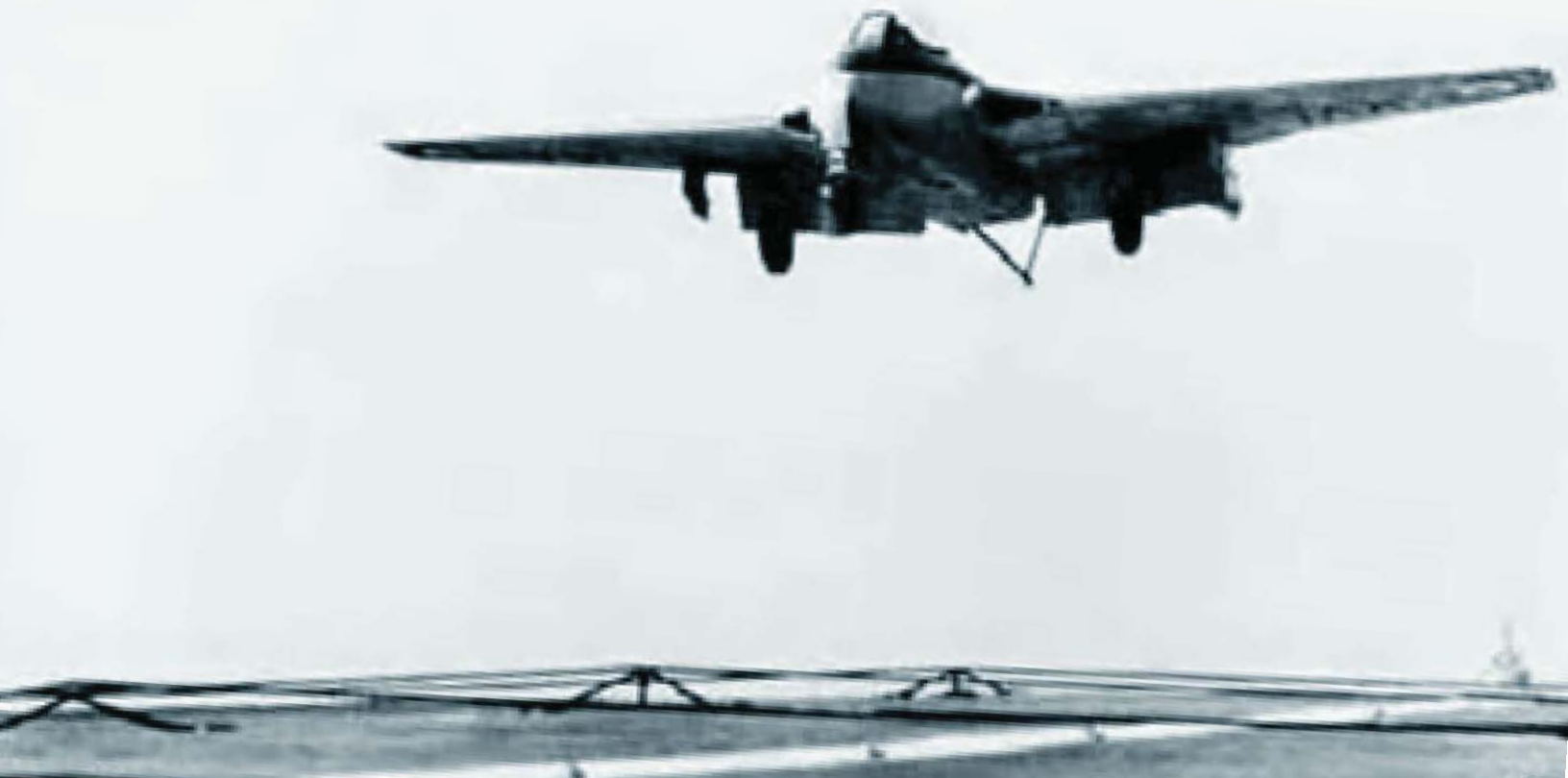


# 1st Jet Approach Sea Vampire Eric 'Winkle' Brown HMS Ocean 03 Dec 1945

[http://  
content.yudu  
.com/Library/  
A2dq2s/2013  
08NavyNews  
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referrerUrl=](http://content.yudu.com/Library/A2dq2s/201308NavyNewsAug13/resources/index.htm?referrerUrl=)



<https://www.scribd.com/doc/234112948/Aeroplane-Icons-Vampire>

**“The world’s first jet-powered aircraft to land and take off from an aircraft carrier, the Sea Vampire enjoyed a long and varied career with the [RN] FAA until 1970 [with RAN FAA until late 1970].”**



## **[1<sup>st</sup> Deck Landing] De Havilland **VAMPIRE**, VENOM AND SEA VIXEN by PHILIP BIRTLES**

“...The first prototype played no further part in the test programme when it was destroyed following an engine failure on take off from Hatfield on 23 July 1945. Fortunately de Havilland's test pilot, Geoffrey Pike, escaped without serious injury.

The second prototype was given a 4% increase in flap area, lengthened oleos and an arrester hook for deck landing trials on HMS Ocean. It became the first jet aircraft to land and take off from an aircraft carrier on 3 December 1945, flown by Capt Eric 'Winkle' Brown. Before flying on to the ship's deck, trials were made at Farnborough by flying into an arrester wire at various speeds and offset distances. As a result of a breakage, the hook supports were strengthened to reduce the hazards aboard ship. Further practice on land was conducted at RNAS Ford on 2 December, ready for the actual attempt the next day. Despite doubtful weather, 'Winkle' Brown located HMS Ocean, and the ship prepared for his first landing. The most demanding aspect of the approach was that a decision to abort the landing had to be made early, because of the slow acceleration of the early-standard Goblin engine. Once the aircraft was settled on the approach the ship could be seen to be pitching and rolling rather more violently than anticipated. However, the batsman gave steady guidance, bringing the aircraft straight in to a gentle landing, despite the pitching stern of the ship hitting the tail-skids just before touch down.

The aircraft was soon refuelled and made an unassisted take-off which was so short that the aircraft was 20ft up when it passed the captain's lookout point on the bridge. On the fourth landing the larger flaps were damaged by the arrester wires, but by removing 4 sq ft of area, the trials continued three days later.

Despite the success of these trials the Vampire did not enter combat service with the Fleet Air Arm, due partly to the poor acceleration of its engine if there was a need to overshoot on landing, and also because of its lack of endurance over a hostile sea where a number of approaches might be needed in poor weather. The Vampire was to see some Fleet Air Arm service, but as an advanced trainer and for development work...”

# De Havilland VAMPIRE, VENOM AND SEA VIXEN by Philip Birtles 1986

“...The second [Vampire LZ551/G] prototype was given a 4% increase in flap area, lengthened oleos and an arrester hook for deck landing trials on HMS Ocean. It became the first jet aircraft to land & take off from an aircraft carrier on 3 December 1945, flown by Capt Eric 'Winkle' Brown. Before flying on to the ship's deck, trials were made at Farnborough by flying into an arrester wire at various speeds and offset distances. As a result of a breakage, the hook supports were strengthened to reduce the hazards aboard ship. Further practice on land was conducted at RNAS Ford on 2 December, ready for the actual attempt the next day. Despite doubtful weather, 'Winkle' Brown located HMS Ocean, and the ship prepared for his first landing. The most demanding aspect of the approach was that a decision to abort the landing had to be made early, because of the **slow acceleration of the early-standard Goblin engine**. Once the aircraft was settled on the approach the ship could be seen to be pitching and rolling rather more violently than anticipated. However, the batsman gave steady guidance, bringing the aircraft straight in to a gentle landing, despite the **pitching stern of the ship** **hitting the tail-skids just before touch down.** ←

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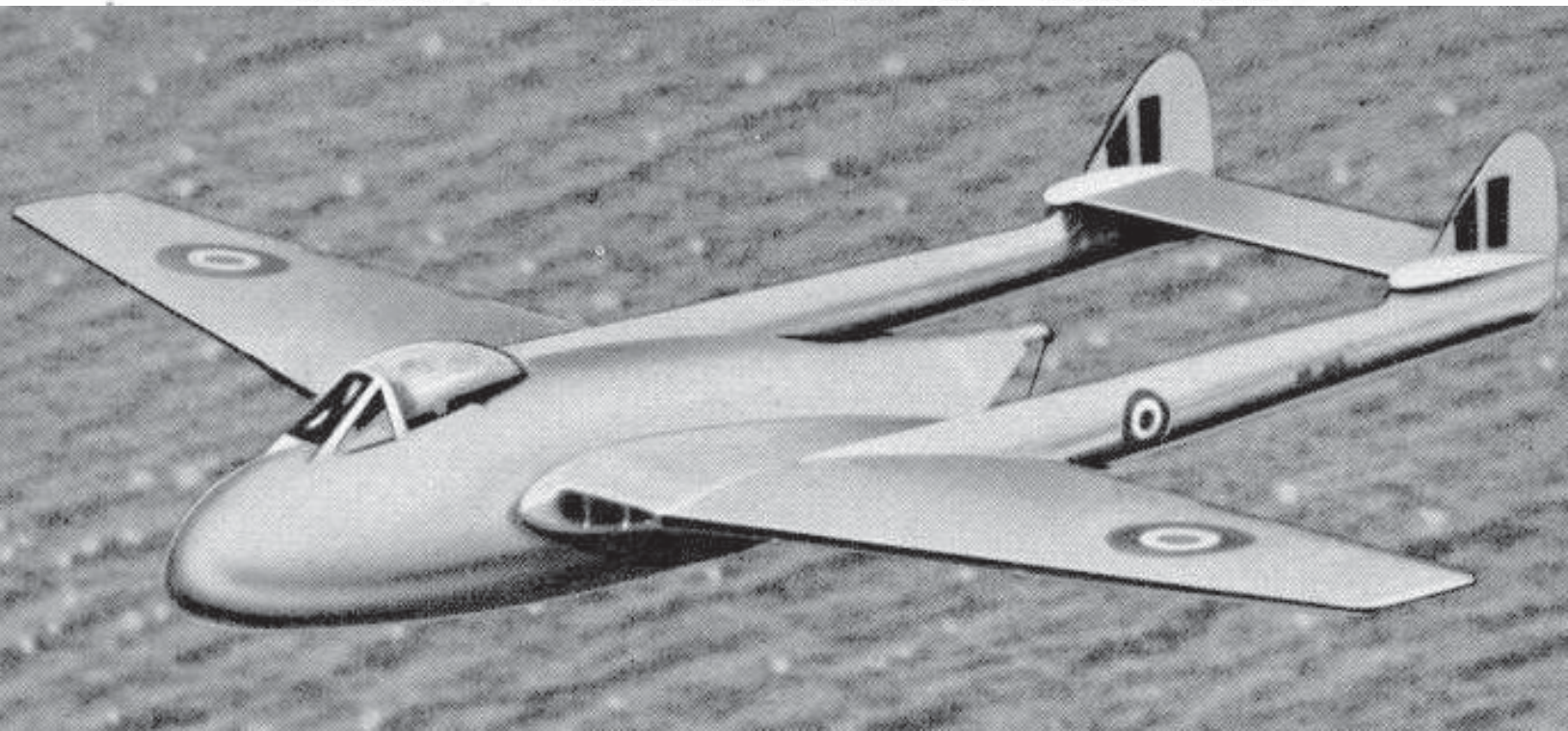


The second Vampire prototype, LZ551/G, was used by the RAE at Farnborough for flexible deck landing trials.

