

Timecode 00:45:46:00 to 01:33:14:23

SPEAKER: M1

OSSIE MORRIS side two. Before we go to the war years on when you were at Elstree did you come in contact with Freddie Young.

SPEAKER: Ossie Morris

Freddy Young was at B & D because this was before the fore that bured B & D down . I never actually met Freddy and but I heard an awful lot of stories about him I mean he was directing film he was photographing and then he'd been photographing film long before I think of the. Late 1920s he was photographing. But I met some of some of his crew people like. Francis Carver. John Wilcox. Ted More was his clapperboy . People out there and they all almost stood to attention when they talked about Freddy and the word got around of course but you never call hom Freddy Young stage you always call you Mr. Young. How true that was I don't know but there was a very strong story going around that we had to be known.as Mr Young Because he was working with Herbert Wilcox That I don't. Know but he was God at B & D. Very powerful man. And there was nobody at BIP like that. I mean after Cantrack I mentioned was a very respected cameraman but he had not fot the muscle that Feddy had got Freddy. Could do what he liked at B & D almost as much as he did when he went to MGM many years later. He trained an awful lot of. People and. You know. He's been doing it ever since I.

SPEAKER: M1

Can remember like in films

QUESTION Now Never Comes the war years. Delimited Did you try to get into it as a service film unit?.

Ossie Morris

Well it's interesting there's a if it does make interesting reading. I said I was in the police for when the war broke out we were called up full time into the police guarding stations doing foot patrols but mainly the dirty jobs of the boring jobs like sitting outside a station in a field for eight hours a night and things like that.

SPEAKER: M13

But I haven't been doing that very long before I got my call up a papers and I was told to report a border at Ealing somewhere and I went to this board which consisted of an RAAF a naval army armed with a lot of stills. I couldn't obviously take film because I have shown it to them so I took a lot of stills and they said to me that the interview over what did I do I said I was a camera operator and they all or rather in film studio they looked rather blank at three and I said and if you like to see samples of some of my still. So I bought them with you on one of them. Bellowed at me What the hell do you think this is this is are fighting unit. We're not interested in photographs. How would you like to learn morse code and I said. Appears to learn the Morse Code riot in the Air Force. Just like that and I was shown out of the door. I got out of the door on the way home and shortly after that I was married by then and I said to my wife I said look I'm going to be called out of going in the Air Force. I'm determind to get fit. And I spent about three or four weeks really trying to get fit. I really was pretty fit sort of running a lot of exercise. Finally the dreaded call up papers came in this would be about July 1940 and I was told to

report to Blackpool. Well there was a railway warrant Lots of tears when I was in tears and so forth and off I go to Blackpool. We get a Blackpool and we're all assembled on the promenade and ten of us suggest marching on one side and we're told we're to go to Mrs. Brown. at 10 John Street I think it was in Blackpool month ago so we find Mrs. Brown it's a little boarding house a terraced boarding house and she's got two of us she's going to look after our cross now. We get in there. And the minute we're through the door she puts the cards right on the table she says Welcome to my house now she said let me explain exactly what's happening. I'm getting twenty five shillings a week for each one of you and I have to give you breakfast lunch and high tea. Nothing else she says if you want anything else. You get hungry you have to go down to the Salvation Army or go to the NAAFI So if you put a card around the table. Right so we get in there and we parade in the streets and we get our uniform and we're starting to learn. marching We're of terrible Martley like we were and of course it's still holiday time a Blackpool a lot of people on holiday there and they see us walking up and down the prom we have to dodge the trams as they're going along. Then suddenly one morning after about a week they say right. Reports of the something the Methodists hall with our fellow Methodists Well that's the sick quarter as you see. So we get around the sick quarter and I say now you're going to be marking lated like that so there is no worry about all you do you just go in there they're not close to you when you come out the other end will parade and the secret of this inoculation life is to keep moving they say keep moving get get the serum around your body and you won't feel it feel any ill effects. Well we lined up well I've never had this before in my life and we all they left are and I couldn't bear to look. But it came along to my home and suddenly I felt the most heart rending thud there in my left arm and it seems though something had gone through my right into my lung. Anyway they pumped something into me and then he did a lot of twitching and he said right move on. And I realized I still got a needle in my arm made and done the syringe and they moved along to the next bloke and he connected up again and he pumped more stuff into my hour they did this to save I mean to put quickness to save her and to sterilize the syringe and if oh dear oh dear.

