

***Jeps Flying Days***      ***(Completely unfinished, unchecked & unedited)***  
*(Font 11) Latest update 12/06/11*

**Carreras Family**

**Jep's Grand Parents on Paternal side are Miguel & Ana Carreras & on Maternal side are Jose & Victorina Valls**

**Jep's parents** are: Ricardo Carreras Valls b. 20 November 1879 died in Barcelona 1937 aged 58, who is married to Rosa Dexeus Font. Their family tree painted onto mosaic tiles still adorns the front entrance to Mas de Valls (*now a wine growing property*) in Reus

Ricardo Carreras was a historian & writer who travelled the world and wrote about his travels to West Africa. Following his journey to Senegal, Gambia, Guinea, Sudan & Mauritania in **1926** he wrote "Al Marge del Sahara" "*On the Fringe of the Sahara*" This book also carries watercolour paintings by his elder son Miguel Carreras Dexeus

In **1928** The Discovery of America "La Descuberta d'America" was published

In **1931** The Catalans Juan Cabot & Christopher Columbus was published

In **1936** he wrote "El llibre a Catalunya 1338-1590" This would have been his final book as he died in 1937

Their children were **Miguel Carreras Dexeus** born 1904?? who was dedicated to Archaeology and the finding of Roman artefacts in Mas de Valls their family home in Reus, Tarragona

**Josep Maria (Jep) Carreras Dexeus** was the 2<sup>nd</sup> born on 26<sup>th</sup> August, 1906 at 2.00 p.m. who was a pioneer airline pilot and **Maria Carreras Dexeus** was born 30<sup>th</sup> March 1912 who in later years had a Perfumeria in Calle Balmes Barcelona

**1906** José Maria Carreras Dexeus (Jep) was born Saturday 26<sup>th</sup> August 1906 to Rosa Dexeus Font and Ricardo Carreras Valls and during his school days attended el Colegio Aleman in Barcelona where he learnt, German, French and English apart from Castilian and Catalan and studied to Abitur level. He then went on to Barcelona University where he obtained his Batchelors degree.

**1910**

Records show that planes were flying from Can Tunis which was possibly the forerunner terrain for Sabadell Escuela de Aviacion Pujol Comabella y Cia and was recognised as one of the first flying schools in Catalunya.

**1917**

Josep Canudas was Jep's flying mentor. He was born 29 December 1898 obtained his pilots licence on 29<sup>th</sup> June 1917. He was the co-founder of the Aeroclub of Barcelona from 1915 to 1917 and then founded the flying school whence he was the top flying instructor and employer to both Jep & Mari in subsequent years. Following the end of the Spanish Civil war he was also exiled and lived much of his time in Cuba, America, Montreal in Canada and then in Fribourg in Switzerland.

Also on 30<sup>th</sup> October 1917, Catalunya experienced its first fatality when a plane lost power and crashed into a street killing both pilot & pupil

**1922**

Josep Canudas founded the Aerodrom Canudas in Barcelona

Josep Canudas obtained his military pilots licence

He was the founder to the first Spanish airline which flew from Sevilla to Larraix (1921)

And also the line from Andorra to La Seu d'Urgell (1932)

*(When and why did Jep take so much interest in flying??)*

**1923 Jep aged 17**

Jep commenced his flying career

At a meeting of members of the Aero club of Catalunya held on 25 March 1923 a decision was made to constitute a new aero club "Penya de l'Aire" and a design for a new ensignia was accepted by those committee members. On that date there were 70 members in attendance of whom both Miquel & Jep Carreras were members and also Enric Cera their cousin. The nomination of this new club was publicised in the press and it was a huge success. These were to be the years of enthusiasm, enterprise, progress, publicity and development of the world of aviation in Catalunya. It was the recognition of a further form of transport – *the air*.

**1924 Jep aged 18**

The Competitions Committee was formed

The Club Penya de l'Aire formed a competition committee comprising of some of the Committee members as Albert Lleo, Gaztañondo, Ramon Bassols & Josep Foix

**1925 Jep aged 19**

This year saw the recognition of the Aerodrome in Sabadell at Ca N'Oriac when a bipla Aviatlk from El Prat piloted by Josep Canudas landed on these grounds, but the official recognition of the opening of the aerodrome was not until 1933. (*Pere Ribalta*)

Jep has his first model T Ford and in later years had a Hispano Suisa. He was very proud of his cars and in later years he would collect Mari Pepa and take her to the aerodrome

**1926 Jep aged 20**

During the Summer the Hanriot had undertaken many flights with passengers, whereby some of these passengers were permitted to take the joystick to get the feel of flying an aircraft. With this in mind enthusiasm built up for the aero club to have a flying school. There were 2 planes which were suitable for lessons and it was Jep's enthusiasm that brought forward the idea of a school for pilots. He was young, he was very gifted, and he was desperate to learn. The Aviatick was suitable for casual flying but the Hanriot was better for serious fliers as it had dual control. With all this in mind, Jep at 20 years old was prepared to study, to work, put up with all manner of problems and tolerate all manner of difficulties. Both he and his brother Miquel were on the Committee and pushed for this plan to be accepted. Within the same week the school commenced its first lessons

**1927 Jep aged 21 Hours flown during year 215**

Reporting on the first pilot schools, read that in 1927 Jose Maria Carreras – later one of the best known pilots in the art of flying – obtained his aviation licence under the instruction of Josep Canudas.

Spanish Air Force 1927 to 1930



Jep was an exemplar figure. With his enthusiasm he was at the aerodrome first thing in the morning and would spend the day helping in everything he could. Few first pilots were such perfectionists as he was. His ambition was to be a military pilot if he be permitted to do so.

On 29<sup>th</sup> June 1927 (*St. Peter & Paul*) age 20 (*His birthday was in August*) Jose Maria Carreras i Dexeus obtained his pilots licence no. 648 from the Federación Aeronáutica Internacional F.A.I. – España. The licence issued 1<sup>st</sup> July 1927 confirms his status as Pilot of aeroplanes for tourism. He accomplished the set tasks with perfection and was the first of the second generation of Catalan pilots to obtain his licence.

Just a few days later Jose Maria Carreras was called to Madrid to serve as a Military pilot he was later enlisted into the army in Alcazares

At the aerodrome of Alcala de Henares he was greeted with admiration and within a few weeks he obtained his Military Pilot's Licence with distinction.

### **1928 Jep aged 22 Hours flown during year 252**

With Spanish Air force 1927 to 1929/30

9/7/28 Soldier Jose Maria Carreras Dexeus, serving his 2<sup>nd</sup> semester at the School of Aviation at Alcala de Henares, Madrid certifies that possessing the title of pilot by the F.A.I. dated 1<sup>st</sup> July 1927 no. 648 he requests to attend the course being offered to pilots as announced by the Jefatura.

When asked about flying boats Jep replied the following "My experience on boats dates from 1928/1929 when I was serving in the Spanish Air Force, posted at Los Alcazares, Cartagena, Spain, flying Dormian Waal, Savoia and Machi. Training was a 'do it yourself' job as none of these boats had dual control. By 1939 he was flying a Grumman Goose on water for Lord Beaverbrook.

16/7/28 Certificate from Aviacion Militar no. 2689 confirming the promotion of soldier Jose Carreras Dexeus from the aerodrome in Madrid Alcala de Henares to attend a pilots training course in order to obtain his pilot's certificate of the F.A.I. (Federacion Aeronautica Internacional)

1/8/28 Notification received from Jefatura Superior of the Ministerio de Guerra Aeronautica in Madrid addressed to Jefe de Servicio de Aviación informing them that Soldier Jose Maria Carreras Dexeus of Alcala de Henares Aerodrome, Madrid will be called to attend the next course for pilots, but before being admitted he must present to the Instructor of the School his identification of pilot's title issued by the F.A.I. on 1 July 1927 with no. 648

22/8/28 From the Jefatura Superior del Ministerio de la Guerra Aeronautica, urgent confirmation addressed to Jefe de Servicio de Aviación in Cuatro Vientos informing them that Jose Maria Carreras Dexeus has been awarded the title of Pilot for the C.A.I / F.A.I

29/8/28 Jep formally received the title of Pilot of the F.A.I (Federación Aeronautica Internacional) from the Jefe of Aviación Militar

10 November 1928 Jep is with Aeronautica Militar Espanola.

### **1929 Jep aged 23 Hours flown during year 328**

With Spanish Air Force 1927 to 1929/30

10/7/29 Certificate from Aviacion Militar de Alcala de Henares addressed to the Jefe Superior de Aeronautica enclosing the application for Jose Maria Carreras Dexeus to attend the course for pilot of the F.A.I (Federacion Aeronautica Internacional)

Jep employed by Empresas Aeronauticas Aerodromo Canudas but subsequently the name would be changed to Koro Aeronautica SA under the directorship of various including Miquel Carreras. Canudas & Jep Carreras.

Koro was an airline doing formal journeys but it only had 2 pilots namely Canudas and Carreras. Guilem Xucla was an excellent pilot but he had left Barcelona to do his Military service ending up in Madrid. Once free he applied to Canudas for a job with Koro and Koro was now in a position to pay a salary albeit very modest.

But 4 months later saw the liquidation of Koro. Formalities became complicated and aerodromes were not yet prepared for these formal flights. However with the help of friends another aircraft was bought, a Nieuport-Rhone, which was sitting idle in a hanger. Now without the formalities they could get on with the business.

**In 1929** whilst Jep was serving in the Spanish Air Force, he was posted to the flying boat base at Los Alcazares in Cartagena, and it was here that he taught himself to fly these impressive planes for in those days few boats had dual controls. Such aircraft were the single-engined Savoia Marchetti and Macchi and the unusual Dornier Waal in which two engines were mounted in a single pod to drive respectively a pusher and a tractor propeller. Jep served in the Spanish Air Force for 18 months in Los Alcazares in Cartagena. His uniform was bottle green in colour. This flying boat experience was in the future to be a most important role with the ATA in England.

The aero club of Catalunya were anxious to have Jep back to teach future pilots as he fulfilled all the requirements needed, but they could not commit as he was still in the Spanish Air Force. A new Hanriot plane was awaiting delivery in Montpellier but could not be bought until a new instructor could be employed. By the end of February 1929 Jep had completed his military service and returned to Aerodrome Canudas as a flying instructor.

At the end of February 1929 when least expected Jep turned up at Barcelona aerodrome having completed his military service and having now acquired a very good training. He was well known for his air skills and he was an excellent pilot, able and prudent. He was looking forward to continuing his career as a pilot and wanted to join Canudas once again. This was exactly what Canudas needed and Jep was delighted to be able to take on the role.

And so it was that he returned to his roots. He was greeted by all with open arms and he was appointed pilot for the Aerodrome Canudas. He commenced work immediately and wanted to advise in all matters. It was a wonderful solution for him but more for the aerodrome since he was considered to be of superb excellence. The following day he undertook a few trial flights and on the following Sunday he performed flights for the public. He made several magnificent flights with the Hanriot and then he took some passengers on several flights, who without exception were delighted with this young pilot. And so it was that from the very first day of his employment Carreras won every ones affection and admiration.



23/3/29 Certificate received from Aviacion Militar with no. 3593 issued at Cuatro Vientos, 23 March 1929 renewing Jep's license for his services as Pilot in the aerodrome of Los Alcazares in 1927.

23/5/29 Certificate issued in Madrid by Ministerio del Ejercito confirms Jep's status as soldier and military airline pilot in order to present his credentials to the school of flying at Canudas aerodrome.

1929/1934 Jep now 22/23 yrs old is employed by Escuela de Aviacion Barcelona (Canudas) The incorporation of Carreras to the Catalan School of flying was received with open arms by all who knew him before he entered the army, but the most satisfied was the aerodrome itself now that they had an excellent pilot to continue with the build up of the flying school. Jep held all the characteristics which were considered to be of paramount importance, and in his future years it was proved correct

On 17<sup>th</sup> March 1929 the 3 well known pilots flew together in 3 different planes namely Guillem Xucla, Jep Carreras and Canudas promoting aviation and giving free rides which was a huge success. On 31<sup>st</sup> March and 1<sup>st</sup> of April a festival was held in honour of the Barcelona typists and the organisation requested the presence of the Aeronautica in order to offer free rides to some of the participants. The queen of typists was enthralled with this and was awarded with a very special flight.

Thanks to Jep Carreras the School of Aviation was progressing extremely well under his guidance and enthusiasm and he was proving more and more that he was an excellent pilot, and a wonderful instructor and everyone was in awe of the qualities of this young pilot. His pupils increased and they became regular attendees.

On 23rd May 1929, aged 23 yrs Jep has a licence no. 675 confirming that he is now a soldier of Aviation.

By June 1929 Guillem Xucla had also joined the School as an instructor which would now ease some of the pressure from Jep. More planes were now required so on 12<sup>th</sup> June both Canudas and Xucla left for London to collect 2 Avian planes from Hendon with dual control and silencer, leaving Jep behind to attend to the aerodrome in their absence. Canudas confirmed that it couldn't have been left in better hands. They pre-planned 5 stops en route in order to be sure of a safe arrival at Barcelona. A 3<sup>rd</sup> Avian was also acquired but this time from Avro in Madrid.

On 29<sup>th</sup> June 1929 Under the instruction of Josep Carreras, Antoni de Gaztañondo became the first pupil of the school to obtain his pilots licence. His examiners congratulated Josep Maria Carreras on his excellent instruction

On 30<sup>th</sup> June 1929 a competition was held organised by the Aero Club de Catalunya at the Naval aeronautic aerodrome. Many displays were held and competitions in landings, obstacles, acrobatics, all with great success by Carreras & Xucla and they also included the introduction of the 2 new Avians recently flown in from London.

On 25<sup>th</sup> July 1929 a ceremony was held to formally inaugurate the 2 new Avians. The aerodrome was looking spectacular with flags flying from all the hangars. All the planes old and new were on display thoroughly clean and polished. Everyone was so proud of the amazing progress that aviation had made especially at L'aerodrom Canudas. The women were presented with bouquets

of flowers and the bottles of champagne to baptise the 2 planes. 2 women then climbed into the planes that flew side by side followed by Jep in the Hanriot with the photographer at his side taking photos from the air.

A large photograph by Gaspar of the Hanriot F – A IXG, HD14ET 192 or 199 hangs at home at “Lomond” UK

Following refreshments all the attendees were offered a flight to round off the day. The whole event was excellent publicity for the aerodrome Canudas

7<sup>th</sup> August 1929 brought in the retirement of the Aviartick-Fiat 100 hp. This was the plane that Jep Carreras made his maiden flight in 1925 and he wanted to fly it once more for the last time. Flying it once again he marvelled at its qualities and reliability but it had been built in 1918 and with the newer planes now at the aerodrome it was less economical. Its retirement was quite an emotional event for the Aero Club

16<sup>th</sup> August 1929 Jaume Camarasa was the 2<sup>nd</sup> pupil to receive his pilots licence and with his enthusiasm vowed to continue flying in the Club. Credit again to his instructors Jep Carreras and Xucla

On 17<sup>th</sup> September L'aerodrom de Canudas purchased a pretty monoplane from Italy the Romeo Fiat. It was a popular acquisition for the school and was the preferential one of the pupils.

On 28<sup>th</sup> September 1929 a 3<sup>rd</sup> pupil received his pilots licence and in October a 4<sup>th</sup> passed proving the school to be a huge success with its excellent instructors Carreras & Xucla

5<sup>th</sup> October 1929 Lleida held its annual competition in which Jose Carreras in the Avian Cirrus 85 as always won the perfect landings and also the aerial destruction of the balloons

During the year constant displays were held in many aerodromes over Catalunya and at each one passengers were given trial flights. When darkness fell many were left disappointed but on more than one occasion Carreras offered to go back the following day to give flights to those that had missed out the day before.

10<sup>th</sup> October (*to check which year??*) saw the Aero Club of Lleida hold a flying competition in collaboration with the aerodrome de Canudas and the Aeronautica Naval. Jep Carreras & Canudas flew in 2 Hanriots whilst others were in different planes, but alas low thick clouds over Urgell made the journeys perilous. Some tried to fly above the clouds whilst others tried to get beneath or they looked for some small opening in the clouds in order to get bearings, petrol was running low and the situation for all became critical. After almost 2 hours most had to abandon Lleida and return to El Prat, but there was no news from Jep Carreras. Following a few panicking phone calls, it seems he landed in Vimbodíin Tarragona where he refuelled and returned to El Prat with no problem. He had in fact encircled the city of Lleida and knowing that he had little fuel decided to fly South to Tarragona where the skies were clear. This was yet another example of pilot skills at the time when there were no instruments to direct one.

24<sup>th</sup> October 1929 saw the formal presentation of the Italian Romeo-Fiat 100. There were many admirers of this plane when it was exhibited at the exhibition in Barcelona so the event at El Prat was very well supported. Exhibition and passenger flights were held all day with either Jep



Carreras, Xucla or Canudas flying the many enthusiasts of this new plane. This again was another very successful presentation.

29<sup>th</sup> November, 1929 saw the official recognition of the Flying School of Barcelona at the Aerodrome Canudas all in accordance with the regulations stipulated for this enterprise and under the directorship of Josep Canudas. The formal flying tutors were Jep Carreras & Guillem Xucla, also appointed were the mechanic and a doctor. Three Avro Avian-Cirrus of 85 hp were allocated to the school.

31 December 1929 Jep Carreras with a passenger – Rosal, made an adventurous trip to the South of Spain in the Romeo-Fiat. Their first stop was at Los Llanos in Albacete and then on to the Military base in Sevilla where they spent a few festive days. They accomplished 900 km from El Prat to Sevilla.

### **1930 Jep aged 24 Hours flown during year 630**

Jep was Instructor for Barcelona Flying School from 1930 to 1934

Then on 6<sup>th</sup> January 1930 they (Jep & who?) flew from Sevilla to Madrid taking them 4 long hours and on the 9<sup>th</sup> they left for Barcelona which took them a further 3 ½ hours. In all great interest was shown for the Romeo-Fiat at all the stops and the whole excursion was extremely successful.

Juan de la Cierva arrived at EL Prat in his Autogiro - Gyrocopter

On 17<sup>th</sup> January 1930, Canudas, Jep & Xucla were appointed examiners to a former pupil who was taking his advanced level flying exam.

21<sup>st</sup> February a supper in honour of a fellow pilot Joan Klein was held by the Aero Club de Catalunya and to which Jep Carreras gave the dedicated short precise speech which was received with an overwhelming ovation.