ADMIRALTY  
*October, 1949*

A.P. 4269A—P.N.  
*Pilot's Notes*

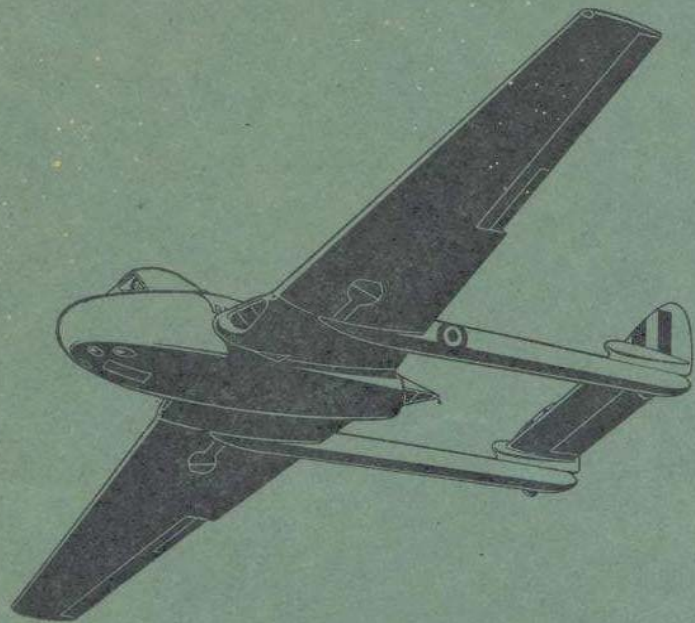
## SEA VAMPIRE F Mk. 20



# PILOT'S NOTES

FOR

## SEA VAMPIRE F.20



PREPARED BY DIRECTION OF THE MINISTER OF SUPPLY

*A. J. Poulson*

### FINAL CHECKS FOR LANDING

FUEL ... CHECK CONTENTS

BRAKES ... OFF. CHECK PRESSURES

WHEELS ... LOCKED DOWN

HOOK ... DOWN

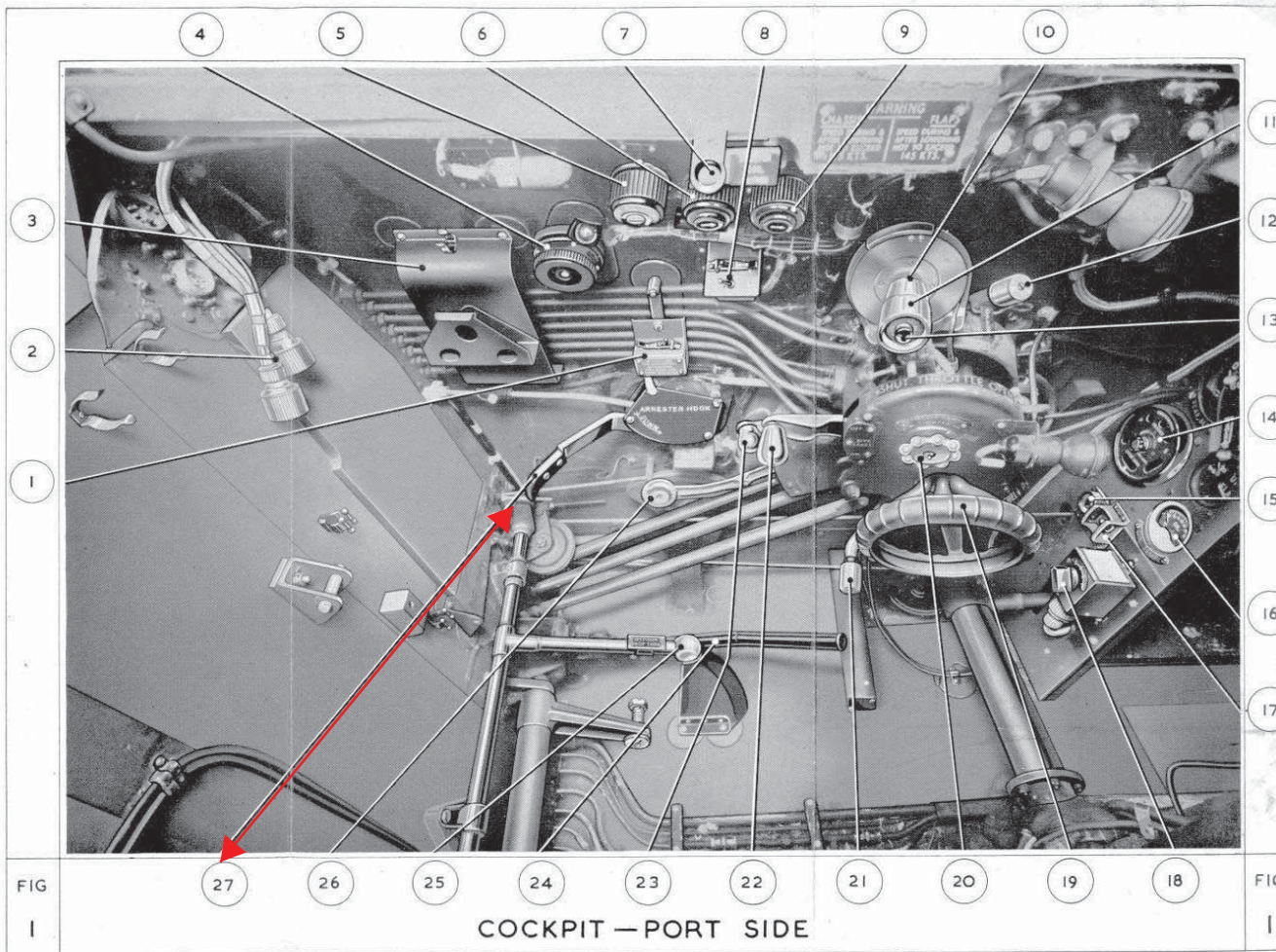
FLAPS ... FULLY DOWN ON FINAL

AIR BRAKES ... OFF

# PART V ILLUSTRATIONS

## KEY TO Fig. 1. COCKPIT—PORT SIDE

1. Undercarriage emergency retraction switch.
2. Connections for TR1520 controller.
3. Stowage for camera recorder.
4. Master switch.
5. U/V lamps, dimmer switch.
6. Instrument panel lamps, dimmer switch.
7. Booster-coil pushbutton. (Inoperative.)
8. Emergency lamp switch for lamp on left of gyro gunsight (lower) and master switch for instrument panel lamps (higher).
9. Flood lamps dimmer switch.
10. Throttle lever.
11. Gunsight ranging control.
12. High-pressure fuel cock lever.
13. R.P. and bombs firing press switch.
14. Undercarriage position indicator.
15. G switch.
16. Oil temperature gauge.
17. Auto manual switch.
18. Controller for TR 1520.
19. Elevator trimming tab control.
20. Friction adjuster.
21. Low-pressure fuel cock lever.
22. Air-brakes selector lever.
23. Flaps selector lever.
24. Hydraulic handpump.
25. Wing drop tank jettison lever.
26. Undercarriage selector lever.
27. Deck arrester hook operating lever.



FIG

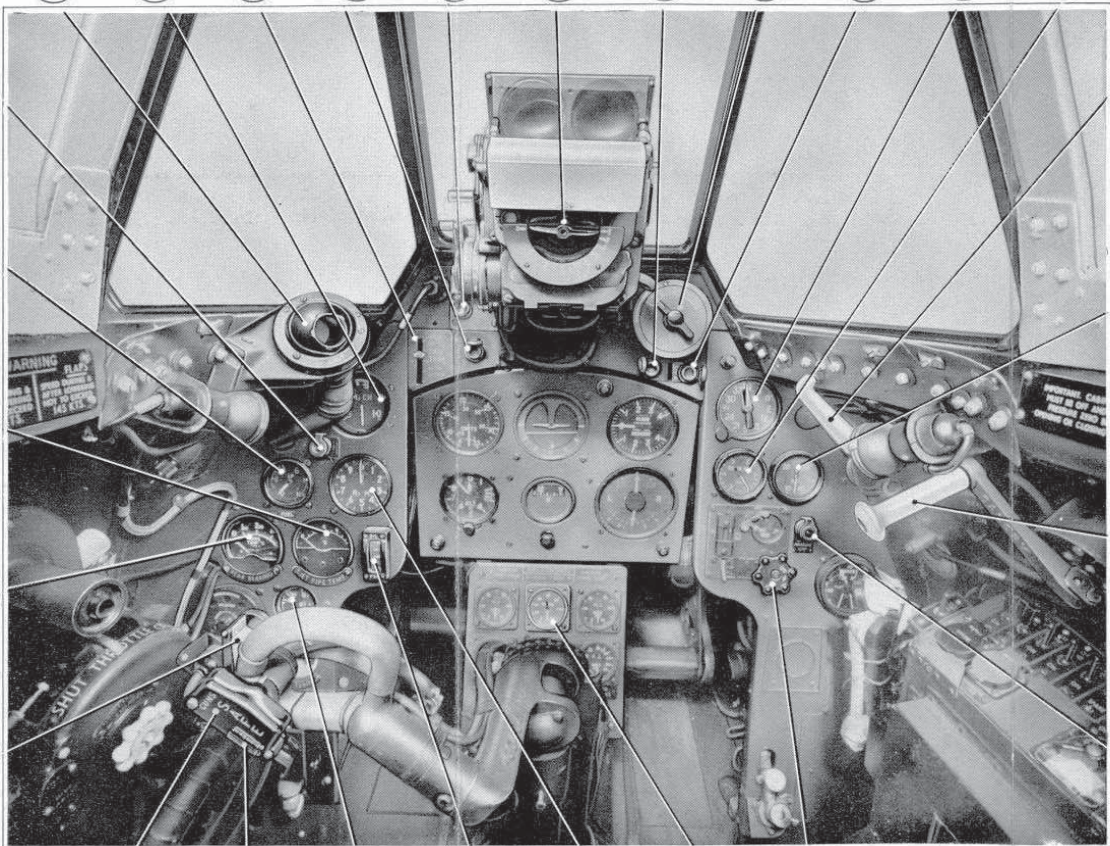
I

COCKPIT — PORT SIDE

28 29 30 31 32 33 34 35 36 37 38

KEY TO Fig. 2.

