



Confound & Destroy

RAF 100 GROUP MEMORIAL MUSEUM
ASSOCIATION NEWSLETTER

AUTUMN 2007



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), with Len & Evelyn Bartram



Derek Waters
Trustee (Chair)

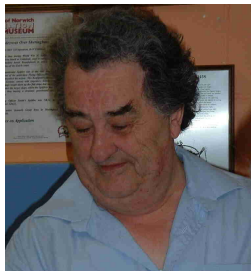


Kelvin Sloper
Trustee (Treasurer)



Kim Barwick
Trustee

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



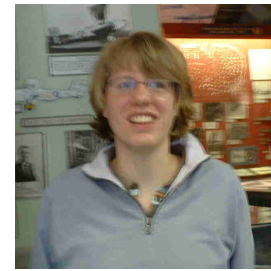
Rodney Scott
Custodian



Ann Scott
(Rodney's wife)



Robert Walden
Trustee/Curator



Steph Walden
Secretary



Right: Glen Ambler, Web Master

The Museum has over 90 volunteers
who work for the Museum and on
the Association's behalf



Dear Friends,

Yes, you've guessed it! We too got caught in the floods!! Thank you, Phil and Vera, for sending out your 'Rescuer' to make sure we were okay. And thank you to those members who telephoned and wrote to share your concerns. Dare I ask if Autumn has really arrived? And is there any Summer left to enjoy out there? We actually ended up with two fire engines camped on our front with a generator pumping water day and night. Twice they came over two weeks. And we were so glad to see the flood waters gradually recede. Anyone who knows Filey would be saddened at what the waters have done to the cliffs. It poured down, creating waterfalls and rivers where there were none before, and completely eroded roads and pathways, forcing the cliffs to fall on houses and lanes below. There are many residents still homeless and in temporary accommodation. Our thoughts go out to all members who have suffered at this time.

On a drier note ... a number of you have contacted us asking for a copy of the CD we created following this year's Reunion. Thank you Bob, Shirley, Rod, Cpl Paul Whitty and Jerry for adding your photographs to our own to make this a complete record of the wonderful weekend shared. We also used, with permission, photographs taken from the Oulton website: www.sevenchurches.org.uk. The CD has proved to be a real a success, especially for those who unable to come to Association Reunions, introducing them to members, and clearly illustrating the true feeling of friendship and support. Who knows, it might entice more members to attend for the future!

Finally, later this month, September, Ian and I are going to Belgium to visit my great uncles war graves. It will be the first time in ninety years that anyone from the family has managed this, and I am really looking forward to the experience. Two brothers of my grandmother died near Ypres and now lie in 'Flanders Field'. Having found out so much about them through my mother, I have wanted for some time to visit their graves and know their final resting place. We'll no doubt write something of our visit, including photographs, for next time.

Janine & Ian

All items for the Newsletter should be sent to Editors:

Janine Harrington & Ian Kirk,
Box 436, Scarborough YO11 9BT
Telephone: 07789 935021 Email: writers.retreat@lycos.com

News from the City of Norwich Aviation Museum



The main summer months of June, July and August are always the busiest time of the year at the Museum. A large percentage of our total visitor numbers arrive during this period and despite 2007's unpredictable and often bizarre weather conditions, we have enjoyed a successful summer.

July in particular was a very good month for us with good visitor numbers at the Museum and also our best ever results from our publicity and fund raising stand at the Flying Legends Air Show at Duxford. Apart from attending this major historic aviation event, we have attended a number of small local fetes very local to the Museum and in August, we sent our stand to the Rougham Air Show in Suffolk. Our presence at these events, whether large or small, increases awareness of the City of Norwich Aviation Museum and the RAF 100 Group Association. From the larger events, the high volume of sales made is a great boost for our fundraising efforts.

We have made slight changes to our publicity campaign for 2007 and direct mailings to venues from where we believe we can attract visitors have been successful. Our volunteers' efforts in visiting publicity leaflet outlets been much appreciated. A new poster, advertising some of the main features of the Museum, has been produced and this is of benefit in promoting the Museum where there are no facilities available for leaflets.

Dealing with large numbers of visitors puts pressure on our staff and volunteers. All our regular tasks become more intensive when the throughput of visitors is high and we are fortunate for the continued support of our committed and loyal members.

Restoration of aircraft and other exhibits has continued during the summer and at the time of writing we have the frame of the new shelter for the RAF Coltishall Cockpit Collection erected. During the next few weeks this new facility will be completed and then we will turn our full attention to finishing the two large wooden sheds that have already been assembled. By next spring, these three additional areas will greatly increase our covered display area enabling us to display more items from the Museum's collection.

