girls with the Americans in the area. My father—like his father—was a slaughter man for the local lord and he couldn't compete with the cash and glamour of the American soldiers.

One evening he and his friends, couldn't get served in the local pub as it was full of Yanks, so he threw a thunder flash in the open fire, which caused mayhem!

My dad had a reserved occupation during the war, but was in the local 'Home Guard'. Myself and my wife are coming to Framlingham this week and, of course, we will be hunting for the crash site. I am also going to try and find The Wood Yard, Great Glemham, where my parents lived when they first married.

Do let us know how your visit went Paul, and if you found their house.

Rave Reviews

We continue to get great reviews on Tripadvisor and we currently have 191 reviews on our Google profile, averaging 4.8 out of 5 stars.

Parham Airfield Museum

4.8 ★★★★★ (189) ⓘ

Museum in Parham, Suffolk,
England · Closed



4.8 ★★★★★
(189)

Overview

Reviews

Photos

About

***** A fantastic place to visit, the best museum I've visited, so many exhibits and information about the airfield, 390th Bomb Group and WW2.

All the volunteers were knowledgeable and helpful.

It's free to visit, they rely on donations, which we gladly left.

***** Visited this great museum during their Military and Classic Vehicle event on 3rd July 2022, and was very impressed. There is a lot to see in the museum itself, and the view from the top of Control Tower out across the old airfield is most evocative. Although the museum is completely volunteer-run there is nothing amateur about it. All the displays and exhibits are to a very high standard. Everything is well laid out with much interesting information provided. The volunteers were all enthusiastic, polite and very knowledgeable. There is a very nice tea room and excellent modern toilet facilities. Don't be fooled into thinking this is just a little museum where you can see everything inside of an hour. There is an awful lot to see. It is perfectly possible to spend an entire day. Visiting on a special event day and taking time to look at the visiting military vehicles and classic cars meant we didn't quite get round everything in the museum. I must also say that it is remarkable that this excellent museum does not charge anything for entry – not even £1. With that in mind I would encourage anyone visiting to give generously – it is well worth it to support such a well-run and well-presented museum. In closing I would highly recommend this museum to anyone interested in aviation or military history. It is also of great benefit to anyone wishing to educate today's youngsters about WW2 – teachers and youth group leaders please take note.

***** An amazing place if you are into World War 2 etc. There is so much to see....so many exhibits. You are assured of a warm welcome....the museum is staffed by friendly enthusiastic volunteers. It's free to enter (which is itself incredible) so make sure you leave a donation!

***** There are 2 great museums on this site, one dedicated to the airfield and the other to the British resistance. I've never seen another museum like it anywhere. Really worth a visit but leave plenty of time, we ended up going back another day! Staff were brilliant, really informative and dedicated, a great day out.

***** Just great. Overwhelming really as the volunteers are super passionate and the stories of bravery immense.

***** Brilliant little museum. All the staff were great very knowledgeable and engaging. Went to see the BRO side but the USAF side was very interesting to see and hear about.

Thank you for taking the time to review us.

We love reading your comments.

Donation Boost

‘Gift Aid’ is a government scheme that allows us to reclaim the basic rate tax you pay as a UK taxpayer. It means that we can claim 25p of tax for every £1 UK taxpayer’s donate, at no extra cost to the donor.

We have Gift Aid envelopes at the museum but recently we have had some donors asking if they can gift aid electronic donations too so we thought it might be useful to include a copy of our form here for you to print if you wish.

Parham Airfield Museum *Gift Aid Donations*

Registered Charity Number 284146

Please treat the enclosed gift of £ ----- as a Gift Aid donation. I confirm I have paid or will pay an amount of Income Tax and/or Capital Gains Tax for the current tax year (6 April to 5 April) that is at least equal to the amount of tax that all the charities and Community Amateur Sports Clubs (CASCs) that I donate to will reclaim on my gifts for the current tax year. I understand that other taxes such as VAT and Council Tax do not qualify. I understand the charity will reclaim 25p of tax on every £1 that I have given. *I understand that if I pay less Income Tax and/or Capital Gains Tax in the current tax year than the amount of Gift Aid claimed on all my donations it is my responsibility to pay any difference.*

Donor’s details Title First name or initial(s) Surname.....

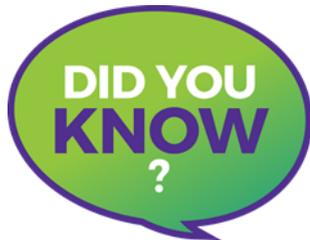
Full home address inc Postcode

Date **Signature**

Please notify Parham Airfield Museum if you: Want to cancel this declaration Change your name or home address
 No longer pay sufficient tax on your income and/or capital gains.

