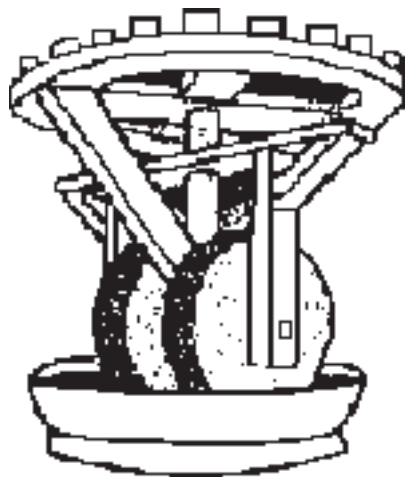


# Touchpaper

The Newsletter of the  
**ROYAL GUNPOWDER MILLS WALTHAM ABBEY**  
**FRIENDS ASSOCIATION**



**SEPTEMBER**  
**2008**

## OFFICERS OF THE FRIENDS ASSOCIATION

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PLEASE NOTE: Deadline date for submissions to the  
next issue is 15th November 2008



## *Editorials*

*When I started to prepare this issue I thought that I might not have enough material to fill it, but I found in the end that I had too much ! So apologies to anyone who sent in a contribution which has not appeared inside, it will appear in the future.*

*I am off on holiday in October, so any contributions will not be acknowledged until November. I am going to Florida to celebrate my 60th birthday watching a launch of the Space Shuttle. Hopefully a report with pictures of the launch will be in the December issue of Touchpaper.*

*Malcolm Bergh*



# CHAIRMAN'S CHAT

In spite of the indifferent weather this summer there have been some very good weekends at the Gunpowder Mills. Five have been particularly good and I hope that lot of you managed to get to at least one of them.

The VE Day weekend on 3rd-5th May with the Grace Spitfire drew large crowds and was enjoyed by all.

The Friends made a major contribution to the Rockets and Space weekend on 21st/22nd June. Our rocket exhibition in L157 was substantially improved and we also had some good exhibits (including working ones) in the marquee on the concrete slab. Companies such as BAE also exhibited. Firing of many chemical and air powered rockets took place over the weekend. The Friends arranged static and thrust measurement of rockets where children were able to press the firing button.

Jousting took place on 12th 13th July. This was a very colourful and spectacular event, greatly enjoyed by all.

The Medieval Siege Re-enactment on 2nd/3rd August involved a trebuchet firing at a section of a castle wall (with some success!)

On 23rd-25th August the Legend of Robin Hood was enacted by the Golden Archers. Historical accuracy was not an important part of the display! As a memorial to Norman Paul, his family donated an armillary sundial and a wooden bench to the site. Many of his family attended a ceremonial handover of these on 30th July.

The Friends have put up a plaque on the water wheel in his memory - Norman built the brickwork for this - and will be renovating the surrounding area as a memorial garden to him.

The Gunpowder Treason and Plot exhibition, previously at Westminster, is now open in L157.

Enjoy the rest of the season,

John Wnght

P.S. I was very pleased to meet Randall Wyatt's daughter on 25th August. I believe he retired from the Sensitiveness Section in 1981 at about the same time that I moved to the Ordnance Board in London.

# Obituary

Colin John Butler  
(3rd June 1947 – 1st May 2008)

Colin passed away suddenly at his home in Berkhamsted on May 1st 2008.

He came from a small family in Kilburn but moved out to Berkhamsted in his later childhood. When he was fifteen he went to work for G W Franklin where he spent all of his working life. Starting as an electrical apprentice and working his way up until at the time of his death he was Company Secretary. One of his many responsibilities was looking after the Apprentices.

He had few outside interests until 1973 when he took an interest in canal restoration and joined the Waterways Recovery Group, a voluntary organisation helping to restore derelict canals in the UK. Where with his usual great enthusiasm and flair for organisation he soon became more & more involved in the planning & implementing of projects.

In 2003 he became a volunteer at WARGM and was among the first railway volunteers known as “The Four Musketeers”. Not only did Colin work tirelessly on the Railway but also used his electrical skills to provide expertise and practical help around the site. Examples of this are the provision of heating in the Café & Sphinx Gallery.