The Museum is open every day each week, apart from Mondays until the end of October and we have several more fund raising events to attend during the next two months. We are looking forward to a strong end to the season before the quieter winter months to help fund the improvements we want to make to the Museum ready for spring 2008.

2008 RAF 100 Group Reunion

To confirm, this has been arranged for the weekend of **Saturday 10th and Sunday 11th May 2008**. We have paid a deposit to the Aylsham Lodge Hotel for the dinner and we understand that Horsham St Faith church have already booked the Aylsham Silver Band for the Memorial Service.

Several members have already made reservations at hotels around the Aylsham area for the Reunion weekend. In some cases, accommodation providers have asked for a deposit against room bookings and we have received a few calls at the Museum expressing concern at this.

Hoteliers will often ask for a deposit against a booking made well in advance of requested dates. Our advice is to ask and be clear if a deposit is required when making your initial enquiry. Please also remember that you could be asked to pay for accommodation booked and then not taken up. Late cancellation of a booking may legally entitle the hotel to payment of a very high percentage of the cost of the accommodation that had been requested. Again, we advise checking carefully before you confirm a booking. Some types of travel insurance are available that will cover late cancellations and the resulting costs.

We have been asked if the Museum will make bookings on behalf of members who are coming to the Reunion. Whilst we are happy to give general information on accommodation in the area, we consider that reservation of rooms and confirmation of the facilities available at hotels is a private matter between individuals and the service provider and we should not become involved in this. Our advice is to make sure that you have made it clear what facilities you require when making a booking, confirm this in writing as soon as the booking is made and to immediately complain to the hotel if anything is not as you expected during your visit. The very high workload at the Museum will not make it possible for us to deal with accommodation problems during the Reunion.

For the very best advice on accommodation in the Aylsham area, you can do no better than to contact the Aylsham Tourist Information Centre on 01263 733903 who can provide a full list of facilities.

Kelvin (Sloper)

Letters Page

Dear Members,

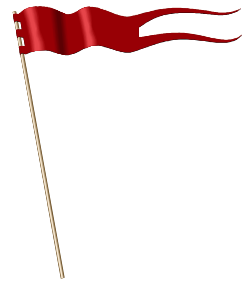
For those of you who stayed at Alysham Lodge Hotel for the 2007 RAF 100 Group Reunion, it might be of interest to hear that we took up your complaints and wrote on your behalf to the Management. We stayed there ourselves, so we were well aware of the problems encountered. However, we have had no response to our letter. We have booked again for next year, and can only hope that the problems are resolved and we can all be assured of a warm welcome and excellent service.

Janine & Ian

JULY 2007



Members might like to know that
Phil and Vera James
thoroughly enjoyed their attendance at
The Queen's Garden Party
at Buckingham Palace
on 16th July 2007



This is a photograph they previously sent in
with Phil presenting ex aircrew to Princess Anne
at Buckingham Palace



Phil James M.B.E (centre back) & Princess Anne

Dear Janine and Ian

We have just returned from Plymouth where we attended the Allied Forces Memorial Service, a rather wet occasion unfortunately, but nothing compared to what those whom we were remembering had to suffer.

A summary of the Allied Forces Losses may be of interest:

107,000 Members of the Royal Air Force
84,000 Members of the United States Air Force
42,200 Members of the Soviet Air Force

1939 - 1945 Royal Air Force Command Losses:

Ferry	209	Maintenance	662	Tech Training	1,345
West Africa	461	Transport	1,147	Fighter	7,436
WAAF	464	2 nd Tactical	2,828	Coastal	9,145
Balloon	499	Flying Training	3,863	Middle East	13,225
Army	634	SEAC	6,182	Bomber	58,378
Co-operation					



It was very nice to receive such a well stuffed envelope from your good selves, you really have put a great deal of time and effort to produce 'Confound & Destroy' Summer issue, Reunion 2007 Special, and the full 39 verses of the poem together with its provenance.

Many thanks, your efforts are appreciated.

Kindest regards

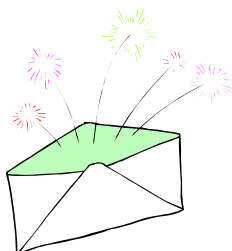
Howard Deacon

Dear Janine & Ian

We received Newsletter 20/06/07. First class again, thank you very much. It looks as if you had a very good Reunion Weekend and we were so sorry we missed it.

Love and best wishes

Vera & Phil.

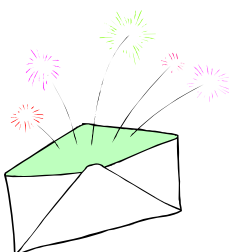


Dear Janine & Ian!

