

March 2<sup>nd</sup>

**Memory Verse:**

Gather my saints together unto me;  
those that have made a covenant with me by sacrifice.

Psalm 50:5

For notes about this verse see the lesson for March 1<sup>st</sup>.

**Learn a poem**



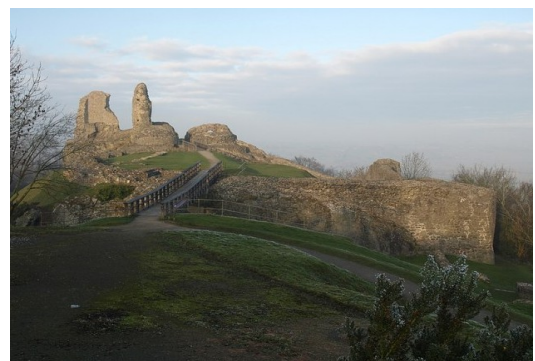
Aeroplanes today: Concorde, a round the world flight and a flying missionary – but first we are off to **Hungary** so find it in your atlas. We are going to find out the answer to the question: why do children in Hungary all learn about the little Welsh town pictured opposite?<sup>1</sup>

The answer concerns the Hungarian national poet, János Arany, (1817-1882) who was born on **2<sup>nd</sup> March**. In Hungary Arany is known as the “Shakespeare of

Ballads”. He was devoted to the literature of his country and collected ballads and folk tales in the Hungarian language as well as writing his own poems. He had a hard life, starting work at 14 to support his ageing parents, but despite his difficulties he always loved Hungarian literature and learned to read (in Hungarian and Latin) when he was very young.

Arany and some other Hungarian poets were once asked to write poems for a special occasion. This was the visit to Hungary of Franz Joseph I of Austria. The Austrians ruled Hungary. The Hungarians had recently (1848) tried to escape from Austrian rule but the Austrians had defeated them. You can imagine that Arany did not want to write a poem in praise of Franz Joseph!

Arany decided to write a very different poem instead. He did not write about Hungary. Instead he found a legend that just suited his purpose. It was a legend from Wales and he presented it in the form of a poem which he disguised as a translation from Old English rather than his own work.<sup>2</sup> The legend concerned King Edward I who conquered Wales in wars that lasted from 1277 to 1283. Montgomery is a little town on the border between England and Wales. It is pictured at the top of this lesson. The ruins of its castle date back to Edward's time and are still standing today.<sup>3</sup> According to the legend Edward I commanded a feast to be held at the castle in 1277. He ordered the bards of Wales to come and sing his praises. When they arrived they one by one sang of the evils of his conquest, of their hatred of his rule and their determination to be rid of him one day. Not surprisingly, the king was angry. As each bard sang he ordered their execution until he had killed 500 bards.<sup>4</sup>



1 Image: By Stephen Elwyn RODDICK, CC BY-SA 2.0, <https://commons.wikimedia.org/w/index.php?curid=9209912>

2 I can find no real source for this legend although I admit I have not searched extensively. I do wonder if Arany is, in fact, actually responsible for more than just *retelling* the tale. The bards would have sung their poems in Welsh so I'm not sure how Edward would have even understood them! On the other hand perhaps that's why they thought they would get away with it!

3 Image: By Derek Harper, CC BY-SA 2.0, <https://commons.wikimedia.org/w/index.php?curid=13836728>

4 I cannot give the English translation of the poem here as it is still copyright but you can find it here: [http://www.huntrans124.com/Arany\\_Janos\\_A\\_walesi\\_bardok.htm](http://www.huntrans124.com/Arany_Janos_A_walesi_bardok.htm) if you want to read it for yourself.

The poem is called “A Walesi Bárdok” – “The Bards of Wales”. The parallel with Arany's own situation was too obvious to need pointing out. The poem became a symbol of Hungarian national feelings and longing for freedom. Today Hungary is an independent country. Hungarian children all learn Arany's poem at age 11. No one wants to forget what it was like to be ruled by another country.

If you could choose a poem for children to learn in Britain which would help them understand the value of freedom what poem would you select? If you have an anthology or treasury of poetry look through it today for something suitable – and learn it yourself.

If you ever visit the Welsh borders be sure to take a look at Montgomery. It is a picturesque town. You will find there is a little monument to Arany. It can be found by turning right at the town hall (see the picture above) and carrying on until you are opposite Bunner's hardware shop.

### Aeroplane achievements

We have had (and will have) several lessons, about circumnavigations of the globe including ones by sea,<sup>5</sup> by pedal power<sup>6</sup> by air<sup>7</sup> and underwater.<sup>8</sup> It was not until **March 2<sup>nd</sup>** 1949 that a non stop aeroplane flight was made round the globe. The plane was a U.S. Air Force B-50 Superfortress bomber, called *Lucky Lady II* and the flight was achieved by refuelling the plane several times in mid flight. You can see this taking place in the picture. The plane's average speed was 249mph.