Colin has always been single and always worked more hours than was really good for him. However throughout his life Colin was always ready to help anyone and contribute practically, organisationally and financially to anything he was involved in.

We will all miss this powerfully built man with his dry sense of humour, insightful thinking, practical abilities and simple humanity.

Colin's Funeral was held at Amersham Crematorium on Thursday 22nd May. Fifteen of us from WARGM including two Trustees and two from the Friends Association, attended. Personal reflections were given by Mike (Colin's friend), Tony (Fellow Director at Franklins) and Christine & Chris from WARGM Railway. It all went very well with a good number of people in attendance, which included his cousin, neighbours and about fifty from his company, gathering to pay their last respects to a dear friend and colleague. Afterwards we retired to the Kings Arms Hotel, in Old Amersham, where we gave Colin a good send off.

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On Saturday 28th June, as per Colin's request and with the Trustees permission, Colin's ashes were scattered at The Royal Gunpowder Mills. Mike, Colin's life long friend, brought the ashes to site and together with John another of Colin's friends, railway volunteers, trustees and others from WARGM we all gathered at 83B. Mike and John, together with the Railway Leadership Team, transported Colin's ashes aboard the works wagon, pulled by the Hunslet Loco, which was bedecked with a black ribbon, to the railhead. During a moving ceremony Colin's ashes were scattered between "Rail and Water" Colin's two great loves. A brass memorial plaque mounted on a post was placed in the ground and contributions were made those who wished to say a few words including a rather poignant poem "Dash" which was read by Andy Smith. The sun shone through the trees as we departed back to 83B where we all enjoyed a BBQ in memory of an enthusiastic and stalwart supporter of The Royal Gunpowder Mills,

COLIN JOHN BUTLER.



Grahame Browne  
July 2008

## Denmark again!

As you may remember our first visit to Denmark, in October 2006, was to discover the Danes “sitting on glowing poles”. See **Touchpaper March 2007** but we also met Sea Stallion from Glendalough.

Last year Nila, Hugh, Richard and I were fortunate to see the Viking replica ship, Sea Stallion from Glendalough, in Orkney on her epic journey to Dublin following the ancient Viking route. See **Touchpaper September 2007**. Earlier this year Nila’s Danish

cousin Marianne, who just happens to live in Roskilde, invited her to visit in August so that she could see the Sea Stallion’s return from Ireland. Nila very kindly asked Marianne if Brian and I could also visit and, to our delight, she warmly invited us too. Hugh, who is a Master in the Merchant



Navy, was surveying in the North Sea so was unable to join us.

Thursday we took ourselves by bus into Roskilde bus station and then walked to the Cathedral. Roskilde Cathedral is an amazing church and is on the World Heritage List. In 1443 a fire burned down Roskilde town and the Cathedral. Then in 1968 the spire of Margrethe burned. When we visited in 2006, the Cathedral was wrapped in plastic and the ageing Towers were being renovated. The restoration is still underway but at least the trio of towers has been unwrapped and can be seen from miles away. It is a really beautiful building of red brick. Since the Reformation all Danish kings, and almost all queens, have been buried in Roskilde Cathedral; many of them in special Royal Sepulchral Chapels. The Cathedral, however, also holds a few medieval Royal tombs. In the most dignified place, in the middle of the choir, is situated the magnificent sarcophagus of Queen Margrete I.



In the afternoon we visited the Viking Ship Museum because we thought it unlikely that we would be able to get in on the day the Sea Stallion came home! We were very fortunate to arrive just as a genial young Dane was about to give a guided tour in English. After which we went to look at a film of the voyage to Dublin. We had seen most of it on BBC Time Team film last year but the sight of the ship coping with massive waves on “stormy Monday” made me quite queasy.

On Friday, Marianne had checked on the internet and discovered that Sea Stallion had moored for the night at Gershoj, a small village not far from Roskilde. So she took us to visit the ship on our way home from Helsingor. It was lovely to see her so beautifully clean and tidy and to our delight Vibeke Bischoff was on watch and we were able to chat to her for a while. We had met briefly on Orkney having been asked by Kristian to say hello. Vibeke is a family friend of Kristian and Lene Jensen.