What a superb Newsletter and Supplement. A great job indeed! I notice next year's date. Is it again at Aylsham Lodge? Please confirm so we can book.

Regards

Gerhard



Janine and Ian,

Today I received your latest 100 Group works. What a lot to read. I do thank you both very much for all the hard work you have put in.

I have sent you a CD to put the Reunion pictures on. Have you been sent pictures from the photographer at Swanton Morley? As yet I have not received anything.

I was sorry to hear of the demise of Bob Davies. He was a bit of a maverick. He always had American cars. His own number plate with it was 214FMS. His hobby was going all over the world taking photographs of airmen's graves. Someone put me in contact with him. I rang him and he was going to Hanover the next day so he took a photograph of my Uncle's grave.

Once again, thank you for all your hard work.
Best wishes.

Rod Vowler.



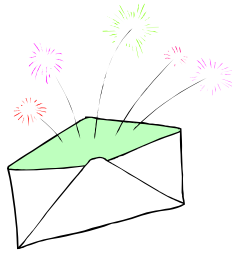
(Rod's Memorial piece for his uncle, Leonard Jack Vowler, appears on page 13.)

Hi Jan and Ian,

I received the quarterly and the supplement on Friday and it brought back memories of my wonderful time in May. The coverage that you gave my visit and my brother was great. I have received an e-mail from Harry Freeguard and I have sent him some pictures that were taken on that day.

Thanks again and I will stay in touch.
Thinking of next year!

As ever
Jerry Dennison



Greetings you two,

What about the Newsletter etc ... you must have put hours upon hours into them, absolutely fantastic! In fact they are all so good we have a suggestion to make.

What about having the back issues bound into books for the Museum? They have so much information in them it would be good reading in years to come long after we have gone ... or has this already been done?

See you soon

Rob & Jill

Note from the Editors:

Does any member have every one of the Newsletters since the beginning of the Association? If so, would someone like to 'volunteer' to put these together so that they can be displayed at the Museum as a 'book', putting all the information they contain in one place?

Shared Experiences



Len Bartram

Co Founder of RAF 100 Group Association



*Len & Evelyn Bartram with Hugh Holme from Canada (right)
who was with the Canadian Air Force in 192, at Foulsham*

Len and Evelyn Bartram helped to start the RAF 100 Group Association, working alongside Martin and his sister, Eileen Boorman. Len was certainly the first person to write to me when I responded to the advertisement he placed in 'Yours' magazine hoping to bring together people who had served in RAF 100 Group. He put my mother in touch with many of her wartime fiancé's friends and colleagues from Foulsham before she passed away. We have therefore given both Len and Evelyn their rightful position on the inside front cover of this Newsletter. Evelyn has written how it was for them in the beginning, and includes memorial pieces written for her husband, Len, illustrating a long and varied life, admired, respected and loved by all who knew him.

'Len and I first met Eileen and Martin one Thursday evening early September when they had just started to think about a Memorial for Oulton. I was at the kitchen sink washing up, it was about 7.30; a knock at the door and Martin and Eileen asked if Len Bartram lived here. They then said someone from Sussex had told them the chap you want to see and talk to is Len B. Anyway, they said they would not stay very long, but we all got on so well they stayed until 11.15. We really liked them. They were lovely friends from the start. Two weeks later, they came again with two of their friends. Once again, only a short visit, they said. After

endless cups of tea and home-made scones, it was 11.45 before they left. We had many happy times with them; lots of laughter.

When they were not in Norfolk, they would telephone sometimes three times a week. The talk was about Oulton and a few other RAF stations came into the conversation. They would talk about one hour on the phone. They were as you all know really lovely people and we do miss them very much. After Len died, Martin still telephoned me every week like many people. I miss that. But it was an honour to have known them and they have many friends who they made happy by starting the Association. We all made many friends.'

'Len Bartram of Stody Estate: a tribute

A much loved husband, father, grandfather and brother, a wonderful work colleague and friend, this quite remarkable man had a full rich life. Born in Gunthorpe, Len was firstly a paper boy, later a gardener and park keeper for the Festival of Britain, then becoming a nursery man. Len is perhaps the best known as the forester and planter of a quarter of a million trees, and I misquote, *'If you seek his monument, go into the Stody estate and look around you'*. The recipient of the Winston Churchill Memorial Trust Medal, presented to Len by the Queen Mother, following his forestry journey around Sweden as a Churchill Traveling Scholar. Len was a very knowledgeable and careful researcher, with a keen eye for detail; this clever man was a keen photographer, our villages' historian, a self-taught computer-literate, he introduced the villagers' Millennium video; an RAF historian; he took seven years to organize the Foulsham Reunion for those scattered worldwide ...'

