

Happy Xmas from the BAS & BCWM!

All of the Trustees and Staff at the BAS and BCWM want to wish you all a Happy Xmas. We hope you have a great break and get a chance to spend some quality time with your families during these difficult times. We would also like to thank you all for your help and support throughout this year as well — your donations have been extremely appreciated.

Thanks again!



THE BCWM FEATURES IN LOCAL MEDIA

The Rendlesham Parish newsletter for December 2020 has just been published and has a feature in it from our very own Karen Haynes. Karen has written an article about the globally recognised "Rendlesham Incident" that took place in December 1980, and refers to the events of the day including transcripts and other information in detail. You can read the piece directly on the Rendlesham Parish Council website [here](#).

Rendlesham



40th ANNIVERSARY OF THE SAD LOSS OF LT COL WILLIAM OLSON & MASTER AIR LOADMASTER DAVID BULLOCK

The Bentwaters Cold War Museum arranged for wreaths to be laid on the 40th anniversary of the sad loss of Lt Col William Olson from the 510th TFS/81st TFW and

Royal Air Force helicopter winchman Master Air Loadmaster David Bullock who also died attempting to rescue Lt Col Olson.

To Honour their memory forever R.I.P

40 years ago today on the 18th November 1980, a pair of A-10 Thunderbolts II's from RAF Bentwaters collided over the village of Itteringham in Norfolk. One of the pilots Major Stephen P. Kaatz ejected safely clear of his aircraft which crashed into a field and erupted in a ball of fire.

The other A-10 flown by Lieutenant Colonel William H. Olson was still just about airworthy so he headed back to Bentwaters over the sea by following the coastline, below him were angry waves whipped up by a force eight gale. Lt. Col Olson tested the rudder, elevators and ailerons which all seemed to be working properly and the engines were behaving and none of the cockpit instruments were showing anything untoward. Next thing he tried was to lower the undercarriage, he selected 'wheels down' and the undercarriage started to lower but in doing so it opened a hidden wound in a damaged hydraulic line. Hydraulic

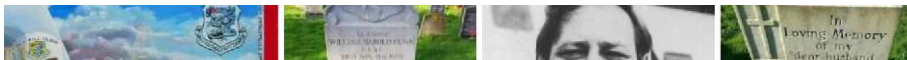
fluid started gushing out and from that moment on the aircraft started to die. In the cockpit the flying controls stiffened and within seconds the flight controls were immovable and the A-10 began to lose height towards the rough sea below.

Lt.Col Olson made a final 'Mayday' call on his radio to enable listeners on the ground to get a fix on his location and hopefully get quickly picked up by a rescue helicopter and next he pulled the handle on his ejector seat to launch him free from his stricken aircraft. A short time earlier at 9.28a.m in the crew room of 202 Squadron the Air Sea Rescue unit at RAF Coltishall (10 miles North of Norwich) received a call to say that two American aircraft had collided near Itteringham and that one had exploded and the other may still be flying. The Sea King helicopter took off with in minutes heading for the crash site but before they reached it, they were called to head East and search for the second pilot who had ejected into the sea.

In the meantime a British Airways Sikorsky S-58 helicopter used for oil rig support had heard the 'Mayday' call and had located Lt.Col Olson who was in the sea and still attached to his parachute but was struggling to release it due to the rough sea which had filled the parachute canopy with water and was dragging him along and at times under the big waves. The British Airways crew could do nothing as their helicopter was not equipped with a winch and could only watch, as soon as they saw the RAF Sea King approaching they headed off to let the rescue crew do their job.

The Sea King hovered about 40 feet above Lt.Col Olson and estimated that he was being dragged through the rough sea at between 12 and 14 knots, they had to act quickly so Winchman Dave Bullock was lowered down on the wire to the pilot and clipped himself to him and attempted to cut the cords connecting the pilot to the water filled parachute canopy. Dave Bullock signaled to the helicopter to winch them both just clear of the water so that he could have a better view of the remaining attached cords so that he could cut them, by this time the Sea King was only 15 feet above them and the strain on the winch cable was too much and it snapped. Dumping Dave Bullock and Lt.Col Olson back into the gale lashed sea, despite his own appalling predicament Dave Bullock continued to try to keep the pilots head out of the water and was fighting for the other man's life as vigorously as he was fighting for his own.