10<sup>th</sup> April 1930 Jep sent a photograph of himself in the cockpit to Albert Lleo inscribed "*Al meu amic i company Albert Lleo amb tot l'afecte. Josep M. Carreras 10 - 4 - 30*" *Where had they been?*

Lleo was to obtain his pilot's licence in June 1930

In May 1930 at age 17, Mari Pepa went along to El Prat on the back of a motor cycle belonging to a friend from Calafell. She was so enthralled by what she saw that the following week she was there with her father Jose Colomer. Between them throughout the interview with Josep Canudas they explained the purpose of the visit and confirmed that Mari Pepa would like to try flying as this was something she had always wanted to do. (*At age 8 she leapt from a 2<sup>nd</sup> floor balcony of her flat in Barcelona with a large umbrella hoping to fly*). It was suggested she come along to the aerodrome to get the feel of it, to try flying and to assimilate the feeling for the flying environment. If after this trial period she was still convinced of her vocation and provided she gave them a good impression then she could continue with her flying lessons. And so began her flying course. The following day she was there at the aerodrome eager to get on with her flying, her enthusiasm was so aroused that she immediately joined the flying school. By October her father had disappeared to Montevideo so she was left with no money to pay for further lessons. Her grandmother on her mother's side left her a small inheritance and so with this she

was able to complete her course. And so another new pupil was instilled for flying lessons and Jose Maria Carreras was her main tutor.

On 11<sup>th</sup> May 1930 the Moth-Cirrus was put to the test by Xucla, Carreras & Canudas. It was again another huge success for all the passengers and fellow pilots

On 11<sup>th</sup> 12<sup>th</sup> 13<sup>th</sup> May the Aero Club of Lleida held its Gran Festival. 4 aeroplanes from Canudas aerodrome took part in the festivities with 2 Avians, 1 Romeo & 1 Moth. The pilots were Canudas, Carreras, & Gaztañondo. A German pilot Von Flutten who had arrived in his Junker also took part with them and the 5 aircraft flew in a group over the City of Barcelona en route to Lleida. At the sound of the aircraft passing overhead the people in their flats all appeared outside to watch this wonderful spectacle.

The aerodrome in Lleida was already a hum with activity. Many exhibition flights were being held and throughout the 3 days, the pilots and aeroplanes from Canudas aerodrome took more than 150 passengers on pleasure flights.

Competitions were held which included the destruction of balloons in mid air, acrobatics, perfect landings etc. All great fun and widely acclaimed. On the final day of the festivities Albert Lleo, a pupil whose family background was in aviation, invited Canudas and his party to a dinner at his home "Mas Lleo" The invitation was accepted and the 4 planes landed in a field nearby. Following the dinner, the 4 planes took off for Lleida to refuel and then flew back to Barcelona. The 4 pilots confirmed the huge progress made to the Lleida aerodrome.

The aerodrome in Sitges was put to test when Carreras & Canudas make their perfect landings there.

6<sup>th</sup> June 1930 Lluís Aguilera another of Jep's pupils obtained his pilot's licence followed by Alberto Lleo on the 17<sup>th</sup> and Gaztañondo passed his commercial pilot's licence.

8<sup>th</sup> June 1930 In house competitions were held for pilots of the Club Canudas which were held over various dates throughout the year

Festivities and special celebrations continued with exhibition flights and flights for guests which all helped with the promotion of the Aero Club Canudas

18<sup>th</sup> June 1930 the magazine "Imatges de Barcelona" published a complete centre page spread on the Aerodrome Canudas and within its contents praised the Flying school with its instructors Jep Carreras & Guillem Xucla. Aerial photos were taken by Josep Gaspar some of which were taken in flight with Jep Carreras as the pilot.

*(A photo of Jep flying in the Hanriot bearing the French matriculation F-A 1 x G Hanriot HD 14ET 192 or 199 hangs at his family home – the photo was taken by Gaspar a well know aerial photographer flying in a different plane)*

30<sup>th</sup> August 1930 involved flights by Carreras, Xucla & Canudas in three planes to Manresa for special aerial displays but the high winds and low clouds made visibility dangerous and so it was decided by all that the flights be suspended, and so the three planes were flown back to El Prat



On the 18<sup>th</sup> September the last of the in-house competitions was held for the Professionals and amateurs of the Club. There were 6 tests, 2 were for ability, 2 for landings and 2 for acrobatics. The most spectacular acrobatics was by Josep Maria Carreras who was 1<sup>st</sup> overall, 2<sup>nd</sup> was Xucla and 3<sup>rd</sup> Canudas. The day then followed with flights for passengers until it was too dark to continue.

Sept 1930 Jep has Carnet no. 7 from Dirección General de Navegación y Transportes Aereos, Aeronautica Civil, Personal Navegante, Titulo Oficial issued in Madrid 25 September 1930. Jep's address at the time was Avenida de Alfonso XIII nº 463 bis Barcelona.

5<sup>th</sup> October 1930 a flying competition was held in Lleida whereby military & naval pilots took part and civilians Jep Carreras & Xucla in a Avian Cirrus 85 and Gaztañondo in a Moth-Cirrus 85. They all performed their acrobatics with great skill and timing. Carreras won the accurate landing as usual and also the destruction of the balloons. It was a great show and to date one of the very best.

Jep received a large silver coloured trophy with a lid inscribed in Castillian with the following "Concurso de Aviación, Copa Ayuntamiento, Cardedeu 1930"

Throughout the year exhibition flights continued to be made and also passenger flights. Landings were recorded in many aerodromes some of which are Cardedeu, Cerdanyola, Figueras, Perelada, Pineda, Reus, Sabadell, Salou, Roses, Torredembarra, Vic etc.

Amy Johnson at age 27, becomes the first woman to fly solo from Britain to Australia

In the same year Lord Beaverbrook (Canadian newspaper magnate) launched the United Empire Party with the support of Tory MPs.

On 1<sup>st</sup> December 1930 a letter received from the Escuela de Aviacion de Barcelona. Aerodromo Canudas seems to imply that Jep Carreras was awarded with a scholarship to which he acknowledged with the following words:

**"Poc puc dir, i al sel pensament de que centenara de persones m'escolten, encara que no les vagi, augmentan la meva confusió. Estic ben segura, que parlar pel public es molt més difícil que batre un record. Sols dire que la meva major ilusió seria, contribuir amb algun fet notable al desenrrotllament de la nostra aeronautica, que si avui es petita i modesta, algun dia sera gran i esplendorosa, gracias a l'esforç i l'entusiasme de tots."**

**1931 Was Jep the pilot to Francesc Macia. Important Minister at the time?**

**1931 Jep is 25 and Mari Pepa is 17**

**Jeps flying hours for 1931 are recorded as 466**

Jep Instructor with Barcelona Flying School 1930 to 1934

On **Monday 19<sup>th</sup> January, 1931** Mari Pepa obtained her pilots licence at age **17** and was recognised as Catalunya's first First Woman Pilot. Her feat was published on the front page of La Vanguardia on Thursday 22<sup>nd</sup> January 1931.

On **7<sup>th</sup> February 1931** the President of the Diputació Provincial de Barcelona held a special dinner in honour of Mari Pepa for being the first Catalan woman pilot, and she received a magnificent **glass trophy** fully inscribed with her name together with a special letter. This special dinner comprising 8 courses was held at the Majestic Hotel in Barcelona. The Amics d'aerodrom Canudas sent out tickets at 40 Pesetas each and also presented her with a beautiful bouquet of flowers and of course it was publicised in the National press. Jep and his sister Maria were also present

By April 1931 record of flight hours flown by Jep were 834. He flew the School planes, the Moth and the Avian with his pupils and passengers who included his sister Maria Carreras, Mari Pepa and Busquets. Others were Recasens, Caldere, J. Arseny, Perez, Estape, Mallol, Lawton, Armangue, Ferrater, Estape.

Throughout May he continued his flights in the school instructing pupils in the Avian and Romeo. On the **6<sup>th</sup> May 1931** he flew the Romeo to the base in Figueras with the well known photographer Gaspar to capture some aerial photos. On the same day he took up 6 passengers in the Avian to Figueras and on the **9<sup>th</sup>** he flew the Romeo back from Figueras with Mari Pepa.

*Was there a competition being held in Figueras?*

Other passengers throughout May included Rovira in the Romeo to Sitges, individual lessons in the school and 12 passengers in the Moth to Figueras. **12<sup>th</sup> May** records several flights to Lleida, perhaps for a Competition.

On **9<sup>th</sup> May 1931**, Mari Pepa won a trophy in the form of a crystal **Cocktail Shaker** with a silver top with the inscription "Cocktail Club a Mari Pepa Colomer 9 de maig de 1931" (*Was there a competition in Figueras on that date as on the 9<sup>th</sup> she flew back with Jep from Figueras to Barcelona?*)

List of pupils increases with the inclusion of Ferran, Valentin, Ninn, Olle, Casanoves and other single flights with Jep's sister Maria Carreras and also Mari Pepa and Busquets who was a mechanic and cousin to Canudas. Also a 6 minute flight in the Moth for 4 ladies. On **25<sup>th</sup> May** he took the Romeo with A.Garcia to Montseny.

On **28<sup>th</sup> May** he had took 5 passengers on pleasure flights for 6 minutes each. By the end of the month Jep had accomplished **885 hours**

**June 1931** records many flights in the school with the Avian and Mari Pepa is included amongst the many pupils. Lleo, Barange and Balcells appear to be having lessons. Mari Pepa, Busquets, Bigorra, Lawton, Ferrater, Sabata, Estape, Coma. Barenge also continue having lessons with Jep.

The **22<sup>nd</sup> June** records a trial by Jep in a Klemson and on **26<sup>th</sup> June** he flew Lleo to Figueras and back including a few tourism flights. By **30<sup>th</sup> June** **911 hours** recorded.

Throughout July many lessons continued with the same pupils returning for continual lessons all in the Avian

**1<sup>st</sup> week of August** records a promotional flight in the Moth to Tarrega, Lleida, Reus, Valls, Tortosa, Prat with Joan Coma, Jep's, sister Maria's husband.

**August 12<sup>th</sup>** Mari Pepa has a few special trials with the Avian, Balcells, Ferrater, Sabata, Domenech & Busquets all continue with their lessons

**30<sup>th</sup> August** reflects an aero competition in Cardedeu with both Jep and Mari Pepa taking part

On **30<sup>th</sup> August 1931**



Flights to a Competition in Cardedeu are recorded with Mari Pepa also taking part in the flying competitions. Jep wins the "Copa Santamaria Trophy, II Concurs d'Aviació 1931 Cardedeu" (30/8/31) and "Copa Macia, Generalitat de Catalunya, II Concurs d'Aviació Cardedeu 1931" (30/8/31) and "Copa Ramon Sanesteva. II Concurs d'Aviació Cardedeu 30-VIII-1931"

Mari Pepa wins a trophy in the form of **2 inkwells on a silver tray** with the following inscription "II Concurs d'Aviació, 30 d'agost 1931 Donatiu de la Casa Ramón Ricós – this must have been in Cardedeu

At the start of **September 1931** includes Subirana, Balcells, Mari Pepa, Canudas & Sabater flying back from the competition in Cardedeu with Jep

Exhibition flights took place with CASA, training on the Farman with Canudas to Paris, and returning with Canudas, Domenech and Subirana. Instruction continues with the Avian.

End of September records **956** flying hours

**October 1931** lessons continue in earnest with the Avian, and touristic flights in the Farman. Mari Pepa has training session on the Avian on 8<sup>th</sup> October. On 11<sup>th</sup> October was the date for the formal inauguration of the Farman with 5 different passengers.

**15<sup>th</sup> October through to 6<sup>th</sup> November 1931** Together with the renowned brilliant mechanic Joaquin Sanguis, Jep flew the Romeo with a Fiat motor on a journey around Spain covering destinations Prat, Madrid, Cuatro Vientos, Getafe, Burgos, Valladolid, Monforte, Leon, Zamora, Caceres, Sevilla, Osamar where he was obliged to wait for a repair due to a piece breaking whilst in flight, and then on to Getafe and back to El Prat. He achieved a maximum height of 2,700. Flight hours for Jep at end of October were 989 hours

**8<sup>th</sup> and 9<sup>th</sup> November 1931** flights in Farman to Figueras and return to El Prat. Those to accompany him amongst others were Canudas, Balcells and Mari Pepa *Was this for a competition in Figueras??*

Jep undertook 14 flights in Figueras *Why?*

**On 11/11/31 flying hours recorded for Jep are 1000 hrs**

From 11<sup>th</sup> to 20<sup>th</sup> he was continually instructing but on 12<sup>th</sup> and 25<sup>th</sup> Mari Pepa has a training session on the Avian and between 22<sup>nd</sup> and 23<sup>rd</sup> he flies his sister to Sitges in the Romeo for exhibition flights and on his return to El Prat he encounters a burst tyre whilst travelling back with Mari Pepa.

Lessons continue in the Avian and Enric Cera, Jep's cousin appears on the list as a pupil as does Balcells, Fabre, Rodon, Bigorra, Riera. The Farman continues its touristic flights.

December 1931 continues with flight lessons to regular pupils and touristic flights.

Only 1 journey reflected in the Moth to Montseny. By end of 1931 Jep has completed **1030 flying hours.**

## 1932

Jep continues as Instructor for Barcelona Flying School from 1930 to 1934

Jep is 26 and continues instructing pupils in the Avian and giving touristic flights to passengers in the Farman. On 13<sup>th</sup> January 1932 Jep takes the photographer Gaspar up in the Avian to take aerial photos, and then on 16<sup>th</sup> and 17<sup>th</sup> he takes Mari Pepa, Pepa Canudas and Gaspar on a flight in the Farman to Seu de Urgell presumably for more photos. On 30<sup>th</sup> January 1932 Jep takes the Farman out with Miss España and other celebrities on a touristic flight over Montserrat. The Avian continues with lessons and the Farman is still used for touristic flights.

By the end of January 1932 his hours are up to 1042

**February 1932** reflects Carles Simo, Enric Cera and Bigorra as having flights with Jep

**March 1932** Jep flies in the Avian to Seu de Urgel with Canudas returning to El Prat in order to establish a new flight line to Seu and also to Sitges which he undertakes with Camarasa in the Moth.

**April 1932** reflects touristic flights in the Farman and lessons in the Avian and also the Moth. Pupils names continue to be Mari Pepa, Enric Cera, Bigorra,

### **May 1932**

Instructing continues in the Avian with Balcells, Mari Pepa, Sabater, Enric Cera, and touristic flights continue with the Farman. May 10<sup>th</sup> reflects a journey from Barcelona to Madrid to Sevilla and return over 32 hours in the CLASA (Fokker). Other flights reflected are in the Moth, Farman, Blackburn Gipsy, and Avian. The on 13<sup>th</sup> May he took Balcells as his passenger in the Moth on a flight Barcelona to Lleida where he made some touristic and exhibition flights in Lleida and returned the following day. On 15<sup>th</sup> and 16<sup>th</sup> he did similar but in Sitges with the Moth.

29 June 1932

The Copa Joan Balcells is presented to the pilot who in stopping the engine in mid flight secures the most accurate landing. Mari Pepa is 4<sup>th</sup> in the event (*Copy to Mari Pepa Film*)

Jep at age 26 undertakes an exam in English for his Civil Air Navigator's Licence (2<sup>nd</sup> Class)

### **1933**

Jep continues as Instructor for Barcelona Flying School from 1930 to 1934

Jep is 27 and his flying hours for the year are 538

**6<sup>th</sup> February 1933** Jep obtains commercial licence no.32 and P.S.V. and Navigators 2<sup>o</sup>. Civil Pilot's Licence. Licence issued by Dirección General de Aeronautica Civil with status of Aviador de Transportes Publicos issued in Madrid 6/2/33  
Jeps address being **Salmeron 11, 2<sup>o</sup>, 1<sup>a</sup>** Barcelona

Jep won a trophy inscribed "Ajuntament de Castell d'Aro, Festes d'Aviació, S'Agaro 1933"

Mari Pepa received her pilots commercial licence on 2nd September 1933.

She related that in order to obtain this Commercial Licence, part of this exam entailed landing at 3 different airports and one being by night. She selected Sabadell for this final feat and having encircled Tibidabo to get her bearings, she landed at Sabadell. She recounted that since there were no lights on the runway, some friends lined up with their cars and with their headlights on so that she had her bearings. This landing would have taken place on the fields of Ca N'Oriac which was the forerunner to the Sabadell aerodrome. Figueras was also one of the aerodromes selected.

In September 1933 Jep took part in an air display in Guisona in Cervera, Lerida when the village held 3 days of festivities culminating in a magnificent air display on the final day by pilots from



the Aero Club of Catalunya namely Josep Canudas, E. Fernandez, A. Subirana and Josep Maria Carreras (*Reported in La Vanguardia 15/9/33*)

1933 to 1935 Jep working for Cooperativa de Trabajo Aereo

By the end of 1933, the Federació Aeronautica Catalana published a list of record breakers by members of the Club. On 18<sup>th</sup> march 1931, Jep recorded a distance of 1,035 Km from De Larraix to Barcelona in a Romeo-Fiat 95hp aeroplane in a duration time of 8 h.54 with this same aeroplane.

In the UK due to heavy unrest in Europe there is in place a massive expansion of the RAF

## 1934

**Jep is 28 and his flying hours for the year are 620**

**From 1934 – 1939 He was Captain with the Spanish State Airline LAPE later Iberia**

### **Sunday 15<sup>th</sup> April 1934** (*Reported in La Vanguardia*)

A flying rally was held at the Hipodromo de Casa Antúnez with the following taking part: Enrique Cera (Jep's Cousin) in a de Havilland Gipsy Moth, Luis Aguilera in a Avro Avian-Cirrus, José Maria Carreras in a Romeo-Fiat 95, Guillermo Xucla in a D.H. Dragon-Gipsy & Adolfo Subirana in D.H. Moth-Cirrus

Jep wins the rally. His plane was the first to land at 3.45 having left from Castellon. At 3.49 Enrique Cera landed his Gipsy Moth, at 4.00 the Avro-Avian landed and at 4.02 the 4<sup>th</sup> plane to land was Subirana and Balcells

### **Tuesday 17<sup>th</sup> April 1934** (*Reported in La Vanguardia*)

During the Spring festivities a flying competition was held at the Air fields of the Aero Club of Catalunya where the opening event was the discharge of balloons and seeing how many each aeroplane could burst. The wind was quite fierce so the event was not the most successful though Camarasa did burst one in 45 seconds and was the winner. Other competitions took place whereby Jep was commended for his skill in perfect technical aerial acrobatics, loopings, landings etc. in his plane the Moth-Cirrus 85 HP. Many important representatives came to watch these aerial competitions including the President of the Generalitat, Sr. Companys, President of Parliament Sr. Casanovas and many others including Josep Canudas & Mari Pepa Colomer. The report declares that Jep won the "Aero Club de Catalunya cup" and he was presented with a trophy in the form of an aeroplane inscribed "Trofeo Sabata 1934 J.M. Carreras" He also received a large wide cup with the emblem of Catalunya from the "Generalitat Catalunya, Copa Presidente, Concurs Aviació 1934" Guillermo Xucla was declared 2nd

In *Historia de la aviacion de Sabadell* it was reported that in September 1934 Jep Carreras accompanied a pilot from Sabadell named Jaume Picañol, who was originally one of Jep's pupils, to Orly Paris to collect a small Caudron 36/14 plane with a Renault engine that had been acquired by the aero club of Sabadell and to fly it to Barcelona and Sabadell. (*Pere Ribalta & Canudas book*)

Sabadell Aero Club began to increase their activities with flying festivals & competitions. Jep was a great leader to these activities and this brought in the landing of many important planes such as the De Havilland Dragon which could carry 8 passengers and which was flown in by Guillermo Xucla

**9 June 1934** at 5.00 am Jose Maria Carreras, Josep Canudas as Navigator & a passenger undertook a flight on behalf of Serveis d'Aeronautica to Tempelhof Airport in Berlin to seal a deal with the Company K.G.Grunau of Silesia for 2 gliders for their future centre for gliding. It was an excellent journey with 2 stops, one in Geneva & the other in Stuttgart arriving at Tempelhof at 5.00 pm. The following day at 5.00 am they left Berlin for El Prat stopping at the same places to refuel. The whole journey of 3,500 kilometres took 19 flying hours at 180 km per hour. On arrival they immediately reported their journey to the President who congratulated them on their success.