Revd Robert Marsden

The Briningham Association of Churches (April 2002)

'Stody Parish Council: a tribute

Len was a man who devoted so much of his working life, and much of his spare time, to the well-being of Stody and Hunworth.

I first met Len soon after I moved to Hunworth in 1983, and already he was clearly a tremendous authority on the history of our two communities. When I had a chance to look at length at his typescript, it was obvious that he had applied a huge amount of time and dedicated hard work to amassing all this historical information. I was so pleased when in 2000 Len was able to publish a short account of Stody and

Hunworth - a small reward for all his local history research over the years. Len also memorably led the introduction to the Millennium Video account of Stody and Hunworth. The video was tremendously popular, and a milestone in our community life.

Len leaves another major legacy to this part of the world, namely all his work over decades as a professional forester on the Stody Estate. Time and time again, visitors to these two villages remark with pleasure on how many lovely trees and areas of woodland there are in this part of the Glaven Valley ...

Charlotte Crawley

Chair Stody Parish Council'



*Len Bartram during his forestry journey around Sweden
as a Churchill Traveling Scholar*

Used with kind permission by

Evelyn Bartram

In Memory

Leonard Jack Vowler, RAFVR No 1850003 Sgt, Air Gunner

Leonard lived at Bickleigh in Devon. He was in a reserved occupation as a Blacksmith and Farmer. His parent's would not give him permission to join up. To cover his interviews for the RAF he told his parents that as he was in the ATC and the leader was leaving and he was doing courses to take over his job. To join he said he was a year older than what he was. This rather miffed him as when he was actually 21 he could not celebrate it. When he left to start in the RAF in 1942, he arranged to be picked up in a lorry. He could not use the train as his sister controlled the signal box.



He started as Pilot Navigator Bomber. He went to No 7 Initial Training Wing at New Quay in Cornwall. He carried on training until 1944. At this time it was realised that there were too many RAF staff under training all over the world. And so in June he went to a reclassification Wing in London. They did aptitude tests, at the end of which they were all told they had passed. However, with that news came the stark choice - either to join the Army or become Air Gunners.

Of course, he took the Air Gunners Course which took him off to Walney Island in Cumbria, No 10 AGS. Here he was in a group with Peter Witts and the late



Len Vowler, back row, second from right
Peter Witts, middle row, second right

Harry Sykes. Leonard got a mark of 80.1%. This was worked out as they shot coloured bullets into a drogue. I am told this is a high mark. 39 from this course went straight to 223 Squadron, which was being reformed at RAF Oulton. Previously they were 111 OTU in the Bahamas on B24 Liberators.

The first crews were mixed. Then it was decided that permanent crews worked well. He joined Val Croft's crew.

In December 1944 the front turret was removed from the Liberators, which improved the handling. Len was the front gunner. His crew would not let him go so they drew lots. He still lost. Then he went to 1699 HCU at RAF Oulton. This Unit converted crews to the B 24 Liberator. While there he formed part of the crew with Norman Ayres.

Their final flight was on the night of 20/21st of March 1945.

They were part of a window force to make it look as if Kassell was being attacked. The Germans took the bait. They sent their fighters to this area. They were shot down by what is believed to be a Messerschmitt BF 110 with upward firing cannons called Schrage Musik.

Andrew Barron, a Navigator with Tony Morris' crew, thinks he saw the plane going down. Ayres managed to gain control of the plane. They went along throwing out equipment to lighten the load. Len bailed out. He was found dead in a tree still in his parachute. Probably there was not enough height for the canopy to open properly. The plane crashed in a wood. The only survivor was the special operator Coles. He came to in the wreck and found the Jostle set on top of him. He was seriously injured and handed over to the Germans. One will never know how many other lives were saved by his crew giving the ultimate sacrifice.

The total night operations are depicted on the wall in the City Of Norwich Aviation museum. Also they hold Les Matthews painting of the B 24 that he was shot down in. This was "T "Tommy, Arthur Anthony's lucky B 24.



The crew was buried in Buhle. A picket fence and memorial cross was placed at the graves.

About 1948, the British Government decided that all outlying graves should be re-interred in Hanover. This is where he now rests with his crew.

I have managed to visit his grave. The cemetery is an excellent War Graves Commission site.

My thanks go to Richard Forder for information in this story.

Rod Vowler

Rod is currently trying to get re-published Arthur Anthony's book '**Lucky B-24**'. This was "T "Tommy, the plane which went down in Germany on the night of 20/21st March 1945 in which Rod's uncle, Leonard Vowler, was part of the crew.



"BLETCHLEY PARK AIR SECTION support to RAF BOMBER COMMAND 1943-45"

Members may recall the discussions at the May 2007 Reunion about this subject and the very close relationship with the RAF Y-Service and especially with No 100 Group planning and operations.

