



Confound & Destroy

RAF 100 GROUP MEMORIAL MUSEUM
ASSOCIATION NEWSLETTER

AUTUMN 2006

City of Norwich Aviation Museum, Old Norwich Road, Horsham St Faith,
Norwich, Norfolk NR10 3JF Telephone: 01603 893080

RAF 100 Group Association

ROGUES GALLERY



Founders: Martin Staunton & Eileen Boorman (sister)



Derek Waters
Director (Chair)



Kelvin Sloper
Director (Treasurer)



Kim Barwick
Director

Matthew Taylor
Director.
Keeper of Exhibits.
Looks after all aircraft and helps Rob with displays.
(No Picture)



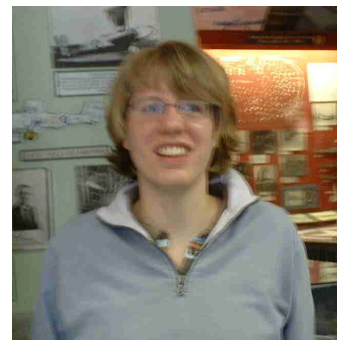
Rodney Scott
Custodian



Ann Scott
(Rodney's wife)



Robert Walden
Curator



Steph Walden
Secretary

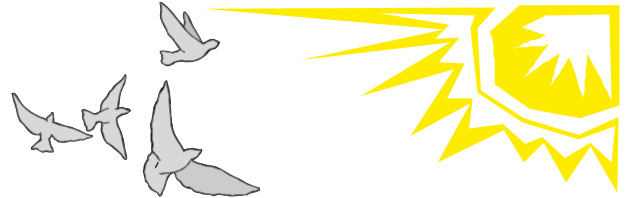


Right: Glen Ambler, Web Master

The Museum also has a host of over 90 Volunteers who work on the Museum and Association's behalf



Editors Page



Hello, and welcome to another edition of '*Confound & Destroy*'.

Have you all been sweltering in the heat, or simply enjoying the summer sunshine? It has been far too hot for us, I'm afraid. But then, come winter, we'll still be complaining about the weather. We guess it is the English way!

Whatever your taste, we do hope you are going to enjoy this going-on-Autumn read. We have a host of new topics of interest, together with a range of letters and ideas, photographs and memory teasers to help you on your way.

First, let us begin with an apology. We are sorry, Kim, that we gave you the wrong face on our Rogues Gallery (inside cover) in the last issue. You look as if you are enjoying the joke, anyway, and hope you approve this time around.

We would also extend a huge '*thank you*' to all of you who have shared with us emails, letters and phone calls. We do value so much hearing from you. Please continue keeping in touch. Your responses to photographs and articles are included herewith. We have included as many as possible in this issue, but any remaining will go forward for next time.

There have been a few '*Final Postings*' sent to us, and we thank Diane Cooper for her kind permission to use, as a memorial to her husband Hank, a piece which appeared in *The Daily Telegraph*. We would also thank Win Seeley for the trouble she went to on our behalf to identify people on a photograph of the MT Section, RAF Oulton, which appeared in the Summer issue.

Otherwise, we would remind everyone that submissions for the Winter Newsletter should be with us for **1st December 2006**. This Newsletter is actually the final one of the year, but a Winter Issue will land through letterboxes as close to 1st January 2007 as we are able. Enjoy the rest of your summer!

Janine & Ian

Future items for the Newsletter should be sent to the Editors:

Janine Harrington & Ian Kirk, 59 Finch, Cayton Bay Park, Mill Lane,
Cayton Bay, Scarborough, North Yorkshire YO11 3NJ

Telephone: 07789 935021

Email: writers.retreat@lycos.com



News from the City of Norwich Aviation Museum



The main news from the Museum this summer is that we have bought the Jaguar aircraft we have displayed for RAF Coltishall for nearly two years. This was not an easy purchase to complete as the Jaguar had to be sold by Tender and we had therefore to make a sealed offer in competition with other museums or individuals who wished to buy the aircraft.

Robert Walden, our Curator, prepared a brief but detailed document to send to the Ministry of Defence with our bid, giving the salient reasons why our offer to purchase the Jaguar should be accepted. We also called upon the support of the British Aviation Preservation Council and this organisation's secretary wrote in our support. We were delighted to hear that our offer had won the Tender and an evening of celebration took place at the Museum.

The Jaguar is the first aircraft exhibit the Museum has bought for eleven years and represents a major acquisition. Jaguars flew from RAF Coltishall for over thirty years and represent a very important part of the history of the Royal Air Force in Norfolk.

The final closure of Coltishall is now only weeks away and the History Room that many RAF 100 Group Association members have visited during Reunions has now relocated to the City of Norwich Aviation Museum. Our volunteers prepared two refurbished buildings to accommodate these displays completed by Mick Jennings in June.

We have enjoyed a busy summer season with our car park reaching capacity on several occasions. Even the July heat wave did not deter visitors and the heavy rain showers of August have kept holidaymakers from the beaches and looking for inland attractions such as the Museum to visit.

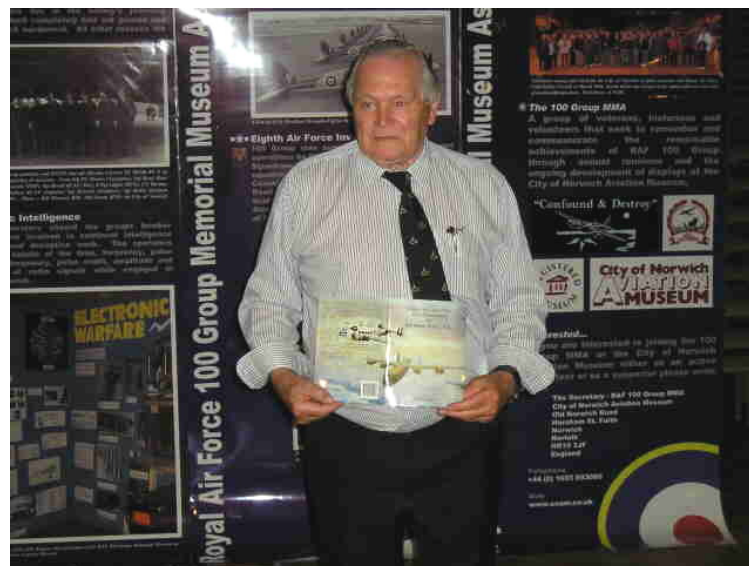
In the next months we expect the arrival at the Museum of an English Electric Canberra T17 cockpit section from RAF Wyton, Cambs. This version of the Canberra was used for electronic warfare training from the mid 1960's to its retirement in the early 1990's. Some work will be necessary for this cockpit to reach display standard, but when complete, will help us show the progress of electronic counter measures and deception from the days of 100 Group for the next fifty years.

The Museum will be open Tuesday-Saturday from 10.00am to 5.00pm and on Sundays from 12.00pm-5.00pm on Sundays until the end of October. We are making a small change to our winter hours that start from the 1 November. We will be open

on Wednesday and Saturday from 10.00am to 4.00pm as in previous years. Our Sunday opening times will change to 11.00am to 3.00pm.



Celebrating purchase of Jaguar at the Museum



*Dr Peter Lovatt with his book on Flt Hastie
'Ordinary Man, Super Pilot-The Life and Times of Roy Hastie'
taken at 2006 Reunion*

Kelvin (Sloper)

Messages from the Museum



Mr **Norman Storey** has written from his home in Eastbourne. Mr Storey did his first tour on Lancaster and had carried out fourteen operations with 214 Squadron from Oulton when WW2 ended. He was an air gunner in the crew of Flying Officer Woods DFM. All of this crew was on their second tour.

Mr Storey was the President of the now disbanded Air Gunners Association and a member of both the Bomber Command Association and the Aircrew Association. We are pleased that he has decided to continue his membership of the RAF 100 Group Association in preference to two squadron associations.