**29 June 1934** Jep Carreras & Gaztañondo flew from Barcelona aerodrome to a field in Reus which was being destined to be in future years the Aero Club de Reus (The Club was founded in 1935) *In July 2004 following the burial of Mari Pepa in Reus, we held a reception at the Reus aerodrome for all those who had attended her funeral. It was quite moving to think he was the one to locate the appropriate land for this airport.*

Jep aged 27/28 took a revised Exam for Civil Navigator's Licence again in English

Jep working for LAPE 1934 to 1939

### 1935

**Jep is 29 this year and the total flying hours recorded for this year are 632**

Jep working for LAPE 1934 to 1939

Photograph of Canudas & Jep in the hangar of Tallers Hereter with the Núria aeroplane  
(*La conquest de l'aire a Catalunya*)

Records show his details as Class 13 No. 446724 issued in Barcelona 12<sup>th</sup> January 1935

**7 March 1935** a supper was given in Mari Pepa's honour at the Canari de la Garriga when she was nominated honorary member of the Aeroclub de Catalunya for being the first catalan woman pilot. Many of her fellow pilots and friends attended as they held great esteem for her

**29 March 1935** the aeroclub of Catalunya proposed and instilled for the first time in Spain a collective insurance against flying accidents for the benefit of those pilots employed at the aerodrome. The doctor who supported this new venture was the very well known Dr.Josep Trueta (*He was also to be exiled in 1939 and was appointed to the Nuffield Orthopaedic Centre in Oxford where he in 1959 attended to Montse's leg following her motorcycle accident*)

On **3<sup>rd</sup> May 1935** The Aeroclub of Reus was founded at Reus Airport. Jep had sought out the ground for a civil aerodrome on the outskirts of Reus which had good atmospheric conditions, the land was flat and it was near the sea. Jep was therefore considered to be the founder of this aerodrome which in future years was to become a military base and in later years would welcome International flights.

**28<sup>th</sup> May 1935** Jep presented his application to Sr. Director General de Aeronáutica in order to join Lineas Aereas Postales – LAPE (forerunner to Iberia Airlines). Jeps address at the time was Calle de Salmeron No. 11, 2º, 1ª, Barcelona

**18<sup>th</sup> June 1935** Jep, Enrique Cera (Jep's cousin) and Llorens Fornes their Mechanic, accomplished a flight around the Peninsular in 15 hours, 19 minutes and 30 seconds blaming the



loss of time when having to land at various aerodromes. The first stop after leaving Barcelona being Los Alcazares, Sevilla, Lisbon, Leon and from there returning to Barcelona. This historic achievement was published in the La Vanguardia on Tuesday 18<sup>th</sup> June 1935 with a very happy trio being Jep, Enric Cera and Llorens Fornes their mechanic.

Jep obtained his Commercial transport pilot's licence

On 5th July 1935 the Directors of Civil Aviation bestowed to the 'sweet' Mari Pepa Colomer (the first woman pilot in Spain) the title of Flying Instructor Pilot. Since obtaining her pilots licence on 19<sup>th</sup> January 1931, she had methodically and regularly attended every week in order to continue her flying. Throughout the years she systematically helped other pilots, took passengers and practised every spare moment. Her diligence was rewarded and appraised by all the fraternity of aviation. She received many congratulations

Jep was an instructor with Canudas at El Prat and Director of the Cooperativa de Treball Aeri. In 1935 Adolfo Subirana who was a pupil of Jep, Canudas and Xucla at El Prat, had an accident with his plane in S'Agaró whereby his plane was considered unrepairable. However Subirana decided to get his plane repaired at his garage in Barcelona. It was now ready to try out, but how was he going to get it to the aerodrome? It seems that Jep came to his rescue, and at 5.00 am when the streets were quiet, they pushed the plane with wings folded to the Calle Diagonal and planned their take off from the point of the Palacio Real. A policeman appeared on the scene and told them they couldn't do this, but Jep replied "if you wait just a moment you will see". The plane took off perfectly!

Of these three great pilots, Subirana considered Jep to be truly extraordinary. In an interview some years later, Subirana declared that Jep was such an extraordinary man that he was even employed by the Minister of Air, for the British Government.

In 1935 a dinner was offered to Jep Carreras & Ramon Torres in recognition of the 2 important flights they made during this year. At the dinner Mari Pepa is seated between both men

14/10/35 Jep received from Dirección General de Aeronautica in Madrid the renewal of his Licence no. 32 Licencia de Aptitud as Transport pilot for all types of aircraft

**1935 /1939 Jep employed by LAPE, Lineas Aereas Postales Españoles (later to become Iberia Airlines).** *Although Jep did not work for 'Iberia', due to the amalgamation of LAPE and Iberia, an agreement was set up in order to honour their pensions in the future. This agreement had been overlooked by Iberia Airlines, so in the latter years they were then obliged to find the funds in order to budget for those future years. (Jep died before he was able to benefit from this pension but Mari Pepa received Jep's pension until her death in 2004*

Pop's association with the British began in 1935 when he was Captain with the Spanish Airline LAPE (Lineas Aereas Postales Espana) which in later years was to become Iberia Airlines and from whom Jep was eventually granted a pension. (Granted in 1980 but he unfortunately he did not benefit from it as he died in 1982)

Lord Beaverbrook with a party of Ministers in a chartered DC2 had to make a forced landing with engine trouble in Madrid and Jep who learned English at his German School and finding that the pilot was an old friend Capt. Mittelholzer, the world famous record breaker, he was able to make arrangements for the DC2 to be repaired. Jep subsequently met up with Lord Forbes (later Lord Grenard) who was a friend of Lord Beaverbrook who was in Spain reporting on the

civil war for the Daily Express (Newspaper founded by Lord Beaverbrook). This favour was to be a very important move for Jep as in the near future it was handsomely repaid.

Gatwick is to be declared as Europe's most advanced airport

Maria Antonia Simó y Andreu who became the first Spanish woman to scale mountains was good friend of Mari Pepa's who often visited her when Mari lived in Carrer Urgel 188, in Barcelona. Maria Antonia's brother Carles was also a pilot so they all became close friends.

1936 Jep coming up to 30 yrs old and flying hours for the year are recorded as 711  
Jep flying for Lape 1934 to 1939. Throughout his time with Lape Jep flew the following aircraft: DC2, DC3, Fulgur, Fokker XX, Fokker XII, Fokker VII, Ford Trimotor, Junkers G24, DH 89, Caudron Goeland, Airspeed Envoy, Dornier Wall Seaplane. With these Jep accomplished 2557 hours?? by day and 655??0 hours by night.

With Lord Beaverbrook he flew the D.H. 85 with Gypsy Major Engine, D.H.89 with Gypsy VI engine, Cutty Sark, Percival Q6 with Gypsy Queen engine, and Grumann Amphibian G21,

Flying boats in the Spanish air force were 5 different types of seaplanes, 4 motor Dornier Super Wall, 2 motor Dornier Wall, 1 motor Savoia, Sarr....., F.B.A and single engine aircraft and 48 different types of landplanes

**14<sup>th</sup> January 1936** and flying a Farman aeroplane named after Manuel Colomer, with a hispano engine Jep and his brilliant mechanic Llorenç Fornes, accomplished a big event in the history of Catalan aviation by flying from El Prat in Barcelona to Bata, Spanish Guinea. 5,000 kilometres across the vast Sahara Desert stopping in Alicante, Oran, Colom-Bechar, Reggan, Bido-5, Goa, Niancy, Cotonou, Duala and finally landing in Bata - Spanish Guinea, all totalling 37h 26mins the longest leg being 6 hours being from Nancy to Cotonou. They then flew Bata to Sta. Isabel, on to Duala and back to Bata. Their return journey commenced 26<sup>th</sup> February their final leg of 5 hours being from Oran to El Prat arriving back on 3<sup>rd</sup> March where they were greeted with full press coverage. On returning from this important flight they were welcomed with a well deserved homage presided by the Minister for Economy of the Generalitat de Catalunya and La Vanguardia newspaper gave him front page coverage. This historic flight has been formally recorded in the book of "Grandes Vuelos de la Aviación Española" (*Important flights of Spanish Aviation*).

This historic flight was once again reported as front page news in La Vanguardia on Tuesday 14<sup>th</sup> January 1936.

Another report quotes Flights over the Sahara from Spain to Spanish Guinea (Rio Muni). Several flights over Kamerun, Sudan, Dehomey, Gabon, Oubangui, Nigeria, Tchad, etc, having effected the first recorded flight between Duala, Yaounde (Kamarun) and Bata (Spanish Continental Guinea).

**3<sup>rd</sup> March 1936** records Jep's last entry in his normal log book having accomplished at that point **2095 flying hours**

**1936** King Alfonso of Spain abdicates and flees to Prague in Czechoslovakia as Spain now enters into the Civil War

**18<sup>th</sup> July 1936** Commencement of Spanish Civil War in which both Mari Pepa and Josep Carreras were to participate.



### **To fill in war details 1936 to 1939 although he was working for Lape**

A military uprising originating in Morocco headed by General Franco spread rapidly throughout Spain thus sparking the commencement of the Spanish Civil War.

It was a gruesome war with many Republican men being captured and taken to a field behind houses in Barcelona and there they were shot. Women worked making ammunition and undertake other war tasks

On 10<sup>th</sup> March, 1936 Mari Pepa received a notification from the Generalitat de Catalunya and signed by the Head of the Presidential Department where she was working authorising her to use her own bicycle with registration no. 1715 in order to travel from Barcelona to the Aerodrome of El Prat

Air France in Barcelona grant her permission to enter their space since she is a recognised pilot and helping the Republicans in the Civil War.

Lord (Viscount) Forbes, a descendant of William the Conqueror) and subsequently Lord Granard, (4<sup>th</sup> Earl of Granard) was a reporter on the Spanish Civil War for Lord Beaverbrook who was the founder of the Daily Express Newspaper. He befriended Jep and would subsequently be the aid Jep needed once exiled from Spain.

19 & 20<sup>th</sup> July 1936 with the war now in motion the Generalitat de Catalunya appointed Colonel Felip Diaz Sandino for the Ministry of Defence who then put into motion an aero military squad with El Prat being the military base for the purpose. And so together with Josep Canudas they were obliged to adapt the civil aerodrome into a Military one.

Juan Negrin was appointed Minister of Finance in September 1936 and with this position he made the controversial decision to transfer the Spanish Gold reserves of 500 million dollars to the Soviet Union in return for arms to continue the war. It is said that Jep was the appointed pilot to fly Negrin for this mission

On 29 September 1936 the school for military pilots was now formally operational at El Prat and in a first decree the catalan pilots, some mechanics, fitters and assemblers were mobilized into the military army. 25 pilots were mobilized though 5 remained at the school in order to train the young pilots being drafted into the military. Those 5 were Josep Canudas, Jaime Camarasa, Jose Careaga, Mari Pepa Colomer and Dolores Vives who already held titles as instructors.

### **1937**

**Jep approaching 31 and flying hours recorded for the year as 528**

Jep flying for Lape from 1934 to 1939

Jep's father Ricardo Carreras dies in Barcelona aged 58

### **1938**

**Jep approaching 32 and flying hours recorded for year are 582**

Jep flying for Lape 1934 to 1939

1<sup>st</sup> Edition of Reader's Digest published Feb 22<sup>nd</sup> De Witt Wallace in UK

Franco's relentless push on Madrid divides Spain into two

### 1939

Jep approaching 32 and flying hours recorded for year are 54 in Spain  
He has to terminate his employment with LAPE due to Spanish Civil War

**Between the Civil war years from 1936 to 1939 his total flying hours were 1875 hours and his total from 1927 to 1939 whilst in Spain was 6163 hours.**

There is on file a list of all the aircraft he flew up until 1939

In Spain the Civil War ended as Franco and the Nationalist forces took control

By February 1939 many Pilots on the Republican side are left stranded in Toulouse unable to return to their native land of Spain

### *World war II in action*

### 1939

Jep working for LAPE Lineas Aereas Postales Españoles (later to become Iberia Airlines)

**Jep had flown 582 hours** due to Civil War intervening, so total hours recorded from 1936 to 1939 were **1,875.**

Aircraft flown during this time were Junkers G24, Fokker VII

Fokker XX, Ford Trimotor, Breguet Ful., Potez bimo, & Douglas DC2. His regular lines were Madrid to Barcelona, Sevilla, Valencia, Mallorca, Canaries, Lisbon & Paris. From Barcelona he travelled to Albacete, and night flights were from Valencia to Santander, Albacete to Toulouse.

One other flight recorded states his flight from Spain to Turkey, Barcelona, Tunis, Malta, Athens, Istanbul and Ankara all in one day. Which year has to be checked??

One of Jep's final tasks in Spain was the removal of the Spanish gold reserves to the Soviet Union. Juan Negrin the 67<sup>th</sup> Spanish Prime Minister who served from May 1937 to February 1939 (when his government collapsed with the onslaught of General Franco's army), and before losing his post, he made a controversial decision to transfer the Spanish gold reserves to the Soviet Union and with this he employed the services of certain pilots.

After a number of bloody battles the army captured Madrid on 28<sup>th</sup> March 1939 and so bringing to an end the bloodshed of the Spanish Civil War with General Francisco Franco now in power and he was to remain there until his death in 1975.

### Catalunya fell on **10<sup>th</sup> February 1939**

The Republican exile began with many Spaniards fleeing across the border into France. Due to the Spanish Civil War that ended in bloodshed, in 1939 after flying no end of people out of Spain Jep and Mari Pepa were left stranded in France. They were both single but were "wanted" by the new regime and would most certainly have been imprisoned if not executed had they returned to Spain. By April 1939 Madrid had been captured by Franco thus ending the bloodiest Spanish Civil War

On **8<sup>th</sup> February 1939**, the International Air Traffic Association I.A.T.A in the Hague wrote to L.A.P.E confirming that all their flying personnel – about 100, pilots, mechanics, radio operators, engineers, etc now left stranded in France and working for diverse companies and members of the I.A.T.A will be assisted to find work with other member companies.



**17<sup>th</sup> February, 1939** I.A.T.A (International Air Traffic Association) in The Hague write to Lape in Toulouse informing that they are prepared to help find employment amongst their members of the Association. .

**On 20<sup>th</sup> February 1939**, 2 Douglas bi-planes depart from Franczal to Valance. and Jep Carreras was one of the pilots to carry out this mission.

In 1939 after the end of the Spanish Civil War, Lord Forbes, Earl of Grenard, himself a keen pilot, arranged for Carreras to come to England and gave him a job flying his small twin-engined Percival Q6. It was not long however before Beaverbrook himself was looking for a pilot to fly his Grumman Goose amphibian on the other side of the Atlantic and thus it was that Jep went next to Canada.

By May 1939 between Lord Beaverbrook & Lord Forbes (Lord Grenard) they employed Jep as their private pilot for 6 months to October 1939 at a weekly salary of £10 per week .

Jep had been singled out by Lord Beaverbrook in the UK where he was given refuge but Mari was left stranded in France, so on **21<sup>st</sup> February, 1939**, in the presence of three other pilots as witnesses, namely Josep Canudas, Guillermo Xucla and Ulpiano Garcia Gimenez – Flight Engineer, they were married in the Church of Notre Dame in Toulouse and the ceremony was sanctioned by the Spanish Consulate in Toulouse. There, it was recorded in the civil register and transcribed into the matrimonial book that they were now registered as married. The Consul at the time was D. Francisco Azorin Izquierdo. Mari would now be free to join Jep in the UK. Jep was quite fluent in English which was the other reason why he had been sought out by the British Government, but Mari Pepa was not. Their only witnesses at the service were the Spanish Consul in Toulouse, D. Francisco Azorin Izquierdo, D. José Canudas Busquets, D. Guillermo Xucla Nin y D. Ulpiano Garcia Gimenez. Their only wedding gift was a wooden pelican given by Silverio as the nearest item to be found that had wings.

Between Mari and Jep they bought their first portable typewriter in order to type out CVs and which was to remain with them always.

They stayed in the Grand Hotel des Arcades in Place du Capitole, Toulouse

**On 22<sup>nd</sup> February 39** the Royal Dutch Airline KLM offered jobs to those with non-political values as they were nervous about repercussions due to the new Spanish regime. An interview was therefore arranged for Jep in Amsterdam

Jep's Flight Engineer, Ulpiano Garcia Gimenez of Lineas Aereas Postales Españoles LAPE gave Jep a certificate confirming that he had flown for Lape since 1935 undertaking extraordinary feats both by day and by night without having incurred a single accident. Signed 26<sup>th</sup> February, 1939.

26<sup>th</sup> February 1939 letter received from Koninklijke in Holland indicating that they are interested in meeting Jose Maria Carreras.

Mari and Jep in Toulouse

Mari is granted a temporary passport by the Consul in Toulouse for 1 year in order to travel to America and Europe but not Germany, Italy nor Portugal.

From Jep's Log Book:

**14/4/39** Flew Toulouse to Perpignan in a Percival Q6

**15<sup>th</sup> April 1939**, Lord Forbes arrives at the L'aerodrome de La Lilabarere in France in his privately owned Percival accompanied by Berkley and Carreras for discussions with the French Government.

**16/4/39** Jep flies from Perpignan back to Toulouse

**On 19<sup>th</sup> April 1939**, Jep is granted a Certificate issued in Montauban where he is at present staying, confirming that he is a Spanish refugee, and may remain in France for 3 months until 19<sup>th</sup> July 1939.

**26<sup>th</sup> April 1939** Mari and Jep purchase their first joint item which is a small portable typewriter so that they can write their CVs to send to airlines.