COCKPIT—CENTRE



- 28. Cockpit ventilator
- 29. Machmeter.
- 30. Elevator trim indicator.
- 31. Undercarriage warning light.
- 32. Deck arrester hook indicator light.
- 33. Gyro gunsight.
- 34. Fire-warning light.
- 35. Gunsight selector dimmer control.
- 36. Generator warning light.
- 37. R.I. compass indicator.
- 38. Cockpit air pressure gauge.
- 39. Canopy jettison lever.
- 40. Cockpit altimeter.
- 41. Canopy winding lever.
- 42. Cockpit pressure warning light.
- 43. Oxygen regulator.
- 44. Fuel contents gauges.
- 45. R.p.m. indicator.
- 46. Oil pressure gauge.
- 47. Flaps position indicator.
- 48. Cine-camera press switch.
- 49. Gun-firing switch.
- 50. Press-to-speak switch.
- 51. Rear bearing temperature gauge.
- 52. Jet pipe temperature gauge.
- 53. Burner fuel pressure gauge. (To be deleted in later aircraft.)
- 54. Fuel pressure warning light.

54

39

53

40

52

51

41

50

42

FIG

FIG

2

2

COCKPIT — CENTRE

49 48 47 46 45 44 43

# How to Deck Land the Sea Vampire

## 40. Stalling

- (i) The approximate stalling speeds in knots are :—

Undercarriage and flaps up ...	90-95 knots
Undercarriage and flaps down ...	80 knots


The stalling speed in the clean condition is not very well defined as the A.S.I. fluctuates before the aircraft stalls. The use of medium power reduces the stalling speed by 2 to 3 knots.
- (ii) When carrying external stores the stalling speeds are increased by 5 to 10 knots.
- (iii) The stalling characteristics are similar for all loads.
  - (a) With the undercarriage and flaps up, warning of the approach of a stall is given by a slight elevator buffeting some 20 knots before it occurs, becoming more pronounced as the stall is approached. At the stall the nose drops and the A.S.I. fluctuates widely. If the control column is held back, there is pronounced longitudinal pitching and a tendency for either wing to drop. With power on there is less warning of the stall but an increased tendency for either wing to drop.

## 42. Approach and landing

- (i) Carry out the checks detailed in Pilot's Check List, items 111 to 119.

- (ii) At the maximum airfield landing weight 10,900 lb. (with or without external stores) the recommended final approach speed with full flap is 95 knots, at lighter weight 90 knots is recommended.
- (iii) The initial approach should be made 15-20 knots above these figures.
- (iv) It is recommended that a powered approach be made, especially when landing with external stores in order to obtain a better engine response in the event of having to go round again.
- (v) Make a normal tricycle landing holding the nose wheel clear of the ground.

## 43. Deck landing

- (i) The recommended approach speed is 90-95 knots. 
- (ii) Engine r.p.m. of about 8,000 will be required on the approach to maintain a constant height with undercarriage and flaps down.

## 44. Mislanding and going round again

- (i) Always use full power.
- (ii) Open the throttle slowly to take-off r.p.m. Raise the undercarriage as soon as possible and retrim.
- (iii) Climb initially at 115 knots increasing to about 140.
- (iv) Raise the flaps.

### 33. Take-off

- (i) Carry out the checks detailed in the Pilot's Check List, items 103 to 110.
- (ii) Taxi forward a few yards to straighten the nose wheel and open the throttle smoothly to take-off r.p.m.

NOTE.—(a) When carrying external stores or when conditions make the use of the shortest take-off run essential, the brakes should be applied when the aircraft is aligned on the runway and the throttle opened slowly to take-off r.p.m. Then release the brakes.

- (b) If for any reason it is necessary to check any of the engine instruments, this should be done against the brakes prior to take-off.
- (iii) Keep straight by gentle use of the brakes, then as speed is gained, by coarse use of the rudder.
- (iv) Ease the nose wheel off the ground at 70-75 knots (a fairly strong pull force will be necessary when carrying two wing drop tanks). Care must be taken not to get the nose wheel too high or the booms may touch the ground. The aircraft should be flown off at about 95 knots, 100 knots when at maximum all-up weight.
- (v) When comfortably airborne brake the wheels and retract the undercarriage.
- (viii) (a) Before a catapult take-off the pilot should check the following, in addition to the normal items shown in the Pilot's Check List.
 

Main oleo pressure	...	...	350 lb./sq. in.
Main tyre pressure	...	...	86 lb./sq. in.
Nose oleo pressure	...	...	500 lb./sq. in.
Nose tyre pressure	...	...	75 lb./sq. in.

- (b) For a catapult take-off use 45° flap and neutral elevator trim. The control should be held central with the right arm held firmly braced against the hip joint as there is a tendency for the control column to move back during the launch. Should the control column move back despite this braced position, the nose wheel will be raised from the deck; as the aircraft leaves the catapult the stick should be eased forward to reduce any excessive angle of attack thus imparted during the launch.

- (ix) For carrier take-off use 30° flap and open the throttle to 10,200 r.p.m. against the brakes.  
The UNASSISTED TAKE-OFF CURVES show the minimum winds speed required in knots over the flight deck which will allow a safe unassisted take-off at weights of 9,700 and 10,900 lb.

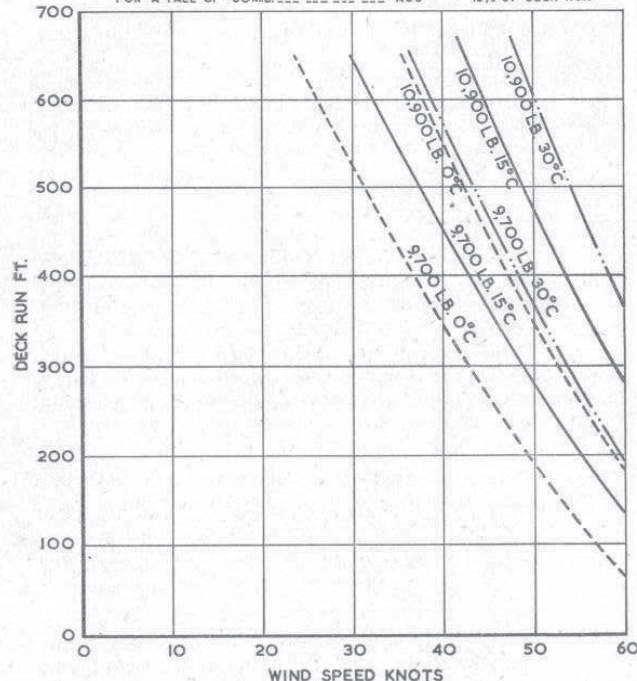
### SEA VAMPIRE 20

1 X GOBLIN 2 (3000 LB. ST.)

#### VARIATION OF DECK RUN WITH ATMOSPHERIC TEMPERATURE AND PRESSURE

AFTER FINDING DECK RUN AND CORRESPONDING WINDSPEED FROM THE FOLLOWING CURVES THE RESULT SHOULD BE CORRECTED FOR BAROMETRIC PRESSURE AS STATED HEREUNDER

FOR STANDARD PRESSURE 1013 M.B. .... NO CORRECTION  
FOR A RISE OF 30 M.B. .... SUBTRACT 15% OF DECK RUN  
FOR A FALL OF 30 M.B. .... ADD 15% OF DECK RUN





“The Royal Navy aircraft carrier HMS Ocean (R68) on passage between Korea and Japan. Ocean twice deployed to Korea, firstly from May to October 1952 and then from May to November 1953.”

[http://en.wikipedia.org/wiki/File:HMS\\_Ocean\\_\(R68\)\\_off\\_Korea\\_c1952.jpg](http://en.wikipedia.org/wiki/File:HMS_Ocean_(R68)_off_Korea_c1952.jpg)

Eric "Winkle" Brown is slight of build and grey of hair. He speaks with a calm and quiet tone of confidence that only a life of achievement can bestow on a person. He tells the tales of his life, and there are so many, in an understated manner that belies the remarkable nature of his exploits.

He holds a world record for 487 aircraft types in his Pilot's Logbook (though this does not include variants, so Spitfire and Seafire count only as one entry). In this he includes gliders, fighters, bombers, amphibians and flying boats, airliners and helicopters.

He holds the record for the most aircraft carrier landings (2407) and most catapult launches. He performed the first landing of a high performance twin engine aircraft on an aircraft carrier (a de Havilland Mosquito on HMS Indefatigable) and the first landing of a jet aircraft on an aircraft carrier (a de Havilland Sea Vampire on HMS Ocean, 3 December 1945). He flew tests on Rocket Assisted Takeoffs in Seafires and deliberately landed a Sea Vampire wheels-up on an aircraft carrier with a flexible rubber carpet as a deck – a proposed solution to the stresses induced by hard deck landings.

His records are very unlikely every to be broken.

He holds the distinction of having been awarded successively the MBE, OBE and CBE, together with the DSC and AFC. In 1982-1983 he was the Royal Aeronautical Society Council President and was awarded an Honorary Fellowship of the Royal Aeronautical Society (FRAeS) 2004. The British Association of Aviation Consultants gave him The Sir Peter Masefield Gold Medal for prolonged and outstanding service to aviation in 1997.

The Guild of Air Pilots and Air Navigators gave him the Award of Honour for outstanding lifetime contribution to aviation in 2005, the award was given jointly to Neil Armstrong. Part of the citation read "Eric Brown is one of the few remaining flying legends and, in the words of Hawker Aircraft Chief Test Pilot, Bill Humble, 'in an era of outstanding test pilots, Winkle was simply the best.'" (the full citation is reproduced below);

In 2007 he was awarded the Sir Arthur Clarke Lifetime Achievement award and was honoured by the US Air Command and Staff College Gathering of Eagles Program.

## The Guild of Air Pilots and Air Navigators Award of Honour Citation:

Having taken his first flight at the age of eight with his father, a former pilot in the Royal Flying Corps, at the controls, in 1939 Eric Brown started to learn to fly seriously while in the UAS at Edinburgh University.