If you pay Income Tax at the higher or additional rate and want to receive the additional tax relief due to you, you must include all your Gift Aid donations on your Self Assessment tax return or ask HM Revenue and Customs to adjust your tax code.

www.parhamairfieldmuseum.co.uk



On a long haul mission (to Berlin) a B17 would be fully loaded with 2,700 gallons of fuel.

A gallon of fuel weighs 6lbs, so the weight of fuel would be 16,200 lbs.

12 x 500 lbs. of bombs = 6,000 lbs.

There would be 5,000 rounds of .50 Cal ammunition for the machine guns.

The weight of the .50 Cal machine guns plus oil for the engines and oxygen for the crew would bring the take-off weight of the aircraft to over 65,000 lbs.

Empty, the aircraft would weigh 35,000 lbs.

Mick Tipple

Dambusters Panel

On the night of 16/17th May 1943, 19 Lancaster Bombers of 617 Squadron took off from RAF Scampton to attack the great dams of Western Germany with mines.

On the way to the targets, the Lancaster of Pilot Officer G Rice (ED 936/G AJ.H) struck the water of the Zuider Zee which wrenched off the mine and damaged two engines. The aircraft of Flight Lieutenant L Munro (ED 921/G AJ.H) was hit by flak over Holland knocking out the intercom, both aircraft were forced to return to Scampton.

This left seventeen aircraft to attack the dams.

The Museum is very privileged to have a Panel of the only aircraft lost during the attack on the Moehne Dam.

The Lancaster involved was ED 925/G AJ.M, flown by Flight Lieutenant John Vere Hopgood. This aircraft was damaged by flak over Dulmen causing damage to the port outer engine, which had to be shut down. Flak also injured the Front Gunner - Flying Officer George Gregory, the Wireless Operator - Sergeant John Minchin, also the Pilot - Flight Lieutenant John Hopgood received a head wound.

Despite this setback Flight Lieutenant John Hopgood continued to the target. Hopgood's was the second aircraft to attack the Moehne Dam at a speed of 230 mph and a height of 60 feet, Hopgood's aircraft was again hit by flak, which ruptured a fuel tank, setting the port engine on fire.

Due to difficulties, the mine on Hopgood's aircraft was released late and the mine bounced over the dam wall and exploded on the power house below.

Hopgood's aircraft flew through the blast, which caused more damage to the aircraft. The Pilot managed to gain height to 500 feet and three of the crew managed to bale out, they were, the Front Gunner - Flying Officer George Gregory, The Bomb Aimer – Flight Sergeant James Fraser and the Rear Gunner – Pilot Officer Anthony Burcher. Unfortunately, the front gunner died of wounds,

John Vere Hopgood had already completed a tour of 30 missions with 106 Squadron. He was 21 years old.

The crash site located between the Towns of Soest and Werl, near to the village of Hohberg, was excavated in the mid to late 1980s. Since then, an autobahn (A44/E331) has been built over the crash site and a small plaque commemorating those who died has been placed as near to the crash site as possible.

Mr. Chris Scholtens from Harkstede Groningen in the Netherlands obtained the panel and donated it to the museum.

The Moehne and Eder Dams were destroyed. The Sorpe Dam was attacked by the two remaining Lancasters. One ED 825/G Coded AJ-T was flown by an American Pilot – Flight Lieutenant Joe McCarthy from New York who joined the Royal Canadian Air Force, the other Lancaster was flown by Flight Sergeant Kenneth Brown of the Royal Canadian Air Force, flying ED 918/G Coded AJ.F. They only succeeded in damaging the dam.



To attack the Sorpe they had to fly parallel to the dam and drop the mines.

Of the 17 Lancasters that attacked the dams, eight were lost, resulting in 54 airmen killed in action and two prisoners of war.

Left, in September 2021, Mr. Mervyn Wilson presented a framed print of an original painting by Mark Poselthwaite (Guild of Aviation Artists) showing Flight Lieutenant Hopgood's Lancaster attacking the Moehne Dam.

By Mick Tipple and Mervyn Wilson.

AIRMAN OF THE MONTH SEPTEMBER



CHARLES FREDERICK MCINTOSH 17 OCTOBER 1916– 10 SEPTEMBER 1944

Charles was born in California. He enlisted into the USAAF on 8 September 1942 and was trained as a Pilot. Charles flew 36 combat missions from Station 153.