**1<sup>st</sup> May 1939** Jep flies from Le Bourget and to Lymgne and has therefore arrived in England with temporary address as c/o Lord Forbes, 8a, Hobart Place, London SW1

### **3<sup>rd</sup> May 1939**

Viscount Forbes receives confirmation from Home Office in London stating that there is no objection to the employment of Mr. Josep Carreras as a pilot in your Lordship's service for a period of six months. Jep flies from Lymgne to Croydon in a the Percival Q6

### **4<sup>th</sup> May 1939**

Jep has Aviator's certificate no. 17933 issued by the Royal Aero Club at 119 Piccadilly London W1. The licence from British Empire – Federation Aeronautique International in which there is a clause stating the civil, naval and military authorities including the police are respectfully requested to aid and assist the holder of this certificate.

### **5<sup>th</sup> May 1939 to 4/5/40**

Jep is issued with a **Certificate of Competency** and licence to fly private flying machines from the **Air Ministry in London** no. 18178 for flying all types of **landplanes and amphibians**

Between 5<sup>th</sup> and 6<sup>th</sup> May 1939 Jep flies the Percival Q6 from Croydon to Grantham to Croydon and Le Bourget

And during the whole of May Jep flies the Q6 between Le Bourget, Croydon, Amsterdam, Copenhagen, Riga, Helsinki, Stockholm, Amsterdam and back to Croydon.

From 7/5/39 through to 30/6/41 records show the aircraft that he flew namely: Q6, Tiger Moth, DH85 Leopard, Cutty Sark, Rapide, Fairchild, Gruman, Luscombe, Cis Piper, Anson, Wellington, Curtis Hawk. Miles Master with Rolls Engine, Hampden, Spitfire, Wellington, Courier Liss, Hurican, Blenheim, Oxford, Douglas, Anday, Hudson, Ordax, Puss Moth, Douglas DC7, Whitley, Bertha, Glenmorden, Proctor, Hawk, Manchester, Cardios Mudlark, Magister, Hector, Hind, Hampden, Mohawk, Boston Havoc, Beaufighters, Beauhercules *(Check all names)*

During **June 1939** he flies the Q6 and the Tiger Moth to same places as in May except with the Moth which he flew between Croydon and Hendon.

During July 1939 to 22<sup>nd</sup> he continues with the Q6, DH85 Leopard, Rapide and Cutty Sark, mostly local aerodromes such as Yeovil, Luton, Hamble, Le Bourget, Le Touquet, Orleans.



**13<sup>th</sup> July 1939** application is made to American Embassy in London for non-immigrant visa in order to fly planes to Canada from New York for delivery to Lord Beaverbrook.

**24<sup>th</sup> July 1939**

Letter received from Lord Beaverbrook at Oldbourne Hall, 43 Shoe Lane, EC4 confirming engagement of Jep as his pilot as from this day at a salary of £10.00 per week. His first job is to fly to New York. Jep's address is now 82, Godalming Avenue, Wallington, Surrey near Croydon. This was his first address in UK and this flat was where Mari commenced her British way of life.

He also receives from the Air Ministry of Great Britain & Northern Ireland his pilot's certificate & licence for public transport or aerial work flying machines. This document is a record of his fitness to fly renewed every 6 months. It records his fitness to August 1950. It also records the planes he may fly which are DH 85 DH 89 Percival Q6 Avro York Q86 (26/9/46) Lancastrian. Q86 (26/3/47) also all types of landplanes & sea planes

**25<sup>th</sup> July 1939**

Beaverbrook writes letter to Immigration at Canadian Border stating that Mr. José Maria Carreras with Spanish Passport no. 2347 is piloting his Grumman Amphibian from New Jersey, USA to Quebec, where they will meet on 10<sup>th</sup> August.

Insurance cover is taken out on the Grumman Amphibian for a value of £15,000 whilst being flown solely by Pilot Jose M. Carreras.

**26<sup>th</sup> July 1939**

Lord Forbes Earl of Grenard writes letter to Immigration Office in New York confirming that Jep has been loaned to Lord Beaverbrook for an indefinite period for the purpose of flying Lord Beaverbrook's plane, which is at present located at Redbank, New Jersey. Lord Beaverbrook intends to take this plane to Canada. Jep has a permit to work in England which expires in November 1940. He has no intention of remaining in the United States. He confirms that Jep is in every way reliable and trustworthy and of excellent character.

**26<sup>th</sup> July 1939**

Jep sails from Southampton on the R.M.S "Aquitania" for New York via Cherbourg with Capt. George Gibbons in charge. The journey took 5 days, 9 hours 55 minutes. The liner docked at Ambrose Channel Light Vessel, N.Y on Tuesday 1<sup>st</sup> August 1939. Jep was able to take with him some very good reference letters from Lord Beaverbrook and from Lord Forbes Earl of Grenard

**1<sup>st</sup> August 1939** Jep applies to American Consulate in London for non-immigrant visa and giving Lord Forbes address as place of residence which is 8a Hobart Place, London SW. He is employed by Lord Forbes and he has to fly a plane to Canada from New York for delivery to Lord Beaverbrook.

**2<sup>nd</sup> August 1939**

Jep flies a Fairchild from Hicksville Long Island to Redbank New Jersey where he picks up Beaverbrook's Grumman. From there he flies back to Hicksville, on to Port Washington, Floyd Benet, Roosevelt, Hicksville, Burlington and Montreal

**4<sup>th</sup> August 1939**

Jep writes to Civil Aeronautics Authority N.Y for permission to fly the Grumman to Quebec clearing customs at Buffalo and New York.

**8<sup>th</sup> to 12<sup>th</sup> August 1939** he is flying the Grumman in Canada from Montreal to Quebec and Bathurst

When asked about flying boats Jep replied the following "My experience on boats dates from 1928/1929 when I was serving in the Spanish Air Force, posted at Los Alcazares, Cartagena, Spain, flying Dormian Waal, Savoia and Machi. Training was a 'do it yourself' as none of these boats had dual control. In 1939 I was employed by Lord Beaverbrook to fly his Grumman Goose (later used by ATA) in Canada, USA and West Indies and mostly flown from water. Previous to my departure to New York to collect the Goose, I took a one hour flying session at Hamble on the 'Cutty Sark' to refresh my boat water handling."

*Once in England Mari lived in a room near Croydon aerodrome from where Jep would sometimes fly. Their address was 82, Godalming Avenue, Wallington, Surrey. Here she hired a bicycle and became familiar with the roads and tram system in and around Wallington and Croydon. Alas she soon had to move out and her next abode was 46 Clarendon Road in Putney.*

#### **9<sup>th</sup> August 1939**

Jep in Quebec, Canada and journeying on to New York

He sends Post card to Mari at 82 Godalming Avenue, Wallington Surrey, but it is re-directed to 46, Clarendon Road, Putney, SW15

#### **13<sup>th</sup> August 1939**

Jep now in Halifax, USA. He sends postcard to Mari to address in Godalming Avenue, Wallington and it is re-directed to address in Putney again.

#### **17<sup>th</sup> August 1939**

Post card to Mari of Chrysler Building addressed again to 82, Godalming Avenue and re-directed to Putney.

**From 13<sup>th</sup> to 26<sup>th</sup> August 1939** he flies the Grumman to Moncton, Halifax, Lunenburg Bay, Chester, Picton, Digby. St John to Longbeach, St. Andrews, Quebec and Montreal  
This was his 33<sup>rd</sup> birthday

#### **19<sup>th</sup> August 1939**

Mari receives letter from Lord Beaverbrook indicating she may write to Jep c/o Lord Beaverbrook's Office

**From 26<sup>th</sup> to 8<sup>th</sup> September 39** Jep takes the Grumman from Montreal to Burlington, Albany, Hicksville N.Y to the Gruman factory and later back to Redbank

**3<sup>rd</sup> September, 1939**, Britain and France declare war on Germany

Viscount (Lord) Forbes 9<sup>th</sup> Earl of Granard (Lord Granard) was sent by the British Government to invite Jep to fly as private pilot to Lord Beaverbrook and also to Winston Churchill as England was now entering world war II. Beaverbrook required a pilot to fly his Grumman Goose Amphibian on the other side of the Atlantic and thus it was that Jep was now being sent to Canada.



The Goose was based at Quebec but there were continual trips throughout Canada to the States and Bahamas. This went on until the outbreak of the war when Beaverbrook returned to England and Carreras took the Goose to New York to put it at the disposal of the British Embassy. The British Embassy however had little interest in the Goose but as Jep was a neutral citizen with a reputation for being an excellent pilot, this was a chance not to be missed and so instead he was asked to take a hand in the ferrying of Hudsons from Burbank, California to New York from whence they were being shipped overseas.

As World War II approached air raid shelters and gas masks are distributed to homes in London, conscription was enforced, and most London children were evacuated to the country. Anderson Shelters were built in many gardens the name being given to these shelters from the then Home Secretary John Anderson.

**3<sup>rd</sup> September 1939** World War II breaks out and the A.T.A Air Transport Auxiliary is formed under the leadership of Gerard d'Erlanger Director of British Airways, in order to relieve the RAF of certain duties. The uniform was similar to the RAF with dark blue trousers, a forage cap, light blue RAF shirt, black tie and single breasted jacket bearing the ATA insignia of a circlet enclosing the letters ATA superimposed on a set of wings, and gold bars on the shoulders would indicate rank including flight captains as was Jep. The ATA was under the directorship of the Ministry of Air. The main task of the ATA was ferrying planes up and down the country and to Ferry Pools in different locations. It comprised 1152 male pilots and 166 women were also engaged for these tasks which included 25 American women who volunteered their services for the UK cause.

7<sup>th</sup> September 1939 Jep receives telegram at the Daily Express Office in New York from Lord Beaverbrook stating he will receive instructions shortly.

By **12<sup>th</sup> September** 1939 Jep was being asked to have Lord Beaverbrook's plane ready for him in New York.

Problems arose when it is noted by America that Jep is not British.

### **3<sup>rd</sup> October 1939**

Permission granted by Ministry of Transport in Montreal until 7<sup>th</sup> October for Grumman G-AFKJ to fly from St Hubert airport to land in Toronto.

### **4<sup>th</sup> October 1939**

Second letter received giving authority for Jep to fly Grumman G-AFKJ from Toronto to Ottawa and Montreal.

**4<sup>th</sup> October 1939** Following various applications to many South American airlines Jep received a reply from Republica Colombia indicating that no space available at present

### **5<sup>th</sup> October 1939**

Permission now granted for Jep to fly to New York over American territory and return to Canada. Jep continues to fly for Beaverbrook in his Grumman travelling between Redbank, Hicksville, Burlington, Montreal, Toronto and Ottawa, East River and Washington.

By **18<sup>th</sup> October 1939** Jep picked up the Fairchild and flew it into the same aerodromes as he did with the Gruman and by November and December he had changed to a Luscombe and then the Clipper

### **20<sup>th</sup> October 1939**

Since Jep was now uncertain of his wife's whereabouts he sent letters c/o the Wingroves at "Trianon", Eastwick Drive, Bookham, Surrey (*Jep befriended Francis Wingrove in the ATA and since he was away from home it was suggested that Mari may use his room in their home in Bookham*)

### **28<sup>th</sup> November, 1939**

Lord Forbes suggests Jep apply to British Air Attache in Washington and gives Forbes who is in Bucharest as reference.

### **2<sup>nd</sup> Dec 1939**

British Embassy in Washington also give no hope of flying jobs at present and moreover due to his neutral nationality since Jep is not British and it takes 5 years to become naturalized

### **29<sup>th</sup> December 1939**

Jep received his final weekly payment of £10 from Lord Beaverbrook

### **1939 to 1940 Jep worked as Private pilot to Lord Beaverbrook**

### **1940**

The Battle of Britain takes place over southern England and the Blitz becomes a way of life for Londoners

**5<sup>th</sup> January 1940** Lord Beaverbrook wrote special letter to the American Ambassador to intervene in Jep's application for a visa.

**11<sup>th</sup> January 1940** the response from the American Consulate was that due to the thousands of Spaniards applying for visas, his turn could take months.

**22<sup>nd</sup> January 1940** Imperial Airways Limited of Bristol write to Jep offering a one off pilot job of flying a DH86 to Finland and the pay would be £2 per day. On 24<sup>th</sup> Jep receives confirmation of his acceptance of the job and attends interview in Bristol. However Company cannot accept him after all as he is not a British Citizen. Jep also confirms to them that all his Spanish Licences and documents are not valid in the UK.

**6<sup>th</sup> February 1940** and Jep writes to a friend in Mexico stating he is without work in England and is anxious to know what the situation could be in Mexico. His major problem is having no funds to travel any where.

**15<sup>th</sup> February 1940** Jep writes in desperation to Lord Forbes to see if he can do anything for Jep to have a passport

**17<sup>th</sup> February 1940** whilst working in America for Lord Beaverbrook, Jep applied to AVIANCA in Bogota, Columbia offering his services as a pilot and confirming that as he was a Spanish



refugee he was prepared to become a Colombian Citizen. Jep received a most apologetic letter stating that the Aviación Militar were unable to accept his offer.

19<sup>th</sup> February 1940 Following Lord Beaverbrook's suggestion, Jep wrote to Imperial Airways informing them that instead of a passport he could be supplied with "British Travelling Papers" whereby for each country he visits he requires a visa.

11<sup>th</sup> March 1940 Jep receives a reply from Scadta (Sociedad Colombo Alemana de Transportes Aereas) stating that inspite of his very professional experience they unfortunately have no vacancy at present.

2<sup>nd</sup> May 1940 Jep now back in UK and seeking permanent employment. Lord Beaverbrook sends him token £25

9<sup>th</sup> May 1940 Legación de Colombia have to turn down Jep's application inspite of his valuable experience due to the military situation.

11<sup>th</sup> May 1940 Jep receives letter from Lord Forbes in Bucharest, Office of H.M. Air attaché informing him that he has taken the Percival to Egypt and Syria.

May 1940 Winston Churchill succeeds Neville Chamberlain as Prime Minister and immediately forms a coalition Government

In May 1940 the then Prime Minister Neville Chamberlain resigned and a National Coalition Government was formed under the leadership of Winston Churchill. His first words to the Commons were "I have nothing to give but blood, toil, tears and sweat." Our policy is to wage war by sea, land and air, and our aim is Victory. Since war had been declared in September 1939 it was therefore proposed that there would be a 2000 fleet aircraft production per month by the end of 1940 and so was formed under Churchill a new Department of the Air Ministry, and the Minister of Aircraft Production would be Lord Beaverbrook who was appointed on 14<sup>th</sup> May 1940.

In May 1940 Jep's close friend Pep Canudas was flying for the Republic of Cuba

10<sup>th</sup> May 1940 saw the evacuation of troops from Dunkirk – named the Miracle of Dunkirk Churchill, as the First Lord of the Admiralty, ordered that every shipping vessel whether large or small be made available and even commandeered fishing vessels to cross the Channel to rescue thousands of British troops left stranded on the coast of Dunkirk. The operation was code named Operation Dynamo and it engaged the services of civilians with their private small boats. Regulations stated that no civilians could be engaged in war combat so the Navy waived the regulations by signing up these civilians to the Navy. By 26<sup>th</sup> May 1940 45,000 + men had been rescued and by 2<sup>nd</sup> June some 382,000 had reached their homeland. The mission with these "Little Ships" was heralded the Miracle of Dunkirk.

Jep flew for Beaverbrook as his private pilot from 1939 to 1940 and he was also lent to other ministers when the need arose. He undertook some secret flight missions for Winston Churchill one being when the four heads of States met in Yalta in February 1945.

Through his liason with Lord Beaverbrook, in **May/ July 1940** he was drafted into the ATA where he remained until it was disbanded in September 1945. In his own words he wrote "*whereas I did enjoy certain privileges, at the same time I had to perform certain*

*delicate missions, which I suppose was all because of my connections with Lord Beaverbrook*”

In 1953 once Jep had received his British citizenship he was awarded the MBE for feats of bravery he had achieved during the war years with the A.T.A

On 28<sup>th</sup> June 1940 both Jep and Mari were granted Identification cards issued by the Mexican Consulate in London.

Jep was very adamant that he did not want both of them to be flying nor did he want to have children yet until his life was more settled and they had a roof over their heads, but knowing that Jep would be in danger and that he was to be away so much and fearing the elements of war may befall him, Mari tricked Jep into pregnancy. She made it clear that if she was not permitted to fly then she wanted to have something to occupy her life.

Jep joined the RAF reserves club at 14, South street, Park Lane, London w1 (*check when*)

### **July 1940**

Confirmation Insurance Certificate received for Grumman Amphibian to be flown by Pilot José Maria Carreras in USA, Canada and West Indies.

**24<sup>th</sup> July 1940** American Consulate reply to Jeps application for American citizenship.

**31<sup>st</sup> July 1940** Renewal of Air Ministry certificate of Competency licence until 30/7/41

31<sup>st</sup> July 1940 Beaverbrook who was now Minister of Aircraft Production, in the course of building up the civil ferry organisation, he wrote to Carreras instructing Jep to report to D'Erlanger at White Waltham. Carreras was then drafted into the newly formed ATA Ferry Pool 4 at Prestwick. Here he became the first ATA pilot to fly the Liberator and later gave instruction to other ATA pilots on this type of aircraft.

Jep received a letter from Ministry of Aircraft Production in Millbank requesting that he report direct to Commodore Gerard L. d'Erlanger of the ATA at the Command headquarters at White Waltham Aerodrome, Maidenhead. This was the base for the recruitment of pilots forming the ATA. (Air Transport Auxiliary) part of the RAF

**1940 to 1945** Jep was enlisted into the ATA (Air Transport Auxiliary) an off chute to the RAF

On 1<sup>st</sup> August 1940 the ATA took over all the ferry jobs from the RAF

5<sup>th</sup> August Jep received confirmation that he had been appointed First Officer Class B with the Air Transport Auxiliary whose head office is at No 1 Ferry Pool in White Waltham. Jep was now working for the ATA in No. 4 Ferry Pool based in Prestwick

A pool of 8 women was also formed and accepted into the ATA after much debate about the inadequacy of women.