<http://www.flightglobal.com/airspace/wikis/people/eric-quot-winkle-quot-brown.aspx>

**“One of the odd footnotes of the Vampire's service with the Royal Navy in which the type performed "wheels up" arrested landings on carriers. The idea was that eliminating the heavy landing gear would improve fighter performance; the fighter would "belly in" on a "flexible deck" or "mattress" composed of heavy layers of rubber on top of a matrix of fire hoses. A Vampire F.1 was modified to test this idea, performing an initial wheels-up landing test on 29 December 1947, setting down on a mattress set up on an airfield, with Eric Brown doing the honors. It didn't go well, with the landing proving so rough that the aircraft had to be written off. Brown was unhurt. The Royal Navy was undiscouraged. Two "Sea Vampire F.21" machines were built in 1948, both being similar to the Sea Vampire F.20 but with a reinforced belly and other tweaky changes; landing gear was retained. Landings were performed on a mattress set up on the carrier HMS WARRIOR in 1948 and 1949. Things went much better and it seemed the flexible deck system could be made to work, but though the Royal Navy tinkered with the notion into the early 1950s, overall it was just too much of a nuisance to be adopted.”** [http://www.vectorsite.net/avvamp\\_1.html](http://www.vectorsite.net/avvamp_1.html)

Graduating a MA in German, he went into the Fleet Air Arm and stayed there for the next 31 years, flying no less than 487 aircraft types - a record unlikely ever to be beaten.

In 1941, he claimed two FW 200s while flying Martlets of No. 802 Squadron from HMS Audacity. Following a period on trials work involving Sea Hurricanes and Seafires and a stint as a Deck Landing Instructor he was posted to become the Chief Naval Test Pilot at RAE Farnborough, subsequently flying all types of allied naval aircraft.

There are many outstanding events in his career, perhaps the most notable is making the world's first landing of a jet aircraft - a Sea Vampire - on the deck of an aircraft carrier, HMS Ocean, on 3 December 1945. He also has the (perhaps unique) experience of deliberately landing a Sea Vampire wheels-up on an aircraft carrier as a test assessment of the use of an inflatable mattress in lieu of arrester wires. He also holds the world record for the most deck landings and most catapult launches of any pilot.

In 1946, as CO of the Enemy Aircraft Flight at Farnborough he became heavily involved in the flight testing and assessment of German, Italian and Japanese aircraft, in all flying 55 individual types, ranging from the prone pilot Berlin B9, the push-pull Do335, and the remarkable little Heinkel He162 'Volksjager' to the highly innovative German combat types entering the Luftwaffe inventory towards the end of the war. These also included the twin axial flow jet-engined Me262 and the Me163 'flying bomb' (he did one clandestine flight with its unstable fuel of hydrogen peroxide/hydrazine hydrate in methanol). He also flew compression ignition (diesel) engines in the two-engined Do18, the three-engined Bv26 and the six-engined Bv222 flying-boat. As a German linguist, he interrogated many of the leading German aviation personalities, including Willy Messerschmitt, Ernst Heinkel and Hanna Reitsch.

Later, he resumed flying with No 802 Squadron on Sea Furies, spent two years at the US Navy Test Centre at Patuxent River, commanded No 804 Squadron (Sea Hawks), was Commander Air at RNAS Brawdy, Naval Attache in Bonn from 1958 to 1960, served at the Admiralty as Deputy Director of Naval Air Warfare, and commanded RNAS Lossiemouth.

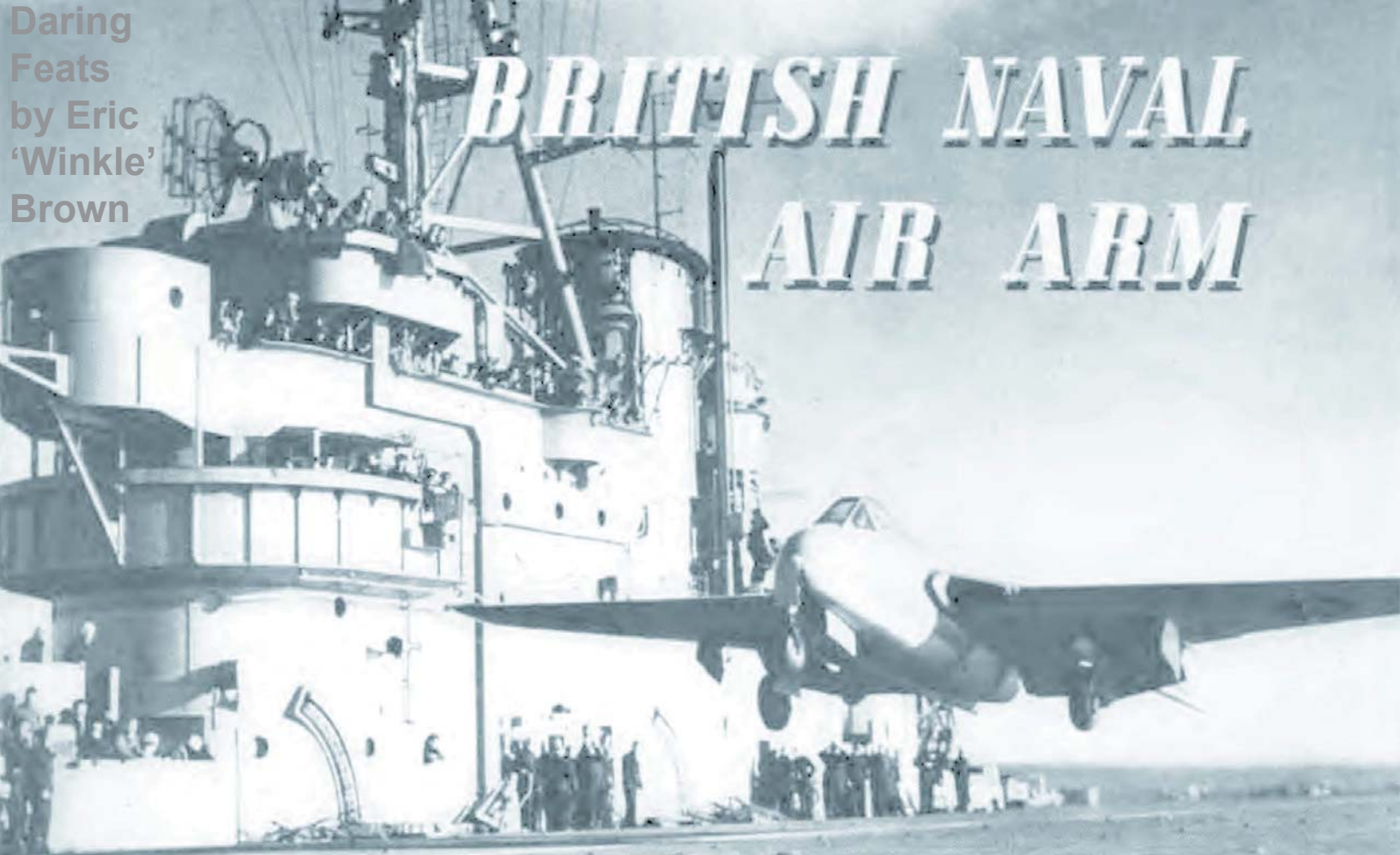
Retiring in 1970 he began a second career in the field of helicopter aviation. Here, his posts included being Chief Executive of the British Helicopter Advisory Board and Chief Executive and Vice-President of the European Helicopter Association, based in Amsterdam.

A Past President of the Royal Aeronautical Society, Commander Eric Brown holds the distinction of having been awarded successively the MBE, OBE and CBE, together with the DSC and AFC. He is the author of some 36 published books, mostly about aviation.

Eric Brown is one of the few remaining flying legends and, in the words of Hawker Aircraft Chief Test Pilot, Bill Humble, 'in an era of outstanding test pilots, Winkle was simply the best.' Because of his outstanding lifetime contribution to aviation - and particularly to the development of British naval aviation Eric 'Winkle' Brown is awarded the Guild's Award of Honour.

Daring  
Feats  
by Eric  
'Winkle'  
Brown

# BRITISH NAVAL AIR ARM



FIRST JET PLANE CARRIER TAKEOFF IN HISTORY AS ROYAL NAVY VAMPIRE LEAVES FLIGHT DECK ON H.M.S. OCEAN IN DECEMBER 1945

# Deck-landing the Sea Vampire

**Trials of First Jet and First Tricycle Aircraft for the Royal Navy : Fifteen Landings Completed**

*Illustrated by "Flight" Photographs*

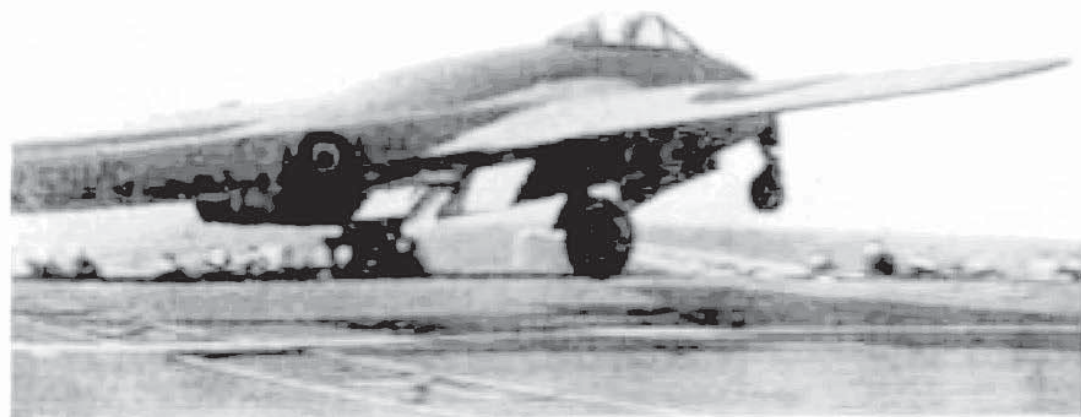
**T**O give a short verbal impression of the Sea Vampire being deck-landed it would only be necessary to stress how easy and simple and perfectly normal it all appeared. Actually, of course, the apparent ease of handling was a combination of superb piloting of an excellent aircraft in conjunction with a good crew in a well-found ship.

Last week's trials consisted of fifteen take-offs and landings and the vessel chosen for the task was H.M.S. Ocean (Captain Casper John, R.N.), which is the latest of the 14,000-ton Light Fleet Carriers (Colossus class) to be commissioned. Favoured by good weather, the whole series

went carried out in two days—which must, in itself, constitute something of a record. The Sea Vampire was piloted by Lt. Cdr. E. M. Brown, R.N.V.R., and the trials were conducted by Cdr. D. C. V. Peely, R.N., of M.A.P. In view of the circumstances peculiar to deck-landing the Vampire was modified somewhat.