The description of the Special Intelligence support in both strategic and tactical contexts provides a unique insight into the relationship with the Bomber Offensive and Radio Countermeasures. The Foreword has been written by Sir Arthur Bonsall, KCMG, ex-Director of GCHQ, who was one of the most key members of the Air Section at Bletchley during the war.

The publication with the same title as this article has 152 pages in A4 size with graphics and diagrams. The ISBN is 978-0-9557120-0-5. It will be available by mid-September from John Stubbington at:

Price £17.00 incl post & packing, payable to John Stubbington

Trinity Hill Bungalow, Trinity Hill, Medstead, Alton, Hants, GU34 5LT
Telephone 01420-562722: email: john.stubbington@btinternet.com.

This book can also be bought from the Museum as soon as it is available.
£19.00 post paid to the UK.

In Memory

F/Lt Jack Brigham DFC
by Len Davies



Crew of TS 524 6G-O 223 Sqn Oulton September 44 – April 45
F/Lt Jack Brigham's Crew

Back row: F/Sgt Fred Rankin (A/G), F/O Ted Reiser (2nd Pilot), F/O Green (Sp Op),
W/O Dave Johnson (W/Op), **F/Lt Jack Brigham (1st Pilot)**, F/O Reed (Sp Op),
Sgt Len Davies (A/G)

Front row:
F/O Glyn Jones (NAV), F/Sgt Dave Jones (F/E), Sgt John Denny (A/G), Sgt Lou Moran (A/G)

Jack Brigham showed an interest in aircraft and flying from an early age. As a boy he saved up his pocket money to take a flight from Hanworth Air Park near Twickenham to Blackpool, igniting the flames of his enthusiasm to become a flyer.

He accepted sponsorship to join the Daily Express's Civil Air Guard Scheme, at the age of twenty three and obtained his "A" Civil Pilots Licence in June 1939. This training cost him two shillings and sixpence per hour.

He enlisted for the RAF on 20th September 1939, but service was deferred until May 1940. After a period of Initial Training, his RAF flying training began at 15 E-FTS Carlisle, on Magisters. By November 1940 he completed his flying training at No 6 SFTS, Little Rissington, on Ansons and obtained his RAF Wings.

In March 1942 having completed a course of training on Hudson aircraft, he was posted to 200 Sqdn. Coastal Command at Bathurst in the Gambia, West Africa (having first completed a Navigation Course at George, South Africa). For 11 months he was involved in Anti-sub Patrols and Convoy escorting.

Following a period of "rest" at No 4 (C) OUT at Alness, Rosshire, he spent 2 months at No 111 OTC Nassau, Bahamas on Liberator Training.

In September 1944 he joined 223 Sqdn on Special Duties at Oulton, Norfolk, where, with his crew of 10, he completed over 30 missions. He left Oulton in June 1945 for Lancaster training at Ossington, Notts.

On the 4th January 1946 he was seconded to B.O.A.C. mainly flying Lancastrians but also York, Oxford and Hythes operating from Hurn and Heathrow which at that time consisted of a collection of Nissan Huts serving as the passenger terminal! He became in effect one of the pioneers of the Australia run which consisted of stops at C. Benito, Lydda, Karachi, Calcutta, Singapore, Darwin en route to Sydney. By slipping crews to maintain the schedule it would take him about 10 days to get to Sydney! During his flying career he logged a total of 3080 hours which even by today's standards is no mean achievement.

He was so impressed with Australia that he would have emigrated with wife and family under the £10 Passage Scheme as he was offered a post with Qantas. However this was not to be and he decided to join his father in running the family Road Haulage business in Hounslow and left B.O.A.C. on 8th June 1948. He retired in 1977 down to Poole and moved to Alton after his wife Eileen died in December 1999. He died peacefully on the 27th April 2007 at Marlfield Nursing home and is survived by 2 sons and a daughter, 8 grandchildren and 11 great-grandchildren.

One of his grandsons follows in his footsteps by piloting an Airbus 304 with Cathay Pacific Airlines.

As a member of his crew on 223 Sqdn, Oulton, I had the greatest confidence in his captaincy. Under all circumstances, he remained totally in control of the Liberator aircraft (TS 524, 6G-O mostly), whether it was struck by anti-aircraft fire or suffering a burst tyre on landing.