And we as I mean actual passing out right left and so it was hilarious really looking back. We go outside and there's the sergeant out there saying come on you like they used to use expression death they'll inmates say come on you lot get fairly put a show down and start moving those arms you see well it wasn't long before casting harm started the thousands and it got so hot I really couldn't cope and I own began to feel awful and chastised and the collapse all over the place in the 80s simply couldn't get us all assembled here are you worried you are a liar.

I said You'd better all go back to your billets in on train the nine o'clock hour eight o'clock the next morning so we all stagger back to our billets old felt awful and we went to live that any of us made it the next morning at ten o'clock. We're all in the hole. God it was awful I feel awful I thought I was dying of pneumonia I died and I'll be in kind of stuck in the car and I thought to myself

the next day we were alright we we got up and we were on parade and I thought to myself I think I spent four weeks trying to get fit need 10 days the RAF that made me a physical wreck I felt absolutely awful he said. Well he carried a gun. That wore off you know as the new weekly magazine and we started then to learn the Morse code. Now. That was quiet horrendous.

We in the first week the first week of training we had to be able to do four words a minute. of code figures a plain language four words a minute you know we were all went in to the big Olympia. Hall I think it was Balram or the Empress Ballroom they are they have these long tables know what a key and headsets and there was a tutor at the other end and he and all we were trying to learn the Morse code and get proficient length after Friday's we have the famous test and it started four words a minute and then the next week it was five the next it was six next it was seven and I have to tell you on Friday's there were more screaming and going bananas are likelier to relate I mean it was the tension was awful trying to get through these wretched tests the plain language was all right because you if you got TH you knew the next word was either E or out of a and under the figures weren't bad it was the code where they mixed the two together because you're trying to think what is that letter or what sort of figure and they've done three more and you missed three more. So you were taught Oh if you couldn't get it is leave it so that you could have picked it up again otherwise you can't last and some of the chaps did get hopelessly lost and they'd scream I can remember them screaming at the end of this test you know going absolutely crazy and own it. I think we were allowed five mistakes and.

I mean the the threat was if you didn't get through this you were going to be posted to some god awful place either something like Borneo sun that was the strength we carried on during during this and then about two weeks later they said that. The Methodist hall tomorrow morning with oh god not again in service of all wants it for this time so there are all you're having a second jab. Second jab oh yeah that was only a that was only a start that one. I thought that we thought Oh God can't be worse and last for an hour I said no one device is a stronger dose but that wiring embodies immune to it. So in we go here and we have this same love all over again but I must say it wasn't quite as bad our arms were terrible but we none of us got the fever that we did the first time you know the body have got immune from that.

Anyway so each of five we carried on through all of drill learning the morse code and we got up to about eight words a minute and suddenly we're told we're going to have another medical So medical one we have a road we have in this mediscal and it was quite a stiff one it was quite different to any we've had before including the famous blowing up the mercury which I do well you know it was a you know rubber tube attached to a YouTube where there was mercury and there was a Mark the other side and you had to blow Only the mercury up to that mark you have to hold it and they took your blood pressure and check your hearth. Well. I came to do it and

I in you know you tried to cheat by holding your tongue over the end of the tube that doesn't work the mercury is too heavy and it dropped back again. So you just have to blow and hold it. So I blew and held it out and the little medical officer wasn't he who bothered me with looking out the window at something for about the first 30 seconds. Right hold it hold it he kept saying. They finally after about 30 or 40 seconds he slowly settles down in his chair and by that time I mean I'm thirsty and he starts to pump though a little blood pressure thing on my arm and starts to put the stethoscope somewhere and he said Hold it hold it come on come on I'm just starting there our home car starting up again about to explode. And they did this and they do it until you just can't hold it any longer.