On 10th September Charles was piloting A/C 42-31134 'Gung Ho' on mission 187 to Nurenberg. At the target at 1110 hrs, A/C 134 received a direct hit by flak. No.4 engine was blown off and the right wing set on fire. The aircraft flipped over on it's back, dropping straight down and exploding a few seconds later. Two chutes were reported seen. Three of the crew were taken prisoner, the rest were all killed including Charles.

Charles is buried in the Lorraine American Cemetery, France. He was 27.



J.W. (Pop) McIntosh, father and Fred McIntosh, son, about 1943

HEADSTONE INSCRIPTION AND INTERMENT RECORD									
INSCRIPTION (From: Name, Rank, Organization, State, Date of Death, Grave No.)									
CHARLES F. MCINTOSH 1 LT 95 BOMB SQ 95 BOMB GP (H) CALIFORNIA SEPT 10 1944									
SECTION A									
0693930									
ST. AVOLD 3503									
SECTION B									
3574									
MR. JOHN W. MCINTOSH (FATHER) 10602 WINTERSBURG AVE., ROUTE #4, BOX 660 SANTA ANA, CALIFORNIA									
CHL C-FAA									

AIRMAN OF THE MONTH

OCTOBER



ANTON JOHN KOHLER

6 NOVEMBER 1910 – 8 OCTOBER 1943

Anton, was born in St. Louis, Missouri and enlisted into the USAAF on 29 June 1942. He trained as a ball turret gunner and flew 14 missions from Station 153.

On 8 October, Anton was aboard A/C 42-30330, 'Blood Guts & Rust II' on mission 20 to Bremen, Germany. Over the target flak knocked out engine no.2. The plane was seen to fall out of formation, losing altitude rapidly. During the bomb run, Anton shouted excitedly over the interphone that he had shot down an enemy fighter.

According to his crew mates who survived, Anton carried his chute with him in the ball turret, which enabled him to bail out easier than anyone else on the ship. The ship was hit hard on the underside by a burst of flak directly over the target. It is believed that Anton was disabled by that burst.

Anton is buried in the Ardennes American Cemetery. He was 42.



SERIAL NUMBER 44		1. NAME (PRINT) Anton John Kohler		ORDER NUMBER 196
2. ADDRESS (PRINT) New Florence, Montgomery, Missouri				
3. TELEPHONE 159E 11				
4. AGE IN YEARS 29		5. PLACE OF BIRTH St. Louis		6. COUNTRY OF CITIZENSHIP U.S.A.
7. DATE OF BIRTH Nov. 6 1910				
8. NAME OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS Miss. Johanna Kohler				
9. ADDRESS OF THIS PERSON 796 A. Bernard Ave. St. Louis, Mo.				
10. EMPLOYER'S NAME Farmer				
11. PLACE OF EMPLOYMENT OR BUSINESS East St. Montgomery, Mo.				
I AFFIRM THAT I HAVE VERIFIED ABOVE ADDRESS AND THAT THEY ARE TRUE.				
REGISTRATION CARD DA. G. S. FORM 3				69-17103 Anton J. Kohler (Registrant's signature)

AIRMAN OF THE MONTH NOVEMBER

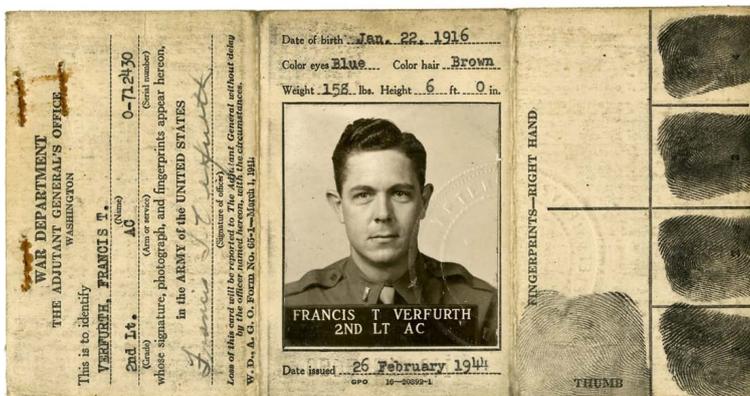


FRANCIS THEODORE VERFURTH 22 JANUARY 1916 – 30 NOVEMBER 1944

Francis was born in Fort Smith, Arkansas and enlisted into the USAAF on 12 August 1942. He trained as a Navigator and flew 22 missions from Station 153.