Because of the slow acceleration of jet engines at low speeds it was decided to increase flap areas in order that

Lt. Cdr. E. M. Brown walks to the aircraft to start the trials

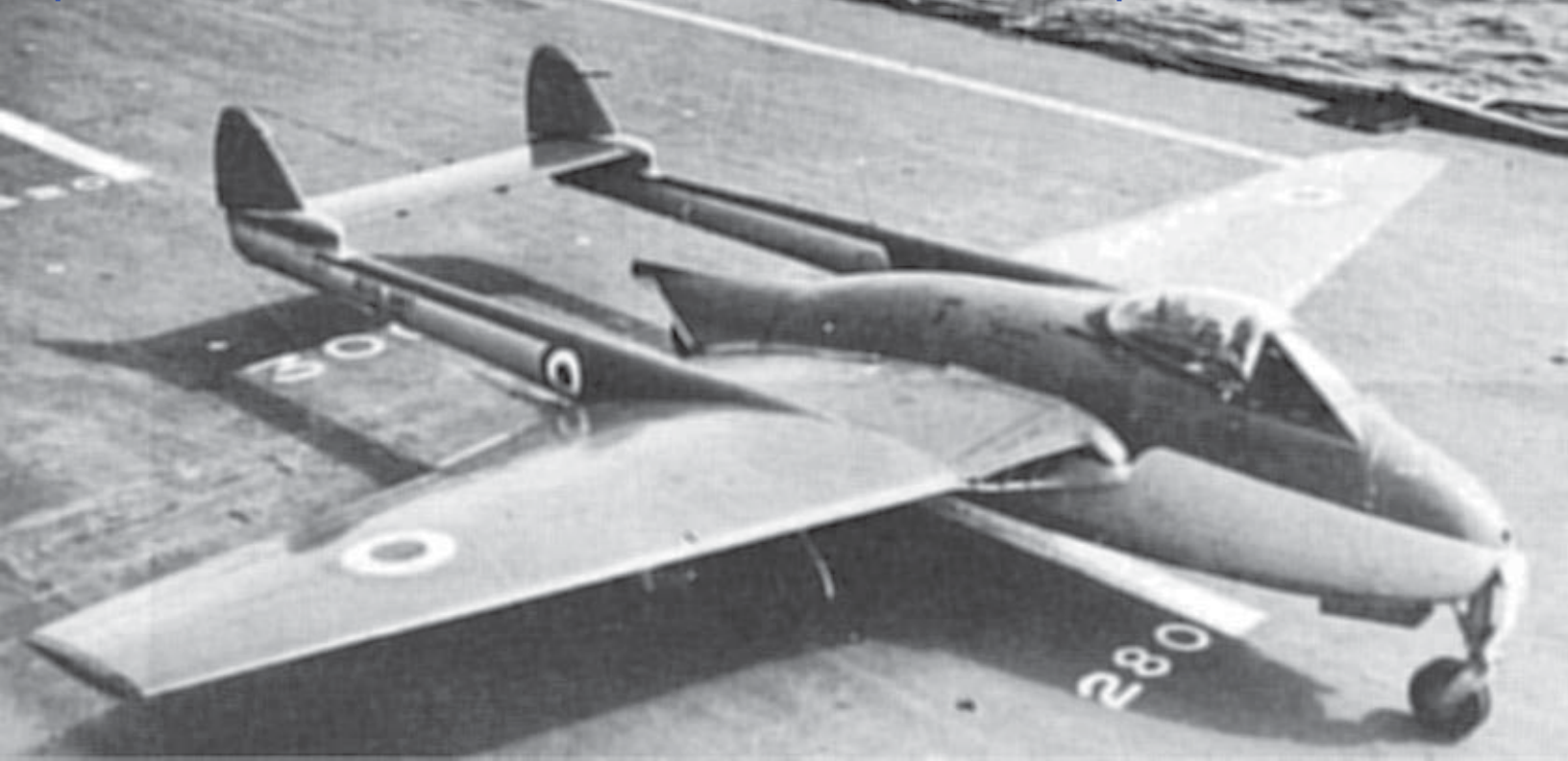


**TAKE-OFF ATTITUDE :** The Vampire is well clear of the deck before reaching the first crash barrier.



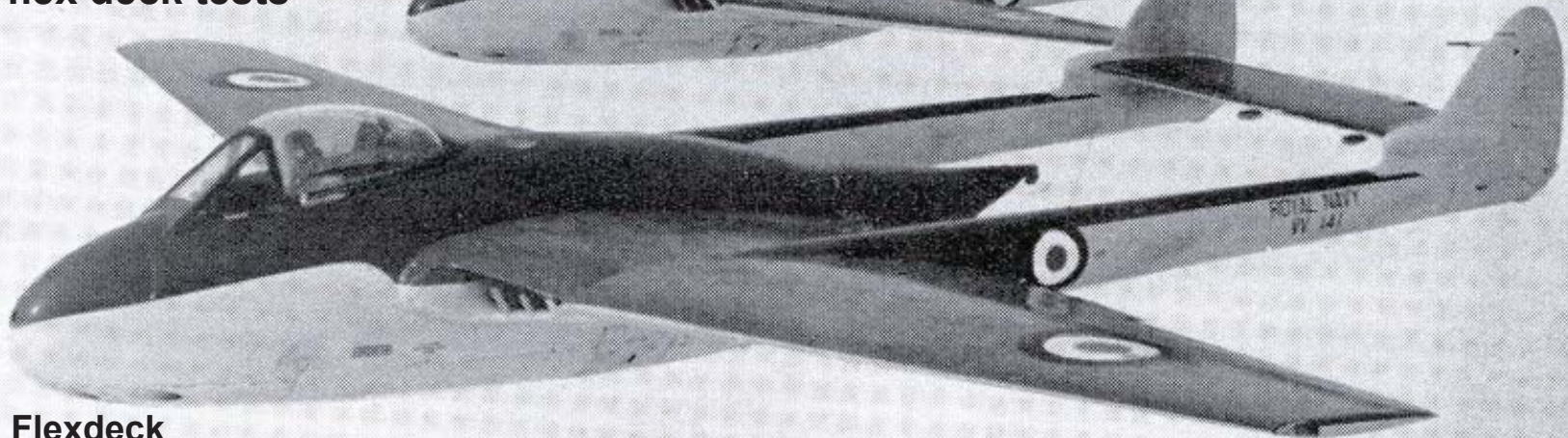
**The Sea Vampire had a V-frame arrester hook stowed above the jet pipe. The compact size of the aircraft avoided the need for folding wings. *FAA Museum***

<https://www.scribd.com/doc/52083880/Postwar-5-de-Havilland-Vampire-Venom-and-Sea-Vixen>



# **‘de Havilland Sea Vampire of type used in Royal Navy flex deck tests’**

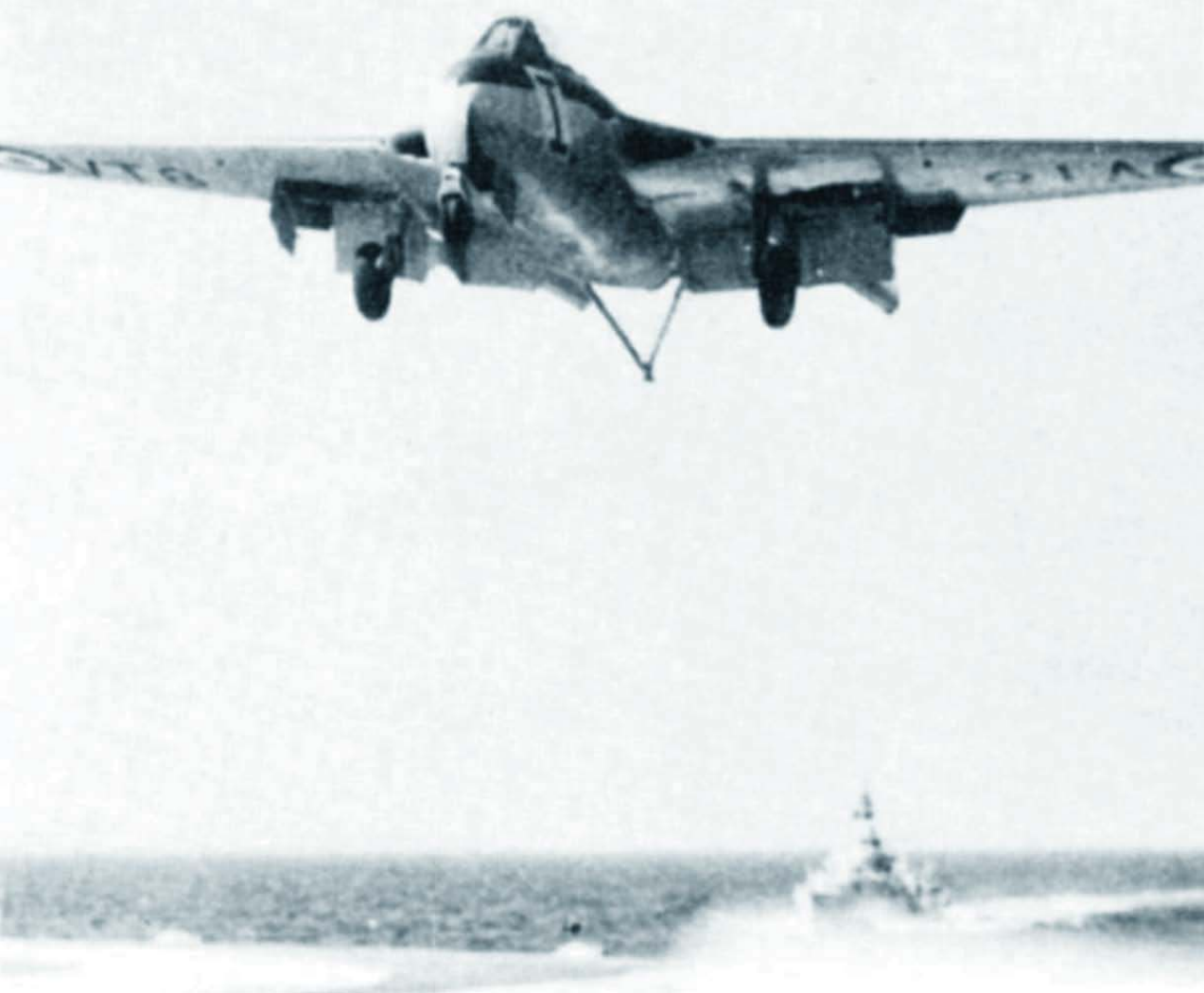
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JTLawrence-Milestones%  
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20CarrierAviation%20Part%  
20II%20Aiaa-35685823.pdf](http://www.robertheffley.com/docs/CV_environ/JTLawrence-Milestones%20and%20Developments%20in%20US%20Naval%20CarrierAviation%20Part%20II%20Aiaa-35685823.pdf)



## **Flexdeck**

“In the early 1950s significant changes were occurring in carrier aviation. In addition to the development of the steam catapult, the UK Royal Navy had also saved carrier aviation with the introduction of the angled deck and mirror landed system. During this period the idea was conceived of saving considerable weight, thereby significantly improving up and away performance, by removing the landing gear, its associated systems, and structural weight. A joint U.S. Navy and Air Force, and UK Royal Navy program was initiated to investigate the concepts of zero-length launch and flex deck landings. The zero-length launch program was undertaken by the Air Force and met with little success. All three services had flex deck programs. The Air Force program was shortlived, and injured both test pilots.