There was that and then they made me lean up against the wall and I had to bend down and touch my toes. Now do we ever tried that but it's not easy if you go heels against the wall and your bottoms going toward tax you close your balance goes when you lean you drop forward and we have to try and do that and then we had us stand on one leg down the chair and go up and down with several strange things.

Anyway we did all this and cut a long story short at the end there. What's this for. They said a group of guys who train crew are still going to be wireless operator air gunners So I'm very sad. Well I've heard that we love to volunteer for this. Sorry so closely if you want to wonder the volunteer you can volunteer someone chap came along before it was in the hall or in the room and said. Look I don't think I want to be a crew. So this sergeant said Alright well why did you go and sit in that year. In that year and I just left him in that year. He must have been left here several hours sitting there in chps went in chaps went out and the chap was sitting there in the end because he got so fed up with it he said alright alright I'll be air crew so that's the way you volunteer to be air crew you know they said it was partly voluntary but I mean it really wasn't the you would bulldozed into fly while I drove home to my wife and I'm five knew by then I'm usually terribly upset I was going to be wireless operator and this was about the Battle of Britain time and we're losing you know a lot of aircraft and a lot of bombers and I thought can't fancy being in the back of an aircraft in the tail with somebody's front flying so extreme four weeks later we're still on our Morse code still going crazy out about nine or 10 words a minute.

They said well look erm if you characters here I think you've got the brains to do it. Do it there's a re mustering board involved coming to. Blackpool if you want to re muster as a pilot or navigator Now's your chance to volunteer so we thought well volunteer. There must be a catch in it somewhere but it can't be worse. Meanwhile some of us is going to a lot of us volunteered including me. So we lined up outside the door for this air crew board and the first bloke went in and he came out afterwards and said we get our own he said. Easily the one. not Passed as a pilot. He's got to be a navigator. What did they ask you where so they asked me if I was any good at maths and I said yes I'm very good at maths if you're good at maths you want to be a navigator because that's where they need all the good maths so the next bloke wise to

there in he goes. We wait he comes out and how do you go down. And navigate a fourth one. You ask what do you say. Well they asked me if I was any good at maths and I said well no I'm no good at maths at all really simple if you're no good at maths you'll never make a pilot. So navigator you see so that you couldn't win.

So I went in and I don't know why I said I was so confused earlier but I do remember I had a whole lot of coins on the table and they said how much money they're. The most active down quickly that was one of the questions they asked me several question anywhere. How it happened I don't know but I was re mustered as a pilot and I came out and. I thought part of the fine and I could be in the back of the aircraft all the time. Now this would be about November. December. Of 1940 and.

There we carried on as wireless operators because it took a little while for all this reorganization to take place and I arranged for my wife to come that's a Mrs. Brown and very kindly as you know the wife could stay in the village with all the rest of us. My wife arrived I suppose on about December the 20th then it was a horrendous trip and she's gone in a lot of bombing raids out there and it was all blacked out and no Blackpool station and you only contacted friends by sound and there were people saying to Mrs. Morris AC to Morris Mrs. Morris you know you did it by sound and. I finally got her. And we went back to the village. Only the very nice evening. Or.