Saturday August 9 was finally here. Eagerly we set off for the harbour in Roskilde where we found a Viking village set up with all the stalls manned by people in Viking dress. Many stalls were demonstrating the old skills of leather work, weaving, knitting with one bone needle and other crafts. One stallholder was cooking and serving a type of pancake made with gluten free flour, there were also pigs and chickens roasting on a spit which could be purchased and eaten. Flavoured salts and honey were also for sale. A group of Vikings were demonstrating their fighting ability and, bizarrely, a group of lads wearing Copenhagen shirts were playing Irish shinty.

Around 1pm we went out to the dock and I sat down facing down the fjord and waited for the Sea Stallion. Soon I spotted her coming round the corner with her sail up, it took about 45 minutes for her to get close enough to drop the sail and put out the oars. After waiting a few minutes for the welcoming flotilla to move out of the way the crew began to row, the crowd were waving enthusiastically and the ship slid in through the very narrow mouth of the harbour. The crew gave a cheer which was echoed by the crowd, a very exhilarating moment. Definitely, a “Danes on glowingpoles” moment!

There was a reception with, of course, speeches in which the Captain thanked his crew etc and Tinna Damgard-Sorensen the Museum Director spoke of support received and their hopes for the future, both in Danish, but then the Irish Minister spoke at length and we were able to understand that. Most Danes speak English and the younger ones are really quite fluent as they learn it at school from an early age.

Apart from a few spots of rain it was a lovely day and it was estimated that about 15,000 people were there during the afternoon. [7]

on Monday we travelled to Frederiksvaerk to visit Kristian and Lene Jensen who gave us a delicious lunch of herring, fresh rolls made that morning by Kristian, and meatballs washed down with beer, together with tastes of different homemade schnaps.



After lunch Kristian took us to visit the highest point on Zealand, about 63m. It was a good view but the wind was a bit fierce. We then travelled on to visit several places around Frederiksvaerk including an old sluice controlling the flow of the canal, which supplied the Powdermills. We also saw the area where Kristian was based for his national service training. Then we travelled for a long way through a forestry area along bumpy tracks until we reached a car park near to the beach. Kristian and his family would often bicycle there from their home when they were younger. After coffee and cake back at their home, Kristian and Lene drove us back to Roskilde where Marianne had dinner waiting for us all. As it was our last night we stayed up a bit later, chatting and road testing more schnaps!

Next day Marianne took us to the airport. We were all really sorry to have to say goodbye, we had had such a wonderful time and felt very comfortable with the whole family.

For further information on the Sea Stallion look at **[www.havhingsten.dk](http://www.havhingsten.dk)** and select Havhingsten fra Glendalough Forside.

Daphne Clements

## **William Congreve Jnr. Part 1 Touchpaper June 2008 Ps. 6-12**

### **Corrections and Additions**

#### **Corrections**

1. Page 6 Line 18 gave the impression that the army of Tippoo Sultan included 5000 purveyors of fake Rolex watches, counterfeit Nike trainers and identity fraudsters. The word racketeers should of course have read rocketeers. Did anyone notice and was this a Freudian slip ?

2. Page 9 Line 4 The words Lord Mulgrave Foreign Office Minister should have read Lord Mulgrave, an eminent soldier.

#### **Additions**

1. Engraving entitled The Battle of Waterloo ( WAI 1479 )

The full caption is ‘ British infantry in square repel charges by French cuirassiers in the mid-afternoon; note the Congreve rockets visible over the buildings in the centre, which apparently are intended to represent La Haye Sainte. ( Engraving by R.Reeve after W.Heath ). ‘

