



## Enterprise

### Key Stage 3

Business studies:  
Enterprise  
Travel and tourism

### Key Stage 3

History:  
Chronological understanding  
Change and continuity  
Cause and consequences  
Interpretation

### Aim of the sessions

Put together a pitch for an event to raise awareness of Bomber Command Squadrons that will attract young people.  
Research 12 and 626 Squadrons

### Venues

Although this activity focuses on RAF Wickenby Memorial Museum this type of activity will work equally well at:  
Cranwell Aviation Heritage Centre  
Lincolnshire Aviation Heritage Centre  
Metheringham Airfield Visitor Centre  
Thorpe Camp Visitor Centre.

### Preparation

<http://www.rafwmm.flyer.co.uk/Museum/History.html>

### Roles

Event management company, researcher



## Enterprise activity

### Introduction

Although this activity can be tailored for use at a number of venues, we have focused on RAF Wickenby Memorial Museum.

Introduce the students to RAF Wickenby. Use the background information and the website. Explain that RAF Wickenby is now a civilian airfield which often hosts aerobatic displays.

### The brief

Explain that there is a small museum dedicated to 12 Squadron and 626 Squadron. Both were based at the site during the Second World War

The present day owner of Wickenby wants to commemorate the two Squadrons and would like some help from young people to decide on an event which will attract a large family audience and raise awareness of the achievements and sacrifices made by the two Squadrons.

### Activity

Divide the class into groups of five or six.

Ask young people to find out as much as they can about the two Squadrons.

A good place to start is RAF Wickenby's website: <http://www.rafwmm.flyer.co.uk/Museum/History.html>

When they have some background information ask them to discuss ideas for events that could be held at the airfield that would attract a large number of visitors.

### Plenary

To begin the thought process, ask them to think about events.

What is an event?

Ask students to list any events that they have attended.

The list might include family events such as weddings or commercial events such as football matches or festivals etc.

What makes a good event?

What makes a poor event?

What sorts of skills are needed to put on an event?

- Good organisation
- Imagination
- Creativity
- Decision making
- Teamwork
- Planning
- Commitment



## Activity

Now ask students in their groups to refine their ideas for an event at the airfield.

They should think about:

- Appropriate event (other venues in Lincolnshire organise 1940s days, 1940s dances, aircraft displays etc)
- Target audience
- Budget (How much will it cost? Will it generate income? Will the income generated cover the costs?)
- How will they let people know about the event?
- How will they manage the event on the day?
- What are the Health and Safety implications?

In order to take their ideas forward they may need to carry out some research. They may choose to put together a project specification which is like a recipe. It breaks down the project into stages.

To prepare the project specification, students may have to carry out some research. The research should always relate to the project aims and objectives.

## Research types

Field research (or primary or original research) is used to get new information from a primary source. For example, the researcher may interview customers to find out their views about a product using questionnaires, face-to-face interviews, email, telephone interviews, product testing or surveys.

Desk research (also called secondary research) is where a researcher interprets other people's primary research. This may be to identify trends - for example, is the market growing or shrinking, what are the new fashion trends?

Research can be quantitative which means it is based on factual information such as statistics, or qualitative which explores feelings and opinions.

## Activity

When they have decided on an event ask them to put together a two-minute pitch to sell their ideas to RAF Wickenby.

They should cover:

- Their idea for an appropriate event and why it is appropriate
- Who will be involved in organising it and why (what are their skills/ roles)
- Who is the target audience
- What is the budget, will the event generate income
- Marketing ideas
- Health and Safety issues
- How it will be managed on the day.

When presenting their ideas students may use PowerPoint or create posters

# TAKE FLIGHT

Exploring our aviation heritage

as visual aids.

Their presentation should capture the audience/client's attention. It should show that they have listened to the brief, that they understand the task and that they client's best interests at heart. It should show that the idea can be delivered on the ground.

Talk to the young people about what makes a good presentation: body language, eye contact, clear information, graphics. Most people who make presentations are nervous to some degree so explain that nerves are normal.

Their presentation should convey their enthusiasm for their idea.

## Plenary

Allow each group 2 minutes to present their pitches. Ask the other young people to vote on which is the best scheme.



## Background information

Copy taken from RAF Wickenby's website

<http://www.rafwmm.flyer.co.uk/Museum/History.html>

The history of the airfield goes back to 1941 when the ever-increasing demand for heavy bomber airfields in Lincolnshire meant that large rural areas had to be found to build on. One morning in 1941 farm owner Mr Bowser was told by surveyors that his land was suitable and by 3pm that same day contractors McAlpine began to clear the site.

The airfield followed the standard Bomber Command layout, having three concrete runways and a perimeter track. The main runway 09/27 ran east/west along the southern side with the other two runways 03/21 & 16/34, crossing towards the north of the site with thirty six aircraft dispersals around the perimeter track. Two hangars of the steel T2 type were erected one to the north of the airfield and one to the south of the main runway, a third hangar of the B1 type was built later in 1943 and this was located at the north end of the technical and domestic site which was situated on the eastern side extending towards the village of Holton cum Beckering. The bomb storage area was constructed in a slight depression at the south-west corner of the airfield. Building was completed in September 1942 and the airfield came under the control of No 1 Group Bomber Command and initially opened as a satellite station to RAF Binbrook. Later in December 1943 RAF Wickenby became No 14 Base substation to RAF Ludford Magna. Unlike most other RAF Stations, RAF Wickenby never had its own Station Badge.



**12 Squadron Wellington PH-C**

During September 1942 under the Station Commander Wg/Cdr Dabinett, 12 Squadron moved to RAF Wickenby from their base at RAF Binbrook, bringing



with them their Wellington bombers in which they flew a number of missions. In November 1943, 12 Squadron became the second Squadron in 1 Group to be equipped with the Avro Lancaster and on 12 January 1942 they were able to put nine Lancasters in the air as part of a force of 72 medium and heavy bombers which attacked an oil refinery in Essen.



*A 12 Squadron Lancaster*

On 7 November 1943 626 Squadron was formed by the expansion of 12 Squadron's C Flight. To accommodate the extra personnel generated by the formation of the new Squadron, a new dispersed site was built to the south of the airfield. This site would accommodate both air and ground crew and it covered a large area between the villages of Fulnetby and Rand.



**626 Squadron personnel outside Hut 5**

The two Squadrons took part in many major raids on enemy targets such as Mailey le Camp, Nuremburg and also Bomber Commands last main operation of the War on 25 April 1945 when 14 Lancasters from Wickenby were part of the force which attacked the SS Barracks in Berches Garten. Following this final mission the two Squadrons took part in Operations Manna & Exodus when they dropped food to the Dutch and helped with the repatriation of POWs.



**12 Squadron air & ground crew**

Wickenby suffered its last losses on 12 April 1945 when three of their aircraft failed to return from an attack on an oil refinery in the Luzendorf area of Germany, the total number of aircrew lost from Wickenby during the conflict was 1125.

In September 1945 12 Squadron moved to Binbrook and in October 1945 626 Squadron was disbanded. For a few weeks following the departure of the Lancasters 109 Squadron Mosquitos moved in but they left in November 1945 when all flying ceased.



***626 Squadron air & ground crew***

The next occupant, No 93 Maintenance Unit, collected ordnance from other disused airfields and stored it on the runways awaiting disposal. They remained until 1952 when 92 MU took over, staying until 1956.

During 1964-66 the airfield was cleared, and where possible returned to agricultural use. At the same time the road from Snelland to Holton-cum-Beckering, which had been closed to construct the airfield, was reopened. In the mid 1960s, private flying started on the Northern part of the airfield.