The Royal Navy program was conducted using a rubber deck which was higher in the middle than at each end in order to reduce landing loads. The de Havilland Vampire, which had made the first jet carrier landings and takeoffs on December 3, 1945, was used. It was a straight-wing aircraft with a loaded weight of 12,660lb and used a long straight-in approach at 90kt. Pitch down and rapid deceleration occurred at arresting wire engagement, followed by mild impact and about a dozen bounces. The aircraft stopped in about 100ft.”



<http://www.scribd.com/doc/52083880/Postwar-5-de-Havilland-Vampire-Venom-and-Sea-Vixen>

**A Sea Vampire F20 on approach to HMS Vengeance on 03 July 1950**

**Eric M. Brown, Captain, British Royal Navy**

Date of Designation: 4 December 1939

Dates of Active Duty: 4 December 1939 - 12 March 1970

Total Flight Hours: 18,000 (includes civil flying)

Carrier/Ship Landings: Fixed wing: 2,407 Rotary: 212

Approximate Flight Hours:  
Jet: 7,000 Prop: 7,000 Helo: 4,000 VF/VA: 5,000  
Other: Experimental Test Flying - 8,000

Combat Tours:  
WW II: (1940-42) Norway, North Atlantic, Mediterranean.

Aviation Commands:  
Chief Naval Test Pilot (UK), 1944-1950.  
CO, 804(F) Squadron, Lossiemouth, Scotland, 1953-1954.  
Head of British Naval Air Mission to Germany, 1958-1960.  
CO, Royal Naval Air Station Lossiemouth, 1967-1970.

Combat Awards:  
Member, Officer, Commander of the British Empire.  
Distinguished Service Cross.  
Air Force Cross.  
King's Commendation for Valuable Service in the Air.

**Duty Assignment Chronology**

- 1/40-4/40 Flying Refresher Course (RNAS Sydenham).
- 5/40-8/40 Advanced Operational Flying Course (RAF Netheravon).
- 9/40-11/40 759(FT) Squadron (RNAS Yeovilton).
- 11/40-11/40 801(F) Squadron (RNAS Hatston).
- 12/40-12/41 802(F) Squadron (RNAS Donibristle, HMS Audacity).
- 2/42-4/42 802(F) Squadron (RNAS Yeovilton).
- 5/42-7/42 768 (DLT) Squadron (RNAS Arbroath, HMS Argus).

- 8/42-9/42 897(F) Squadron (RNAS Stretton).
- 9/42-12/43 778(STU) Squadron (RNAS Arbroath, RNAS Crail).
- 12/43-1/44 Naval Test Squadron (A&AEE Boscombe Down).
- 1/44-8/49 Chief Naval Test Pilot, Royal Aircraft Establishment, Farnborough.
- 8/49-11/49 School of Naval Air Warfare (RNAS St. Merryn).
- 11/49-7/51 802(F) Squadron (RNAS Culdrose, HMS Vengeance, HMS Indomitable).
- 9/51-11/52 Flight Test, US Naval Air Test Center, Patuxent River, MD.
- 2/53-8/53 Ship's Officer, HMS Rocket (Londonderry).
- 8/53-8/53 Helicopter Refresher Course (RNAS Gosport).
- 8/53-10/53 SAR Helicopter Flight, HMS Illustrious.
- 10/53-11/53 Jet Flying Refresher Course (RNAS Brawdy).
- 11/53-7/54 CO, 804(F) Squadron (RNAS Lossiemouth).
- 7/54-11/56 Commander (Air), RNAS Brawdy.
- 11/56-5/57 Joint Services Staff College (Latimer).
- 5/57-6/57 Instrument Flying Course (RNAS Ford).
- 7/57-12/57 RAF Flying College Advanced Air Warfare Course (RAF Manby).
- 1/58-9/60 British Naval Air Mission to Germany (Kiel and Schleswig).
- 1/61-2/62 Deputy Director (Air), Gunnery Division, Ministry of Defence.
- 2/62-9/64 Deputy Director, Naval Air Warfare Division, Ministry of Defence.
- 9/64-10/64 Royal Naval Tactical School (Woolwich).
- 11/64-5/67 Naval Attache, Bonn, Germany.
- 8/67-9/67 Instrument Flying Course (RNAS Brawdy).
- 9/67-3/70 CO, RNAS Lossiemouth.
- 3/70 Retired from active duty.

**Summary of Significant Career Events**

- (1) First carrier deck landing of a high-performance twin-engine aircraft (Mosquito), 25 March 1944.

- First naval pilot to fly a jet aircraft.
- First helicopter research pilot in the UK.
- First deck landing of a tricycle aircraft (Airacobra) on a British carrier, 3 April 1944.
- World's first carrier deck landing of a pure jet aircraft (Vampire), 3 December 1945.
- First carrier deck landing of a British twin Jet Aircraft (Meteor), 8 June 1948.
- First landing of an undercarriage-less aircraft on a flexible rubber deck of an aircraft carrier, 3 November 1948.

- (8) Leader of Fleet Air Arm's piston aircraft Aerobatic Team, 1950.
- (9) Leader of Fleet Air Arm's jet aircraft Aerobatic Team 1954.
- (10) World record number of Carrier Trap Deck Landings - 2,407.
- (11) World Record number of Catapult Launches (at sea and on land) - 2,721.
- (12) World Record number of aircraft basic types (not marks or models) flown as command pilot - 487.



[http://www.epnaao.com/BIOS\\_files/HONORARY/Brown-%20Eric%20M.pdf](http://www.epnaao.com/BIOS_files/HONORARY/Brown-%20Eric%20M.pdf)

# Simply the Best!

[http://www.royalnavy.mod.uk/upload/pdf/newsletter\\_2.pdf](http://www.royalnavy.mod.uk/upload/pdf/newsletter_2.pdf)

Wednesday, 21st January 2009

Celebrated Royal Navy veteran Test Pilot, Captain Eric 'Winkle' Brown MBE, OBE, CBE, DSC, AFC RN celebrated his 90th birthday last month. To mark the event Captain Brown was visited by a Royal Navy Lynx from 702 Squadron. Eric, the Navy's most decorated pilot and the first man to land a jet aircraft on a ship at sea, said of his 31 years service with the Fleet Air Arm "It was exciting, challenging and of course you met people who were really geniuses in their time." Eric served as a fighter pilot in the Battle of Britain and later as one of the world's greatest test pilots. He holds many world records including the most types of aircraft flown, a staggering 487 and the most carrier

"I saw a History Channel clip on him one time and he said something to the effect that he thought Landing Signal Officers were more of a hindrance than a help.":  
<http://www.airwarriors.com/forum/showthread.php/137194-Information-needed-on-NAS-Cecil-Field-FL/page4>

**3rd Dec 1945:  
1st Jet Landing  
on a Carrier (Lt  
Cdr Brown RN,  
Sea Vampire,  
HMS OCEAN)**

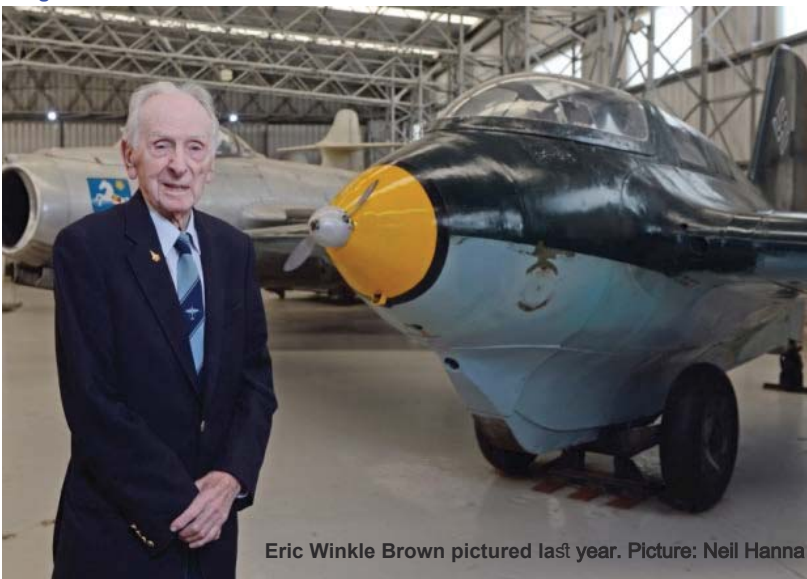


deck landings at 2407, and was also the first British pilot to fly a helicopter. In November 2008 he flew to America to see the new F-35 Joint Combat Aircraft. He sat in the cockpit and flew the simulator.

# 'World's greatest' aviator Eric Winkle Brown dies at 97

<http://www.edinburghnews.scotsman.com/news/world-s-greatest-aviator-eric-winkle-brown-dies-at-97-1-4035347>

21 February 2016



Eric Winkle Brown pictured last year. Picture: Neil Hanna

TRIBUTES have been paid following the death of one of Britain's great airmen at the age of 97.

Leith-born Captain Eric "Winkle" Brown, who died on Sunday, holds three world records and was present at some of the most significant events of the last century.

**As the most decorated pilot in the Royal Navy's Fleet Air Arm, he flew 487 different types of aircraft – more than anyone else in history – and performed a record-smashing 2407 aircraft carrier landings.**

Born on January 21, 1919, he was educated at the Royal High School and Edinburgh University, where he learned to fly in the University Air Squadron.

He witnessed the 1936 Olympic Games during his trips to Berlin as a student and became a fluent German speaker, before being arrested by the SS and deported.

To earn money for his studies, Brown became a 'wall of death' rider on a small 250cc two-stroke motorbike, often sharing the wall with his boss and a fully-grown male lion riding pillion.

At the outbreak of war, he joined the Royal Navy Volunteer Reserve as a Fleet Air Arm pilot. His unique skills soon found him flying fighters from the world's smallest aircraft carrier, HMS Audacity – before later surviving this ship being torpedoed by a German U-boat in 1941.

He returned to Germany at the end of the war on the orders of Winston Churchill, to capture and fly advanced German aeroplanes.

Here, he witnessed the liberation of Bergen-Belsen camp, acting as interpreter for the trial of the camp commandants. Later, he interrogated prominent Nazis, including Hermann Göring, Heinrich Himmler and the senior Luftwaffe.

As Chief Naval Test Pilot, Brown achieved a host of notable firsts during his extraordinary life. He landed the first jet and the first twin-engined aeroplane, and tested the world's only jet-powered seaplane fighter in the Solent.

In 1957, he put his German language skills to good use when he was appointed to train the embryonic German Naval Air Arm.

He retired from the Royal Navy in 1970 in the rank of Captain and became the Director-General of the British Helicopter Advisory Board, and was later president of the Royal Aeronautical Society from 1982 to 83.