The next day were on parade and I'm told I posted a whole year when you posted tonight and this will now be December 23rd I think it was. Where are we going. Or they don't tell you where you are going to go back and tell her. Cause lots of tears. She went home on December 23rd during the day and we were leaving on the night of December 23rd. All we got in this train and we started off we didn't know where we were going or anything and we got down somewhere out there and we got into an air raid and the sirens when the guns started going and we heard the train. Shunted into a siding and then the engine was disconnected and they left us and there was a whole trailer load of us. In a siding in an air raid with no engine and no heat in the car driving a car all it really was and we must have been there for three or four hours and then finally the all clear went and the engine came back and connected to us again and off we went. Well we carried on for the rest of their lives and we ended up at Stratford on Avon. we get to Stratford and I didn't know where it was until we got there and told Stratford on Avon and we got out we were told to report somewhere we reported somewhere they said well there's a village for you up the road. It's the big house on the right hand side go up there there was no food because the we got there at a sort of 10 o'clock in the morning and there was no food and everything would be anything until lunchtime we were ravenously hungry very thirsty had no food on the tray. We got to this village. Oh it was awful I mean you. Know. A. Cat of shat all over the floor is stank to high heaven and there were there were about five beds stuck in a room with those pally asses those relatives trod calluses damn blankets cold water one tap read no one's seen and we got to live then it was Christmas Eve. I mean I think my morale was at its lowest ever during the war years on their day. We go and we have to stay in this billet. All over Christmas and then we're told we're

being posted again and we leave the again it's the same as sorry no air raid this time we get on the train and I don't know where or going I end up at Scarborough and we go to Scarborough and I put in the Crown Hotel at Scarborough which is being taken over which seems to be paradise compared with the places we've been taken all the furniture out and just put all beds in and. That was the beginning of our aircrew training. Now hold that consisted of a lot of P.T. running up to Oliver's mail and back again once a week. Maths and so on and so forth and that went on for eight weeks and then I was posted down to Peterborough for the start of the flying on Tiger Moths and I had. My first flight ever in an aircraft on earlier field of Peterborough and my first one hour in my logbook was mast familiarization. That consisted of the instructor take you out and trying to virtually make you shit yourself. That's the process you are going to be sick. You're going to crap your pants.

Are you going to be alright. And if you if you're okay they carry on but if you don't survive that first hour you're thrown out. We know so little of the ground the loop the loop each barrel rolled he did everything in this Tiger Moth and then we we went along the canal. Kind of frightened the life out of me I'll never forget it. Ride along the water of this canal you know canals have those little bridges those little humpback Bridges came along towards bridge and I thought he's going to go over the top of the bridge like they see he got in here. And I thought he's not going to make it up to make it and he didn't he went under the bridge I mean air this aircraft under this bridge I never know it was just about wide enough to get the wings. If guys hype the life out of me. Anyway we landed and that was my first hour of flying which is in my memory for over a day. We start we did about four or five hours there and then they they moved us yet again to Booker airfield. Npw Bookers a very famous airfield because the last film works been down there and we actually opened Booker airfield at Marlow. In nineteen forty forty one and I stayed there and I did my first solo there and the thing about your first solo is you must remember to pick the instructor up at the end of the field. What they do they give you a 15 minutes to change your oil and they tax you pay your taxes with your instructor down the downwind end of the airfield. He turns you into we do and he gets out and says right off you go while you're all hyped up and he says don't forget to come and pick me up because if you don't he's got about a mile and a half walk back to the hangar and he's not exactly pleased with all these flying gear so I took off on this aircraft which the fire got off and suddenly about a hundred feet out of the house I thought God I'm on my own I'm on my own. I'm up here I'm going to get this thing down somehow. But luckily you know you're trained and you're told what to do a rate one turn the port and then win the win the air field yes Clearview wingtip another radio one turned aport you're on the downwind keeper 800 feet and win the whole air field disappears under your wing tip another great one start to lose high and then when they were just before the runways in lie in the oil fields in line turn in and slowly lose height and come in and land you know and if you have training comes into being and disciplined you and I landed it was more of an arrival on the landing I think about quite a bit anyway I did remember to go and pick him up with an awful lot of chaps didn't and