A new member to welcome is **Mr E Stirrup** from Solihull in the West Midlands. Mr Stirrup was Sgt air gunner in the crew of Flt Lt Morriss crew, 223 Squadron, Oulton.

Alan Thomsett has written to Colin Thompson at the Museum to congratulate him on the completion of the model of 192 Squadron Wellington 'Gertie the Landgirl' which was flown by Alan from Foulsham.

Colin had sent photographs of the completed model to Alan Thomsett and these in turn are being shared with the remaining members of his crew, Jerry McEachern, navigator in Canada and Cliff Lee, air gunner who lives in Norfolk.



In his letter, Alan has also recalled 192 Squadron's hack aircraft, a Tiger Moth that someone ran into the FIDO pipework at Foulsham. He says that this was a nice aircraft that had to make frequent trips to Cambridge for the evening, as had the Leopard Moth of 1473 Flight.

Another new member to welcome is **Mr L E Fanstone** of Niagara Falls, Ontario, Canada. Mr Fanstone was the rear gunner in the 171 Squadron, North Creake crew of our longstanding member Mr H Freegard.

With many RAF Squadron Associations reporting falling membership, our 100 Group Association continues to grow and we are pleased to welcome the following new members who have joined in the past few months:

Mr J S Sayers, Barwell, Leics, ex 192 Squadron. Joseph Sayers was attached to the Special Signals Section of 192 Squadron, making and fitting aerials and other equipment to Wellington, Mosquito and Halifax aircraft at Feltwell and Foulsham.

He joined 109 Squadron at Boxcombe Down in late 1941, when the unit was split up, one flight eventually became 192 Squadron and he remained with them until they moved to RAF Watton in 1945. In his time with 192, he was never told their role, although seeing the equipment he made a guess at it, but was never given any details.

Mr E J R Le Strange, Warminster, Wilts

Mrs M Pollard, Sutton, Surrey

Mr K Spriggs, Kenilworth, Warks

Mr P Elliot, Canvey Island, Essex, son of Mr F 'Doc' Elliot

Mr J Cannon, Milford-on-Sea, Hants

Mr A Gomershall, Barnby Moor, York, son of Mr E Gomershall

Mrs N J Hewitt, Norwich, Norfolk

Mr Alan Hough, Hyde, Cheshire

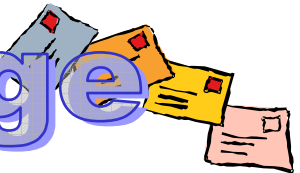
We welcome them all to the Association and hope that they will enjoy the comradeship of their membership.

Several members have already paid their 2007 subscription; one member has already paid for 2008! The influx of new members and the very high level of renewals has meant that we have run out of 2006 membership cards and therefore some of the later renewals and most recent new members will not receive a card for this year. We already have the 2007 cards and those who have paid next years subscription should have received their membership card.

The 2007 subscription renewal forms will be included in the next Newsletter, together with a reminder that dues will increase to £10.00 to ensure that we can keep sending out our quality newsletter four times a year.

Kelvin Sloper

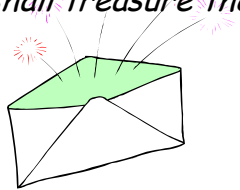
Letters Page



Editors Note: Thank you to the many of you who have sent letters and emails saying how much you enjoy the new format of the Newsletter, and particularly the Reunion 2006 Supplement we included last time. We have included only a selection of them here. And thank you, Martin, for passing comments on ...

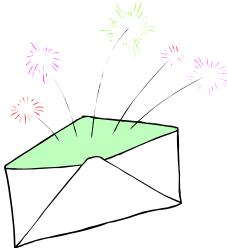
"I received the Newsletter and what a great job they have done ... very well put together and interesting reading. Also, my thanks to Martin (Staunton) for his contribution all about Arthur. I shall treasure the Newsletter forever."

Jean Arthur



"... what a lovely Newsletter. I shall read it again because I enjoyed it so much. Can I renew my membership?"

Joan Cunningham



Dear Janine & Ian,

Well done. The magazine arrived this morning and the meeting report which I was very interested to read, despite appearing to hog a lot of the text which was quite unintentional! Keep up the good work

Bryan Gale



Dear Janine and Ian,

Thank you for sending me a copy of the RAF 100 Group Newsletter including the tribute to my Dad. I was very touched when reading it, although I already knew the contents. I would like to thank you very much for your sentiments.

I played a bowls match at Cayton Bay last Friday. It was very enjoyable even though my team lost.

Thanks again and my very best wishes,
Andrew Gomersall

Hi Janine & Ian,

You have done it again and the report of the Reunion was very much appreciated, thank you for your hard work.

***Re 171 Squadron.** Yes they did start off with a Flight of Stirling aircraft being transferred from 199 Squadron in September 1944, the first two Halifax did not arrive until October and it was not until the end of November before the final aircraft arrived.*

With regards to Ernie Hughes' request for a photograph of a 171 Halifax, the photograph that was in the last Newsletter was a 171 Aircraft complete with additional fuel tank, and I regret to say that I do not have a photo giving the nose to tail but I will contact Canada and see if I can obtain one. Some years back I sent my photographs of 171 Squadron to the Royal Air Force Museum as my son had been told that they had very few 171 photographs. These we had returned to us, but when we moved 20 years ago they were lost during transit. We contacted the Reprographic Services Officer at Hendon and obtained copies of the two photographs of the Squadron taken after the war ended. A copy is on display in the 100 Group Room at the Norfolk Aviation Museum (not donated by me) and I have given the second photo to them which they will have in store. The second photo was taken on the same day as the one that is on display, but more personnel had arrived back from leave. If Ernie did not get a 171 Squadron photograph taken after the war ended, he can obtain one now from:-

Reprographic Services Officer Tele No. 0208 205 2266
Royal Air Force Museum
Grahame Park Way (2nd Photo Ref: P11862)
Hendon
London
NW9 5LL

Incidentally there is a good picture of 171 Squadron Halifax Mk.111 MZ971 6Y-E I'm Easy on page 105 in 'Confounding The Reich' by Martin W. Bowman and Tom Cushing. Maybe he could get a copy from the publishers: Patrick Stephens Ltd, Sparkford, Near Yeovil, Somerset BA22 7JJ

Could you pass this on to him if you think this would be of help?

Harry Freeguard

To the City Desk from Martin Staunton

What a newsletter! I must, once again, congratulate you on the latest production.

1) I enclose a piece about Len and Evelyn Bartram. I rushed my piece on the origins of RAF 100 Group Association Reunions and left them out. What a stupid mistake!

2) I write also to let members know that a piece about the work of 100 Group appeared in the July 2006 issue of "*Flypast*". Bob rang today to say the rest of the article is in the shops soon, but is not about 100 Group, but a piece that Bob gave them about his own wartime career. It is quite a big article. The mag also has a pull-out on early wartime bombers.

This is the piece on Len and Evelyn.

... OOPS !!

Many years ago a young man destroyed countless brain cells with alcohol. That person was me and the damage manifested itself when, in response to a request from the Editors, I wrote a short piece on the origins of our Association. In describing the Committee Members, I omitted two of the first people we approached regarding our proposed Commemoration of RAF Oulton.

They are known to many of you who have enjoyed the hospitality shown to our members by Evelyn and Len Bartram. This delightful couple were an immense inspiration to Eileen and me and we spent many happy hours in their company. Len's knowledge of civil and military aviation in Norfolk was encyclopedic. I showed him F/O Sinclair's log book and straight away and without hesitation he pointed out that the aircraft serial number was wrong.

Len wrote many booklets on the RAF Stations in Norfolk and these are treasured, not only for their accuracy, but also because they were written in the way that Len spoke, in a rich Norfolk dialect.



Reading the books one could almost hear Len's voice.