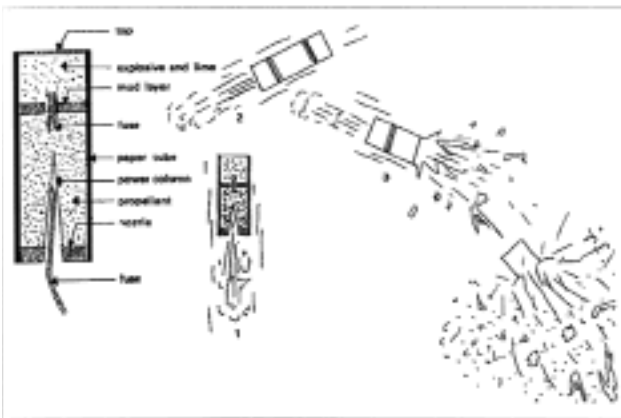
2. Captain Whinyates

Page 11 Line 17 said that Captain Whinyates was a lucky man at Waterloo. He was doubly lucky, if that’s the right word, to be there at all, at least as a rocket officer. Wellington had ordered that the rockets of the second rocket troop, commanded by Whinyates, should be put in store and replaced by guns. Rocket officers were renowned for their devotion to their weapons and some brave soul pointed out to Wellington that this would break Whinyates’ heart, to which Wellington replied ‘ Damn his heart sir, let my order be obeyed ‘ Nevertheless somehow the Second Rocket Troop did fire off many rockets at Waterloo, accompanied by six guns. Whether Whinyates deliberately disobeyed Wellington’s order and got away with it in the flush of victory ( possibly reasoning that he had nothing to lose since he would probably be dead ) or whether Wellington agreed to a compromise is not clear.

Although the Wellingtonian Army presented a picture of rigid discipline Wellington did not always find his orders obeyed automatically. In the matter of officers dress he had great difficulty in stopping his senior officers from going into battle carrying umbrellas and General Picton always entered the fray wearing a civilian overcoat and top hat.

### 3. First Rocket Report

Page 6 Line 12 said that the first reliable report of the use of a military rocket was in 1232, in the battle of K'ai-feng-fu. Since writing a source has been discovered indicating an earlier use. This describes what could be termed a rocket, 'thunderbolt missile', in the sea battle of Ts'ai-shih in 1161.



The first depiction of a rocket ?

P'i-li-p'ao – Thunderbolt missile deployed in the Battle of Ts'ai-shih 1161

Component drawing on left

4. The rocket attack on Fort McHenry during the Battle of Baltimore took place in the Anglo-American War of 1812, not as sometimes stated in the earlier American War of Independence 1776-83. The nascent United States rashly declared war on Britain in 1812 as a result of the British blockade of European ports in the Napoleonic Wars strangling US trade. Hostilities were fairly muted until the end of the Napoleonic Wars in 1814 allowed British reinforcements to be moved across the Atlantic.

The end of the American War in 1814 then allowed British troops to be moved back to Europe just in time for Waterloo in 1815. Some reports talk of exhaustion among some units who had fought all the way through the Peninsula to France then America then Waterloo.

5. The British proceeded to rout the Americans in Washington, including burning the building which preceded the White House and the Capitol building. This event has been quoted in some American history books as an example of British beastliness. However the main concern of the British was the American threat to Canada and before Washington the Americans had burnt the Canadian city of York, later renamed Toronto. When the Americans rebuilt in Washington they used a prodigious amount of white paint, hence the White House.

6 The Battle of Baltimore took place after the burning of Washington. The American Francis Scott Key who wrote the words 'the rockets' red glare', later appearing in the American national anthem, had gone aboard a British ship earlier in the day to arrange an exchange of prisoners and witnessed the attack from the water.

7. Before Washington British rocket forces were in action at Bladensburg, Md., when one barrage caused the Americans to 'break and flee in wild disorder'. This victory paved the way to advance on and capture Washington.

8 At least one American was grateful to Congreve. Presumably reflecting tension between the military and Washington a century later an American officer wrote 'Thus we may indirectly (or perhaps directly) thank Congreve and his invention for the capture and burning of Washington.'