On 30th November Francis was aboard the lead PPF aircraft 44-8080 'The Saint' on mission 222 to Merseburg, Germany. The aircraft was hit by flak over the target one minute after bombs away at 1318 hrs. It collided with A/C 407 and caught fire immediately. The wings came off and the plane exploded when it hit the ground. The entire crew lost their lives.

Francis is buried in the Ardennes American Cemetery in Belgium. He was 28.



PRESS RELEASE – NOVEMBER 1944

By Lt. Gordon R. Flickema

I had never heard of Merseburg, Germany, until late last summer, shortly after I had broken into battle with the Eighth Air Force, when an intelligence officer placed his finger on a spot southwest of Berlin and said, “You’ll be here in approximately four hours, Gentlemen!”

We discovered then that almost over night, with the capture of Romania’s great Ploesti oil field by the Russian Army, the oil refineries at Merseburg and in its general vicinity had become the principal source of the German War Machine’s fuel.

Our bombers had visited the big refinery a number of times before, but had never managed to land a knock-out blow. The Germans seemed to have an alliance with the weather in that sector because always the target had been hidden under heavy clouds. The clouds were there on that first trip and on the four subsequent attacks which proceeded our all-out assault on November 30.

When the sky opened up over Merseburg that day, German defense officials must have known that we would be there, because they brought up the heaviest batteries of anti-aircraft guns I have ever seen in action. The mission was the 13th for the Eighth Air Force against the Merseburg objective.

From the initial point where we turned onto the bomb run – that last leg which leads to the target – I could see that although patches of clouds hung in the vicinity, the weather was clear. Heavy smoke screens hugged the refinery, but I knew that the bombardiers could pick up their aiming point without much trouble. The flak came at us almost before we realized that we were under fire. Great black walls of bursting shrapnel rose all around us. At times it sounded like thunder and our formation shook under the concussion of every barrage.

Forts started to fall all around us. It’s a terrible sensation watching them die . . . twisting and diving in smoke and flames. Two minutes before we let our bombs go there was a terrific explosion just ahead of us. Flames shot 200 feet across the sky and bomber parts fanned out in every direction. Finally, after more than 15 minutes of opposition from the German guns, we unloaded our explosives and turned for England.

An official report on bomber losses in the attack placed the figure at 40 and a number of those planes carried our flying mates. Our bomber was hit in a number of places, but luck must have been riding a wing. There was no serious damage and none of the crew wounded, and I think we scored some good hits on the target.



Jennie posts regular Station Bulletins from the base and mission details from ‘this day’ back in WW2 on our [Facebook](#) and [Twitter](#) accounts.

Please follow us to see these posts.

**Jennie Smith
Archivist**

Volunteer Vacancies

JOIN THE TEAM

Become part of our friendly volunteer crew at Parham Airfield Museum. From helping members of the public, to selling souvenirs and serving refreshments, to helping our maintenance team, we've got a role for you.



"I love greeting visitors and showing them our special museum. I also love reading the glowing visitor comments on Tripadvisor - most of which mention the friendly and helpful volunteers. Volunteering at the museum gives me an enormous sense of well-being and has brought fulfilment to my retirement".

"My experiences as a volunteer at Parham have been overwhelmingly positive. I have made new friendships, learnt new skills and I feel truly valued".

"From day 1, I felt like one of the team. I highly recommend volunteering here."

If you would like to help or can suggest a friend who may wish to do so, please email us for more information - parhamairfield@yahoo.co.uk

We offer full training and ongoing support and would love to hear from you if you like meeting new people, are enthusiastic and have some spare time. You do not need to be an expert in WWII!

BECOME A VOLUNTEER - MAKE A DIFFERENCE



The British Resistance

Organisation Museum

ABERDEENSHIRE GROUP 2 - BANFFSHIRE

GRANGE OPERATIONAL PATROL

Some sixteen years ago, Alison Smith the niece of Sgt William Ingram of the Grange Operational Patrol deposited with the museum a brief description of William's life along with a transcript of the log kept by the patrol.

Alison's papers identified the members of the patrol as:

Group Commander – Lt George Fisher

Sgt William Ingram

Cpl Sandy Pirie

Pte Donald Cruickshank

Pte John Irvine

Pte John Robertson

Pte Jimmy Munro

Pte Jock Henderson

Pte Jock Reid

Coleshill Auxiliary Research Team (CART) have identified a Cpl Alexander in the patrol and Alison has identified a Cpl Sandy Pirie who is not on the CART list. This is a good illustration of how difficult it is to provide a comprehensive list of auxiliers.