Two more unassuming people would be impossible to find. I doubt more than a handful of people know that Len was a Queen's scholar and studied forestry in Sweden. The accompanying photograph shows Len receiving a Gold Medal from Queen Elizabeth, the Queen Mother. A similar number of people might know that Len held the record for the greatest number of trees planted in one day. If this subject was ever mentioned in his presence, a shy smile would be followed by *"It was sandy soil"*.

One of my most lasting memories of Len was an afternoon drive through Norfolk.

" This was a Roman road leading to the Roman Harbours....."

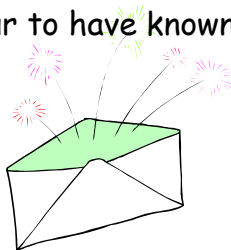
"That barn was destroyed by a Liberator on May the..."

"On this bend a lorry overturned killing... soldiers on June.... 1940".

The commentary was non-stop and completely fascinating. I once went into a wood with Len and he pointed out such detail that it was unbelievable. It was like walking through a city the way he explained the habitats of the different animals and how they inter-related.

I am mortified that I omitted the part that they played in the early days and I will always consider it to be an honour to have known them. Thank you, Evelyn.

God Bless,
Len



Janine and Ian,

I meant to write much sooner to say how much your 'Confound & Destroy' is appreciated. It contains a lot of material and clearly takes a lot of time and effort to put it all together. Thank you very much for what you do for us. Our Squadrons meant much to us and, of course, meeting up with and hearing about others in the Group means more and more as time passes. There is the sentimental old fool talking!!

I am prompted to email you now to give you one more bit of sad news of one of our 192 Squadron colleagues. Michael Simpson, a W/Op with 192 and a F/O when he flew on only two occasions with us, died in July in the Isle of Man. He had farmed there for many years and we had been to see him when on holiday over there. He

came to one of the 100 Group reunions. His son Tim has been kind enough to keep me in touch with his situation as he hadn't been well for a few years, poor chap.

Keep up the good work, please.

Sincerely,

Alan Thomsett

PS *To add to the info above, I found out from Michael Simpson's son Ian that he did his second tour on 192. It looks as though his log-book may have vanished when the house was cleared out when he went into a Home, which is great pity. I didn't know any way of finding details of his first tour. To search the records at Kew would be quite a job as I doubt if there is a cross-reference system whereby putting a name in would bring up the answers.*

Any help here from other members would be most appreciated.



Dear Janine and Ian,

I have received the sad news that my one time skipper, Don Austin has died after a long period in nursing care.

We were already a fully complemented crew in December 1944 when we had an unfortunate incident with our then Skipper, the result was that when he was posted it left us in need of a pilot.

Don had already completed a first tour on Lancasters and after a rest period was posted to 214 for his second tour. We had little say in the matter and I suspect neither did Don when we were allocated to each other. However it proved to be a happy amalgamation. Don was very much senior to the rest of us at thirty five, as we were in the late teens and early twenties. It was just what was needed after our previous incidents and our new skipper proved to be competent and unflappable in exciting situations.

After twenty operations and some regrets we were to lose Don and Jimmy Pate (tail gunner) because they had completed their second tour. However, the outcome was happily resolved when John Wynne, who had recently experienced a very torrid time and lost his crew in the process, became our skipper.

I am attaching a picture of the crew taken in the morning following our last trip with Don and Jimmy. I believe there is an original in the Museum archives which, at one time was displayed in the 100 Group section.

Best regards,

Les Bostock



Jimmy Pate/Tail Gnr. Jack Knox/Flt Eng. Don Austin/Skipper. Geoff Godfrey/Nav. Les Bostock/B. Aimer
Pip Piper/Mid Upper Gnr. Harry Richardson/W. Op. Abe Levine/Spec. Op. Chas Lewis/Stbd W. Gnr. Alf Butler/Port W. Gnr.

Picture of 214 Squadron, OULTON

Dear Janine & Ian

Thank you both for your letter and Newsletter. I will certainly enjoy it and the Reunion News. I read them more than once ... On 26th June this year, I was involved in a Project called PROPELLOR. I was flown from Cardiff to Halfpenny Green airport, near Wolverhampton, had a good day there, then back to Cardiff, all this in a private aircraft belonging to a gentleman from Gloucester. It was all 1st Class, I even flew the A/C for about 50 miles on the way home. A great day was had by all, there were over 100 private A/C at H/Penny Green that had flown in ex-RAF aircrew for a day out. Fantastic! Some people still care in this cruel world ...

Vera & Phil James

Dear Janine & Ian,

I did enjoy having a good chat with you both and would like to express my appreciation for your staunch work with the Newsletter, in which you ask for suitable contributions. Well, I have quite a collection about 214, though most of these are of the pre-100 Group days. You will find these on an enclosed CD and I leave it to you to decide which, if any, might be suitable for inclusion in our Newsletter. Also on the CD you will find photos taken at last year's and this year's Reunions. Some members might like to have copies of these and, if you are unable to do so, I could easily do some Print-outs.

Sissy and I visited Bylaugh Hall on the Sunday afternoon and I enclose a report. We received a great welcome and, as I say in my report, something more should be done in this respect ...

With our very best wishes,

REUNION 2006

Sunday Afternoon visit to Bylaugh Hall

On the Sunday afternoon, after the church service, Sissy and I drove to Bylaugh Hall in the hope that we may be allowed in to view the progress of the restoration of the place. When we made ourselves known to the lady at Reception, we were given an enthusiastic welcome. She rushed off to get someone to stand in for her and collect a bunch of keys, then gave us a grand tour of all the rooms and the work in hand. Although much still remains to be done, tremendous progress had been made and we were very impressed by the efforts. Finally, we were entertained to tea. She said that we were the first to visit the place since last year's Reunion and all hoped that they would see more of at least some of our members in the future. In fact, she suggested something might be organized for next year's Reunion; a group visit with a tour of the Hall, at the conclusion of which they would be only too happy to entertain us to tea.

I feel that we should certainly maintain a good contact with these good people. They are obviously very interested in us and after all, Bylaugh Hall was the focal point of 100 Group. I would suggest that a visit should be arranged for next year - the Friday afternoon would seem a suitable time for it.

Gerhard Heilig (Vienna, Austria)

Selection of photographs - Reunion 2005/6 - on next page



The unsung volunteers, always helpful and always smiling



Chris Lambert

Chris Lambert (Oulton representative)



Gerhard and Peter

Doc Elliott has written to say that he enjoys Reunions so much he would welcome two a year instead of one!

Dear Janine & Ian,

'... Many thanks for the further two Newsletters ... I have enjoyed reading these and especially the article on North Creak. I cannot remember much about my relatively short time there, not even 'The Dry Road'. I do recall that I was never short of a pint of very good ale. There does seem to be some differences in reports of the operations carried out by No 171 Squadron. From my Log Book, I note that between 30th December 1944 and 24th April 1945 we flew Window and Window/Mandrel Operations to Osnabruk; Cologne and the Ruhr area; Kassel; Ingoldstatd; Scheleswig; and Travemunde. From 6th February to 28th March, I flew 10 operations as part of the screen ...'

Ernie Hughes

Dear Editors,

Thank you for your further efforts in the recent Newsletters - and for the popular selection of the motto '*Confound & Destroy*'. As I expect many of your readers know, the word '*Confound*' is used by a number of writers to describe the activities of No 100 Group. Among them is Martin Bowman who recently visited me and, amongst other matters, discussed his plans for an update of '*Confounding The Reich*'.

I should like, if I may, to add some additional comment to the article in the Newsletter Supplement entitled '*Reunions - How They Began*'. But before I do, let me briefly set out my interest in the subject.

I flew my first operational tour on Stirlings in 214 Sqdn in 1943; in early 1944 I resumed with 214 Sqdn as their Nav Leader on B17s when the Squadron moved from No 3 Group to No 100. The photograph below shows the CO's crew (you will no doubt notice Bill Doy who is still active in various RAF Reunion activities). On the night of June 5/6 1944, the eve of D-Day, this crew flew with a replacement gunner - Flt Lt Eric Phillips. He shot down an enemy night-fighter.