Les Tucker

# EVENTS PICTURE GALLERY



**English Civil War Re-enactment by The Sealed Knot Society  
7th & 8th June**



**The Diehards Re-enactment  
14th & 15th June**



# EVENTS PICTURE GALLERY



**Multi Period Re-enactment Event  
5th & 6th July**



**Medieval Jousting Display with the Knights of Arkley  
12th & 13th July**

# EVENTS PICTURE GALLERY



**Medieval Siege Re-enactment  
2nd & 3rd August**



**The Legend of Robin Hood by the Golden Eagle Archers  
23rd, 24th & 25th August**



## **A brief history of Ejector Seats.**

In 1938 the Germans started working on ejector seats for the new German Air force and by 1940 both Heinkel in Germany & SAAB in Sweden had developed (independently) ejector seats operated by compressed air.

The first pilot to use such a seat was Helmut Schenk who ejected from a Heinkel He 280 prototype jet fighter on the 13th January 1942 after the control surfaces iced up and he had to bail-out.

In 1943 Bofors in Sweden developed a gunpowder ejector seat for a SAAB J21 single seat interceptor fighter, & the J21 was the first production aircraft to have an ejector seat fitted as standard.

However the main means of escape from a damaged aircraft throughout the war, for both German and Allied pilots was to jettison the canopy and climb out.

### **Martin-Baker**

The founder of the company was Sir James Martin CBE, DSc, C Eng, FImech E, Hon FRAeS. Born 11th September 1893 & died 5th January 1981.

The other half of the team was Captain Valentine Baker M.C., D.F.C.

Born in Llanfairfechan, Wales on 24th August 1888 and died while testing an MB3 Fighter on 12th September 1942

In the early days of the Martin-Baker Company, they were an aircraft builder. The first design from the company was the MB1 Low Wing, 2 seat, Monoplane of unique design, in that the pilot and passenger sat side by side and the engine was to the rear, with the drive shaft to the propeller running between the two seats. At the same time they also built autogyros to a design by one Raoul Haffner.

The MB2 fighter was designed and built in the early 1930s as a fighter for the Royal Air Force and was the first fighter to be fitted with eight machineguns in the wings.

The MB3 fighter was designed and built in the early 1940s and was fitted with six 20mm cannon, but never went into service, but continued to be developed as the MB4 and then MB5 fighter.

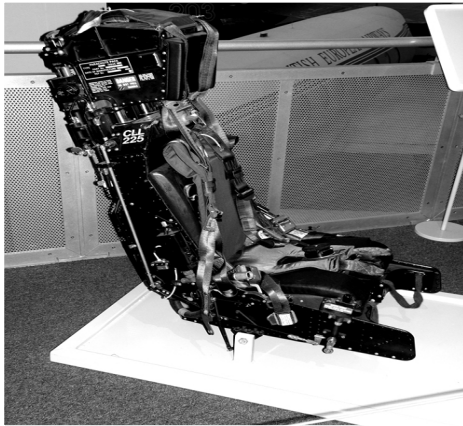
The MB5 was the pinnacle of the of the propeller driven fighter with two, three blade, contra-rotating propellers and a top speed of 460mph, Fitted with four cannon it came too late to help the war effort and in 1946 with the Jet engine in the ascendancy, Martine-Baker turned from aircraft manufacture to Ejector Seats.

Martine-Baker Ejector seats.

With aircraft getting faster & faster, the Martin-Baker company was asked in 1944 to design a emergency escape system for the RAF. The result was the ejector seat, supplied to most air forces around the world today.

The seat is rocket propelled and the research into a suitable propellant used for the seat was done here at Waltham Abbey, on the South Site.

The first live test of a Martin-Baker seat was on 24th July 1946 when Bernard Lynch ejected from a Gloster Meteor MkIII, and the first emergency use was in 1949 from an Armstrong-Whitworth AW.52 flying wing.



The seat in the photo is a Mk9b for the SEPECAT Jaguar single-seat, tactical support & strike aircraft. The aircraft being a joint collaboration between BAC in the UK & Dassault-Breguet in France.

The seat has an eject speed of 80ft per second.

Barostatic time-release of the parachute, which adjusts the release automatically in relation to speed and altitude of the aircraft.