they were very popular with the instructors. Well that carried on I stayed there and I did my 50 hours on Tiger Moths then I was posted to Brize Norton which was still an RAF field then it's now big American based and was twin engine aircraft Airspeed Oxford for this. I carried on doing that and I got my wings surprised Brize Norton wonderful ceremonies you know you all parade and you hold your chest out and the CO comes into your wings on and you know you know that once they're on they don't matter what you do if you put in prison. They can't take the wings away they can strip you of anything else but they can never take your wings away and in fact the wings are still in the cabinet there so that was a great day. My parents came where you were given you were given an. Eight days leave and. Told you be. receive a telegram as to where you have to go. Well from there I went to Abingdon for my OTU you now see you they said. No sorry at Brize Norton they say now it's a Democratic service and you can choose where you want to go. You've got your wings and you decide where you want to go. You've got Coastal Command reconnaissance fighter command. Amongst them was Bomber Command. But nobody wants to go into Bomber Command because we were losing aircraft so so fast so we all put our first choice down I think our put Coastal command thought let's great if I can fly to Iceland every day right away from the war that would be great if I had I think a lot of people have coastline others other than the scientists in AGW you know just in case there are too many people of life you first just put a second choice selling put second choice of having up of photographic reconnaissance. Harry said I know it's ridiculous but you know he does say three chances to get this is really a formality. Just put a third down gesture in case but you never happens he said. So I put a third choice down it was certainly not a Bomber Command. We go off on leave we got our wings and we all get telegrams and weak argument telling I'm told go drive Abingdon. I go to Abingdon. and every one of us read Abingdon. and going into Bomber Command. So that was the that was the choice in the Airforce at Abingdon. They will be Whitley bombers and we trained on those and that was the one place where we did manage to wreck one of his Majesty's aircraft. Canadian pilot and myself and the station commander was not at all pleased because we put his airfield out of action but we were lucky to walk away from me. We were doing a night operation and to train as quickly they used to put two crews in the one aircraft. We used to have to take off at night and fly on a cross country route and each one do an hour say at the controls just to get it down quickly. There was a blackout on so no airfield was marked so once you're up there. All you had was a lot of flashing beacons red becomes which were these mobile phones they stuck in the field and you had a chart saying if a beacon flashes a J if you take a bearing of so many degrees from that B and your come to a runway because there were masses of dummy runways put out to fool the Germans. Anyway we get out there and one of the engines start to get red half I could see there and we didn't know how to handle it at all. Bloke and I and the end obviously was melting this engine was we couldn't feather the relatives saying it was getting harder and harder it's going slower and slower as the Pistons a look at the level of like what fusing together. Finally it starts oh there we are stuck up there one inch in black out black if you. Had all these

wretched beacons comes flying terribly inexperienced because I get this aircraft down he's at the controls at the moment it was just his life you know just how.

Much. He has bad luck that he had the aircraft at the time. And. I've finally found a beacon I said I think this is this is why I know this I've got these and we go on a bearing there there's a runway they are say that must be the runway CEO said well we've got to come in and we were told taught if an aircraft engine packed up keep your high high because the important thing and always come in a bit higher you can always lose time when we start to come in on what we thought was an airfield and they would black you had. He was coming in hi god was coming out. I moved away recovery won't even go into the airfield we're going to land about four miles beyond the airfield and we were told to keep our good wing down so that the bad hold the bad wing at all of this we were doing. But as you can over the Third we must have been a hundred feet over the field and I could see the runway there so I knew we were on an airfield and we were still miles too high and suddenly a socking great hangar Coming up a hill and I said I think there's a hangar coming up here he said yes he said right. Open up the throttle opened up the throttle one good engine and of course he couldn't handle it I mean I would have been out either and the things span into the ground and crashed onto the bad wing in the engine and caught fire. So I we was so extreme I wasn't even strapped in I really was mad. We never told the wireless operator at the back what was happening he was drilling is not thinking we were about 8000 feet over the country. So when we crashed he really gassed is hit in the in the wrist in the here in the rear of a radio set.