Part of the Winco's crew: (left to right) F/L Bill Doy (Signals Leader), F/L Dick Gunton (Engineering Leader), W/C McGlinn, F/L Jimmie Sharpe (Gunnery Leader) and F/L Jackie Furner (Navigation Leader ... later Air Vice-Marshal Furner).

Now - to the article '*Reunions*': I refer to the ceremonies in mid-May 1994 and add my own memories to those described in the article. The following pictures say it all.



Sunday 15th May 1994

A Service to unveil & dedicate a Memorial to those who served at
ROYAL AIR FORCE OULTON 1940 - 1945



I am surrounded by survivors from RAF Oulton in these photographs shown above, and joined by Ms Alison Shaw, the Bishop of Lynn and the various standards below:



Note that Eric Phillips, the Chairman of the Association, read correctly 'We WILL remember them'. Additionally, the Chairman sent me a most gracious letter:

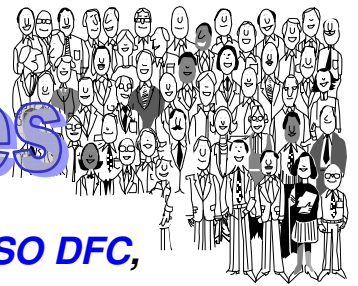


'Dear Jack

May I, as chairman of the 100 Group/RAF Oulton Memorial Association, thank you on behalf of the committee and all our many members for the part you played as our President in this past memorial weekend. Your delivery of the first Lesson in St Andrews Church, followed by your speech at the Memorial were both brilliant. Yes, your presence, along with Mrs Furner, made us feel very proud. Again, thank you, Jack.'

Air Vice-Marshal Jack Furner

Shared Experiences



**In memory of *F/Lt Henry Bradfield (Hank) Cooper, DSO DFC,*
who passed away on August 22nd 2005**



**Cooper (right) with his pilot, Flying Officer Kelt
standing in the snow in front of their Mosquito**

Flight Lieutenant Hank Cooper, who has died aged 85, played an important role in the secret radio war that was waged over German skies; for this he received a DSO, a rare award for a wireless operator/air gunner.

Cooper had already completed more than 30 bombing operations when he joined No 192 Squadron at Foulsham, Norfolk, in November 1943. The squadron was part of No 100 (Special Duties) Group, which had recently been formed to provide radio countermeasures to confound the German night fighter and air defence system, and to reduce the RAF's heavy bomber losses.

Flying in specially equipped Wellingtons and Halifaxes amongst the main bomber attack force, Cooper had the task of gathering signals intelligence on German radar and radio transmissions.

After 10 operations collecting data on the frequencies used by the early warning radar sites positioned along the coast of the North Sea and the Bay of Biscay, Cooper started flying over Germany in the two-seat Mosquito. Undeterred by the fact that he had not trained as a navigator, he went on to complete many long-range operations over Germany.

After completing 30 operations, he was awarded a DFC for bringing back exceptionally valuable "Y" information (signals intelligence). His commanding officer commented that he had *"never seen Cooper ruffled on returning from any operation"*.

The son of a builder, Henry Bradfield Cooper, always known as Hank, was born on May 4th 1919 at Chevington, near Bury St Edmunds. After attending West Suffolk County School, where he excelled at sport, he joined the Post Office as an apprentice engineer in 1936. At the outbreak of war, he was working on secret transmission systems at RAF Mildenhall. Within a few weeks he was called up by the RAF.

Cooper trained as a Wireless Operator and Air Gunner before joining No 149 Squadron, based at Mildenhall, operating the twin-engine Wellington bomber. He flew his first operation against Gelsenkirchen in January 1941. Over the next six months he completed 32 raids on Germany, attacking Berlin, Hamburg and Cologne. He described this period as his most *'frightening and hair-raising'*; by the end of the war, he and one other were the only survivors from his crew of six.

At the end of his tour, he was mentioned in dispatches and commissioned pilot officer. For his rest tour, he instructed at an operation training unit at Wellesbourne, near Warwick.

On the night of May 30th 1942, Cooper attacked Cologne during the first of Air Marshal Sir Arthur 'Bomber' Harris's 1,000-bomber raids. Operation Millennium. To achieve this, Harris employed almost 400 aircraft from the bomber training units, manned by instructors. Two nights later, they flew on the second 1,000-bomber raid to attack Essen.

After completing his tour on No 192, Cooper spent some time working in the air intelligence branch at the Air Ministry. *"I didn't like this inactive work"*, he recalled. *"so strove hard to get back on operations."* In November 1944, he volunteered to return to No 192 and, over the next four months, flew a further 35 operations over Germany. As the war drew to a close, jamming and diversionary operations became the primary role for No 192.

Cooper's last flight, on April 24th 1945, was when he accompanied the bomber force to Munich. It was his 100th operation over Germany, a unique record that was recognized by Geoffrey de Havilland, and by workers at his Mosquito factory, who presented Cooper with a painting of his aircraft. Shortly afterwards, it was announced that Cooper had been awarded a DSO.

Cooper's Squadron Commander commented that *"his keenness for operational flying is quite exceptional. His great technical ability, cool skill and strong sense of duty have caused him to be chosen for the most difficult tasks. His devotion to duty has been exemplary."*

When the war ended, Cooper was sent to the Radio Warfare Establishment, where he continued to work in the secret world of radio and radar surveillance. Always a modest man, all he would say of this was that *"we investigated various radars"*. Some of these included captured German systems.

In the Autumn of 1948, Cooper returned to the GPO. In the course of the next 32 years there, he received regular promotions, culminating in his appointment in 1976 as the deputy telephone manager for the City area of London. During his service with the GPO, he was awarded their silver medal for his Paper on *'The Gas Pressurisation of Cables'*.

Cooper retired to Suffolk in 1980, moving to Cornwall three years later. A first-rate squash player, he represented the RAF in 1948 and in the 1950's was twice champion of Suffolk. He also won the Civil Service championship and represented Cambridgeshire until 1962. At the age of 50 he regained his club championship. In 1970 he joined the British champion, Jonah Barrington, to make a series of squash tutorial programmes for Anglia Television.

Otherwise, Cooper enjoyed shooting and fishing, and remained a strong supporter of the Cromer tennis and squash club. He always had a strong sense of humour.

Hank Cooper died on August 22nd 2005. He married Diane Johnson in 1950, who survives him with their son and daughter.

Edited from The Daily Telegraph,
Monday September 13th, 2004

Diane writes: *'... it was a great honour to have Hewsy's Obituary recorded in the Daily Telegraph. He was such a modest man that many people were surprised and also pleased. He had a service in West Runton Church - which was packed, over 200 in the congregation. His ashes are buried in Chevington graveyard (his birth village and our daughter's home also). We had 54 years of super marriage and I miss him very much. His humour touched everybody.'*

Reminiscences of an Air Gunner

by Norman 'Clem' Storey

I must congratulate you on the most interesting contents of the 100 Group magazine, now 'Confound & Destroy'. This, to me, is one of the most enjoyable reads of all the various Association newsletters and magazines I receive.

I joined the RAF in February 1943. When I had finished my training, I was posted to 30 OTU Hixon, Staffordshire. This is where we crewed up and to train on Wellingtons - the usual casual approach of wandering around and gradually forming part of a crew. I remember at the time I was friendly with another air gunner. We approached a pilot and asked if he was looking for a gunner, which he was. We could not both join his crew, and I remember saying to my friend "*You join the crew and I will find another pilot*". I wonder if this gesture on my part saved my life due to the heavy losses sustained by Bomber Command in the ensuing winter.

I joined up with a pilot, Len Young, who, before he accepted me into the crew, interrogated me about my swimming abilities. I told him quite truthfully that before the war I would often do a mile swim. With this I was accepted and it was later that I found that the rear-gunner was responsible for the dinghy in the event of ditching. Our navigator was Alf Shields, who had already done 10 ops on Blenheims in the Western Desert.