Brown, who lived in West Sussex in his final years, is the author of a series of autobiographical books and was the subject of the 3000th edition of 'Desert Island Discs' in November 2014. A year later, he was honoured at No 10 Downing Street as a Great Scot.

He passed away at East Surrey Hospital on Sunday following a short illness, and is survived by his son, Glen, and his second wife, Jean Kelly Brown.

Aviation expert Paul Beaver, a friend of Brown's for the last 40 years, paid tribute to a man who was "self-effacing, modest and an absolute delight".

He said: "He was a great Scot and one of the greatest living pilots. Nobody will ever beat his records. He was a man whose life will never be repeated."

# Profile, Captain E M Brown CBE DSC AFC FRAeS RN

THE GUILD OF AIR PILOTS AND AIR NAVIGATORS  
JUNE 2009 No. 175 p 9-10 Pat Malone

## He was the first man to land a jet on an aircraft carrier, one of his record- breaking 2,407 carrier landings...

...Captain Eric Melrose 'Winkle' Brown CBE, DSC, AFC, FRAeS, RN now lives in active semi-retirement in Copthorne, in West Sussex, surrounded by aviation memorabilia and paintings of his favourite aircraft. He still consults, writes articles and makes speeches, but far from dwelling on past achievements he looks to the future as a great age in aviation, particularly naval aviation, where his heart lies. He has been directly involved in planning for the Royal Navy's new aircraft carriers Queen Elizabeth II and Prince of Wales and is filled with enthusiasm and optimism for their prospects. As Deputy Director of Naval Warfare in 1962, Capt Brown headed the think-tank responsible for a new large strike carrier designated CVA 01, cancelled in February 1966.

"The new carriers incorporate some of the features of CVA 01," he says. "The parallel deck is the main thing, as opposed to the angled deck. The angled deck removed the problem of needing a barrier, which caused God knows how many losses of aircraft, but it created other problems. If the angle gets too wide – and in one carrier we

went up to ten degrees – it is difficult for the pilot turning in at the final stages, particularly in bad weather. When you break out in very low cloud, the first thing you see is the phosphorescent wake of the ship, which is an absolutely straight line, and it's not the line of the deck.

"When you go parallel, you have a landing lane, a separate taxi lane, and a catapult lane for take-off. Originally one had to limit the width of a carrier to make sure it could go through the Panama Canal, but with the new ships, much of the deck is overhang so that's not a problem.

"I think that the potential is there for a really perfect defence facility for this country provided we make all the right choices. We must closely examine everything to make sure we've got it right, and leave ourselves with options to change when necessary.

"We had a lot of discussion about VTOL versus conventional carrier aircraft, and there are advantages to both types. There's a penalty to pay for VTOL, mainly in weight carrying capability. You may go off on a sortie with weapons aboard your aircraft, and if for some reason you can't carry out your sortie, you're left with your weapons. Do you jettison them? Nowadays you're dumping a huge amount of money, so it is necessary to bring your weapons back to the ship.

I have argued that they should have arrestor gear on to allow landing at a very low speed, maybe 50 knots. A facility has been made for arrestor gear to be put in, but

they want to leave that until after two years in service.

"The F35 is going to be an outstanding aircraft for these carriers. I was invited by Lockheed Martin to fly the simulator at Fort Worth, and it's very impressive. The US Navy has gone for the conventional model, the US Marine Corps and ourselves for the STOVL version. The lift engine depends for its operation on a clutch, which is another good reason to ensure that you have arrestor gear available should it fail – otherwise you'd have to ditch, and you'd be ditching a very expensive piece of machinery."...

...After a term as Naval Attache in Bonn Capt Brown commanded RNAS Lossiemouth before leaving the service in 1970 to become Chief Executive of the British Helicopter Advisory Board and the European Helicopter Association – he had the distinction of having flown his first helicopter, the Sikorsky R4, without benefit of lessons. He gave up flying in 1992. "I had to accept that I was getting older, that my reactions were not what they'd once been," he says. "I missed it desperately for about a year; it was like withdrawal from a drug of addiction, but the feeling slowly wore off and I've long ago come to terms with it. But I think it's a wonderful time to be just starting out in naval aviation today, because the F35 and the new carriers offer a very bright future."

<https://www.airpilots.org/ruth-documents/guild-news/GUILD NEWS June 09 pt1.pdf>

# Profile, Captain E M Brown CBE AFC FRAeS, RN

*'A flawless pilot in every respect... an acute analytical mind makes him one of the country's finest test pilots. A brilliant aerobatic flyer.'*

The words of Group Captain Alan Hads, OC RAE Farnborough, entered into the log book of Captain Eric 'Winkle' Brown in 1945 and never since gained. Indeed the only critique that might be raised is Hads' use of the word 'one of the country's finest test pilots' – many knowledgeable men – not just Navy, and not just British – who will tell you that Capt Brown was the best test pilot in the world, ever, bar none.

I cannot in this short article begin to do justice to the extraordinary deeds of Winkle Brown; for that you must delve into his best-selling books, particularly 'Wings on my Sleeve', an autobiography which, if it were a work of fiction, you'd throw away in disbelief; nobody could do so much in one lifetime. Capt Brown has flown more aircraft types than any other human being, probably by a factor of four; the Guinness Book of Records credits him with 487, and it counts 14 marks of Spitfire as one type. His bag includes all the early jets, British and German, and the extraordinary Me 163 rocket plane, which was one of many aircraft that really should have bumped him off – an analyst has calculated that while there have been countless close shaves, there have been eleven accidents in which Capt Brown really had the right to survive.

Not only did he fly all of the Luftwaffe's hairiest experimental aircraft, but being a fluent German speaker – he was in Germany before the war, flew with Ernst Udet and saw Hanna Reitsch fly the Focke-Achgelis Fa-61 helicopter in 1939 – he was called in to help interrogate leading Nazis. He spoke to Himmler, interrogated Goering, Alexander Goebbels, Kurt Tacke, and Werner von Braun as well as the 'Beast of Belsen' Josef Kramer and his psychopathic woman deputy Irma Grese, described by Capt Brown as 'the worst human being I have ever met'.

His test pilot career took him into the poorly-understood transonic zone in a succession of ropey prototypes, and virtually every day he took risks that he would now be thought unacceptable. After Geoffrey de Havilland tested it tailless DH 108 Swallow, Capt Brown took the up to date what killed him – and he found out, too! He was the first man to land a jet on an aircraft carrier, one of his record-breaking 2,407 carrier landings, and he would have been the first man to touch the sound barrier had he not inexplicably cancelled the Mikes M.52.

Yet for all the risks he has taken, Capt Brown had attained the age of 90 and remains hale and hearty and as acute and analytical as ever. He doesn't entirely accept that he should be dead eleven times over, but he allows that his survival runs markedly against the odds. 'As a test pilot, you're in the

game for the risk," he says in his soft Scottish Borders burr. "You're not in there to do the things that have been done already. You can't sit and think, oh well, I'm not prepared to do that," that's your own risk. I never in my life refused to fly an aircraft – I do love a challenge."

He attributes his survival to three things. "Firstly, I prepared myself very, very carefully for every flight. Secondly, my size worked for me. I was 163 in the Swallow, in the crash of an Me 163 at Wittering and in other cases, I would have been killed, or at least lost my legs, had I been taller. (He's five foot seven). "Thirdly, there's a small element of luck, whatever that is."

Captain Eric Melrose 'Winkle' Brown CBE, DSC, AFC, FRAeS, RN now lives in active semi-retirement in Cophorne, in West Sussex, surrounded by aviation memorabilia and paintings of his favourite aircraft. He still counts, writes articles and makes speeches, but far from dwelling on past achievements, he looks to the future as a great age in aviation, particularly naval aviation, where his heart lies. He has been directly involved in planning for the Royal Navy's new aircraft carriers Queen Elizabeth II and Prince of Wales and is filled with enthusiasm and optimism for their prospects. As Deputy Director of Naval Warfare, 1962, Capt Brown headed the think-tank responsible for a new large strike carrier designated CVA 01, cancelled in February 1966.

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One thing that remains constant as technology changes, says Capt Brown, is the calling for more and more computer power. "The only difference between the pilots of the 1940s and today is that they must now be very technically capable," he says. "The F35 pilot will depend so much on computers, and his cockpit is going to be totally different to what has gone before. He's going to have a mass of data available to him and so much of it is going to be for him to make his computerisation, but he's always got to be ready for the inevitable failure – he won't have a heavy workload when things are working, but he must be prepared to take on a heavy workload when things go wrong."

"Beyond that, he's no different from the pilot I knew in the 40s. An exceptional pilot is born, I think, rather than made – there are people who are just good, so to speak. A natural pilot tends to be a natural combat pilot, too; I think a fighting man's instinct, a killer instinct, is absolutely essential if you're going to succeed. You can sense it in a man before he gets near a plane, to you can see it in his approach to sport, to life in general."

Among the most exceptional test pilots, Capt Brown numbers Scott Crossfield, Neil Armstrong, and Jeffrey Quill, all of whom were personal friends. "The X15 pilot Scott Crossfield was highly technically qualified, he was highly motivated, and I would say – and this may strike you as strange – he was modest. He was a superb pilot, he must have known it, but he never projected an I-know-it-all attitude. There have been notable exceptions to this."

"Neil Armstrong is in the same stamp as Scott Crossfield. Nowadays I see quite a bit of Neil; we have lectured together, we were both made honorary doctors by Edinburgh University last year, and we received the Guild's Award of Honour at the same time."

"I also have high regard for Jeffrey Quill, who had all the qualities, natural ability and motivation. Jeff and I were the same mind going in the same way, and we were both at risks the job entailed. What Scott, Neil and Jeff apt are the degree to which they were prepared to do their homework. None of

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us believed in the attitude some young test pilots had of kick the tyres, light the fires and last one off's a cissy. That attitude is doomed to disaster."

"But it was a marvellous era to be a test pilot, with the V-bombers coming along, we were working towards F38 and Concorde, and a lot had to be learned, some of it so obvious today. The original jets that we and the Germans built went very fast, but we'd forgotten we had to slow them down – they didn't have dive brakes. Very few if any Me262s were shot down except on take-off or landing – mainly by the Germans, because they had to do a long, draggy low approach and they were absolutely sticking it as if an enemy fighter came over the airfield at that time."

"As head of the RAE's Enemy Aircraft Flight I flew the Me 262 quite a bit, and luckily I managed to fly the Me 163, under power rather than as a glider, which very few people did."