I ended up down in the bomb bay somewhere and the team that we managed to scramble out or I can remember that and we got there and I thought god marvellous to be on the ground there was a craft burning our cared less about that. Finally our car came out. And the station commander came out and gave us the most terrible bpllpcking in of all time I mean he didn't say Thank God you're safe he said. What fat help me I think you're going. Do you realize you put this airfield out of action look at this. Climbing I couldn't help it. It's prest a Whitley bomber across his favourite airfield on the runway and put him out of action but we were only too glad to be down on the ground. Anyway I did something to my knee I don't know what it was I and we were sent to hospital and Princess Mary's at Horton? and I went to an end of it and the thing was I think one of my wife to know that I have a crash so I arranged with the nurses to put accident on the part of the foot of the bed so when my wife carried one as happened in the last live down the stairs in the Officers Mess actually the Officers Mess was a temporary build if you've never seen it was all on the ground she didn't know why at least there's the aftermath and you believe that for a long time until long long towards the end of the war when I finally told her that I didn't really cry for the room. Of Whitley offered Brize Norton at Abingdon no Brize Norton That's right this is the galling thing you see we row the aircraft on the airfield where we got our wings. So he wasn't at all happy with us at all. Anyway I was finally I was in the hospital about five six weeks then went back to



Abingdon and then went on to. My oh okay went back to Rome and did my operation of training units finished there with a new crew and was posted to Waddington 44 squadron in Waddington in Lincolnshire in bomber command command where we had Lancaster's And I think it's safe to say that allows us to save my life it was a marvellous aircraft and of it was the safest aircraft to fly. I was in bomber command my tour of ops in Bomber Command. I mean I could dream in real time masses of footage off about Bomber Command but I don't know where though I think I ought to go on in the area of growth won't go into too much detail and erm I did my tour of ops there and then I was posted We were we had to do a two hundred hours over enemy territory or 30 troops whichever came first. We have to start I mean if you did 29 troops. And it was 200 hours. You stopped if you did. 31 31 trips and it was. 200. As you stopped you have to do 200 hours. And I was posted then into the Transport Command because the empire training scheme had come on stream and we were getting pilots coming in from all over the world from Rhodesia from South Africa from America. And there were a load of pilots coming in and they felt that anybody that had done a tour it was working there its expertise and putting us into a training command.

Well I didnt go into training I went into Transport Command and we started to fly the mail from Lyneham and where I was posted to which is quite near here and up to the Middle East and then eventually into the Far East. And that went on for several. Years then I was never called back into for my second tour because I had so many pilots coming on. I got the DFC at the end of my tour I was a ward of the city and I was given a commission I was a flight sergeant. All the time I was on my tour. I. Was given a commission and. We started flying Albemarle's terrible aircraft they were they were made by the time furnishing company and Mr Drage I remember Mr dray furniture though consisted of tubular steel and plywood. They were really shocking aircraft they were Lord Beaverbrook's answer to the aluminium shortage he said we haven't designed an aircraft in case we can't get any aluminium and they design is terrible. I gave five hundred of them to the Russians and the Lend-Lease and the Russians returned 500 of them saying thank you very much. We don't really think we need these aircraft. I don't blame them I mean nobody wanted the look we were stuck with them on our Transport Command they had to do something with them and the only two times I've ever sent out an S.O.S during all my flying was in flying an Albermarle.

They adapted them for the Bomb bays they never used them for bombing I mean they were just so awful for bombing raids they couldn't do anything like that although they do they fill the bomb bays up with overflow tanks somewhere and we used to fly down Gibraltar and we used to have to fly from Lyneham down to Portreath in Cornwall wait there till it was dark then fly out toward Point right out in The Atlantic called Point A then go down due south to another point point B and then turned you e and hope that you came to Gibraltar and if you did it the straits of Gibraltar you either ended up being turned in Portugal or being castrated by the Arabs in Morocco you know it was those were the choices. So it took a long time to get out there it took us about eight hours to fly out there. Well what used to happen was these wretched tanks in the Bomb bay