In compiling this material I must express my gratitude to members of his family from whom most of this material has generally been provided



Crew of 223 Squadron (BS) 100 Group RAF Liberator 6G-O (TS 524)
Photographed at OULTON, Norfolk, November 1944
Used on 17 Missions

Back Row:

Sgt J Denny (A/G), [Sgt L Davies \(A/G\)](#), F/O Glyn Thomas (NAV), [F/Lt Jack Brigham \(Captain\)](#)
F/Sgt D Jones (F/E), F/O Ted Reise (RCAF, 2nd Pilot)

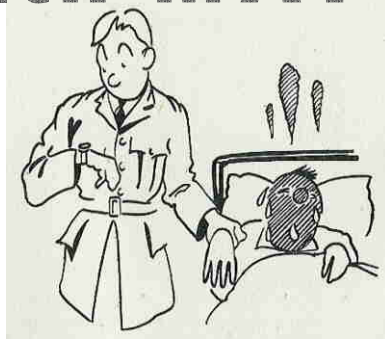
Front Row:

F/Sgt F Rankin (RCAF M/U 9), Sgt Lou Moran (A/G), W/O Dave Johnson (W/Op),
F/O Green and F/O Reed (Special Wireless Operators)

[Len Davies](#)

[Len Davies and Jack Brigham kept in contact until Jack's death in 2007](#)

Health MATTERS



A.A.A.D.D

I've been diagnosed with: A.A.A.D.D. - Age Activated Attention Deficit Disorder.
This is how it manifests:

I decide to water my garden. As I turn on the hose in the drive, I look over at my car and decide it needs washing.

As I start towards the garage, the postman arrives. I decide to go through the mail before I wash the car.

I lay my car keys on the table, put the junk mail in the bin and notice the bin is full. So, I decide to put the bills back on the table and take out the rubbish first. But then I think, since I'm going near the postbox when I take out the rubbish anyway, I may as well pay the bills first.

I take my cheque book off the table, and see that there is only one cheque left. My extra cheques are in my desk in the study, so I go to my desk where I find the cup of tea I'd been drinking earlier.

I'm going to look for my cheques, but first I need to push the cup and saucer aside so that I don't accidentally knock them over. The tea is still hot, so I put it to one side for the moment.

As I head toward the kitchen with the tea, a vase of flowers on the counter catches my eye - they need water.

I put the tea on the counter and discover my reading glasses that I've been searching for all morning.

I decide I better put them back on my desk, but first I'm going to water the flowers. I set the glasses back down on the counter, fill a container with water and suddenly spot the TV remote. Someone left it on the kitchen table. I realize that tonight when we go to watch TV, I'll be looking for the remote, but I won't remember that it's on the kitchen table, so I decide to put it back in the lounge where it belongs, but first I'll water the flowers.

I pour some water in the flowers, but quite a bit of it spills on the floor. So, I set the remote back on the table, get some towels and wipe up the spill.

Then, I head down the hall trying to remember what I was planning to do.

At the end of the day:

- the car isn't washed
- the bills aren't paid
- there is a cold cup of tea sitting on the counter
- the flowers don't have enough water,
- there is still only one cheque in my cheque book,
- I can't find the remote,
- I can't find my glasses,
- and I don't remember what I did with the car keys.

Then, when I try to figure out why nothing got done today, I'm really baffled because I know I was busy all day, and I'm really really tired.

I realise this is a serious problem, and I'll try to get some help for it, but first I'll check my e-mail.

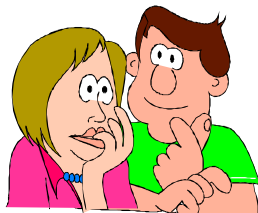
Don't laugh ... if this isn't you yet, your day is coming!!

Ian Kirk

GROWING OLDER ... IS MANDATORY

GROWING UP ... IS OPTIONAL

LAUGHING AT YOURSELF ... IS THERAPEUTIC





Final Postings

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

Martin Albert Staunton and **Eileen Boorman (nee Staunton)**
Founders of RAF 100 Group Association - remembered with love.

- 192 Squadron** **George Ward** DFC Sqd/Ldr; Phil James' Canadian pilot
- 192 Squadron** **Paddy Passmore** DFC Flt/Lt; a Canadian pilot, died 2005.
- 192 Squadron** **John Cooke**, attended Reunions each year from 1997-2004 travelling from his home in Kent. He left a bequest to the Museum's building fund and his collection of aviation books and memorabilia to the archive collection.
- 192 Squadron** **Ron Phillips** passed away after facing illness with great dignity in late 2005.
- 192 Squadron** **Ted Gomersall** passed away on 30th November 2004,
- 192 Squadron** **Hank Cooper** DSO, DFC passed away in 2005.
- 192 Squadron** **Michael Simpson** W/Op and F/O passed away on the Isle of Man.
- 192 Squadron** **'Richie' Richards** passed away in the latter half of last year. Richie, a Rear Airgunner, was based at Foulsham, mainly flying in Wellingtons.
- 192 Squadron** **Air Commodore Vic Willis**, C.O of RAF Foulsham passed away July 30th 2006, remembered by Flt Lt Vic Parker, RAFVR (Ret'd).
- 192 Squadron** **Group Captain Jack Short** passed away in December 2006. Jack was Chair of RAF 100 Group Association until 1996. His photograph appears on a memorial plaque at Foulsham.
- 192 Squadron** **W.O (later P/O) A G McEachern** RCAF died on 15th August at his home in Lanigan, Saskatchewan aged 85. He is remembered by Alan Thomsett: *'Jerry, our old navigator, a popular, cheerful, superb Nav. I don't think he ever made a miscalculation - or, if he did, he never let on ... a really good bloke!'*