No.2 Ferry Pool was in Whitechurch, Nr,Bristol

No 3 Hawarden, Nr Chester

No 4 Prestwick, Nr. Ayr, Scotland

No 5 Hatfield, Herts 1940 – 42 then Luton, beds 1942 – 43

No 5 Ratcliffe, nr. Leicester

No 7 Sherburn-in-Elmet, Nr Leeds



No 8	Royal Naval Air Station, Sydenham, Belfast
No 9	Aston Down, Nr. Stroud, Glos
No 10	Lossiemouth, Morayshire, Scotland
No 11	-----
No 12	Cosford, Staffordshire
No 14	Ringway, Nr Manchester
No 15	Hamble Nr Southampton
No 16	Kirkbride, Nr Carlisle

Central ferry control    HQ 41 group RAF Andover, Hants  
 Northern ferry control    Prestwick, Ayr

Training was done at White Waltham, Thame in Oxon, and Barton-in-the-Clay, Beds

Maintenance and storage units were in Kemble, Brize Norton, Little Rissington, Cosford, Hullavington, Kirkbride, Wroughton, Dumfries, St. Athan, Aston Down, Silloth, Aldergrove, Ternhill, Shawbury, High Ercal, Lyneham, Burtonwood, Llandow, Colerne, Edzell, Kinloss, Lossiemouth, Sealand, Hawarden, Lichfield, Polebrook, Swannington

The men & women of the Air Transport Auxiliary were civilians who played a soldier's part in the Battle of Britain and who performed, throughout the war, a task of supreme importance to the RAF. They brought the aeroplanes to the squadrons in all weathers and kept the ferry moving. It grew from a mere handful of pilots into a vast organisation. Their fine courage and cheerfulness swelled as the responsibilities multiplied. The ATA comprised of 1152 male pilots and 166 women pilots of which Amy Johnson Mollinson was one of them until she was drowned when her plane was lost in clouds and ran out of fuel. She ditched to find herself landing in the waters of the Thames Estuary but was caught up in the propeller of a boat that came to her rescue. Of the 166 women 15 lost their lives to the war

Between dawn and dusk, these ATA pilots toured the aircraft factories collecting every fighter planes, war planes, bombers, flying-boats and delivering them to training schools and ferry pools throughout the country. Jep was classed as a multi pilot engaged in the delivery and training of all types of aircraft including the Sunderland flying boat and he was the first to fly and train others on the Liberator.

It is recorded in books that Spain contributed one of the most valued pilots ever to serve with the A.T.A. (Air Transport Auxiliary) in Captain Jose Carreras of Barcelona. After years of Commercial flying in Spain, during which time he helped operate services all over Southern Europe, he was asked, whilst acting as Lord Beaverbrook's personal pilot in the United States in 1940, to join the Ferry Service of planes from Canada and America to the UK. These aircraft which were the Lockheed-Hudson Bombers were for use with the Coastal Command but the RAF pilots could not be spared, so the task fell on the ATA. Captain Carreras who had already been flying in Canada for Beaverbrook was asked to take on the task, and so it was that the fleet of Hudsons were ferried to Prestwick in Scotland, the No. 4 Ferry Pool of the ATA.

Jep flew for Beaverbrook as his private pilot from 1939 to 1940 and he was also lent to other ministers when the need arose. He undertook some secret flight missions for Winston Churchill one being when the four heads of States met in Yalta in February 1945. Through his liason with Lord Beaverbrook, in May 1940 he was drafted into the ATA where he remained until it was disbanded in September 1945. In his own words he

wrote:

*"whereas I did enjoy certain privileges, at the same time I had to perform certain delicate missions, which I suppose was all because of my connections with Lord Beaverbrook"*

Freddie Laker was born in 1922 and at age 16 he left school and declared he would one day become a millionaire. He served as a mechanic with the ATA where he excelled at improvising repairs to aircraft and consequently he became a flight engineer accompanying pilots on flights, and later under the wing of Josep Maria Carreras, he learnt to fly and became a ferry pilot himself. This was to be the start of a budding friendship between them both. Whereas Laker started as Jep's mechanic, in later years the table turned and Jep was flying for Laker.

By 1946 Laker knew every airfield in Europe, together with every type of aircraft and its payload, so with the help of a friend he set up **Aviation Traders** which dealt with war-surplus and the carrying of passengers and freight in converted Halifax Bombers. Laker was full of enterprise and the suggestion of selling Coca Cola and ice cream in the desert of Nigeria where his slogan was "stop me and buy one" was an instant hit. Laker made his first fortune from the **Berlin Airlift in 1948** selling aircraft spare parts.

When the airlift ended he shrewdly judged the market and began smelting 6,000 engines for a saucepan manufacturer. In **1951 his Channel Air Bridge** began flying passengers with their cars from Southend to Calais and in **1958 he formed British United Airways** BUA of which he was the managing director and it grew into the largest independent airline. By **1965** he resigned from BUA to form his own airline in **Laker Airways**. In later years the death of his son Kevin at age 18 from a sports car accident given to him by Laker was to create a huge rift in his marriage to Joan

**5<sup>th</sup> August 1940** Jep received a contract of employment from BOAC

**5<sup>th</sup> August 1940 Jep's** Authorisation No was 149, Rank was First Officer, declaration read J.M. Carreras is hereby empowered to authorise his own cross country flights in accordance with A.M.O's 394 and 459

**7<sup>th</sup> August 1940**

Jep was invited by the Secretary to the Prime Minister, Lord Brendan Bracken to attend a lunch with him on the 15<sup>th</sup> August at the Houses of Parliament and Jep received a temporary pass from Lord Brendan Bracken.

**8<sup>th</sup> August 1940 Recorded at commencement with ATA 5561hrs .05 mins**

Jep undertook his first ferrying flights with the ATA and throughout the month he accomplishes 27 hrs. 55 mins, on 9 different aircraft. 11 Anson for training pilots, and the 4 Wellington, 3 Master, 1 Mohawk, 1 Battle, 1 Blenheim, 1 Oxford, 1 Hampden and 1 Spitfire were all moved to different ATA sites. Flights were from Brooklands to Harlington, to Fernhill, Reading, Haverden, Colerne, Prestwick, Lossiemouth, Edzell, Worcester, Blackpool, Siloth, Montrose, White Waltham to Brooklands, Nottingham, Bramcote, Doncaster, Coltime, Cowley, Cosford and Burdonswood. Quite a feat for a foreigner in England

**12<sup>th</sup> August 1940**

Lord Beaverbrook received the Certificates of Identity for Jep and Mari Carreras. These certificates were issued so that they could obtain exit permits.



### **15<sup>th</sup> August 1940**

Lunch appointment with Lord Brendan Bracken at Houses of Parliament, 1.30 pm. He received a temporary pass no. 218

Jep's address now being recorded as Lyndia, Orchard Grove, Maidenhead where he is now lodging, and so that Mari would not be left alone over such a long period, in **August 1940**, she moved in with the Wingrove family in Bookham, whose son Francis was in the RAF and had befriended Jep. So as he was away, it was arranged that she could use his room until his return. The address there was "Trianon", Eastwick Drive, Bookham, Surrey. Now that she was in the kind hands of the Wingroves who were from Rhodesia but living in Bookham, Surrey she was free to cycle around the streets of Surrey, venturing often into Epsom which in future years was to become her home town.

Jep has a busy day on his birthday, he is now 34, training pilots on the Taxi Anson commencing in White Waltham nr. Maidenhead where he is based at the moment, to Brooklands, Fernhill, L.Rissington, Bramcote. During the month his other flights take him to Hallerington, Reading, Haverden, Colerne, Prestwick, Lossiemouth, Sealand, Edzell, Blackpool, Silloth, Montrose, Cosford, Bramcote, Sywell, Nottingham, Doncaster, Aston Down, Sudholme, Cottesmore, Cosford

In September 1940 a new Ferry Pool was established at Prestwick and an old bus abandoned in a field was their makeshift office & rest room and this was to be Jep's location until the ATA was disbanded on 30<sup>th</sup> November 1945

During the whole of September 1940 Jep was flying Ansons, for training purposes, and delivering the Wellington, Spitfire, Hurricane, Courier, Blenheim, Oxford, Boston all to different Ferry Pools. On 20<sup>th</sup> September he flew a Douglas DB7 from Prestwick to Kinloss, he then flew the Audax from Kinloss to Prestwick, the Oxford from Prestwick to Kinloss and then to Edzell. The Hudson from Prestwick to Wick, the Boston to Kinloss and 3 Hudsons all left from Prestwick to Wick and Larches. Brize Norton, White Waltham, Hatfield, Middle Wallop. All are flights within the UK – White Waltham to Heathrow, Haverden, L.Rissington, Cowley. Shrewsbury, Dibden, Prestwick, Edzell, Kinloss, Larches, Wick and Aberdeen and has now flown 32 hrs. 20 mins during the month.

### **8<sup>th</sup> September 1940**

Jep wrote to Beaverbrook stating he would like to undertake the jobs that ATA pilots are being asked to take on in America

**24<sup>th</sup> September 1940** The Daily Mirror had a photo of five ferry pilots at a factory – 3 Americans, 1 Canadian and 1 Spaniard

### **October 1940**

Similar flights recorded with Hudsons, Anson, Envoy. Wellington, Oxford, Oxley, Puss, Douglas, Oxford, and flying to Dumfries, Kinloss, Montrose, Kinloss, Prestwick and other aerodromes as he did in August and September. Added a further 46 hours (With ATA now 171 hours)

### **November 1940**

Similar planes to similar places but seems to be in Scotland where it appears to be really cold. The Witley, Botha, Glenmedru, Proctor, Hawk and Rapide seem to be added to the list of aircraft flown. Aldergrove, Swinderby, Shawbury, Kindon, Renfrewshire, Abbotsreach,, Kirkbride are added locations. 55 hours recorded for November (226 since August)

### **29<sup>th</sup> November, 1940**

This is war time with bombings and incidents happening all around, hospitals are filled with the injured so in reality there is no one attending to Mari. So with her well kept secret, confirmation is sent to Jep that Mari is due to produce a child in 2 months time. Jep states that if that is the case, then he would like a son!

Letter received from Lord Beaverbrook implying that Jep must be really cold in this northerly part of Scotland and hopes it is not too hard on his Southerly Spanish blood!

### **December 1940**

Flights continue with ATA with Hawks, Hurricane, Wellington, Rapide, Hudson, Oxford, Witley, Blenheim, Manchester and all flights appear to be in Scotland, N.Ireland and UK

### **20<sup>th</sup> December, 1940**

A photo published in the Evening News of some of the ATA pilots, and Beaverbrook's secretary writes to Jep stating that of the group, the best looking pilot is he!

27<sup>th</sup> December 1940 Jep files a report on a Mohawk AR 643 flying from Lossiemouth for delivery to Colherne via Prestwick which developed engine failure and he was obliged to land in a farm field 5 miles away.

**December 1940 CV to Transatlantic Ferrying states the following: Age 35, nationality Spanish, came to G.B in 1939 as a refugee at the end of the Spanish Civil War. Air pilot since 1926 with British "B" licence No. 18178. Airline pilot from 1933 to 1939 with Lape. Private pilot to the Rt. Hon Lord Beaverbrook from 1939 to 1940. Ferry Pilot with A.T.A under British contract since 1940, having flown all types of British and American, single and multi engine aircraft, at present acting as instructor on Liberators and Fortress. Flying experience 6000 hours, which includes 700 hours of night flying and some 500 on flying boats, flown in all European countries, Canada,USA, and over a great part of North, Central, West and Equatorial Africa. Flying with multi engine aircraft since 1930, having flown 4 engined Dornier Flying Boats in 1931**

### **1941**

#### **January 1941**

Jep working for the ATA in UK through to 1945

Jep's pattern of flights remain the same as the previous months with same aircraft and aerodromes to different Ferry Pools based in UK. Prestwick remains his main base.

On 5<sup>th</sup> January 1941, Amy Johnson Mollinson the world famous endurance pilot and ATA pilot is killed on a ferrying trip when she became lost in clouds and ran out of fuel. She then ditched with her parachute but landed in the water of the Thames Estuary and became enwrapped in the propeller of a boat that had come to her rescue.



**16<sup>th</sup> January 1941** Jep wrote to Captain Bradbrooke confirming his application to undertake Trans Atlantic ferrying. He has over 300 hours experience with flying boats

**17<sup>th</sup> January 1941**

Jep was now always away on flights, and Mari Pepa was left very much on her own. Having cycled around the Bookham and Epsom area so much she was familiar with a nursing home between Epsom and Ewell. So between war planes that flew overhead and falling bombs, she cycled from Bookham to Wilmer Lodge Nursing Home in Ewell near Epsom where on **Friday 17<sup>th</sup> January 1941** at 4.00 am Richard was born followed by Montse 10 minutes later. During this time of war, pre-natal care was not an option, and no one recognised that she was pregnant as she showed no signs. She did not know she was carrying twins until after the 1<sup>st</sup> delivery when the nurse informed Mari that a second baby was on the way. The bill she received from the nursing home carried an extra charge for the 2<sup>nd</sup> baby!

Lord Beaverbrook was the first to receive the news and sent a telegram to Jep telling him he was a father and that all 3 were doing well. I don't think he ever got over this shock of thinking he had triplets. After 2 weeks in the nursing home Mari went to back to Bookham where she remained with the Wingrove family.

**4<sup>th</sup> February 1941** and Jep is part of the ATA Ferry Pool 4 based in Prestwick in Scotland. He receives a very nice letter from Correspondent of Daily Express in New York confirming that the beautiful plane he flew in New York is now in Latin America, that they look forward to him returning to America to fly another Grumman.

Freddie Laker also joined the ATA in 1941 and remained until 1945 when it was disbanded

**Between 3<sup>rd</sup> and 15<sup>th</sup> February 1941**, it is presumed that he had some time off to come and visit his wife and twins as no flights are recorded.

**7<sup>th</sup> February 1941,**

Richard and Montse are christened. Richard's Godparents were Sra. Silverio and Miquel Carreras, and Montse has Lord Beaverbrook and Carmen Sturup. Beaverbrook was unable to attend but he invited Mari and the twins to visit him at Cherkley  
Lord Beaverbrook regularly sends letters to Mari asking for news of his Goddaughter.

**13<sup>th</sup> February 1941**

Letter received from Lord Beaverbrook's office to say that Sr. Silverio has been accepted by the ATA.

**16<sup>th</sup> Feb 1941** Jep is back flying Spitfire, Botha, Raide, Wellington, Hector, Manchester throughout the UK. Between Jan and Feb 41 he has clocked up 40 hours.

**March 1941** same pattern as previous months with a Boston added to the fleet and all flights in Scotland and England

In **March 1941** Lord Beaverbrook arranged for Mari and the twins now 6 weeks old to be transferred to Prestwick in Scotland since this is where Jep was stationed. She travelled with the twins by train and the porters at the station mistook the basket with the twins as luggage as they picked it up and threw it into the carriage! Her first address on arriving there was 19, Ayr Road.

Prestwick, Ayrshire in Scotland and there she and the twins stayed until Jep was transferred to America for Transatlantic Ferrying by the ATA. Jep seems to imply that if the job had been left solely to him he would have tackled it differently thereby saving much time and money.

During March and April 1941 there seems to be correspondence reference Transatlantic Ferrying Services, via ATA, Beaverbrook and Mr. J.P. Bicknell at the Ministry, and Capt Edgar at Prestwick.

April, May, June 1941, Jep's flights all follow a similar pattern all in Scotland and he has completed 202 hours with the ATA. May 1941 recalls the end of the blitz

**The types of aircraft used were divided into categories, Jep seemed to fly aircraft in most of these from fighters such as Hurricanes, Spitfires, Corsairs & Mustangs, the twin engine medium bombers, the four engined heavy bombers such as the Lancasters, Stirlings, B-17 Fortresses & B-24 Liberators and Class 6 were the flying boats Catalinas & Sunderlands on which he taught many airmen to fly. These extra versatile pilots were expected at a moment's notice to fly anyone of the 147 different types of aircraft.**

**July 1941 further confirmation of CV details for BOAC as follows: "B" licence up to date, when he joined ATA he had 6300 hours flying experience on regular airlines including 900 hours night journeys and 500 hours on flying boats amongst the twin and 4 engined types.**

**September 1941** Jep receives letter from Forbes about the Percival having been sabotaged whilst in Greece with mud in the engines, on his forced landing in a field he hit a horse and he confirms that the plane is still as hard as ever to land!

Then in **November 1941** Mari and the twins moved with the Sturup family to "Ardevarna", 17 Ronaldshaw Park, Ayr. Carmen Sturup was one of Mari's closest friends in the days of Calafell. Carmen was now married to Jorge Sturup who was brought up in Spain but of British Parents.

7<sup>th</sup> December 1941 Japan attacked Pearl Harbour and America immediately became involved in the war.

On **19<sup>th</sup> December 1941**, The Royal Burgh of Ayr granted Mari permission to remain in Ayr, but she had to notify the Chief Constable if she were to be away at any time. Jep managed to use Prestwick airport to fly into in order to visit from time to time.

Two of the first ATA pilots to deliver Blenheims and other aircraft to Scotland and the Shetland Isles were Captain Chase of America and Captain Carreras from Barcelona, Spain. On several of these occasions the weather was bitterly cold and at Sudburgh a most northerly airfield in Scotland, they had to sleep in bell tents with all their clothes on to keep out the cold. Candles were the only illumination, and these were frequently extinguished by the wind that blew continually over the dunes filling the tent and blankets with sand.

These two pilots remained at Prestwick throughout the duration of their service. Capt Chase was the first ATA pilot to fly a Boeing Fortress whilst Capt Carreras became the first ATA pilot to fly the Liberator. Both men became instructors in these types of aircraft. Between the years **1941 and 1946**, Freddie Laker also learnt to fly whilst he was a member of the ATA.



This is when Jep and Freddie's friendship commenced. Jep trained Freddie on the Amphibian Bristol Flying Boat and Jep was instrumental in helping Freddie to become a qualified Pilot.

In the middle of the second winter of the war, all aircraft based in the north of Scotland now had to be ferried south to Prestwick, so pilots from No.4 Ferry Pool had to fly hundreds of aircraft over a 3 hour route from Lossiemouth to Prestwick. In bitter cold they battled their way at 60 mph through the valleys of Scotland. Pilots would arrive unable to speak with their lips sealed frozen, and as they fell out of their machines they had to be carried to a refuge in order to thaw out and recover.

### **November 1941**

Jep replied to a letter received from Lord Forbes who is now in Cairo, Egypt stating that he is still with ATA but since there is little chance of promotion Jep has applied to BOAC should there be any vacancies. Unfortunately there is a change of management with BOAC and he did not receive the expected reply. However with the anxiety of his family, he requested that Lord Forbes put in a good word for him.

On 20<sup>th</sup> December 1941 the Evening News published an article about the work of the ATA entitled "These Pilots Deliver the Goods" On instructions from the Ministry of Air, the production of aircraft had to be accelerated and they had to be collected and delivered immediately. As quoted the planes were streaming through the factories and off the assembly lines like London taxis coming off the rank on a wet day. Their missions took them to Canada and America collecting bomber aircraft and flying them to England for combat the following day. Comments implied that with flights from one continent to another, meals were missed but they were repaid on the return journey!

Ration books were introduced and each household was limited to certain foods per week. For example 1 person could have 1 egg and 4 rashers of bacon per week and a bar of chocolate. Males between 18 and 50 are conscripted to join the war and women between 20 and 30 to do office work. Mari took on the role of translator for the Italian Prisoners of war who were sent to Scotland.

### **1942/43**

#### **Jep working for ATA till 1945**

In **January 1942** after his first conference with President Roosevelt of America, Winston Churchill was flown in the greatest secrecy in a Berwick Boeing 314 flying boat from Norfolk, Virginia to Bermuda Boat said to have been flown by Capt. Carreras who had been chosen by Lord Beaverbrook to undertake this task since he was one of the few pilots who had flown Flying Boats in the past. His logbook for January 1942 shows significant gaps during some of the weeks, so could this information be correct? They then flew from Bermuda to Plymouth in just under 18 hours.