A dinghy was thrown to them but the gale took it past them at the pace of a speedboat, the Sea King crew had run out of options and could do no more to help. The two bodies of the men were recovered by a HH-53 'Jolly Green Giant' helicopter from RAF Woodbridge



MEDIA COVERAGE FOR THE BAS/BCWM...

This Saturday (October 17th 20) sees an interview with our very own Karen Haynes being broadcast on radio. Karen is one of the real foundations of the BAS/BCWM and undertakes a multitude of things both in the background and foreground that includes (but is certainly not limited to!) organising the museum shop & café, the society and museum accounts, memberships, society secretary, arranging supplies and merchandise, and even the sanding and painting of the aircraft we have as well much, much more!

You can listen to the interview online by visiting Rendlesham Community Radio here on Saturday.



SAD NEWS FROM THE UK GOVERNMENT FOR THE BAS/BCWM...

Today (October 12th 2020), the Trustees found out the disappointing news that the museum's application for a Culture Recovery Fund grant was unsuccessful. It was hoped that the CRF grant would provide the necessary funding for a new shop/café building to replace our existing portakabin, which is no longer fit for purpose. In addition to museum admission monies, we had several events lined up this year to provide extra income to help fund the project.

Unfortunately for us, the Government's Covid restrictions have prevented us from even opening, let alone go ahead with our extra events. The shop/café provides the biggest source of income so a new building is a necessity for the museum to continue in its present form.

The Trustees will endeavor to try and find additional funding but to say this news is a major setback for the future of the museum, would be an understatement.

MANY NEW & DIFFERENT PATCHES NOW IN STOCK ON OUR STORE...

New in to our store is a good selection of US Army and other unique patches for the patch collectors out there - some of them are as cheap as 70p each! Have a browse of the store here



PHOTOGRAPHY EVENT ON OCTOBER 3RD 2020 - FULLY BOOKED AS OF 13/9/20

...taking some photos of our aircraft?

Yet again we have arranged another photography event at the BCWM on October 3rd 2020 if you were unable to get a place on the previous events.

The event has been made possible within the guidelines recently set out by the UK Government regarding Covid-19, and a full Health & Safety briefing will be made at the start of the event. Whilst in the restoration hangar face masks MUST be worn. There will be a maximum of 15 attendees at the event.

You will be able to photograph our A-10A Thunderbolt II, Phantom FGR.2, Hunter GA. 11, Harrier GR.3 and a dismantled F-84F Thunderstreak. Afterwards we will travel across the airfield in our own vehicles in convoy to the museums restoration hangar which contains a Jaguar GR.1A, Meteor F.8, Lightning F.53 and a dismantled

Lockheed T-33A.

The event will take place between 1300 and 1500 on Saturday October 3rd and places (£20 per head) can be booked on the BAS website here.



NEW PATCHES ADDED TO THE ONLINE STORE...

We have just added more patches to our store, but one specific one relates to the 81st TFW Clinic which is relevant to us as a museum and RAF Bentwaters.

As part of the support services within the USAF, many of these units had their own patches which are not seen as often as the more commonly collected aircraft squadron patches. Why not grab yourself a piece of history by looking at this and the other patches on our online store.



PHOTOGRAPHY EVENT ON 19/9/20 - NOW FULLY BOOKED AS OF 28/8/20

Due to popular demand we have now arranged another photo opportunity at the BCWM on 19th September 2020.

Times are from 1 pm to 3pm and this event is limited to 15 places maximum and is €20 per person.

.....a chance for the public to photograph the nine aircraft in the Bentwaters Cold War Museum Collection which are on display or under restoration. As the museum is closed this year the aircraft on display outside have no barriers around them, so it's an opportunity to get some different angles than normally allowed. After a look around the museum compound you will be taken over to the museums restoration hangar to photograph the aircraft inside.

Aircraft available to photograph - A-10 Thunderbolt II, Phantom FGR.2, Harrier GR.3, Hunter GA. 11 (freshly re-painted), F-84F Thunderstreak, Jaguar GR. 1A, Lightning F.53, Meteor F.8 and a Lockheed T-33A

Please note that the museum building is closed with access to the toilets only and no food or drink will be available. And all Covid 19 recommendations must be adhered to when on site which includes Face Masks to be worn inside the hangar. — You can book a place here — <http://www.bentwaters-as.org.uk/events>



NEW ONLINE STORE PRODUCTS...