- 199 Squadron** **F/O Ed Emmerson** passed away recently and is remembered by Phil James. Ed Emmerson was Navigator to Flt/Lt Paddy Passmore DFC, a Canadian Pilot.
- 199 Squadron** **Arthur Fitch**, a former RAF Bomber, passed away in July 2006. He is remembered by Rod Vowler.
- 199/171 Sqdn** **Group Captain George Cubby, MBE, FRMets;** passed away in 2005. Remembered by Roy Smith, now the only surviving member of the crew. Donated memorabilia to the Museum.
- 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 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.
- 214 Squadron** **Air Vice Marshall Jack Furner** passed away on 1st January 2007.
- 214 Squadron** **Squadron Leader & Flight Commander Bob Davies** sadly passed away recently in June. Given that he was a very popular member of the Association, Kelvin will be writing something more for the Winter issue of the Newsletter in memory of him.
- 223 Squadron** **Flt Lt A E L Morris (Tony)** died mid-June 2005. He is remembered by Andrew Barron as his skipper from October 1944 - 1945.
- 233 Squadron** **Tom Butler** (nicknamed 'Bishop', says Peter Witts, because he tended to 'pontificate') passed away just before his birthday. Peter Witts recalls: 'Tommy and I lived opposite sides of the street; he was born less than a fortnight before me. We grew up together and joined the Air Corps. One day I went into the Crew Room of 223 and a voice came from behind a newspaper 'Hello Brother!' It was Tommy. He is sadly missed by all who knew him.'

- 88 Squadron** **Len Dellow** sadly passed away over Christmas and New Year 2006/7. Len was a veteran of 88 Squadron Boston operations from Oulton prior to the airfields 100 Group days. He had been ill for some time.
- 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. 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.
- 223 Squadron** **Arthur Anthony**, a Flight Engineer on 223 Squadron and a very valuable member of our Committee at the start of the Association; passed away on May 13th 2006 after a long struggle with Alzheimer's disease. He leaves a widow and son.
- 223 Squadron** **Jack Brigham** has just passed away in April. Richard Forder shared with us at the Reunion that Jack was the original Captain when 223 was reformed. He did 36 ops in total. Waste Gunner in 223, Len Davies, the only surviving member of his crew writes: *'I write sadly to report the death, at age 91, of F/Lt Jack Brigham DFC of 233 Squadron, Oulton, August 1944-May 1945. With his crew he flew Liberator TS 524, 66-0 mostly. Unfortunately, Jack and I are the only crew members to have kept in contact and this, only since I sent a crew photograph to the ACA's 'Intercom' some years ago. I was privileged to be able to attend his funeral at Aldershot Crematorium on Thursday 10th May.'*
- Len and Jack Brigham's family have kindly shared Jack's life and experiences in this Newsletter.*

A Quiet Corner



A Night to Remember

I made my way across the sky,
the Halifax thundered mercilessly
into the distance,
my wing man,
my brother,
flying always beside me.
We were passing through the fog,
and then they were there,
like wolves
on a wounded animal,
firing bullets into the fog.
As I emerged,
I saw the whole six of them.
I saw them, but not my brother.
Then there was smoke and a crash,
and I knew in the
bottom of my heart
that he was gone.
So then there was more smoke
and more crashes.
Then they were gone,
just like my brother.
Another routine mission.
Another brother and
beloved friend
gone, gone in the smoke of death.

by *Clayton Passmore*
12 yrs old, of Aylmer, Ontario Canada.

Based on the story of Mike and Kenneth Passmore.

Mike died flying Typhoon's on Operations.
Ken did a tour with 192 Sqdn. (Pilot, F/Lt DFC) and survived. He died in 2005.
He was on Halifaxes with Phil James, who sent in this poem which won young
Clayton Passmore a prize on Remembrance Day at school.