After finishing our training at Hixon and following our training at Heavy Conversion Unit, we were posted to 103 Squadron, Elsham Wolds, Lincolnshire. Our pilot did not do a second dicky trip and when we were told it was "*Ops on*" and we were going as a crew, we presumed they would not send us on an Op without the pilot having done his second dicky unless it was considered not too heavy a target. It turned out to be the first raid on what was to become known as "*The Battle of Berlin*" on the 18th November 1943. We went again on the 22nd and 23rd - three times in five nights to Berlin was our initiation, eventually completing 10 trips to the big city. When we had done 20 Ops Alfie, our navigator, was screened and posted away from the Squadron. After finishing our tour we were posted our various ways. I went instructing at 28 OTU, Leicestershire. I met up with another gunner and we spent a lot of spare time together and then we were both posted to 214 Squadron.

We arrived on a cold winter's night, deposited at a hut by the WAAF MT driver. On entering we made straight for the stove to thaw out. There were already 5 or 6 members of a crew in the hut, some of them Canadians. Naturally one of our first questions was "*What aircraft are we flying?*" We were rather staggered when they

told us Flying Fortresses, as at that time like so many others we knew nothing of 100 Group. We asked why Bomber Command had Fortresses, and they told us it was much too secret for them to disclose. Then one of them suggested another should tell us how they had looped in a Fortress a few nights earlier together with other hairy exploits. Jack and I listened and said nothing. However, after we had thawed out a little, we took off our great coats and under our brevets was the ribbon of the 1939-1943 Star. They asked "*Have you been on ops before?*" and Jack replied "*Yes we have both completed a tour, my friend did 10 on Berlin and I did 9*" this rather subdued their conversation.

The next morning, we boarded the bus to take us up to the Camp. We stopped at Blicking Hall to pick up some officers, and who should get on the bus but Alfie Shields. We stared at each other and simultaneously said "*What are you doing here?*" It turned out that we had both arrived the previous evening. When the time came to crew up Jack and I joined Flying Officer Woods and Sid (Woods) said "*I am looking for a Navigator*" I suggested Alf Shields and Sid said "*Is he any good?*" I replied "*Well he got me through my first tour and I have no doubt he will get me through this one*". Through this remarkable coincidence we flew our second tour together.

Our first trip was to Chemnitz on 14th February 1945. We were all a Second Tour crew, and I remember when flying 103 Squadron, on two occasions, air gunners posted to 103 for their second tour had gone for a burton on their first trip. On our way to Chemnitz we were attacked by a JU88. I thought to myself, this is it. However a short burst from the rear-gunner drove him off. We did 14 ops with 214, the last being the last raid of the war on 2nd/3rd May and our target was Schleswig.

Members of my 103 crew have passed on and I never kept contact with my 214 Squadron crew except with Alf Shields. I met my pilot Sid Woods two or three times at 214 Squadron Reunions, but sadly he has passed on. The only one that I am in contact with now is Alfie Shields. We occasionally telephone each other and there is still that same wonderful bond between us

Norman 'Clem' Storey

BACKGROUND TO WELSH POET & AUTHOR

Ernest Walter Hughes

In 'A Quiet Corner' we have been printing some of Ernie's poems. He reflects on what brought him to this place.

Ernest Hughes was born on 25th April 1921, in the village of Moriah, 3 miles from Aberystwyth. At an early age, the family moved to Canvey Island, Essex, and here, at the age of five, he first went to school and was taught a love of literature.



In 1932, the family returned to Wales and Moriah and his last schooling was for two years at Ardwyn County School, Aberystwyth. He was then employed as an Apprentice motor mechanic in a local garage and three years later, enlisted in the RAF volunteer reserve; this in August 1940. He first trained and served as a Flight Mechanic Engineer; later, following further training, he qualified as a Fitter II Engines and was posted to No 130 (Punjab) Squadron - an operational Spitfire Squadron then based at RAF Station Perranporth, Cornwall. In December 1942, he volunteered for aircrew duties, qualifying as a Flight Engineer in May 1943. He completed a tour of operations with No 76 (Bomber) Squadron based at RAF Station Holme-on-Spalding Moor, Yorkshire, from June 1943 to December of that year. After a period as an Instructor, he returned to operational flying with No 171 (Special Duties) Squadron, based at RAF Station North Creak, Norfolk. Here he completed a further 18 operations. He was released from the Service in May 1946.

He then returned to employment as a motor mechanic, later to aircraft work as an engine fitter. In 1956, he obtained employment on helicopters, abroad in the State of Qatar, Arabian Gulf, and eventually, obtained an aircraft maintenance engineers licence. Off and on, over a period of some ten years, he worked on helicopters and fixed-wing aircraft in Iran, Aden, Nigeria, and back in the Arabian Gulf; inbetween working on aircraft in the UK.

It was in 1984 and on that he carried out the bulk of his poetry writings; previous to this, over the years, he had written some 15-20 poems and a couple of short stories. Regardless of his wanderings, his heart and home always remained in the Land of Wild Wales.

Overseas News

The Halifax Aircraft Association



'President's Report

March 2006

On November 5th, 2005, Halifax NA337 was 'unveiled' before over 1,500 members and guests in the new section of The Royal Canadian Air Force Memorial Museum at Canadian Forces Base, Trenton.

The Halifax was hidden by a surrounding of cargo parachute silk shroud... Dave Devall, ex-Airforce and now CTV Weatherman, was our Master of Ceremonies and, dressed in a formal tartan and jacket, did a fine job...

It was meant to happen! When 17 year old Tore Marsoe was awakened at 2am on April 28, 1945 by the sound of an aircraft in trouble overhead, he had a strange feeling of closeness to the crew who eventually ditched in Lake Mjosa.

When Tore, after returning to Norway, decided in 1980 something should be done about the aircraft in the lake, and he, Jan Eric Kleven and Rolf Liberg, located the aircraft by sonar search, but could find no help in salvaging it as a memorial to those who died for the freedom of Norway.

In 1994, John Turnbull, Allan Caine, John wright, Al D/Eon and myself along with Bruce Allan, photographer, and Karl Kjarsgaard, Canadian Airlines Pilot, formed The Halifax Aircraft Association as a reaction to the Revisionist, Denigrating Saga 'The Valour and the Horror' by the McKenna Brothers. We chose the Halifax Bomber to represent the Heritage left to all Canadians by the 50,000 Canadians who flew in Bomber Command and the 10,000 who died for the cause of Freedom. Karl, in his research at the Imperial War Museum, found out about Tore Marsoe's Halifax in Lake Mjosa, Norway. He went to Norway and met with Tore and Rolf who agreed to show us the location of the aircraft. We met with Dag Ammerud and Gunnar Gundersen of Dacon Subsea who agreed to do the salvage even though we did not yet have the \$320,000,00 funding.

It was meant to happen! when 12 Canadian Airforce Personnel under the command of Lt Doug Rutley went to Norway to dismantle and crate the salvaged aircraft for shipment to Trenton by four C130 Cargo planes in December 1995. When Ken Kee, as Executive Director of The Royal Canadian Air Force Memorial Museum, suggested we meet with Bill Tytula who became the Project Manager whose mandate was to have NA337 restored to be technically correct according to the original drawings, Bill chose Paul Botting, Restoration Supervisor, who had worked with Bill at Field Aviation.

It was meant to happen! A group called Rescue 57 became very much involved in searching for and providing us with many parts required for the restoration. When NA337 ditched, the tail broke off and about 20% of the fuselage was destroyed. Ian Foster found a section of Halifax fuselage on the Isle of Lewis, Scotland, being used as a 'hen shed' on the farm of Mary McKenzie. We were amazed to find that the frame number of the end number of the 'shed' matched the frame number of the forward part of NA337's tail section. We bought it for £10. Ian also found the bomb bay doors being used as walls in the garden of Pluscarden Abbey in Northern Scotland.