The seat is a Zero-zero type which means it can be used with the aircraft stationary on the ground if needed.

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Barostatic time-release of the parachute, which adjusts the release automatically in relation to speed and altitude of the aircraft.

The seat is a Zero-zero type which means it can be used with the aircraft stationary on the ground if needed.

To date the Martin-Baker seat has saved 7255 lives with 36 of those between January & July 2008.

For those that would like to know more (and I can assure you I have barely scratched the surface) I suggest you look at Martin-Baker's web site [www.martin-baker.co.uk/history](http://www.martin-baker.co.uk/history) and [wikipedia.org/wiki/ejector\\_seat](http://wikipedia.org/wiki/ejector_seat).

**J. Wilson**

**July 2008**

## Norman Paul

The family of Norman Paul decided to honour his memory with the purchase of a bench and an Armillary Sphere. On his birthday, 30 July, members of his family gathered at the Powdermills and were met by a group of the Friends who escorted them to Walton House where the Armillary had been erected. Kim said a few words and then cut the ribbon.



John Wilson took a group photograph, a copy of which will be sent on to the family. After admiring the Armillary and the accuracy of the piece the family then visited the exhibition before heading for the café. Kim very generously invited the Friends present to

join the family for lunch as her guest. We spent a very pleasant time talking to the family and reminiscing about Norman. They duly inspected the plaque on the wall of the waterwheel and expressed pleasure with our tribute to Norman. At 2pm the family, Brian and I joined the land train for a special trip, guided by Dave Manners and driven by Sheilagh, paying especial attention to areas where Norman had worked. The family thanked us for all our efforts.



Daphne Clements

## A History of H10

### 1961 - 1965

At the time of our arrival, on the same day in Oct 1961, Ken Bascombe and I found ourselves in an ex-cordite reeling house where we had been allocated to work under Jack Powling.

In charge of H10 was Gordon Adams, supervising research into the combustion of rocket propellants. Les Phillips and Jack Powling studied different aspects of propellant reactions, Les concentrated on gas kinetics while Jack established a reputation for measuring surface temperatures of burning propellants using an infra-red technique (the typing pool often changed 'infra-red' to 'inferred', at least that was not as bad as the chemical 'uvinals' being changed to 'urinals'!).

Three EWS were at H10 in 1961, George Wilsheer, Jack Barnard and 'Titch' Carter. George was the establishment photographer, while Jack and Titch helped Jack Powling's group. Titch was one of the characters of E.R.D.E. and lived on a diet of biscuits and brown ale as he could not stomach the food in his digs in Hertford, from where he cycled each day to work! He was divorced and always said that his ex-wife worshipped the ground he had coming to him! We thought he'd had money at one time as he maintained that his father owned two boozers. It turned out they were him and his brother (who worked on the South Site proof-stand).

Sometime after our arrival at H10 we were joined by Bob Shaw, who worked for Les Phillips. Bob decided to study the reactions of Chlorine Oxides and set up a vacuum system in an armoured cupboard. One day Titch went to top up a cold trap, only to find that the whole apparatus had disappeared. No more work was done on Chlorine Oxides.

A stalwart of practical experiments on combustion was Bill Smith, who stayed with Jack Powling while Jack was still at Waltham, apart from a brief spell in P1 small scale cordite plant. Subsequently Bill stayed in Ballistics, first in H67 with Geoff Stocks and later on South Site at M34. I maintain he was the best experimental scientist in H10 and probably the best in E.R.D.E.!

Mike Harper completed the group, being in charge of theoretical calculations. Electro-Mechanical calculators had replaced Slide Rules by this time. For more complex calculations, paper tapes were prepared and taken to the computers at Wescott or Fort Halstead. Caroline, who worked for Mike Harper, left to get married to become Mrs Knight. Her replacement was Wendy Day, so we almost had them working Knight and Day !

Malcolm Bergh joined H10 soon after this time, as Jack Powling's group was moved to South Site, so I'll let Malcolm take up the story of H10 under Tony Osborne.