In 1942 Stripes were introduced to different rank officers in the ATA. Carreras' rank was Flight Captain holding a position of authority & responsibility requiring seniority provided by his rank and would have worn 1 broad stripe, 1 narrow stripe and 1 broad stripe. *(To check his stripes)*

10<sup>th</sup> Jan 1942 Jep turns down posting to South of England as accommodation in Ayr was difficult to find and he was obliged to buy a house for his wife and twins to live in

In **January 1942** only 9 hrs. 50 mins are recorded in the Rapide, Liberator and Wellington. Instruction flights were from Prestwick on the Liberator, the Rapide was ferried to Belfast and back and the Wellington went to Lossiemouth

**February 1942** resumes as normal with a total of 38 hrs. 20 mins flying time recorded in Anson, Rapide, Wellington, Whitley, Halifax, Fairchild, Oxford and Topsy. The ferrying of the aircraft were to ATA bases in Prestwick, Perth, Thruxton, White Waltham with local instruction being given for the Halifax.

Reply received from Lord Forbes implying that British naturalisation is necessary for BOAC but that perhaps Lord Beaverbrook could do something for him.

In **Feb 1942** a special caricature of Jep was drawn by Pam Rooney? showing Jep in the uniform of the ATA with the insignia of the ATA on his jacket and lapel stripes on his left shoulder.

In **March 1942** Jep wrote to Lord Bracken requesting his intervention for his good friend Jorge Sturup then living at 40, Clarendon Drive, Putney, SW15. who was being detained under Defence Regulations 18 B. Jorge was British by virtue of having a British father, but he was born in Spain where he lived most of his life but due to his Christian and catholic sentiments, Mr. Sturup dealt in matters in favour of the new present Spanish Government during the Spanish Civil War. It seems that his detention is in some way related to this. Jep was convinced that Jorge Sturup's detention was due to a misunderstanding since there has never on any occasion been any reason to doubt his very strong British feelings. By the end of March a letter was received from the Home Office in Whitehall whereby the Secretary of State had revoked the order for the detention of Mr. Sturup and had authorised his release.

**17<sup>th</sup> March 1942** Jep writes to BA informing him that he has applied for British naturalisation but he has to have been a resident in the country for at least 5 years. He also states that many of his documents have been lost in London following the air raids when the case was destroyed. In 1934/35 he confirms he took 2<sup>nd</sup> class air navigator courses which was a requirement of the IATA convention. Jep also confirms that he has completed a further 717 hours with ATA, he has flown all types of British and American aircraft including liberators on which he instructed all other ATA pilots.

### **March 1942**

With the ATA, March flights covered 45 hrs. 15 mins on aircraft transfers of 46 Rapide, Liberator, 2 Hudson & 2 Whitley all to local destinations as Prestwick, Tain, Lenches, Madirhamish, Skaeabrae, Ayr, Lossiemouth, Kinloss, Havarden, Aldergrove, Hatston, Wick, Petershead, Dyce etc.

### **April 1942**

1<sup>st</sup> April 1942, letter from home office turning down Jep's request for certificate of naturalisation.



32 hrs.50 mins recorded on 15 Rapides, Liberator, Halifax, Fortress for Instruction, Blenheim, Wellington. Airfields receiving transferred planes were Kinloss, Prestwick, Ayr, Edzell, Lanchars, Petershead, Dyce, Bartonswood, Speke

### **May 1942**

This became instruction month with 26 hrs 20 mins instruction being given on the Liberator at Prestwick to fellow pilots plus 45 mins, and 1.30mins on the Fortress, totalling 28 hrs.35

**June 1942** and yet another 33hrs 25 mins of full instruction to fellow pilots on the Liberator at Prestwick airport. Jep's only ferry job was the Halifax to Kenton

**It appears that Jep was the only Pilot who could fly and instruct on Liberators and could not be released at present for any other duties**

### **June 1942**

Home Office confirm that Jep must be resident in UK for 5 years before he can apply for British citizenship which means another year and half to go.

**Major MacCrindle and Lord Runciman confirm to Lord Forbes that they cannot release Carreras to BA as there are no other instructors for the Liberator within the ATA except Jep. In the book The Forgotten Pilots by Lettice Curtis, she also confirms that Carreras became the first ATA pilot to fly the Liberator and later gave instruction to other ATA pilots on the type. He also gave instruction on the Fortress**

**July 1942** and more instruction is required to be given on the Liberator at Prestwick. 16 hours is dedicated to the task plus 3 ferry jobs to Tiree, Kinloss and bringing a Halifax to Prestwick Confidential letter from ATA indicating there are now sufficient Liberator pilots so Jep's training task has now ceased, however he may be required to train RAF pilots. Congratulations are given on his good work and thanks for the able assistance Jep has given the school.

**August 1942** and the instruction courses are almost over and Jep resumes his tasks of ferrying planes to different locations within the ATA Pools. He clocks up 38 hrs. 50 mins. Planes ferried are 1 Fairchild, 22 Rapide 17 Anson 2 Wellington, Stirling, Skua and 1 Liberator all to destinations within Scotland

**September 1942** Jep clocks 43hrs.50 mins in 5 Fairchild, 24 Rapide, 13 Anson, 2 Liberator, 1 Halifax, 2 Oxford, 2 Wellington, 1, Whitley, 1 Blenheim and 1 Beaufort. Destinations mostly within Scotland

**October 1942** Jep's flying time for October is 56 hrs.20 mins. 1 Liberator, 25 Rapides, 14 Anson. 1 Hurricane, 8 Wellingtons, 1 Halifax, 1 Spitfire, 3 Oxford, 1 Walrus, 1 Beaufighter Destinations mostly within Scotland and nearby airfields.

October 1942 BOAC requests Jep's services to train 6 crews for the Liberator.

October 1942, Forbes still talks about the Liberator when he made a forced landing in the desert, and he also implies to Jep that he must try and get into BA as soon as possible

**November 1942** and flying hours recorded are 21 hrs.10 mins. 2 Wellingtons, 3 Halifax, 3 Anson, 6 Rapide, 2 Stirling, 1 Whitley. Some for training other pilots and some are ferrying

missions. Journeys are from Prestwick to Kinloss, Lossiemouth, Preston, Edzell, Belfast, Oakington, Cambridge, Kirkbride

**December 1942** records 32 hrs 25 mins for Jep which comprised 16 Rapide, 1 Wellington, 1 Spitfire, 1 Whitley, 9 Anson, 1 Hudson, 1 Lancaster, 3 Halifax, 1 Fortress and all to ferry pools in Edzell, Prestwick, Lanchars, Arboath, Montrose, Crewe, Lossiemouth, Kinloss, Boscombe Down, Grangemouth

#### **1943/44**

Jep working for ATA till 1945

28<sup>th</sup> November to 1<sup>st</sup> December 1943 Churchill and Roosevelt are joined by Stalin in Tehran, Iran as "The Big Three" plan the campaign for 1944. Through his connections with Lord Beaverbrook, Jep is said to have accompanied these 3 to one or some of these conferences. (to find proof)

1943 Heathrow is acquired by the Air Ministry for the RAF  
RAF bomb Hamburg and bouncing bombs destroy the dams.

German U Boats take to the seas

In **January 1943** Jep flew 20 hrs.15 mins The planes were Anson, Rapide, Liberator, Halifax, Lancaster & Boston. The destinations were Prestwick, Farnborough, Kinloss, Lossiemouth, Arbroath, Errol, Craic, Prestwick, Dalcross, Kinloss, Lossiemouth, Prestwick, Bally-Kelly, Aldergrove, Bally Herbert, Prestwick, Kirkbride, Prestwick, Bally Kelly, Lenchars, Edzell, Prestwick, Bally-Kelly, Prestwick, Thorney Island.

25<sup>th</sup> January 1943 Jep wrote to RAF Ferry command since his frustration leads him to state he feels he could be doing a far better job with ferry command. He has achieved 6,500 hours flying hours on all types of aircraft including flying boats. His application is rejected as he is employed by ATA.

In **February 1943** Jep flew 18 hrs.30 mins. The planes were Anson, Rapide, Botha, Halifax, Lancaster, Liberator. The destinations were Prestwick, Abbotswick, Kinloss, Lossiemouth, Dyce, Prestwick, locals for weather, tests and workers, Prestwick, Lossiemouth, Kinloss, Grangemouth, Bally Kelly, Prestwick, Perth, Prestwick, Beaulieu, Radlett and Dumfries

In **March 1943** Jep flew 37 hrs.40 mins. The planes were Anson, Rapide, Halifax, Wellington, Liberator, Lancaster, Fortress and his destinations were Prestwick to Kinloss, Dyce, Prestwick, Thorney Island, Sherburn, Prestwick, Langer, Beubecula, Prestwick, Aldergrove, Sydenham, Beaulieu, Prestwick, Hamble, Abbotswith, Prestwick, local, Grangemouth, Thorney Island Beubecula, Prestwick, Aldergrove, Scampton Total flying hours recorded with ATA 6591 hours.

In March 1943 proposals were made for the ATA to take over the ferrying of Sunderlands and Catalinas flying boats from North America. Jep was approached by Captain Mansell of the ATA requesting him to undertake the training of pilots for these boats since he was the only one with this experience. A stripped Catalina based at Largs on the Firth of Clyde was allotted for training purposes and Capt Carreras was the obvious choice to take charge of the Flying Boat instruction. This was to be a difficult task and required intensive training of new recruits.



During **April 1943** Jep flew 17 hrs.20 mins in Anson, Rapide, Liberator, Fortress, Hudson & Catalina. Journeys were Prestwick to Beaulieu, Beubecula, Thorney Island, Kirkbride, Prestwick, Lenchars, Prestwick, Largs for local training in Catalina.

Unfortunately however on **22<sup>nd</sup> April 1943** Flight Captain José Maria Carreras was instructing on the Catalina FP321 Aircraft, when, through no fault of his own, the Catalina aircraft crashed on landing in the sea and he and his crew were thrown into the water. Flight Officer Gibbs lost an arm, and but for Capt. Carreras's efforts would have lost his life. Flight Capt. Carreras also made the utmost effort to save the Flight Engineer Harold Waldron from drowning but failed, but succeeded in assisting other crew members Capt. Ernest Cook being one of them, to safety. He himself experienced considerable shock and injury but was later commended for his bravery and received the Certificate of Commendation awarded to those who performed acts of outstanding merit during their service with the ATA. The fact that he was unable to save his comrade after strenuous attempts remained with him all his life. With the loss of this Catalina, alternative and more thorough training arrangements had to be made so in the meantime the ferrying of aircraft commenced again with Carreras being the only available pilot. Before the end of the Summer however, flying boat training for the ATA was being undertaken by the RAF. (*The Forgotten Pilots* by Lettice Curtis)

Letter 23<sup>rd</sup> April 1943 from ATA wishing Jep well following accident with the Catalina

In all, 406 Catalinas and 560 Sunderlands were ferried over from the States by the ATA of which **182 were personally ferried over by Capt. Carreras**. 82 Catalinas, 97 Sunderlands and 3 Marsuers. These flying boats were ferried from and to a large number of stations mostly from North Atlantic terminals and factories

Following the accident Jep was given leave until **14<sup>th</sup> May** when his ferrying work resumed. He recorded 22 hrs 10 mins in Rapide, Liberator, Oxford, Catalina, Halifax and Beaufort, ferrying from Prestwick to Beaulieu, Kirkbride, Prestwick, Largs, Beaumards, Speke, Dumfries, Largs, Beaumards, Prestwick, Thorney Island, Portsmouth to Aston Down, Halton, Prestwick.

**June 1943** records 34 hours flying in Anson, Rapide, Catalina, Halifax, Hudson, Warwick, Boston, Mitchell, Blenheim and Fortress. Destinations were Speke, Prestwick, Largs, Beaumards, Speke, Prestwick, Haverden, Prestwick, Speke, Abbotsuch, Marchhamich, Largs, Beaumards, Bicester, Kirkbride, Prestwick, Kirkbride etc.

**July 1943** records 38 hours 45 mins flying in Anson, liberator, beauport, catalina, fortress, oxford, lodestar, Blenheim, Hudson, boston, ventura, hampden. Flights were from Prestwick to St. Arthaus, Boscomb Down, Aldergrove, Beaumards, Mona, Prestwick, Beubecula, Stormoway, High Excal, Shawberg, Prestwick, Bleulden. Total flying hours with ATA 6736 hrs.

**August 1943** flying hours for month 19 hrs. 25 mins in Anson, Rapide, Dakota, Halifax, Liberator, Fortress, Boston. Destinations Prestwick, Sherborne, Kirkbride, Abbotswich, Renfrew, Kinloss, Middleton St. George, Prestwick, Aston Down, Colerue, Beubecula, Aldergrove, Defford, Prestwick, Finemore.

**September 1943** flying hours recorded 20 hrs 25 mins in Anson, Halifax, Liberator, Catalina, Oxford. Destinations were Leavesdon, Prestwick, Bally Kelly, Greenock, Alness, Evanton, Prestwick, Dunfries, Angle, Mona.

**October 1943** flying hours recorded 20 hrs. 20 mins in Anson, catalina Hudson liberator hampden oxford. Destinations Largs, Greenock, Beaumaris, Haverden, Prestwick, Largs, Mona. Beaulieu, Thorney Island

**November 1943** flying hours recorded 23 hrs.10 mins in Anson, Catalina, Beaufighter, Liberator. Destinations Prestwick to Renfrew, Largs, Wig Bay, Castle Kennedy. Prestwick, Greenock, Wig Bay, Largs, Greenock, Kirkbride, Dumfries, Castle Kennedy, Lossiemouth, Prestwick, St. Eval, Prestwick.

Between 22<sup>nd</sup> and 26<sup>th</sup> November the **Cairo Conference** was held followed by the **Tehran Conference** in Iran on **28<sup>th</sup> November and 1<sup>st</sup> December 1943** with the big 3. Stalin, Roosevelt and Winston Churchill. It is possible that Jep was sworn to secrecy when he flew Winston Churchill to the location leaving on the 27<sup>th</sup> November and flying back to collect on the 1<sup>st</sup> December

**December 1943** records 27 hrs.25 mins flying time in Anson, Fairchild, Liberator, Oxford, Beaufighter, Dakota. Flights were from Prestwick to Bally Kelly, Prestwick, Renfrew, Eglington, local for tests, Tempsford, White Waltham, Prestwick, Wordford, Ringway, Renfrew, Lyneham, Prestwick. Total hours recorded with ATA 6848.20 hrs.

#### **December 1943**

Jep applies for position of pilot with RAF (to be checked)

#### **1944**

Jep still flying for ATA till 1945

V-1 and V-2 Doodle Bugs begin hitting the home front and atrocities are revealed in the concentration camps

**January 1944** Jep flew 20 hrs.40 mins in the following planes: Anson, Mitchell, oxford, Hudson, hurricane, Blenheim, Halifax, liberator, catalina, sunderland and training in a mariner. Flights were from Prestwick, Wig Bay, Felixstowe, Kirkbride, Turnbury, Rhu, Carrick, Windemere, Wig Bay, Prestwick, Renfrew, Haverden, Holme, Brighton, Lichfield, High Enal, Aldergrove, Brighton, Prestwick

**February 1944** Jep flew 28 hrs.25 mins in the following planes: anson, sunderland, Mitchell, oxford, Hudson, rapide, liberator, Halifax, Dakota delivering planes to Prestwick, Kirkbride, Rhu, Wig Bay, Castle Kennedy, Prestwick, Kirkbride, Rhu, Wig Bay, Cork, Windemere, Calshott, Wig Bay, Castle Kennedy, Kirkbride, Litchfield, Haverden, Tiree, Edzell, Sherborne, Doncaster, Yeoden etc.

**March 1944** and Jep's flights totalled 52 hrs. 25 mins of which 21.39 hrs were in the Sunderland. The planes he flew this month were Anson, avenger sunderland, catalina, liberator, Hudson, Lancaster ventura & Halifax. Aerodromes were Prestwick, Rhu, Calshot, Wig Bay, Prestwick, Renfrew, Castle Kennedy, Lichfield, High Escall, Greenock, hythe, calshott, wig bay, havarden, soeke, Prestwick, Lichfield, high escall, Renfrew, rhu, wig bay, largs, Felixstowe, kinloss, kirkbride.

**April 1944** Jep accomplished a further 55 hrs. 55 mins in Anson, Oxford, Halifax, Walrus, Catalina & Sunderland. Journeys from Largs to Wig Bay, Rhu to Wig Bay, Wig Bay to Calshot, Calshot to Wig Bay with the Sunderland, Largs to Grennock with the Catalina., Castle Kennedy



Kirkbride, Largs, Beaumaris, Mona, Prestwick, Largs to Beaumaris, Mona to Prestwick.  
Greenock, Largs, Felixstowe, Rhu, Calshott, Portsmouth, Hamble, Crail, Kinloss

**May 1944** Hours flown were 42 hrs. 30 mins in Anson, Fairchild, Hudson, Barracuda, Fortress, Halifax, Walrus, Catalina and Sunderland. Always on his own, the flights were from Rhu, Wig Bay, Farnborough, Radlett, Prestwick, Rhu, Wig Bay, Castle Kennedy, Cork, Windemere, Prestwick, Rhu Greenock, Helensburgh, Oban, Kirkbride, Prestwick, Castle Kennedy, Wig Bay, Calshott, Rhu, Renfrew, Oban, Prestwick Total hours recorded 7025.35

In May 1944 Operation Overlord would be launched

D-Day (Day of Deliverance) 6<sup>th</sup> June, 1944 early hours with the landing on the beaches of Normandy

Bastille day 14<sup>th</sup> July 1944 being the French National Holiday

After 5 years in England on 1<sup>st</sup> May 1944, Jep and Mari make application to the Home Office in Bournemouth for British Citizenship in order to then be free citizens to work in UK. He confirms that he has worked as a pilot for the Ministry of Aircraft Production delivering H.M. aircraft to the RAF with the Air Transport Auxiliary ATA. Due to the plight of the war that is still ongoing this application is postponed until 1946

ATA pilots delivered over 300,000 aircraft of 51 different types.