Today, with the help of many friends, including people of CFB Trenton, over 50 volunteers and over 5,000 HAA Member/Donors and 10 years, we now see what was ***meant to happen!***

Our thanks to Hugh Holm for letting us share these special moments
sent through Phil James



NOSTALGIA

Do you have something you need
or want to give away?

URGENT ... Wanted by Blind Member

Please, can anyone help me?

I would very much welcome someone who has use of a tape machine to transcribe '*Confound & Destroy*' Newsletters onto audio tape for me.

Please contact the Editors for further details about this.

This is an urgent appeal from a valued RAF 100 Group Association member who we would dearly love to help. At present, it is his wife who reads aloud the Newsletters to him. But much as he appreciates her help, he would welcome being able to ideally read for himself, or else to listen to them on tape, allowing him to return to items of special interest to him when he chooses.

The Editors do have experience of offering transcription services in the past, and translating written information to large text, tape and Braille. However, we do not currently have a cassette recording machine which would enable this to happen, and we do feel that our time is already fully occupied with all that creating quarterly Newsletters entails, much as we would like to help.

If you have a cassette recording machine and you feel that you can help in this way, please contact the Editors as a matter of extreme urgency so that we can let you have a copy of the Newsletter as early as possible to provide this service.



'As a new member of the Association and having received my first Newsletter, may I compliment you on such an interesting one. I am really keen to contact Peter Witts, long standing member, as we were at Oulton at the same time and we spent some happy times in Norwich when we were on Standing Down. If it is possible, can you let me have his phone number or his email address if he has one. Hope you can help'

John McLaren

Note from Editors: After discovering that both have lived in Cornwall for some considerable years, John has now been in telephone contact with Peter and we understand that they have arranged to meet together.



'Thank you for the 'Confound & Destroy' Summer 2006 and the 2006 Reunion Highlights, both have been read with considerable interest and enjoyment. I was particularly interested in Jack Ball's piece and I would like to get in touch with him again as we both served at Foulsham. Watton and Shepherd's Grove, where I was appointed Special Signals Leader until my demob in January 1947. I wonder if you would be so good as to send the enclosed letter on to him. I certainly remember both F/Lt Harold Jordan by whom I was recruited in London for service with 192 Squadron, and F/Lt Hank Cooper, whose obit was sent to me by my brother. I never beat him at Squash either! He was no mean Hockey player either, as was GC Vic Willis ...'

Eric Clarkson

Note from Editors: Eric's letter was duly passed on to Jack, and the two are now back in contact again.

Dear Editors,

Does anyone have an address for a Mr Bennel whose brother, Sgt Punnett was in Staff's crew? He wrote to me and I lost his address.

Martin Staunton



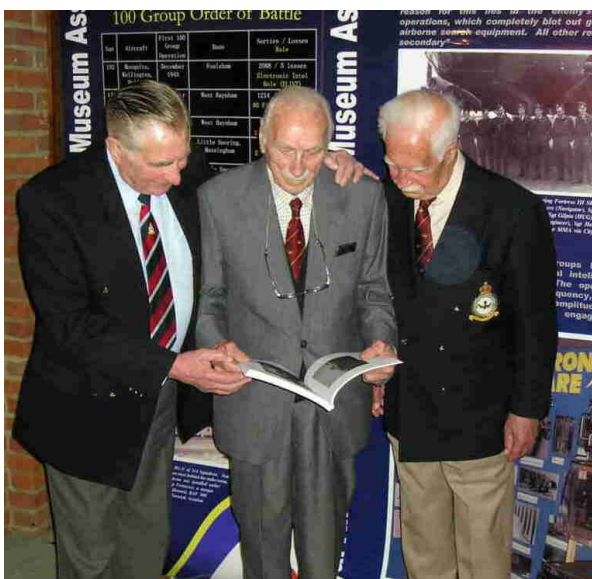
Dear Janine & Ian

Apparently in the book 'Avenging in the Shadows' by Ron James, the author unsuccessfully tried to find out what a fortress piloted by Corke was up to on a mission just before the Battle of Arnhem. I would like to contact the author as my Dad was on this flight and he will be able to put him in the picture, although he is a bit concerned as it states in the book that the sighting of this flight set up a chain of events which may have had a significant effect on the outcome of the Battle at Arnhem.

Please can you contact me with any details you may have.

Peter Foscett

Editors Note: *Sadly, Ron James died in the 1990s, and this news has been passed on. However, we will continue this discussion in the next Newsletter because Peter's father is going to share more of his experiences with us. Watch this space!!*



214 Squadron Veterans look at a copy of -
'Avenging in the Shadows'
by Ron James
at the 2006 Reunion in May.

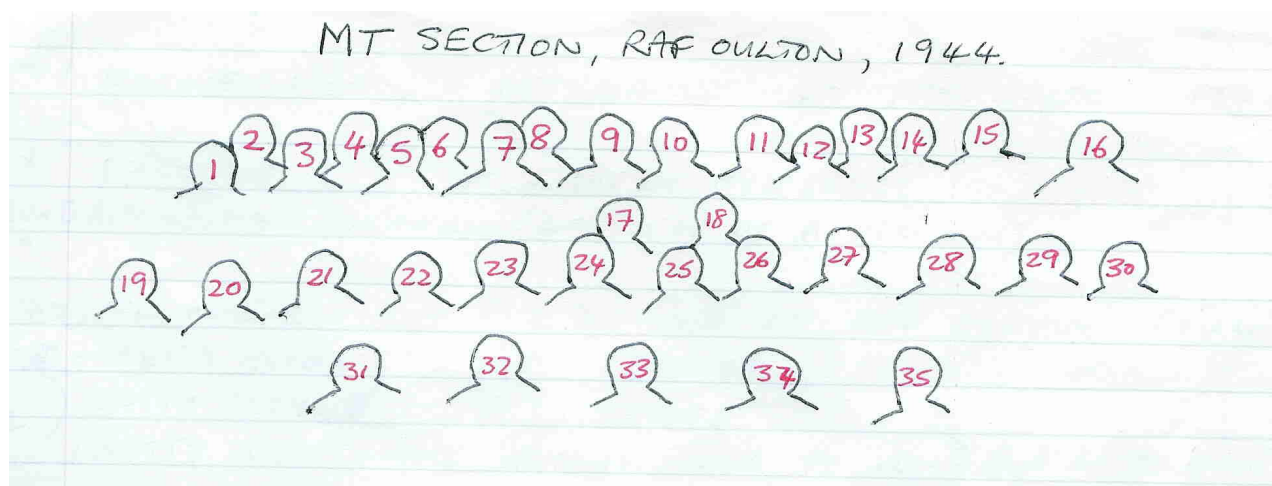
The following photograph was sent in by a Member and appeared in the last issue. They were interested in tracing and knowing more about the people. We are pleased to say that we have had a response from Win Seeley (nee Tomlinson)

'First of all, let me say how very interesting I find the Newsletters - thank you so much. With regard to the photograph of the MT Section on page 25 'Summer Issue' - I do hope the enclosed particulars will be of some assistance to you. The only information I have of 'Mary' is that she arrived to join us at Oulton on November 5th 1944 - her name could be Shears (I kept a small diary of Events during my Service career!). I was at RAF Scunthorpe, then moved by road to RAF Oulton until the end of 1945. I hope the following helps.

Win Seeley (nee Tomlinson)



MT Section at RAF Oulton, 1944.