you had to start using those and get rid of that fuel first. Because that was the additional fuel. Well sometimes there was something wrong with the flow system a newline when we got to the point of no return which in plain language means you really got to go on it's quicker to go on to come back to the regular changes will start to start and you'd have to a few hundred gallons of fuel in there in the bond of a tank still to use and you could use it so you switch to your wing tanks and that's alright you could carry on. Now that made you want 200 gallons of fuel short for your trip and they never gave you macho extra fuel anyway it was too precious. So twice coming through the Straits of Gibraltar. I've had to send out SOS is because I have my fuel gauges of ranges to zero. Literally on the wing tanks. I've got 200 in look in the bomber over the current using one feed through and with both to always go around the Rock of Gibraltar in anticlockwise direction. Well I tell you. Coming in the tail with that we just shuts used as you strayed across to Algeciras Bay and you crash down on the runway. At Gibraltar even landing the runway I mean we didn't care you're going to go get the aircraft down because we have not only that we have a crew but I mean we had all the mail for the forces there and. It was a it was all micro mail those days you know you're on microfilm and if we'd done a whole lot of mail filters mailing the drink to say nothing of the fact we might lose our own lives I mean we were going to be very popular and I had to do that twice.

The only time I ever send out a story is ridiculous sending out an S.O.S because you got no fuel. You've got 200 gallons in the tank. So that was the story of the Albermarle From there we went down to taco as they were a lovely aircraft to fly and then I went to Yorks and started to fly passengers and I was starting to fly the I got a call we call VIP passengers. I was saying to the Yalta Conference I flew Sir Anthony Eden out to Yalta. We didn't know who was going to be or where we were going to we got to Malta and that's when rumours of a the whole after all. None of us knew it although they were all there grouped together we all took off in our various aircraft with all these people. I was at Yaltafor 10 days where the Russians got us so drunk it's unbelievable what they did to us. Guys it was awful they are so cool. Russian hospitality we were warned about this and they said look whatever you do don't treat the Russian vodka. We tried not to drink the Russians although they practically poured it down our necks while we were there. From there. I flew from. From your Yalta down through Cairo and that's an interesting little story because I was given Sir Anthony Eden decidedly fly with Churchill in his aircraft whereas I've flown Sir Anthony Eden into Yalta you said you go down to Cairo and wanted to talk about things Randolph Churchill Churchill's son was out there covering it as a war correspondent now I didn't know at the time but apparently the old man and his son didn't hit it off too well. He thought the son was a bit of a drunkard as he was and I was told Churchill wanted me to fly Randolph and I was also told whatever I do don't open the bar let him have any booze so fine well we started off we took off oh crowd a little bar on the aircraft and I have either a steward with me then. And sure we are to be taken off the skipper the bird Mr. Churchill once during. A time where you know we were not allowed to serve drinks. So we went back and told him that and came back and he

said I'm afraid he doesn't take that he insists on having a drink I'll go down and talk to him so I let the other person fly the aircraft and I must say Randolph was very very irate and I said Look my instructions I don't care what your instructor over the goddamn bar I insist on having a drink.

He began a very belligerent so I thought well. You know of any fights in the aircraft so I have a drone. He he really was a terrible drunk in those days. Let's look at the story. Several times during my career I met my brother my brother and Reg was in the Army film and photographic unit and he was a Dennis Fox Flash Fox as you know I think. And Dave Macgonald it's direct jurisdiction. They went from El Alamein right the way through right along North Africa right across to Sicily to Italy up to Venice. I think they were together in nearly four years and occasionally I would have a trip. To Tripoli. Customi airfield? my brother will be there and I could see him in a Maison Blanche in Algiers and I occasionally storing there you know I get messages to him somewhere out there. What's interesting is the only time I saw him during the war.

And then though once or twice after he was commissioned. He was sent towards the end of the war to Athens and I flew Sir Walter Citrine head of ther TUC to see the Greek atrocities.

And my brother was covering it for the Army photographic unit and we have a photograph of my brother and I meeting which I kept and which I got on him there.

My final trip in the Air Force was a tour for the chief of the Imperial General Staff Lord Alan Brooke. I did the following trip I was I flew. Lyneham to Cairo non-stop and I was the first one ever to do that.