36 ATA pilots were awarded MBE's (Members of the British Empire) of which Jep Carreras was one of them. The ATA motto was to become a lifelong aspiration: "AETHERIS AVIDI" - "Eager for Air"

In future years in his own words and in his handwriting he related a brief summary of his story for Lettice Curtis, author of *The Forgotten Pilots*, as follows:

*My connection with Lord Beaverbrook is a long story. I first met him in Madrid in 1935. He, with a "Party," chartered a Swissair DC2 on their way to Morocco when they encountered engine trouble. The pilot, Capt Mittelholzer, world famous record breaker, was an old friend of mine. I was a Capt. with Spanish Airline (LAPE), now IBERIA at the time and I arranged for the repair.*

*In 1939 at the end of the Spanish Civil War I was employed by Lord Forbes (now Lord Grenard), a keen pilot to fly his Percival Q6. I met him in Spain during the Civil War, he was a Daily Express journalist (a newspaper founded by Lord Beaverbrook) and at the end of the war he arranged for me to come to England. He was a friend of Lord Beaverbrook and it was arranged for me to go to Canada to fly Beaverbrook's Goose Amphibian as no boat pilot could be found. I was mostly in Quebec but we were on the move all the time, Canada, USA, and Bahamas. Lord Beaverbrook returned to the UK at the outbreak of the war. I remained in New York with the Goose at the disposal of the British Government. I reported at the Embassy in Washington. There was not much interest with the Goose but my services were requested to ferry Hudsons from Burbank - California to New York for shipment. I returned to the UK and soon after I was flying in the ATA where I enjoyed certain privileges and also had to perform certain delicate missions, I suppose all because of my connection with Lord Beaverbrook.*

1945

5 Jan 1945 Jep received a report from the Finding of the Accident Committee

His children were now 4 yrs old, Mari was 32 and Jep was 39.

They left Scotland in **1945** and moved to London where they lived in a rented basement flat near Knightsbridge. The address was 28 Trebovir Road, Earls Court, London SW5. It was a hostel and it was here that they met up with an Anglo-Spanish family - Elena Simpson. This flat

appeared very dark and dull after the brightness of Scotland, and the devastation of the War seemed to be all around. They had to go down the dirty concrete steps that carried everyone else's litter to their front door which opened into a long corridor with rooms either side. The people before us had left behind the gas masks that they were to use during the war and these terrified Montse. She was always afraid of these big dark rooms with their dark wooden furniture but having a brother seemed to boost her confidence. Nothing seemed to bother Richard. Jep's salary was £10 per week and Mari cashed £3.00 a week for them to live on. In later years the Simpsons and the Carreras' all shared a house in Stoneleigh in Surrey, 105 Newbury Gardens.

In 1945 Family allowance was introduced in order to help buy clothes and shoes for children

Jep now wrote to his children with picture drawings

His flying travels take him to Ivory Coast, Gold Coast, Lagos, Ascension Islands, Bathurst in Gambia, Liberia, Senegal, French Guinea, Brazil, Sierra Leone, Freetown and Freemantle, Recife, Nigeria, Dakar, Natal, Accra.

### 1945

Jep flying with ATA until November 1945

Jep is a member of ADAR Asociacion de Aviadores de la Republica in Spain (when?)

Jep flying BAC one eleven planes (when??)

**4<sup>th</sup> to 11<sup>th</sup> February 1945**, the big three meet at the **Yalta Conference** or the Crimean Conference with Winston Churchill, Marshall Joseph Stalin and President Franklin Roosevelt. It is understood that Lord Beaverbrook loaned Captain J.M. Carreras (Pop) to Winston Churchill in order to fly him to Yalta for this secret mission.

Following the atrocities of the war "United Nations" is founded to oversee World peace

Winston Churchill announces that 8<sup>th</sup> May, 1945 is VE day Victory in Europe. The Germans surrendered on 7<sup>th</sup> May 1945

Jep was still with the ATA and in a letter to Lord Forbes he states he is satisfied by all that he has achieved and a quick balance of his war work shows figures which are surprising to himself. BOAC turn him down as he is now too old!

Jep is now beginning to panic as he feels that with the war nearly over, flying jobs will be taken by ex RAF pilots.

He applies to most organisations in the Country and is awaiting replies.

**VE Day Victory in Europe 8<sup>th</sup> May, 1945.** Big fireworks displays held throughout UK and watched by King George VI and Queen to mark end of the war

VJ day Victory over Japan – 6<sup>th</sup> August, 1945. With the war over, Jep now had to find work but things were not easy for him since he was a foreigner in Britain. He and Mari had to change their nationality to become British citizens in order to get work. So with more hard times they



were obliged to give up the flat in Knightsbridge and they moved on to 16 West Kensington Court, Kensington, London W14.

**17<sup>th</sup> July to 2<sup>nd</sup> August 1945** The **Potsdam Conference** was held in Cecilienhof in occupied Germany with Churchill, Stalin and Truman in attendance. Jep possibly did the return flight between 2<sup>nd</sup> and 6<sup>th</sup> August 1945.

November 1945 records the final flights with the ATA. Jep flew the Anson from White Waltham to Haverden, he flew a Liberator from Haverden to Lichfield, another Liberator from Lichfield to Prestwick and a 3<sup>rd</sup> Liberator from Prestwick to Lichfield which was his last recorded flight with the ATA.

**30<sup>th</sup> November 1945** Lord Beaverbrook - Max Aitken – 1<sup>st</sup> Baron Beaverbrook gave an appropriate tribute at the closing ceremony disbanding the ATA:

*"Without the ATA, the days and nights of the Battle of Britain would have been conducted under conditions quite different from the actual events. They carried out the delivery of aircraft from the factories to the RAF thus relieving countless numbers of RAF pilots for duty in the battle. Just as the Battle of Britain is the accomplishment and achievement of the RAF likewise it can be declared that the ATA sustained and supported them in the battle. They were soldiers fighting in the struggle just as completely as if they had been engaged on the battlefield".*

During Jep's ATA days 406 Catalinas and 560 Sunderlands flying boats were ferried and of which 179 were ferried personally by Carreras to destinations from Shetlands and Orkneys in Scotland to Felixstowe in the East, Calshot and Plymouth in the South and to Pembroke Dock in South Wales, Wig Bay, a maintenance and storage unit for flying boats in South West Scotland and Castle Archdale in Northern Ireland. The ferrying of these big boats was for both pilot and crew a delightful and fascinating experience and as can be imagined there was keen competition for the job of second pilot. The Ansons tended to serve as taxi mode for collecting crew and transporting them back to their Ferry Pools.

A report in the newspaper confirmed that the ATA comprised of civilians in livery, they compared their role as being the Merchant Navy to the RAF. Speaking to Capt. Carreras he confirmed that he had flown more than 1000 "kites" to all parts of the British Isles and his log book showed entries that he had flown 120 different aircraft over 2000 hours and 300,000 miles since joining the ATA in 1940.

**The ATA comprised of amateur pilots from 25 different countries who kept the supply of aircraft flowing to the front line airfields for the RAF and Royal Navy pilots to fly into battle. These pilots flew everything from bi-plane to bombers including spitfires. They were unarmed without radios or navigation equipment and at the mercy of the notoriously changeable English weather. These amazing pilots ferried 309,000 warplanes from factory to the frontline airfields which equated to 140 aircraft for every day of the war.**

## 1946

ATA Association is formed for members with annual subscription rate of 5/-. Jep's temporary address was 28, Trebovir Road, Earls Court, SW5

In January 1946 Jep was offered temporary piloting consisting of ferrying a Sunderland bought by Uruguay Airlines to Montevideo.

Applications to BOAC, BA, Imperial Airways were all turned down due to many ATA pilots seeking jobs. References were given by Lord Beaverbrook, Lord Forbes and Commodore D'Erlanger

C.A.U.S.A. Delivery of 2 flying boats from Belfast to Montevideo, Capt Carreras captained the 2<sup>nd</sup> Sunderland flying boat. He received £50 in advance to cover expenses. Insurance cover was to the value of £3,000

June 1946 Letter to BEA stating he has just returned from a ferrying job in South America Scottish Airways in Renfrew seem interested in his application.

El Consulado General de España in the Republic of Argentina issued Jep with a passport dated 7<sup>th</sup> September 1946.

Since Jep was travelling to Uruguay and Argentina he wrote to several aviation companies implying that he could act as agent for them in South America. These Companies were Miles Aircraft Ltd in Berkshire, The de Havilland Aircraft Co.Ltd in Hatfield, Percival Aircraft at Luton Airport, A.V Roe & Co. Ltd in Manchester, Portsmouth Aviation Ltd at Portsmouth airport, Taylorcraft Aeroplane Ltd in Leicester. These companies were each courteous enough to acknowledge his request.

The Compañia Aeronautica Uruguay, C.A.U.S.A of Montevideo employed Jep to fly a fleet of hidroaviones "Sunderland" to Uruguay. A deadline was set and CAUSA were instructed by their UK agent Stewart Smith & Co. Ltd to make arrangements for Jep to travel by ship on 19<sup>th</sup> May 1946 back to England once the aircraft were in Uruguay.

29/8/46

#### **Jep working for FAMA as Captain of Argentina State Airline from 1946 to 1950**

Jep was offered work with the F.A.M.A. Flota Aerea Mercante Argentina and by November 1947 he received his Carnet no. 96 issued in Buenos Aires. He received from Fama an instruction manual on Procedures for Air Navigation Services

24<sup>th</sup> December 1946 his passport was stamped with entry and exit from Orly in France

Heathrow airport opened for the first civilian flights and the Derby was re-instated at Epsom after 6 war years

Following the ATA and war years Freddie Laker with his enterprise went into business as a war-surplus aircraft dealer.

**1947**

#### **Jep working for Argentina State Airline from 1946 to 1950**

Money was extremely short so they had to move out of London and sought refuge together with another Anglo-Spanish family who were also living in the hostel in London.

So between the Simpsons and Carreras they bought 105 Newbury Gardens, Stoneleigh, Nr. Epsom, in Surrey. Mari and the children were now once again back to the area in Surrey where the twins were born.



**10<sup>th</sup> March 1947** a further stamp from the Argentine Consulate in London

**27<sup>th</sup> March 1947** Jep is in Buenos Aires

**On 24<sup>th</sup> June 1947**, Mari was granted a temporary Spanish Passport valid for 1 year only and approved by the Foreign Office so that she could travel to Madrid via Lisbon in Portugal. Richard and Montse travelled with her and in Lisbon they met up with Jep. All precautions had been taken for the twins to be returned to UK should things go wrong for Mari Pepa in Spain. Jep then flew them to Madrid as the ministers he was taking had an appointment there. We returned safely from Barajas airport in Madrid on 30<sup>th</sup> July 1947.

16<sup>th</sup> September 1947 extension to Spanish passport by Consulate in London for 1 year

Princess Elizabeth and Philip Mountbatten are married 20<sup>th</sup> November 1947

12<sup>th</sup> December 1947 Jep's passport is stamped in Renfrew, Scotland with 3 month short visit validation and departs 15<sup>th</sup> December 1947 for Poole

Air Charter was initiated in 1947 and Aviation Traders was founded by Freddie Laker in October 1947. Aviation Traders was based in Southend, Essex and specialised in converting numerous was-surplus bombers and transporters into freighters. These planes were then used to carry essential supplies into West Berlin during the Berlin Blockade 1948-49.

## **1948**

**Jep working for Argentina State Airlines F.A.M.A (later Aerolineas Argentinas) from 1946 to 1950**

5<sup>th</sup> January 1948 and Jep seems to be in Rome.

25/2/48 With a certificate showing his address as Hotel Jousten in Buenos Aires Jep is granted a pilots licence to fly for the Republica de Argentina Direccion General de Aeronautica Civil. His tasks were general air tasks and public transport

17<sup>th</sup> May 1948 he is in Paris - Orly

7/7/48 Jep's Spanish passport carried a visa from the Italian Consulate in London

Mari's Spanish passport is renewed for a further year from 22/6/48 through to 22/6/49

On 8/9/48 her visa indicates that she left from Barajas airport in Madrid having arrived there on 8/8/48 these visas were issued in advance by the foreign office.

On 12 July 1948, Miguel Carreras, Jep's brother sent a letter legalised by a notary confirming his invitation for Mari & her children to enter Spain as his guests for a period of 2 months. This was the very first time that Mari Pepa returned to Spain following her exile

2/7/48 to 1/6/53 records flights on Yorks, DC4, DC6, Fairchild, Link? Consul, Connie, Bristol, Tudor, Rapide

29/9/48 visa issued to Jep in Buenos Aires as still with FAMA

2/11/48 in Paris – Orly and again in December

1/12/48 stamp in passport issued in Barajas, Madrid. Many flights to South America stopped first in Madrid before proceeding to South America

The Soviet blockade of West Berlin in 1948-1949 gave Freddie Laker the opportunity to fly essential supplies into West Berlin allowing him and his business to flourish

Berlin Airlift (Was Jep working for Aviation Traders Ltd or FAMA??)

24/6/48 featured the start of the Berlin Airlift which was to officially terminate on 12/5/49 but went on until September 1949 (15 months). Jep was heavily involved with the Berlin Airlift flying RAF Sunderlands and Avro York planes landing at Tempelhof in Berlin

On 15<sup>th</sup> September 1948 Jep's Spanish Passport is renewed by the Spanish Consulate in London for 1 year until 17<sup>th</sup> September 1949. He remained with FAMA until 1950

Berlin Airlift between the years 1948 and 1949. Freddie Laker with his enterprise formed **Aviation Traders Ltd** which handled the sale of government surplus items including trucks and aircraft spare parts. Freddie Laker went into business as a war-surplus aircraft dealer. Following the Soviet blockade of West Berlin in 1948, all available aircraft were needed to fly essential supplies into West Berlin, and so with the enterprise of Freddie Laker this business flourished.

Jep was away on long flights so we rarely saw him, Mari was left to find a house which Jep would like, approve of, and affordable. So with the sale of ½ of 105 Newbury Gardens to the Simpsons (Fernando Omegna lent the Simpsons the money) Mari found a Tudor style house in Stoneleigh Park Road with a small parade of shops and opposite Stoneleigh station.

Whilst Jep was away, Mari bought 73 Stoneleigh Park Road for the vast sum of £4,000 and for which Jep never forgave her!

Communicating with Jep was difficult and the price of the house was more than Jep could afford. However defiant as ever, Mari took the plunge and 73 Stoneleigh Park Road was bought for the vast sum of £4000. It was a semi-detached Tudor style house surrounded by 4 other gardens. It comprised of 3 bedrooms with a boarded loft and walk about cellar, 2 toilets and a large bathroom with a deep enamel cream bath.

Our furniture commenced as orange boxes until we were able to afford some proper furniture. Mari, Richard and Montse went to a junk shop in Kingston where they found some items. One was a cocktail cabinet with a secret draw, a wardrobe for both Richard and Montse and Mari had a large double one all made in wood with a mirror inside the door, and finally a large thickly painted maroon desk with lots of draws. It was so ugly at the time that we called it Frankenstein. Each item cost Mari between 5/- and 10/-.

A top loading washing machine with a mangle set on it so that the water squeezed from the clothes drained into the machine was the next purchase.

Mari's Spanish passport is once again renewed in June for another year.

Richard and Montse are put onto her passport, so for a while we were Spanish. Since we had 6 weeks off for the Summer holidays it was decided that perhaps we and she may be able to spend some time in Spain. Miguel, Jep's brother was obliged to write a letter **inviting** us to stay and confirming that he would pay all expenses during our stay. This was the only way that people were permitted to visit another country at the time. This was the start of our holidays in Spain and meeting our family in Mas de Valls which was the Carreras' family second home in Reus and we would go down in the carilet train to the beach in Salou where we shared a caseta for changing. On the way back to El Mas we would stop at the stand outside Hotel Planas for crisps



before taking the carilet back. Sr. Planas, the owner of the Hotel was a great friend of Jep's and although Jep was rarely present, he would give us a free drink and crisps.

## 1949

Still working for F.A.M.A in Argentina till 1950

On 15 February 1949 Jep spent some time in Rome with his 2 cousins Josefina & Mari Dexeus from where he sent us a postcard.

Jep has returned to Buenos Aires and doesn't know for how long.

26/2/1949 Visa issued by Spanish Consulate in Buenos Aires

10/3/49 Jep flew from Dakar and Casablanca

14/3/49 visa issued in Madrid by British Embassy to fly to London Airport

5<sup>th</sup> & 6<sup>th</sup> April Jep in Roma, also 18 & 19<sup>th</sup> April 1949.

9/4/49 Jep is still flying for Republica Argentina with Douglas DC-4 and Avro Yorks and seems to remain until 31/5/50. His Passport renewed in London at the Spanish Consulate is due to expire on 17<sup>th</sup> September 1949

2<sup>nd</sup> May 1949 and Jep is in Roma.

2<sup>nd</sup> May 1949 Jep is granted UK citizenship and Mother's Spanish passport is extended for one more year until she receives UK citizenship.

By virtue of her husband obtaining UK citizenship she is not entitled to this and must make her own application. By 14<sup>th</sup> June 1949 UK citizenship has been granted and they were both obliged to relinquish their Spanish nationality

30<sup>th</sup> May 49 again in Rome

1/6/49 British Embassy in Lisbon places visitor's visa stamp on Jep's passport

2<sup>nd</sup> to 5<sup>th</sup> June 1949 Jep seems to be in London

17/7/49 Jep requested flights for his family to fly from London to Lisbon and back to London

20/7/49 Letter to Jep from FAMA stating rumours of Donzelli & Yorys being sold but DC4 will continue. Was this when Fama was integrated into International Argentine Airlines?

Josep & Pepa Canudas are also granted American citizenship on 25<sup>th</sup> August 1949

Mari is granted UK citizenship (fill in)

During 1949 through to 1975 Jep was a member of the British Light Aviation Centre.

## 1950

Jep still flying for Argentina Airline (Aerolineas Argentina) 1946 to 1950

25/9/1950 to March 1951 document received from Ministry of Civil Aviation confirms that he is fit to fly all landplanes and in group 2 Lancastrian Avro 691, Leopardmoth DH85, Rapide DH89A, Percival Q6

## 1951

2/2/51 and 10/4/51 Jep as a British citizen is granted a pilots licence by El Al Isreal National Airlines to fly as First Officer a Constellation and OC-4.  
 He has an Employee Identification Card issued by EL AL.  
 Letter received from Jep from EL AL Operations, Lydda Airport, Israel

Jep joined **Aviation Traders Ltd (later became Air Charter Ltd)** to serve as Captain on the B170, York, DCA, Tudor and Britannia fleets holding a Captains position. He acted as deputy operations manager during the Air Charter period becoming divisional operations manager of B.U.A at Gatwick in 1961.

Acted as deputy Operations Manager during the Air Charter period becoming Divisional Operations Manager of B.U.A (British United Airways) at Gatwick in 1961

In **1951** Lord Beaverbrook handed over his Cherkley Estate that he had originally purchased in **1911** for the sum of £30,000, to his son Max in order to reduce future death duties on his estate and in **1962** his son Max donated the estate to the Beaverbrook Foundation. Beaverbrook died on 9<sup>th</sup> June **1964**. His first wife Gladys Drury whom he married in 1906 died in December 1927. In **1957** he befriended Cristofor Dunn who was now widowed, did he marry her??

## 1952

In 1952 Jep was awarded a medal inscribed Aerodromo Canudas 1952 Josep M<sup>a</sup> Carreras, but since he was still not officially permitted into Spain, the medal was presented to Montse and pinned to her vest so that it could be brought back to him in England.