- | | |
|----------------------------|----------------------------------|
| 1. ? | 18. Cpl or Sgt Fred Thole |
| 2. ? | 19. ? Cpl |
| 3. ? | 20. Dorothy Butler |
| 4. ? | 21. Hazel Robbins |
| 5. ? | 22. Connie ? |
| 6. Walter Houghton (Curly) | 23. Cpl ? |
| 7. ? | 24. Paddy Stevenson |
| 8. Cpl Barlow (Office) | 25. Nan Mainwaring |
| 9. Sparks | 26. WINIFRED ELIZABETH TOMLINSON |
| 10. ? | 27. Olga Miller (Dusty) |
| 11. ? | 28. Elsie Shultz |
| 12. ? | 29. Janet Hodges |
| 13. ? | 30. ? Corrine? |
| 14. Charlie? | 31. Flt Sgt |
| 15. Cpt Sidery | 32. WO Saunders? Or Taylor? |
| 16. Doreen Rowbottom | 33. Salew |
| 17. ? | 34. (Snitch) |
| | 35. Evans |

Win also sent in the following information on the Personnel in the MT Section in 1944 at RAF Oulton -

- 21. [Hazel Robins](#), (now Southgate), lives in Bury St Edmunds
- 22. [Connie](#) came from a little village nr Fakenham in Norfolk
- 24. [Paddy Stevenson](#), married someone called Smith and moved to Streatham in London. Paddy came from Ballymena, Co Antrim.
- 27. [Olga Miller](#) came from Liverpool
- 29. [Janet Hodges](#) married someone called Moyes (Signals) from Leicester.

NOT in the picture :

[Mollie Ward](#) - MT Driver, [Lil Fossie](#) - MT Driver, [Betty Allan](#) - MT Driver, [Betty Clark](#) - MT Driver (Betty and Connie always used to row, but were good friends)
[Cpl Merry](#) - MT Driver, [Irene Oakley](#) - MT Driver (now Houghton, married to Curly and living in Scunthorpe), [Marjorie?](#) - MT Driver (lives in Aylesham?, husband was on ground staff at Oulton - they turned up at a Reunion). [Joan Burrows](#) - MT Driver, [Nellie Dawson](#) - MT Driver (she was a friend of Doreen Rowbottom, both drove for 223 Squadron at times). [Judy](#) - MT Driver, [Mary \(Shears?\)](#) - MT Driver. Plus two Irish girls in the hut who put a dead rabbit or something in [19's](#) bed!!

(Thanks Win for all the information, I hope I have copied it right! Ian)



Final Postings

*Death is but crossing the world as friends do the seas
-they live in one another still.*

- 192 Squadron** Sqd/Ldr **George Ward** DFC Phil James' Canadian pilot
- 192 Squadron** Flt/Lt **Paddy Passmore** DFC Canadian pilot
- 192 Squadron** **John Cooke**, who was a regular at 100 Group Reunions, attending each year from 1997 to 2004, travelling to Norfolk from his home in Kent. John always enjoyed the Reunions and we believe that he left the Museum's building fund a bequest and his collection of aviation books and memorabilia to the archive collection.
- 192 Squadron** **Ron Phillips** has passed away after facing illness with great dignity in late 2005. Ron, although a native of Cornwall, was a resident of Aylsham and therefore a local member of the Association. Kay and I represented the Association at his memorial service at Aylsham Methodist Church where Ron had been a committed member of the congregation. (*Kelvin Sloper*).
- 192 Squadron** **Ted Gomersall** passed away on 30th November 2004,
- 192 Squadron** **Hank Cooper DSO, DFC** passed away last year, 2005. (*A memorial piece is included in this issue to him.*)
- 192 Squadron** **Michael Simpson**, a W/Op and F/O has recently passed away on the Isle of Man. He is remembered by Alan Thomsett on the 'Letters Page' of this Newsletter.
- 214 Squadron** **Geoff Liles** passed away on 4 March 2006 after a long illness. Geoff was a pilot with 214 Squadron at Oulton and a member of the RAF 100 Group Association for many years.
- 214 Squadron** **Mr J Creech** passed away in April 2006. Mr and Mrs Creech attended our 2005 Reunion and we remember with fondness how much Mr Creech enjoyed our visit to Oulton and particularly the coach tour around the airfield.

- 214 Squadron** **Don Austin** has recently passed on and is remembered by Les Bostock on our '*Letters Page*' in this issue.
- 233 Squadron** **Arthur Anthony**, a Flight Engineer on 223 Squadron and a very valuable member of our committee when at the start of the Association; passed away on May 13th after a long struggle with Alzheimer's disease. He leaves a widow and son. Arthur will be sorely missed by everyone who knew him. (*Martin Staunton*)
- 49 Squadron** **Len Bradfield**, a founder member and director of the City of Norwich Aviation Museum for many years, passed away in late November 2005. Len joined the RAF at the start of World War Two training as a navigator bomb aimer. While on operations, Len was shot down in Lancaster ED625 of 49 Squadron. Only Len and his pilot Johnny Moss survived, spending the rest of the war as prisoners. Len returned to Britain with injuries he had sustained in a frustrated escape attempt and was nursed back to health by Nora, who he soon married. He became a surveyor for Norfolk County Council until his retirement. His friendship, advice, patience and knowledge were an inspiration to all who knew him, we shall miss him. (*Robert Walden*)

If anyone else has names they would like to put forward, please send them to us to be included in the next issue.



Since printing Ernest Hughes poignant poem 'Squadron Memories - Reminiscence' in the Summer issue of the Newsletter, he has been kind enough to share three further books he has written. We have also been swamped with poems from other sources. We will therefore be sharing these in future copies.

Twenty-One

The pain has stopped
for I am dead,
my time on earth is done;
but in a 100 years from now
I'll still be twenty-one.
My brief sweet life is over,
my eyes no longer see,
no summer walks,
no Christmas trees,
no pretty girls for me.
I've got the chop, I've had it,
my nightly ops are done.
Yet in another 100 years
I'll still be twenty-one.

Unknown

*(sent in by Phil James who first heard it read by Bill Reed, VC,
many years ago at a B C Reunion in the Dorchester Hotel.)*

A Question to the Country

We fought ... we died ... in dark of night,
the country shared our pain.
Night after night we conquered fear,
and yet we flew again.

We fought ... we died ... in hostile skies,
our freedom we held dear,
our nightly fears suppressed each time
the runway's end drew near.

We fought ... we died ... the only force
whose lives were forfeit then.
In hour of need our country called,
and boys changed into men.

We fought throughout ... until war's end,
Oh, how we fought ... and died.
We fought ... and counted not the cost ...
Why are we vilified?

sent in by Phil James, with the accompanying note:

*'There was no Lordship or Peerage given to Sir A Harris like the other chiefs,
also no special medal as other Commands had.'*



Ian Kirk (the original 'Virgin Soldier'!) has been awarded a medal by the King and Government of Malaysia. It is a medal the British Government said he couldn't have given that *"a British serviceman cannot accept a medal from a Foreign Nation five years after the Event!"*

The Pingat Jasa Malaysia Medal.

It was in 1964, that Ian was posted to Borneo as a young soldier to help Borneo and Malaya fight for and form an independent 'Malaysia'. After two and a half years service in Borneo and Malaya, out of a total of ten years in total as a serviceman stationed mainly abroad; Ian returned home in 1966.

Ian (now co-editor of this Newsletter) says about the award: *'better late than never... although I think it may clash with my red and white pyjamas!'*

* * * *

1. BENEFITS



Martin Staunton starts off this new section with a warning:

'Don't attempt to apply for Attendance Allowance on your own. We have come across several people who have tried and failed, and then succeeded when they asked Age Concern to help them.'

Janine & Ian would totally endorse this advice. We worked with disabled people, including Deaf & Blind, as well as elderly and found this very much the case for all types of Benefits, including DLA, IB, etc.



Recommended by Members

'Instruments of Darkness'

by Alfred Price

This book comes highly recommended by Phil James who says you need the 2005 edition which might be obtained at the library.

'Espionage in the Ether'

by William and John Rees

'Mosquito - Bomber/Fighter Bomber Units 1942-45'

by Martin Bowman

'Nina & Vic: A World War II Love Story'

by Janine Harrington, published by Woodfield Publishing

Copies now available through Bookshop at Museum

'Out of the Blue'

Edited by Laddie Lucas

Halifax at War

by Brian Rapier

One Man's War

by Johnnie Clark D.F.C

Published by Peacock Press of Holt, all profits going to the RAF Benevolent Fund

First Light

By Geoffrey Wellum, published by Penguin

Geoffrey did a four year tour of duty with 192 Squadron, and shares in this book his experiences as a fighter pilot through World War II.