On **March 2<sup>nd</sup>** 1969, the *Concorde* SST Supersonic jet aircraft, prototype 001, made its first flight. Supersonic means faster than the speed of sound. Do you know what speed that is? If not, perhaps you can find out.<sup>9</sup> Concorde was capable of speeds around twice that of sound. The plane was designed and built as a joint project between Britain and France and the March 2<sup>nd</sup> first flight was from Toulouse airport. Concorde was piloted by Captain Andre Turcat, a very experienced test pilot who had flown in the Free French Air Force during the Second World War. The plane was carrying a payload of test

equipment and, as this was the maiden flight, supersonic speeds were not attempted. The flight lasted around half an hour. Later in the year Captain Turcat piloted the plane again on a test flight which this time did include some supersonic speeds.

Concorde was able to fly so fast because of its unusual delta wing shape and its four very powerful jet engines. The delta wings meant landing and take off had to be done at a steep angle. Visibility was also poor because of the long pointy nose. To get over this problem the nose cone could be lowered for landing and take off. These were the features that gave the plane its instantly recognisable shape.

5 Francis Drake. 14<sup>th</sup> April and 17<sup>th</sup> June, Joshua Slocum. 1<sup>st</sup> July, Cook. 7<sup>th</sup> July, and Ferdinand Magellan. September 20<sup>th</sup>.

6 Jason Lewis. October 6<sup>th</sup> and Thomas Stevens. April 22<sup>nd</sup>.

7 The Pacific Clipper. December 2<sup>nd</sup> (yet to come).

8 Captain Beach. May 10<sup>th</sup>.

9 There is an experiment you can do to measure the speed of sound yourself here: <https://www.google.com/search?client=firefox-b-d&q=speed+of+sound+experiment+at+home#fpstate=ive&vld=cid:ca52516a,vid:xVzHT5BP-Sw>

Concorde was a remarkable achievement but aircraft do not fly passengers on high supersonic flights over the Atlantic any more. Why is this? Concorde was not a commercial success. It required a huge amount of fuel which made it expensive to run. Maintenance costs were high. It may have been fast, however, it was not only expensive but passengers were also cramped inside due to engineering constraints on the design. Supersonic flight has implications for those on the ground nearby too. The shock waves caused by supersonic flight could cause glass to shatter if the plane went over densely populated areas. Concorde was very noisy apart from the sonic boom caused by flying faster than the speed of sound. All this meant that supersonic flight was restricted to the parts of the journey that were over the ocean. The worst thing of all, however, was a terrible accident in 2000. Concorde had a very good safety record but Concorde Air France Flight 4590 suffered a blown tyre during take-off which punctured a fuel tank. This caused a fire and engine failure, the plane crashed into a hotel and 113 people were killed.

If you would like to see and even go on board a Concorde you will have to go to the National Museum of flight in Edinburgh where they have one on display. More about Concorde in the lesson for 22<sup>nd</sup> November.

### The story of a missionary pilot

E.W. “Hatch” Hatcher (1924-1971) pilot with the Missionary Aviation Fellowship died on 2<sup>nd</sup> March. E. W. Hatcher, known to his friends as “Hatch” came from Oklahoma. He had been in the United States air-force during the Second World War and after the war he became interested in serving with Christian Airmen's Missionary Fellowship which became the Missionary Aviation Fellowship (MAF), an organisation that provides air transport for missionaries in remote locations. He had trained in flying and also aeroplane mechanics which would be an ideal start for a MAF pilot. There is no biography of “Hatch” although there is a large collection of his papers and other materials lodged in the library of Wheaton College where he trained for the mission field after the war. Because of the lack of a biography I have not been able to find out when he became a Christian but it must have been before or during the war.

Together with another young man who would become a famous missionary pilot, Nate Saint,<sup>10</sup> he worked part time at a local airfield. Together they formed a MAF prayer group at the college. “Hatch” also married while at college and when he finished his studies he and his wife at once began to do deputation work for MAF. This would involve going to churches to tell them about the work of MAF and to raise prayer and financial support.

By 1949 they were in Mexico where Hatch served as a pilot for missionaries and Bible translators. In 1951 they established a permanent MAF base at Ixtapa, Chiapas. Here they lived with their growing family until 1966. Missionaries were supported and transported. The base was also used to train pilots new to MAF in high altitude and jungle flying. It was a life of service and dedication with much danger. The jungle terrain was difficult and the air strips where the pilots had to land their Cessna aircraft were primitive. Basic repairs had to be carried out by the pilots themselves. Part of the work included the ferrying of urgent medical supplies by air to remote locations.

In 1968 Hatch returned to the USA to direct MAF's Latin American operations and in 1970 he took on the responsibility for all MAF's technical training, evaluation, and orientation for pilots. It was in this post that he lost his life in a training flight accident.<sup>11</sup> I cannot even find a photograph of Hatch

10 See lesson for January 8<sup>th</sup> (Yet to come)

11 There is old footage (4 very short films) showing the Hatchers at work here: <https://www.youtube.com/watch?v=pCzdYjJ8ZDA>

<https://www.youtube.com/watch?v=9uagQTLnwE4>

<https://www.youtube.com/watch?v=JpTmCNW5SPE>

[https://www.youtube.com/playlist?list=UUgcXF6Vx-J7Ngo\\_kDFj359A](https://www.youtube.com/playlist?list=UUgcXF6Vx-J7Ngo_kDFj359A). The films are “corny” by modern standards but do give a glimpse of what it must have been like.

but like Nate Saint, his college friend who gave his life in evangelising the Amazon Indians, Hatch had also given his life in his Master's service.