In 1952 Jep possibly has joined IATA the Asociacion del Transporte Aerea Internacional. He also undertook a postal course via the London School of Air Navigation

## 1953

Lord Beaverbrook's office is 121/Fleet Street London EC4 – home of Daily Express – and Mr. A.G. Miller is his Secretary who communicates with both Jep and Mari

16<sup>th</sup> February 1953 Jep receives renewal Licence no. 3224 from Ministry of Civil Aviation certifying that he has passed the qualifying exam for radio telephony operation

24/3/53 Jep receives identity card from RAF & Auxiliary services confirming his position as Squadron Leader, height 5'5" with rank no. 300243. **Was this the time of the Berlin Blockade??**

26<sup>th</sup> March 1953. Letter received from Air Ministry London WC2 stating the following:  
*I am commanded by the Air Council to inform you that approval has been given for your appointment to a commission in Class CC of the Royal Air Force of Officers in the rank of flight lieutenant. The appointment will be effective from the date of this letter for the period of your service in the Middle East. A suitable notification will appear in the London Gazette in due course.*

*Your appointment to class CC commission entitles you to exercise executive powers of command under the Air Force Act and to wear uniform that carries with it no entitlement to air force pay. Your conditions of employment will remain on a civilian basis. Whilst a reserve officer you will be subject to the Air Force act at all times.*



*This commission is granted on the understanding that Royal Air Force uniform will not be worn until you proceed overseas. Your personal no. will be 300243.*

Was this for the purpose of the Berlin Blockade as his RAF uniform carries the MBE decoration?

On 25 June 1953 Jep receives letter from the Foreign Office informing him that he has been awarded the M.B.E.

*Sir,*

*I am directed by Sir Winston Churchill to inform you that The Queen has been graciously pleased to approve your appointment to be an honorary Member of the Order of the British Empire, Civil Division, in recognition of the valuable services which you rendered during the war as Pilot and Flight Leader, No. 4 Ferry Pool, Air Transport Auxiliary. (ATA)*

*In expressing Sir Winston Churchill's felicitations upon the honour thus conferred upon you in token of my country's appreciation of your timely aid, I am to forward to you the accompanying decoration of the Order.*

From 12/6/53 through to 28/7/60 it is recorded that Jep flew the following aircraft: DC4, S.Trader, B170, Yorks, Bristols, Tudors.

Freddie Laker formed the **Channel Air Bridge Ltd** that carried freight, passengers, cattle and horses on the same aircraft

## 1954

Nine years after end of the war and rationing came to an end

23<sup>rd</sup> May 1954 Lord Beaverbrook's birthday. Montse was invited to his party along with all his other godchildren and grandchildren. He had also written a book "*Don't Trust to Luck*" so at this event he gave Montse a copy which he dedicated to Jep. He wrote "*To my friend and guide through many exciting and delightful excursions Jep Carreras*". Signed Beaverbrook May 23<sup>rd</sup> 1954

25/6/54 Jep received certificate no 740 from the Spanish Consulate confirming that his original nationality was Spanish

By 1954 Freddie Laker under the banner of **Channel Air Bridge** was flying cars and their passengers in Bristol Freighters twin engine, piston powered planes from Southend to Calais. Vehicles and freight nose-loaded via the cargo door of the aircraft.

## 1955

Anthony Eden becomes Prime Minister

Jep is working for **Air Charter Ltd**, 15, Great Cumberland Place, London W1 through to 1961

14/4/55 Saw the inauguration of Air Charter's first vehicle ferry service between Southend and Stansted to Calais using Bristol 170 Mark 32 Super Freighter.

With Jep flying these specially adapted planes, he took his family to Spain flying out from Lydd Airport. His little red car and his family, all travelled in the plane and he was the pilot. So family holidays were now spent in Spain in Jep's family finca El Mas de Valls in Reus. It is a building constructed in Roman times, full of character with a turret at the top which was the

museum displaying roman fragments of items found within its grounds. We spent some memorable holidays there. In the evening when it was dark Jep would take his children up to the terrace to study the stars. The skies in Spain are so clear, and thousands of stars were visible each night

15/4/55 Jep is in Germany

In April and May he flew Marseilles, Nicosia and Singapore a few times

In July Jep had 1 week in Singapore

*(Throughout his flying career Jep covered numerous countries from whence he brought back many souvenirs including a featherless African grey parrot that had been given to him in exchange for a favour. It remained in the cockpit with him and was therefore not subjected to customs formalities. He must have flown to almost every country but the known ones that he flew to were Christmas Island, Easter Island, Virgin Island, Honolulu, Island of Montserrat, China, Taiwan, Australia, New Zealand and so many more to look for)*

In October he spent 4 days in Entebbe

22/10/55 he spent 14 days in Adelaide with ref ACL 112

## 1956

Jep continues with **Air Charter Ltd**

## 1957

Harold Macmillan is new Prime Minister

Jep still with Air Charter Ltd

In January he flew to Lisbon

In May 57 he flew to Cyprus

In December 57 Jep appears to be paying of £10 per month to repay a loan for his car, which one, was it the Zodiac or the Sunbeam??

## 1958

In 1958 Freddie Laker sold **Air Charter Ltd, Aviation Traders and Channel Air Bridge** to Airwork and by 1960 he became Managing Director of **British United Airways BUA**

For Montse's 17<sup>th</sup> birthday in January she had a series of 12 driving lessons paid for from monies received from her Godfather Lord Beaverbrook. She passed first time and Jep brought home a **1939 Black Austin Seven** for her from a fellow pilot who no longer wanted the car.

**29<sup>th</sup> June 1958** – St. Peter & Paul – Montse has a day off school and she had a very bad motorcycle accident which was to change her whole life. Professor Trueta who was also exiled during the Spanish Civil War, was now the orthopaedic surgeon at the Nuffield Orthopaedic Hospital Centre in Oxford and it was under him that she had many operations.

Jep flying with **Air Charter Ltd** – postcard dated 1/9/58 from Honolulu, Hawaii

## 1959

Pop flying Britannia 307's for **Air Charter Ltd**



From this year onwards Jep flew to many countries some of which included the following:  
 Accra, Adelaide, Ankara, Aden, Athens, Bagdad, Bahrein,  
 Bangkok, Basrah, Bathurst, Beirut, Berlin, Bombay, Barbados, Bermuda, Brisbane, Calcutta,  
 Caracas, Canaries, Chittagong, Christmas Island, Colombo, Dacca, Dakar, Damascus, Darwin,  
 Delhi, Djakarta, Djibouti, Easter island, Entebbe, Fiji, Frankfurt, Freetown, Geneva, Goa,  
 Gatwick, Goose Bay, Hamburg, Hannover, Honolulu, HongKong, Hyderabad, Istanbul, Karachi,  
 Khartoum, Kuala Lumpur, Kuwait, Lagos, Las Palmas, Lisbon, Lusaka, Malta, Manila,  
 Melbourne, Montreal, Milan, Manila, Madras, Nairobi, Nicosia, New York, Nice, Oporto,  
 Ostend, Orly, Paris, Perth, Prestwick, Rome, Rangoon, San Francisco, Singapore, Stansted,  
 Southend, Sydney, Tunis, Turin, Tripoli, Teheran, Tainan, Vancouver,

## 1960

Freddie Laker was now appointed Managing Director of BUA British United Airways. Jep with **BUA British United Airways**. Their headquarters were located at Portland House, London W1 in the BBC building and in 1968 they moved to Gatwick Airport. During the 1960s, BUA grew to become the largest wholly private independent scheduled airline based in the UK with 43,217 miles network spanning 3 continents – Europe, Africa and South America  
 5/8/60 to 20/8/60 records flights on Britannia and DC. Capt Jennings also pilot

## 1961

At age 55 Jep working for **British United Airways** at Gatwick as Divisional Operations Manager

Jep flies to Nairobi in April 1961

By August 1961 Jep is still repaying his car loan – when did it finish?

## 1962

Pop now working with **BUA British United Airways** where he is flying VC10 aircraft (Vickers Armstrong) He had to read plenty of manuals

## 1963

**Jep with BUA**

## 1964

**Jep with BUA**

2/11/64 BUA are operating VC-10 flying to Freetown in Sierra Leon, West Africa which made BUA the first British Independent airline to commence uninterrupted jet operations. The VC-10 also replaced Britannia and DC-6 routes to East and Southern Africa as Entebbe, Nairobi, Ndola, Lusaka and Salisbury.

Then on 5/11/64 BUA inaugurated regular scheduled services to Rio, Montevideo in Uruguay, Buenos Aires in Argentina and Santiago in Chile.

His flying travels take him to Ivory Coast, Gold Coast, Lagos, Ascension Islands, Bathurst in Gambia, Liberia, Senegal, French Guinea, Brazil, Sierra Leone, Freetown and Freemantle, Recife, Nigeria, Dakar, Natal, Accra.

Jep's twins both get married in the same year - Richard and Joyce get married on 6<sup>th</sup> June 1964 and Abbie and Montse get married on 29<sup>th</sup> August, **1964**

### 1965

Jep with **BUA**

Jep granted licence no. 18178 following test from Ministry of Aviation to fly DH85, Bristol 170, Britannia 100/300, Percival Q6, DC4, and York 685

Freddie Laker left BUA to form his own Company.

Winston Churchill dies aged 90

### 1966

In February 1966 Freddie Laker formed his own Company **Laker Airways** using second-hand aeroplanes from BOAC as BAC 1-11s, DC 10s, Britannia 102 and Boeing 707s. Laker Airways was committed to offering economical flights and holiday packages with the possibility of passengers being able to buy tickets on the day of travel.

Jep with Laker Airways (to check) or BUA British United Airways !!!!

October 1966 Pep Canudas informs Jep that his great companion Guillem Xucla has passed away This was very sad news for Jep and Mari since they had done so much together in those early flying days at El Prat with Canudas

### 1967

In November Jep & Mari moved to 52 Epsom Lane North, Epsom Downs. Jep was now travelling to the airport each day and Mari continued ferrying children to and from school so in reality she was never alone.

They have a beautiful view of the Downs and a monkey tree in the garden. At last pleased with this bungalow.

His driving licence valid from Aug 67 to 1970 reflects his new address

Jep is made Operations Manager based at Gatwick Airport (To check)

### 1968

Mari, Jep and Montse travel to Salou on the Ferry "Patricia" with their 2 grandchildren Alex 6 months and Lisa 1 ½ years

### 1969

### 1970

In November 1970 BUA was sold to a Scottish charter airline namely **British Caledonian Airways** for a sum of £12m. Jep was transferred to them

The first Jumbo Jet lands at Heathrow in January 1970. The Pan Am Boeing 707 carries 362 passengers

The Canudas are in Fribourg and a letter received from them talks of the photos published in his book L'Historia de l'Aviació



**1971**

Jep with British Caledonian

**1972**

Britain joins the EEC

Jep with British Caledonian

**1973**

Freddie Laker applies to the British Air Transport to launch his Skytrain service at a price of one third of major airlines. There is huge controversy and permission is not granted at present.

Jep still with British Caledonian

Britain enters the European Community – we now know that we are to lose our independence and become but a province in Europe. This small Island once so powerful will no longer be the power and spokesman that it once was.

**1974**

Jep working for **British Caledonian** as Operations Statistics Controller

In February Pepa Canudas wrote to Jep and Mari telling him that Pep was not at all well. He had a nurse to take care of him and he could only walk around the apartment with the aid of a walking stick.

Jep is an associate member of the British Light Aviation Centre at Artillery mansions, 75, Victoria street, London SW1 with member no. 779

**1975**

After 50 years of flying hours under his belt, Jep finally formally **retired aged 68** from **British Caledonian International Airways** on Friday 21<sup>st</sup> February 1975 and in March 1975 he was given a farewell party by his colleagues to mark the occasion. Praises rang out for this "Aviator Extraordinary".

The newspapers reported the following

*"To anyone who has met him, and many more who know him only by reputation, Pop Carreras is no ordinary aviator. He started flying in the days when aircraft had rotary engines, when every field along a flight path was regarded as a potential landing strip, when people who flew across the Andes – as Pop did many times – judged their height distance from the distance between the seats of their pants and the towering peaks above and below. Pop, or to give him his formal title **Captain Jose Maria Carreras, MBE** has been in the aviation business for 50 years, and it was to mark that achievement that a large group of friends and colleagues threw a party for him, and in token of their regard, presented him with a Colour TV, a cheque and many tributes"*

Capt Mackenzie read extracts from tributes he had received about Pop: One Captain also close to retirement wrote "It makes me feel just a little younger when I realise Pop started flying before I was born" An Engineer said "I first met Pop in 1946 and over the years my respect for him has continued to grow. There will never be another Pop" A British Caledonian secretary wrote: "I am sure Pop will be greatly missed. He was a great friend" And another Captain

wrote: *"He did so much for our Profession in the pioneer days, Pop's advice and encouragement helped all those who followed"*

Capatain Mackenzie pointed out that Pop had flown in his career 200 different types of aircraft and he said *"It was a privilege to fly with him in the DC4 and the York and I can pay him the greatest compliment any pilot can pay another – he had a great pair of hands. One can go on and on about this man, I remember one flight we did in the days before there were flight time regulations which was from Singapore to Stansted whereby we saw 2 sunsets and 2 dawns, I found out then that Pop never sleeps – but occasionally rested his eyes."*

*Pop was a great friend and counsellor to everybody, he is one of the wisest men I have ever met and his advice to me and many of those here was something we truly treasure. I don't think any of us will live long enough to make quite the same impact on our Profession as Pop did. He was born in Barcelona but he is a true internationalist and above all he epitomises the concept of a true Christian. Pop is the sort of man who probably never considered the sort of contribution he made. We know it more than he himself does. We love him dearly – he has made a tremendous contribution to aviation and to all of us here as individuals"*

Pop then gave his speech of thanks as follows: *He recalled that in his 50 year career he had encountered many difficulties but also many joys. It had been a busy life particularly at the beginning when he was involved in 2 wars one following the other in quick succession. He said when the World War II commenced he had just been through one of his own in Spain – The Spanish Civil War so that when the bombs came down in London he told the people he knew all about it and not to worry. When he came to England he joined Lord Beaverbrook as his private pilot and when the war started they were both in America. Beaverbrook returned to England and sent Pop a message to report to the British Embassy in Washington. He did and the next day he was in California to fly a Hudson from Burbank to the East Coast for shipment. He had several trips like this one and all on different aircraft. With the war over in 1946 he ferried 2 flying boats to South America, the first being for FAMA to start its service to London.*

In June 1975 Pop's Mentor from his early flying days, Pep Canudas died in Fribourg, Switzerland where he was to spend his final years in exile. He vowed he would never remove his black tie until General Franco was pronounced dead. Sadly Pep died just 5 months before Franco who died on 20<sup>th</sup> November 1975

## **1976 (Still to fill in)**

### **1977**

Lakers Skytrain takes off

### **1978**

### **1979**

In 1979 Jep jointly with Mari sold some land adjoining Mas de Valls in Reus, Spain, know as plots 22 & 23a in the Poligono 26 described therein and comprising 1.15 hectares (1 Hectacre & 15 areas) for a price of 200,000 pesetas which was due to be settled by 10<sup>th</sup> August 1981.

### **1980**



## 1981

**In 1981 Jep is at last granted a pension from Iberia Airlines formally known as LAPE (Lineas Aereas Postales Españoles)**

## 1982

August 20<sup>th</sup> Pop passed away in Spain just a few days before his 76<sup>th</sup> birthday. He and Mari Pepa had been travelling over a period of 3 weeks visiting friends in France, Pepa Canudas in Switzerland and relations in Spain. He was now relaxed in Sant Jordimar his apartment in Cap Salou when he had a heart attack in the flat. Residents around helped him to his bed, and a doctor was called. His relatives came to visit him the following day and as they sat around the table on the balcony with his most favourite view of the sea before him, he suddenly died. Following the news of his collapse the day before, Abbie, Montse and the children drove in all haste in their VW Caravanette through a violent thunderstorm in order to arrive in Salou as soon as possible. They knew the news was bad and wherever they stopped they rang for updates. There were no mobile phones at the time. The children were getting agitated as the news became worse yet they could not travel any faster than they were doing already. They eventually arrived to comfort mother who was now at Mas de Freixa with cousins Victoria and Pepe. Pop had been taken to the hospital although he had passed away in the flat. The funeral which is usually held within 24 hours was held back until Abbie and Montse arrived. Richard and Val flew out immediately and Geraldine Gaché came as the representative of the Gaché family. The requiem mass took place in Reus and Pop was then buried in the cemetery in Reus in Illa 6, nincho nº 133. It was quite dramatic seeing the coffin being pushed into the hole in the wall. Mari travelled up to Sarria for a few days whilst the family tried to enjoy a few days of holiday before driving back to England with the 2 cars. Abbie drove one car and Montse drove the other in convey. The journey was taken slowly so that the 2 cars could remain together.

Following his death in Spain, on arrival back home Mari received many letters of condolence and the words from Earl Grenard (Lord Forbes) were particularly poignant. *"As you well know, your husband was a great friend of mine and we have known each other since 1939. Indeed what gave me the greatest pleasure was the great success which your husband made of his career in England which was not easy considering it was a foreign country"*

Another letter received from Ann Harding – Secretary to Captain Norman Jennings in Air Charter and BUA days stated the following: *"Pop was always such a good friend to me. He always maintained an air of calm and peace regardless of what traumatic things were going on. His gentleness touched many of us and we are all happier for having known him. Aviation has lost one of its great characters"*

And from another colleague – Bert Lock, he said of Pop *"He was a loyal friend, a real gentleman and in my opinion the finest pilot that I ever had the pleasure of flying with. A very sad loss to all who knew him"*

Once back home Mari could not face her bungalow on her own so she stayed with Montse and Abbie in their house at 49 Longdown Lane North, Epsom Downs.

Mari's lovely bungalow at 52 Epsom Lane North, Epsom Downs, was now put on the market and once sold she bought a ground floor flat near Montse in Epsom off College Road. Again she needed company so this was not the solution as she still spent most of her time with her daughter's family. So it was during this time that Victor, her grandson aged 11 took upon

himself to find a large enough house for all of us to live together under one roof, and also with stables to stable the ponies. And so it was that on 29<sup>th</sup> July 1984 we all moved into "Lomond"

She remained with her daughter Montse and son-in-law Abbie until her death in 2004 when her ashes were taken to Spain and interred with her husband Jep in the Cemetery in Reus Illa 6 Nincho 133.

*To us his children Jep was a very private man who gave very little away. We rarely saw him as he was always away on his travels, and when he was around he never spoke of his flights. This chronological report has been, and is still being collated from letters, passports, books and documents which I keep finding amongst his possessions. Once all details are entered we will then be able to piece together some of his amazing journeys. He appears to have been a pioneer pilot right to the end.*