Mosquito Pathfinder

By Albert & Ian Smith, published by Crecy

A Navigator's 90 WWII Bomber Operations

The Silver Thread

By Ernest W Hughes

A lovely book of poetry, dedicated to all those who served in RAF Bomber Command 1939-1945.

The Golden Lure

By Walter H Berry

The Pool of Light

Further poems by Ernest W Hughes

A Patch of Blue Sky

A narrative poem by Ernest W Hughes

(All of Ernest Hughes books above are available for £5, postage & packing included, direct from the author. Please contact Editors direct for address and details).

Circuits and Bumps

By Gerhard Heilig, published by Woodfield Publishing
Reminiscences of an airman in war and peace.

The Cry of the Nightjar

By Gerhard Heilig
A novel based on the author's wartime RAF experiences.

... & Magazines

'Aeroplane'

Published monthly £3.45

'Airmail'

Published quarterly

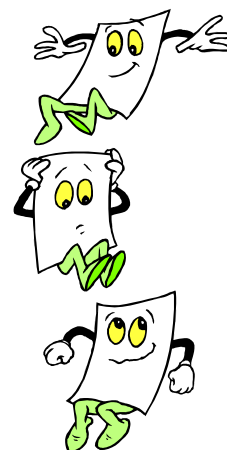
Journal of the
Royal Air Forces
Association

ACA Magazine

RAFA Magazine

Bomber Command Magazine

Fly Past Magazine (see July & August issues for write-up of RAF 100 Group)



100 Group Related Items

Available from the City of Norwich Aviation Museum Shop

BLAZER BADGES

We can supply the following 100 Group badges:

100 Group Crest, 85,157, 171,178,192,199,214,223,239 and 515 Squadrons.

We can now obtain blazer badges for any other Royal Air Force Squadron to order.

Please contact us with your requirements; delivery of specially produced or out of stock badges will take around four to six weeks. Our supplier is based in Pakistan, this is causing some delay in delivery

All badges are £12.00 each (inc postage)

PLASTIC COASTERS

We have square plastic coaster available with the following Squadron crests 171,192,199,214 and 223 Squadrons and the 100 Group Headquarters. The Engineering Science Aviation Group at Oxford University who donate the money they charge us to the Royal Air Force Benevolent Fund makes these coasters especially for us. *Each coaster costs 75 pence (post free)*

BOOKS

Avenging in the Shadows - Ron James

We already have sold nearly 100 copies of this republished book on the history of 214 Squadron. For the requirements of modern methods for small run publishing, Avenging in the Shadows is A4 sized, soft backed and has 253 pages.

Publisher: Compaidd Graphics, £15.50 from the Museum, or £18.00 by post

Ordinary Man, Super Pilot-The Life and Times of Roy Hastie-Dr Peter Lovatt

Roy Hastie was just an ordinary man, who felt it his duty to volunteer in spite of being near the age limit. He qualified as a pilot in 1941 and joined 53 Squadron flying Hudsons in Coastal Command. After operations with 53 Squadron in both Europe and the USA, he became an instructor in the Bahamas. After surviving ditching his Mitchell, he returned to the UK where he was asked to help form 223 Squadron, 100 Group. After completing a tour of operations, he was awarded a DFC.

Written by RAF 100 Group member, Dr Peter Lovatt

Publisher: Compaidd Graphics, £9.50 plus postage of £2.00

100 Group (Bomber Support) - Martin Bowman

A new book to be published in September 2006, this is the first book in a new aviation heritage trail series. This is what the publisher has to say; *'as part of the AHT guidebook series, the airfields and interest in this book are concentrated in a particular area, in this case Norfolk. The growing importance of the electronic war in the air in 1943 caused the creation of 100 Group to fly both defensive and offensive sorties employing highly secret radio counter measure equipment. This book looks at the history and personalities associated with each base, what remains today and explores favourite local wartime haunts where aircrew and ground crew would have gone.'*

Martin Bowman lives in Norwich and is a good friend and supporter of both the Museum and the RAF 100 Group Association, we are sure that this is a book to look forward to. You can reserve a signed copy from us for despatch on publication.

We already have many orders recorded and will send a card advising when this book is available.

Publisher: Pen and Sword, soft back, 192 pages; £10.99 + postage of £2.

Corgi Die cast Model, Liberator 223 Squadron, Oulton

This 1/72nd scale highly detailed model of Liberator, 6G-J, has a wingspan of around 12/15" and being made mainly of metal is quite heavy. It can be displayed on a stand or on its undercarriage. Retailing in the shops at between £99.99 and £109.99, we now have access to a very limited number of these models at special price of *£57.00 including carriage.*

**We can accept credit card payments by telephone,
ring the Museum on 01603 893080 during its opening times.**

Or

**send your order with payment by post to:
The City of Norwich Aviation Museum,
Old Norwich Road, Horsham St Faith, Norwich, Norfolk. NR10 3JF.**

Dates for your Diary

2006/07



DECEMBER 2006

1st

Deadline for inclusions in **Winter issue** of 'Confound & Destroy' 100 Group Association Newsletter, due out for January 2007.

JANUARY 2007

1st

Annual Subscription due for RAF 100 Group Memorial Museum Association Membership.

(Please note: Membership fees have gone up for the first time since the Association was formed.

They are now £10 per person. Please contact the Museum if there is a problem.)

MARCH 2007

1st

Deadline for inclusions in **Spring issue** of Newsletter, due out in April.

MAY 2007

11, 12, 13th

RAF 100 Group Association Reunion ... Hurray!

(Any suggestions for visits and activities gratefully received! Please contact the Museum direct with them.)



JUNE 2007

1st

Deadline for inclusions in **Summer issue** of Newsletter, due out in July.

SEPTEMBER 2007

1st

Deadline for inclusions in **Autumn issue** of Newsletter, due out in October.

DECEMBER 2007

1st

Deadline for inclusions in **Winter issue** of Newsletter, due out January 2008.

100 Group Order of Battle

SQD	AIRCRAFT	1st 100 GROUP OPERATION	BASE	SORTIES, LOSSES ROLL
192	Mosquito, Halifax Wellington	Dec 1943	Foulsham	2088/5 Losses Electronic Intel/Flint
141	Beaufighters, Mosquito	Dec 1943	West Raynham	1214/11 Losses 80 EA, 58 Trains, 7 Ships Dest
219	Mosquito	Jan 1944	West Raynham	1394/9 Losses 51 En AC Dest
515	Mosquito	March 1944	Little Snoring, Messingham	1366/21 losses 27 En AC Dest
169	Mosquito	Jan 1944	Little Snoring	1247/13 Losses 25 En AC + 1 V1 Dest
214	Fortress	April 1944	Sculthorpe, Oulton	1225/12 Losses Electronic Jamming
199	Stirling, Halifax	May 1944	North Creak	466/6 Losses Electronic Jamming
157	Mosquito	May 1944	Swannington	1336/5 Losses 37 En AC +39 V1 Dest
85	Mosquito	June 1944	Swannington	1190/7 Losses 71 En AC+30 V1 Dest
23	Mosquito	July 1944	Little Snoring	1067/8 Losses 18 En AC Dest
223	Liberator Fortress	Sept 1944	Oulton	629/3 Losses Electronic Jamming
171	Stirling, Halifax	Sept 1944	North Creak	583/4 Losses Electronic Jamming
462 RAAF	Halifax	March 1945	Foulsham	621/7 Losses Jamming/Windows
36 & 803 BS	Boeing B-17F P38	Jan 1944	Sculthorpe, Oulton	1211/0 Losses Electronic Jamming
857 & 858 BS	Consolidated B-24G	Jan 1944	Oulton	280/2 Losses Electronic Jamming



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