100 Group Related Items

Available from the City of Norwich Aviation Museum Shop

FRANKLIN MINT DIE CAST MODELS

of 214 Squadron Fortress *'Give in to Uncle'*

We have just been offered a limited quantity of the above at a very good price. These 1/48 scale models normally retail at £124.99, but we can sell them for **£80.00 delivered by carrier to any UK address**. They can be collected from the Museum for £75.00. Members who have been to the Oulton Airfield exhibition at Blickling Hall will remember the large Fortress model. These we have are the same. This is a very accurate model, to exhibition standard at a bargain price.

Anyone wishing to purchase should ring the Museum on 01603 893080 as soon as possible as supply is very limited. We can accept payment by credit/debit card by telephone, delivery, if in stock, will be within three/seven days.

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)

LEATHER BOOKMARK

A fairly recent addition to our stock is these 9" RAF 100 Group bookmarks

£1.00 each (post free)

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BOOKS

**"BLETCHLEY PARK AIR SECTION
support to RAF BOMBER COMMAND 1943-45"**
by John Stubbington

This book can be bought from the Museum bookshop as soon as it is available.
£19.00 post paid to the UK.

Avenging in the Shadows - Ron James

We have already sold many copies of this book, the history of 214 Squadron. Republished edition of the early 1990's book by ex 214 Squadron Gunner Ron James, who completed 2 tours with 214 Squadron, one on the Stirling and later on Fortresses from Oulton. Publisher Compaid Graphics A4 size softback, 253 pages

£17.50 (including UK postage)

100 Group (Bomber Support) - Martin Bowman

Published in November 2006, this is the first book in a new aviation heritage trail series. The publisher says; *'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 explore favourite local wartime haunts where aircrew and ground crew would have gone.'*

Publisher Pen and Sword softback 192 pages £12.99 (incl UK postage)

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

A book which tells the story of the RAF career of Roy Hastie. He served with 53 Squadron flying Lockheed Hudsons and as a flying instructor in the Bahamas before becoming a pilot with 223 Squadron, RAF 100 Group at Oulton. Peter Lovatt was a member of Roy Hastie's crew at Oulton and is now an active member of the RAF 100 Group Association. Publisher Compaid Graphics A5 size softback, 187 pages

£10.00 (including UK postage)

Nina and Vic - A World War II Love Story - by Janine Harrington

This book is the fourth written by our Newsletter Editor and shares the story of her mother, Nina, and Vic Vinnell, a Navigator with 192 Squadron, Foulsham; who failed to return from a mission to Munich on 26/27 November 1944. No trace of Vic or his pilot Jack Fisher has ever been found. Nina and Vic were to have been married the following week. Their story is told through letters, diaries, photographs and newspaper coverage against the background of wartime Britain.

Publisher Woodfield, softback 348 pages **£14.50 (including UK postage)**

(a signed copy is also available from the author direct)

Confounding the Reich - Martin Bowman

First published in 1996, this is an updated edition of this title and covers both the radar and electronic countermeasures and nightfighter operations of 100 Group. It contains many firsthand accounts and is illustrated with numerous photographs of aircrew and equipment. Publisher Pen and Sword hardback **£19.99 (incl UK postage)**

The Museum has a limited number available at a reduced price of £9.99 (incl UK PP)

Even When the Sparrows are Walking - Laurie Brettingham

The Origin and Effect of 100 (Bomber Support) Group, RAF 1943-45

Using extracts from official records and anecdotal material, the book describes the philosophy and ingenuity behind the operational effect of 100 Group. It explains the technical aspects of radio countermeasures in an easy to follow manner and provides an understanding of how electronic warfare greatly reduced the effect of the Luftwaffe's night defences. Publisher Gopher Publishers softback 335 pages

£14.99 (incl UK postage)

John 'Cat's-Eyes' Cunningham - The Aviation Legend by John Golley

John Cuning achieved legendary status. His wartime fame as an outstanding night fighter pilot was followed by a long career as a test pilot. He played a major role in perfecting the operational use of radar interception, being the first pilot in the world to shoot down an enemy aircraft using radar. He commanded 85 Squadron before their transfer to 100 Group, but managed to fly several operations from Swannington after officially leaving the Squadron and was credited with three 'kills' whilst operating from the Norfolk airfield.

Publisher Airline Books, softback 224 pages

£9.99 Special Price £5.50 (including UK Postage)

We accept credit/debit 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

2007 - 2008



2007

DECEMBER 2007

1st

Absolute deadline for inclusions in **Winter issue** of Newsletter in order to get copies out in time for Christmas 2007.

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2008

MARCH 2008

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

MAY 2008

9TH/10TH/11TH



2008 RAF 100 Group Association Reunion

Be warned -

Members are already booking their places to stay in Norfolk so get in while you still can!

JUNE 2008

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

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/Elint
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



Produced and printed by
HARRINGTON-KIRK Enterprise