We are happy to point out that new items have just been added to our online store including coasters, fridge magnets, tea towels and even cushion covers! They are all bespoke BCWM branded items, and certainly catch the eye! Have a look at them in the Home Accessories category on the store - <http://www.bcwm.org.uk/store>



ÄÄ OGRESS ON THE HAWKER HUNTER.

as continued recently with the restoration of our Hawker Hunter GA. 1 1, and it has recently been given a new paint scheme following an extensive period of restoration and treatment of the airframe. It's not quite finished yet, but it's getting close to the finished product.

BCWM PHOTO OPPORTUNITY. NOW FULLY BOOKED AS OF 12/8/20

This event is limited to 15 places maximum and is £20 per person.

This is a chance for the public to photograph the nine aircraft in the Bentwaters Cold War Museum Collection which are on display or under restoration. As the museum is closed this year the aircraft on display outside have no barriers around them, so it's an opportunity to get some different angles than normally allowed. After a look around the museum compound you will be taken over to the museums restoration hangar to photograph the aircraft inside.

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WE NOW HAVE AN ONLINE STORE!

We have now opened an online store where we are selling BAS and BCWM merchandise - to begin with we have t-shirts, baseball caps, beanie hats, magazines, and patches for sale. Purchasing can be made via Paypal or Debit Cards and couldn't be easier! You can find links to the store in the navigation menu on this website, or simply FOLLOW THIS LINK.



[BAS Membership](#) [Baseball Caps](#) [Beanie Hats](#) [Books & Magazines](#) [Guides](#) [Patches & Pins/Badges](#) [Tee Towels](#) [T Shirts](#)



The museum is based in the former USAF hardened command post on the former Bentwaters airfield, we believe that currently this is the only such building open regularly to the public in the UK and Europe. The main "war operations room" and "battle cab" have been restored to original condition, the IT telephone exchange room, and decontamination showers and airlock are also as original. Other rooms within the building have been turned into exhibition rooms, covering the history of RAF Bentwaters from WWII until the base closed in 1993. Included in this are histories of the units that operated from the airfield, particularly the 8th AF.

Another room is dedicated to the history of the other airfield which was part of the "twin base" complex RAF Woodbridge, again covering the period from WWII until the present day. We have other exhibition rooms featuring information on the "Special Operations/Rescue Squadrons" that were based at RAF Woodbridge, as well as the "Aggressor" Squadron based at Bentwaters. A miscellaneous exhibition room has Cold War exhibitions and a Cold War timeline, as well as displays about the 1st Fighter Wing at Shephards Grove, the USAF Cobra Mist installation on Orfordness, and the 216th Communications Squadron.

you can visit the BCWM website [HERE](#) or the Bentwaters Aviation Society website [HERE](#)

Featured



BAS Membership (UK Email)

Annual UK Subscription is from January - December each year and will include free admission to the B...

£26.00



BAS Membership (US Email)

Annual US Subscription is from January - December each year and will include free admission to the B...

£25.00



BCWM Visitors Guide

This is an exclusive 25 page glossy guide to the BCWM. The guide covers the history of the museum, a...

£5.00



Return To The Sky A-10 Patch

A unique specially commissioned patch to celebrate the return of Fairchild A-10 80-0019 to B...

£5.00

SUMMER WORK CONTINUES DESPITE COVID-19

Although the museum is still closed to visitors, museum staff volunteers are working hard on the long list of tasks that keep the museum going. Must mention Olly who was inside the museum office on this sunny day working on the paperwork for donated items. Everyone was adhering to the Government Covid 19 regulations and the museums own risk assessment to have a safe working day on July 5th.





THE JAGUAR ROARS...

Today (15/3/20) saw the museum's Jaguar GR1 .A (XX741) carry out high-power taxi runs at Bentwaters to further prove the airframe's capabilities for any future public events/photoshoots. The tests proved successful. A big thank you goes to the whole team involved in what proved to be a very memorable day in the life of XX741 !



