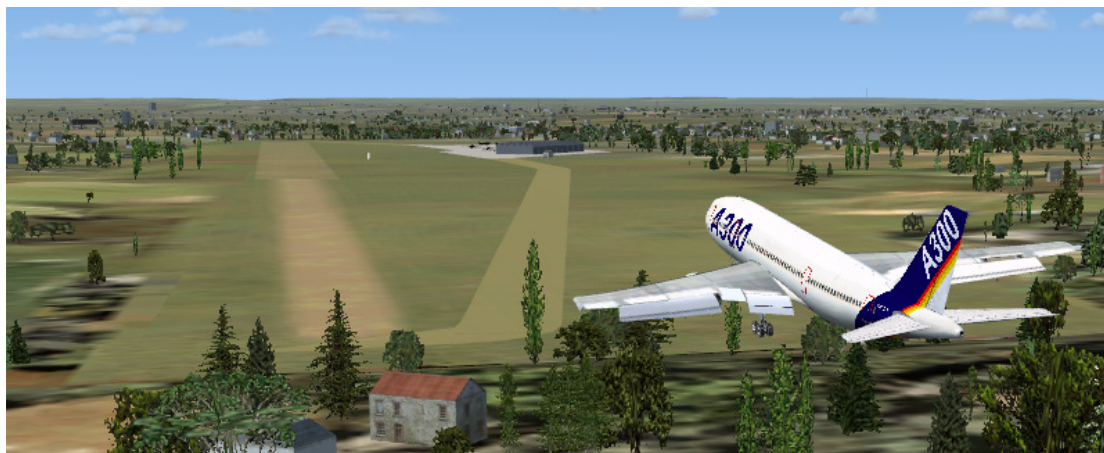


UKFlightsim FS9 Wisley during the 1940s



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Thank Yous

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And all those who beta tested this scenery for you
all to enjoy

Additional Files

The following additional files are needed for the AI
pack for this project (Available from here:
<http://www.btinternet.com/~rick.piper/>). They
should be installed into the aircraft folder in the
main FS9 folder:

FS2002/FS2004 Vickers Valetta

FS2002/FS2004 Vickers Viking

FS2002/FS2004 Vickers Viscount 700

History (From modified from the one wisleyairfield.co.uk)

When Captain “Mutt” Summers, Chief Test Pilot for Vickers Armstrong, made his emergency landing on the grassy stretch of Ockham farmlands in a Wellington bomber during the early stages of the war, he could not have guessed at the far reaching changes his discovery would bring to the local residents.

They were accustomed to walking across from elm Corner to Ockham Church on a Sunday morning and also enjoying the fresh vegetables grown in the big field at Elm Corner.

However, once the land was requisitioned from the owner, Lady Wentworth in 1943 by the Ministry of Defense to make way for an airfield, access was denied, rights of way were closed and four farms along with several cottages and buildings had to be demolished. (Numbers one and two, School Lane were built in 1943 as replacements for two of the dwellings).

The four farms demolished to make way for the airfield site were Stratford, Hyde, Corsair and Cuckoo. The fourth, Cuckoo Farm had to go as it was on the flight path.

Land was taken from several other existing farms most of which came from Bridge End Far. The owner of Pound Farm, the grandfather of John Maiklem, gave up about thirty acres at the Ripley end and the then tenants of Pound Farm at the Hatford End lost about 12 acres.

Wisley airfield is so called because most of the land used to be in the Parish of Wisley until the reorganization of Civil Parish boundaries in 1838. Now the airfield is totally within the Civil Parish of Ockham although the Ecclesiastical Boundaries remain as they were originally.

Following the requisition in 1943, the agreement was that the airstrip might be retained for a further five years after the war and the Ministry of Defense gave assurances that it would be returned restored, with the buildings removed for agricultural use, as soon as its airfield function was ended. Promises like this, made in the presence of wartime circumstances sound fine at the time, but Governments have a nasty habit of forgetting them. This proved to be the case in Ockham.

After “Mutt” Summers’ discovery, Vickers surveyed the area and realized that a grass runway of 6,600 feet could be used so they retained the site for a permanent airfield.

Buildings in which to assemble and maintain aircraft were erected and Wisley became the main flight testing centre for the Weybridge built aircraft.

(Historians amongst you may be interested to know that when Vickers began leveling the ground in preparation for flying, some large 'Sarsen' stones were discovered and removed. The stones are found mainly in Wiltshire and Berkshire and the name was used by early Christian Saxons as a synonym of pagan, or heathen, associated with Druid worship. One such stone is thought to form a doorstep of a local church in this area).

The war ends, the airfield remains

During the following years, ground breaking planes were built at Fox Warren, a hanger in the woods between Weybridge and the Test Flying Base at Wisley. Once assembled, the aircraft had to be towed down the A3 to Wisley. These journey had to be made at 5am on a Sunday morning as Telegraph poles had to be dug up to make way for these wide loads. They Weybridge built aircraft tested at Wisley included the Viking, Viscount (originally named the Viceroy until it same became associated with the Independence of India), Valiant, Vanguard, BAC 111 and the VC10.

The Valiant became the backbone of Bomber Command, 104 of these aircraft were built, plus three prototypes, the later model becoming the only aircraft in the Command capable of carrying nuclear weapons.

The concrete runway arrives

Once Jet Engines were introduced, the grass runway became unsuitable as the jet pipe set fire to the grass. This upset the groundsman, Harry Gray who tended the ground with loving care and was the decision maker as to when flying could start after rain. By 1952 a tarmac runway was laid to accommodate the larger and more powerful aircraft.

Over the next twenty years or so, Vickers flew and developed their prototypes often breaking records with some famous names in the cockpits. "Mutt" Summers, Brian Trubshaw, later to fly Concorde on its maiden flight, Jock Bryce (subsequently a resident of Elm Corner), George Lowdell and Brian Powell. No doubt the Wildlife deserted the airfield once these giant 'iron birds' took to the skies!

In 1973, however, the British Aircraft Corporate, successor to Vickers, finally closed Wisley because of its close proximity to Heathrow and today only the runway and the WOR beacon still remain.

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