Inside the Grange Patrol Operational Base

Over two years after William's death an old school register was found in his desk at his farm. In it is recorded details of the unit's activities between November 1941 and Aug 1944. Alison suggests that Lt Fisher, the local primary school headmaster (?), a World War 1 veteran, may have instigated the log book. It would, of course, have been in direct contravention of official policy.

Following are just a few of the diary entries:-

First entry:-1941 - November 4 - Browning mechanism. Fisher, Ingram, Reid, Cruickshank 1930 - 2145
1941 - December 16 - Thuggery practice. Fisher, Ingram, Reid, Cruickshank, Robertson, Munro 1930 - 2130
1942 - January 27 - Demolitions.Booby Traps. Ex in G Quarry TP. Fisher, Ingram, Reid, Cruickshank, Robertson, Munro 1930 - 2230
1942 - March 17 - Patrol ex.with grenades used on target. Fisher, Ingram, Pirie, Reid, Cruickshank, Robertson, Munro, Irvine 1930 - 2115
1943 - February 14 - .22 rifle firing. .22 pistol practice at Mill of Paithnick. Lieut Fisher present. Ingram, Pirie, Reid, Cruickshank, Robertson, Munro, Irvine 1000 - 1200
1943 - Between April 4 and May 30 there were regular Daylight movement exercises usually with Fisher, Ingram, Pirie, Reid, Cruickshank, Robertson, Munro, Irvine
Last entry:- 1944 - August 17th - Revolver firing at W church with 2nd Lt Cook - All present 1930 - 2130

A full transcription of the William Ingram's log as well as other papers relating to the patrol can be found at the BRO Museum and on www.staybehinds.com

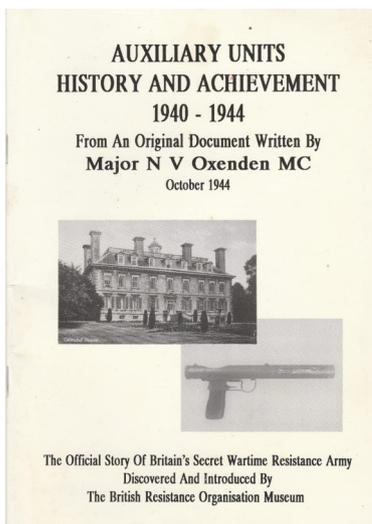
Chris Pratt

OBITUARY OF MRS JOY OXENDEN

Sadly, we have learned of the death of Mrs Joy Oxenden, the widow of Major Nigel Oxenden MC. Major Oxenden was the Auxiliary Units Intelligence Officer for Norfolk between 1940 and 1941 before joining the staff at RHQ Coleshill until Stand Down. In October 1944 he wrote the post war report on the Auxiliary Units 'Auxiliary Units History and Achievements 1940-1944'. Joy found the manuscript and made it available to the museum for it to be printed and made available to the public.

Our thoughts and prayers are with her family and friends.

Chris Pratt



Major Oxenden's manuscript sells very well in both our shop and online which shows the continued interest in the BRO and this secret chapter of British wartime history.



Right, buildings can be seen on two of the three remaining circular hardstandings at the airfield. There were 50 hardstandings when the base was operational and each B17 had its own one to park on.

To the bottom of the photo you can see the original perimeter track.



Thank you to our Ward Councillor, Maurice Cook, for a grant which allowed us to purchase a sound system for music and announcements. This will be a great addition for events as well as allowing evocative music to be heard throughout the museum on our regular open days.



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 are available on our website.



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



[Parham Airfield Museum \(390th Bomb Group & British Resistance Organisation\)](https://www.facebook.com/ParhamMuseum)

<https://twitter.com/ParhamMuseum>

The museum is open on Wednesdays over summer and Sundays until the end of October.

www.parhamairfieldmuseum.co.uk



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 card reader so can accept card payments for shop purchases and donations during your visit.

Thank you for your support.



CONTRIBUTIONS TO THE NEWSLETTER

We welcome contributions to our newsletter.

Please email your questions for us or other readers, articles, letters or photos for inclusion in the next edition by 28th December.

We would love to hear from you.

Editor: Lydia Kirk

**Parham Airfield Museum
Parham Airfield
IP13 9NF**

parhamairfield@yahoo.co.uk

www.parhamairfieldmuseum.co.uk

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.”



Registered Charity Number 284146