## **Bryan Howard**

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### **Dr Llewellyn**

I've been re-reading the 'Trials and Tribulations' booklet, and the anonymous letter on page 6 recalled my own memories of Dr Llewellyn, a big, genial, larger-than-life character who was a local GP in Waltham Abbey as well as the establishment Medical Officer in the 'fifties and 'sixties. The first time I had one of those regular medical examinations we who handled explosives were required to have, he asked all about me. On learning that my wife was, like him, Welsh, he enquired which part she hailed from. I told him she was from a small village "near Rhos."

I knew he would know that 'Rhos' was the abbreviation that the locals always used instead of the full name (Rhosllannerhugog), which is rather a mouthful - and which in any case I had difficulty in getting my English tongue around. After that, every time he saw me or my wife (we both saw him as patients in his local surgery) his face would split into a wide grin, and in his booming Welsh voice and with beautiful and immaculate Welsh pronunciation, he would enquire "And how are things in Rhosllannerhugog ?"

We were remarkably fortunate in ERDE in those days to have had such good medical care. I remember the North Site Surgery – as big as many present-day GP surgeries – with at least one Nursing Sister (there may have been more) and other, more junior nurses, always ready to attend to injuries, whether minor or more serious, and doing the regular blood tests, measuring FEVs and recording our weights. And it actually had it's own ambulance always on call. Not many GP surgeries have that luxury!

I was carted off in that ambulance one day, accompanied by one of the Sisters when I foolishly sliced the palm of my hand open by attempting to hold a piece of steel sheet in my hand while drilling it. I was in Chase Farm hospital being stitched up within half an hour of the accident.

Jim Hawkins

Email: [jimhawkins@manx.net](mailto:jimhawkins@manx.net)

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### Jack wins Jack Petchey Award

We are delighted that Jack Oakley, one of the youngest volunteers on site, and who has been a steward in the 'Farewell to Arms' exhibition for 4 years will be presented with a Jack Petchey Achievement Award on Sunday 31st August.

He has been praised by Brian Street, the creator of the collection and exhibition, for the way he communicates with the visitors patiently and clearly, passing on his enthusiasm together with his technical and historical knowledge. Now 15 years old, Jack has always taken his role seriously and spends most weekends during the summer season explaining the history of the individual items and showing visitors how a variety of guns, all now decommissioned, were loaded, cocked and fired - this "hands on" experience proves to be not only interesting and informative, but also is extremely popular with all ages of visitor.

The Jack Petchey Foundation awards were set up to actively encourage young people to get involved in community initiatives and it is hoped that other young people will take up the varied volunteering opportunities on site.



### Calling you!

**Please recycle any unwanted mobile phones and printer cartridges and help raise money to look after the heritage and wildlife of the site.** Just remove the SIM card (and do not send phone chargers), place in a strong envelope and send to **FREEPOST NAT16879, PO Box 575, IPSWICH, IP8 4 WR** or bring into the Gunpowder Mills (envelopes can be provided on request).

Note: Epson/Epson compatible cartridges/Brother/Canon/BCI/laser or toner cartridges cannot be accepted.

Please ask your friends and family too – not only are you helping to raise funds for us, but you are also reducing landfill and the pollution.

### DID YOU KNOW?

Around 90 million old mobile phones lie unused in the UK

Ink cartridges can take thousands of years to biodegrade in landfill sites and 31 million printer cartridges are sent to landfill sites in the UK each year.

**www.royalgunpowdermills.com** If you haven't checked out the website recently, then take a look! There have been lots of positive comments on its new design and we hope it will attract new visitors to the site.



Sign up for Everyclick as your search engine and you could also raise money for the Friends and/or Gunpowder Mills – just select your chosen charity at no cost to you.

To become a fundraiser check out **www.everyclick.com**

### **Cathy Morton-Lloyd**

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Apologies - No Jokes or Puzzle page this issue, I ran out of room.

I have also mislaid the answers to June's Puzzle page so that will appear in the December issue.

**Malcolm Bergh**

**R O Y A L**  
**GUNPOWDER**  
**M I L L S**  
WALTHAM ABBEY

‘TOUCHPAPER’

Published by WARGM Friends Association