We did that about every team we were because we were going to pick him up at Cairo 12 and a half hours it took us landed there with just enough fuel I flew to CIGS from there to our dad in the Gulf down to Bahrain Sharjah.

The famous Sharjah Blues places we used to see in Karachi. Delhi Calcutta Rangoon Rangoon. He got under another aircraft because he was going to Hong Kong and Hong Kong you have to live in a street couldn't take four engine aircraft in those days only twins. So he went on a Dakota while high.

We went on. To Okinawa and we waited a Okinawa for him.

And. He came up eventually from Hong Kong to Okinawa joined us there and I flew then down to Japan.

Now I was what he was going to meet MacArthur who I was warned about MacArthur and they said no Whatever you do don't be late because General MacArthur does not like to be kept waiting even 30 seconds. Right. Will make absolutely sure where they are found and we did my navigator. Worked out very carefully and said Now Willie that was his name Willie Wilson will be sure if anything. Allow a little extra time I'll always do a wide circuit has been a bit up but I see I can't make it up.

If we're too late he worked it out and he did it beautifully. We landed. I have to tell you right on the dot of the time we said we would land. I taxied out and there was the red carpet out for Allan Brook in our part of the aircraft through the door rather carpet and there was MacArthur waiting.

Alan Brook got out and went off and I thought thank goodness for that. And shortly after that, Steward there are still those of American Army officer wants to see a captain so he came out and I was still sitting in the cockpit.

And he said her flight lieutenant Morris I said Yes that's right he said. I have a message for you from General MacArthur or he's going to say congratulations. He said the General is not at all pleased with you. On what hell's wrong he says you will let us see what you mean I was late coming wasn't late I said I said we'd be here at say 15 0 6 and we touched down at 15 0 6.

He said he took you another minute and a half from touchdown until you pulled up by the carpet and that's the time the general was to mark the touchdown time though we never do that and we always give the touchdown time. We never know how far it's going to lead taxiing and so I got a bollocking from General MacArthur am I right. And I was bang on time. Anyway from there we went from from Japan.

We went down to New Guinea across to Melbourne Melbourne and to a place called Palmerston Laws? in New Zealand Palmerston North up Auckland Or Auckland back to Sydney Sydney to Perth. Perth to the Cocos Islands. Lovely little place to stay. We just refuel there. Cocos Islands to Singapore Singapore to Aden down to Nairobi Nairobi to Cairo Cairo to Naples. Now we are on schedule it took nearly two months this tour we were on schedule right out to Naples and I had a terribly bad weather forecast for the last trip over 20 and I thought Well now shall I risk it and go online and I decided it would be foolish to try it was a very bad weather forecast with him on board because of anything and really will be a disaster you still have the Chief Imperial General Staff. So I scrubbed for 24 hours and we went the next day and we took into Blackbush because he lived near there. And we landed there. And. I was 24 hours late. As a result I got the AFC for that and that was just after that I got demobbed.

Now that was a saga getting demobbed because I got a lot of flying hours I've flown about 2800 hours there and I was considered to be a pretty experienced pilot and the Air Force were not very keen on letting me go and my aid my group number came up with a group I think number 24 24. Were demobbed say October in 1945 when they are Christmas falling farther out a group of 27 or 28 and still no sign of me coming out and I kept in touch with Ronnie Neame and Ronnie had said that I'd be a Pinewood if I could get a house and were running I can't get out. You know they won't let me go so we don't worry we'll get Tom White who was in charge of the Cine Guild sort of administration here. He'll apply for your work. Still we can live and they applied and they they they got me out and I coward I was demobbed in January forty six almost exactly six years after I was called up. And they gave me a job at 20 and operate camera operator twenty five pounds a week. And when word got around in the Air Force that I was going to have the job like that they thought. Follow another one from John I suppose it was very good money 25 pounds a week in 1946. I was under contract to Pinewood them for. About three or four years as operator with Ernie Stewart he was the other one and Chris Challice?.

We all Chris was in the Navy I think Ernie was in the Navy and I was in the RAF and we were all contract operators Reload End of side  
2