The story of Capt Brown's pursuit of the Me 163 is told in 'Wings on my Sleeve' and the calling for more and more computer power. "The only difference between the pilots of the 1940s and today is that they must now be very technically capable," he says. "The F35 pilot will depend so much on computers, and his cockpit is going to be totally different to what has gone before. He's going to have a mass of data available to him and so much of it is going to be for him to make his computerisation, but he's always got to be ready for the inevitable failure – he won't have a heavy workload when things are working, but he must be prepared to take on a heavy workload when things go wrong."

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"I flew it partly because in the back of my mind was the Miles M.52. Deep down, I was really preparing myself for that, to be the first man to break the sound barrier. What I wanted was experience of the sensation of rocket-like acceleration that the Whittle engine in the M.52 would give us."

"I was due to fly the M.52 in October 1946, and I was, shall we say, disappointed to be recalled to the States where I was sitting at the time when the head of the Flight Section Morien Morgan came in and said, 'I've just had a call from Miles to say the M.52's been cancelled.' I absolutely blew my top, I charged off to see Sir Ben Lockspeiser, who lived around the corner from me and was chairman of the Supersonic Committee which had cancelled the M.52 in his official statement. He said, 'The view of the unknown hazards near the speed of sound it is considered unwise to proceed with the full scale experiments.' He knew me, and he received me, but I didn't get any change out of him. He just said, 'Maybe it's for the better.' I was so furious with him that I signed his son David into the RAF, because Ben was prevaricating."

"The Americans will not admit that the flying tail which was on the M.52 was what let the Bell X1 break the sound barrier," Capt Brown says. "Chuck Yeager had run into severe compressibility trouble at Mach .94. In fact, General Albert Boyd, head of the

Flight Test Division at Wright Patterson AFB, said, 'well, fellers, this is the end of the road. Then three days later Bell came charging down with this all-flying tail, designed by a guy who had had an altitude of 67 miles, qualifying pilot Joe Walker for astronaut wings."

The sound barrier aside, Capt Brown's sole regret is not having flown the X 15, which was working towards F38 and Concorde, and a lot had to be learned, some of it so obvious today. The original jets that we and the Germans built went very fast, but we'd forgotten we had to slow them down – they didn't have dive brakes. Very few if any Me262s were shot down except on take-off or landing – mainly by the Germans, because they had to do a long, draggy low approach and they were absolutely sticking it as if an enemy fighter came over the airfield at that time."

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down the structural strength of the wings. And he admitted it; he said that if you wanted to get the performance the pilots demanded, you had to make savings elsewhere. Messerschmitt had the ear of the Nazi party and that's why he got the contract for the 109 – it should have gone for the Heinkel 112, which was a better aircraft, according to the test flight centre at Rechlin."

"I had the greatest respect for the German fighter pilots – they had to be good to survive the war. I went on a lecture tour of Ireland with Adolf Galland, and I got an insight into how they were interrogated. I asked Goering why he'd fallen out with Galland. He said because he was insubordinate, and anyway he never wanted to be General der Flieger – the man he wanted was Werner Mölders, but he was killed in a Heinkel 111 going to Udet's funeral in 1941. He felt Galland didn't have the intellect of Mölders, nor his tactical ability."

"Eric Hartmann was interesting – he was the Luftwaffe's top scorer with 352 victories. I quizzed him on how he got them and he was very open. The tactical naivete of the Russians was unbelievable, he said. 'We were mainly operating against the Ilyushin 2, the Sturmovik,' he said. 'They would get themselves into huge formations, and the B17's thought they thought they were themselves – but the B17 had huge firepower, ten guns on every ship. The Sturmovik had one 3 peashooter in the back. I didn't mind them firing at me because the 3 did nothing against the 109. I waited until the aircraft filled my windshield – not my gunsight, my windshield – and I could get five or six in a sortie. They never even took evasive action, and half the pilots were women.'"

"I asked him how he thought he'd have fared on the western front. 'I know how I'd have fared, because I was sent there for a month,' he said. 'I was scared out of my wits and I never had a single kill!'"

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Pat Malone



<http://www.royalnavy.mod.uk/news-and-latest-activity/news/2016/july/22/160722-eric-winkle-brown>



# World's greatest test pilot remembered with commemorative tribute

22/07/2016

**Captain Eric 'Winkle' Brown CBE DSC AFC FRAeS Royal Navy, who died earlier this year, has been remembered with a commemorative tribute and flypast at Royal Naval Air Station Yeovilton.**

Eric was the most celebrated test pilot and naval aviator of his generation and flew an incredible 487 different aircraft types, both fixed and rotary wing.

He also carried out an unbeatable 4,678 take offs and landing from aircraft carriers, which to this day stands as a world record. He will be remembered forever as the first man to land a jet aircraft on the deck of a carrier.

As the Royal Navy's test pilot he flew every category of military aircraft including gliders, fighters, bombers, vertical take-off, amphibious and helicopters, playing a key role in the design of an entire generation of aircraft.

"Captain Eric Brown set the most exacting of standards," said Commander Henry Mitchell, Commander Air at RNAS Yeovilton.

"His exceptional skill in evaluating complex test programmes pioneered many new developments and his influence continues to inspire today's pilots, many of whom will be flying from the new Queen Elizabeth-class aircraft carriers."

**“ Eric’s legacy lives on in the future of the Royal Navy and his memory will continue to inspire generations of aircrew to come. He is simply a true legend.**

*Rear Admiral Keith Blount OBE*

The commemorative event, attended by over 600 guests including HRH The Duke of York KG, paid an emotional tribute to Eric's remarkable career and achievements and included a flypast of more than 40 different naval aircraft, many of which he had flown and tested.

Glenn Melrose-Brown, Eric's son, was a guest of honour at the event. He said: "My dad was very dutiful to his Royal Navy uniform and to his country.

"He was a very compassionate man, and that is why he encouraged many young people to get into aviation. He wanted to give back some of what he had taken. I would like to thank the Royal Navy, the Fly Navy Heritage Trust, the Fleet Air Arm Museum, and all those who have gone to such effort to make this a memorable day.

"He was an outstanding man, but most of all he was my dad."

Born in 1919 in Leith, near Edinburgh, Eric Brown joined the Fleet Air Arm in 1939 as a fighter pilot, initially flying the Blackburn Skua. In early 1941 he joined 802 Naval Air Squadron flying Martlets on board HMS Audacity. Eric described landing on her tiny deck as: "challenging to say the least!"

Eric was a keen practitioner, pioneer and advocate of naval aviation all his life. He achieved many notable firsts including the first landing on an aircraft carrier in a twin-engine Mosquito, the first in an Airacobra tricycle undercarriage aircraft and the first in a jet powered Vampire.

Testing up to eight different aircraft a day by 1944, and speaking perfect German, he was appointed as chief pilot on a joint UK/US mission to retrieve Germany's most closely guarded technological secrets. He flew many captured German aircraft, including their top fighter, which was 125mph faster than our equivalent.

The birth of the jet age saw the top speeds of military fighters increase to a blistering 1400mph, bringing with it new levels of risk for pilots who tested these aircraft. Eric's ability to remain calm in the face of danger set him apart as he pushed the boundaries of landing faster and heavier aircraft on aircraft carriers.

"The innovative advances of so many of our aviation achievements came at a price," said

Eric. "It was like playing Russian roulette and test pilots were routinely killed."

Eric's courageous and dedicated work helped set in place the high operational safety standards of today. His bravery, ingenuity and indomitable spirit were matched only by his fierce commitment to keep the Navy's historic aircraft flying as an inspiration to future test pilots.

"Eric was one of the most accomplished British aviators in history and is widely acknowledged as the world's finest test pilot," said Rear Admiral Keith Blount OBE, Rear Admiral Fleet Air Arm.

"His accomplishments in the field of carrier aviation are insurmountable and his expertise has been used to inform the design of the nation's new Queen Elizabeth-class aircraft carriers as well as the F35B Lightning II jet.

"Eric's legacy lives on in the future of the Royal Navy and his memory will continue to inspire generations of aircrew to come. He is simply a true legend."

**“...Eric was the most celebrated test pilot and naval aviator of his generation and flew an incredible 487 different aircraft types, both fixed and rotary wing.**

**He also carried out an unbeatable 4,678 take offs and landing [2,047 deck landings] from aircraft carriers, which to this day stands as a world record. He will be remembered forever as the first man to land a jet aircraft on the deck of a carrier....”**

Captain Eric 'Winkle' Brown CBE DSC AFC FRAeS Royal Navy, who died earlier this year, has been remembered with a commemorative tribute and flypast at Royal Naval Air Station Yeovilton. 22 July 2016 <http://www.royalnavy.mod.uk/news-and-latest-activity/news/2016/july/22/160722-eric-winkle-brown>



<http://www.royalnavy.mod.uk/~media/royal%20navy%20responsive/images/news/where%20we%20are/air%20stations/yeovilton/160722%20eric%20winkle%20brown/mv160016031.jpg>

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● Capt Brown stands in front of the Vampire following the first landing by a jet on the flight deck of a Royal Navy carrier



● Capt Brown's medals



<https://issuu.com/navynews/docs/201701>

THE medals, photographs and log books of the Navy's – and nation's – greatest aviator today have a new home: the Fleet Air Arm Museum.

Thanks to the generosity of an anonymous benefactor, the impressive personal collection of Capt Eric 'Winkle' Brown has been saved for the nation.

No man flew more aircraft (486), took off from a carrier flight deck on more occasions (2,407) and landed back safely on a carrier (2,271) than the quiet Scotsman, who passed away last year aged 97.

Such was his esteem and expertise that long after he'd left the RN and reluctantly given up flying, he was consulted on the design of Britain's two new aircraft carriers.

And over the past decade or so, the aviator was 'rediscovered' by historians who championed his deeds in print, on the radio and in television documentaries.

Capt Brown also worked extensively with the Fleet Air Arm Museum in Yeovilton – among his last public appearances was one to unveil a bust in his image in the galleries – sharing memories of his service, which form a key part of the archive.

When his papers and medals – among them the Distinguished Service Cross (1942), Air Force Cross (1947) and CBE

(1970) – were listed for auction at Bonhams in London, with an asking price starting at £150,000, it was feared the historic collection might end up in a private collector's hands.

But thanks to what it describes as "the intervention of an incredibly generous donor" the National Museum of the Royal Navy – the umbrella organisation for all the official Senior Service museums – was able to acquire the collection for £165,000.

"It is fair to say that Captain Brown was by many measures the Fleet Air Arm's most significant pilot of the post-war period and we are thrilled and honoured to be able to class this collection as one of our own,"

said Prof Dominic Tweddle, the Director General of the National Museum.

"We can now preserve the record of innovation which is contained within Capt Brown's log books, which includes previously untapped information, and display them for the world to see."

The pilot's personal effects will now join the De Havilland Vampire which he landed on HMS Ocean in 1945 – the first jet ever to touch down on the deck of an aircraft carrier – as well as the goggles and gloves which he wore during his tests.