



CONFUND & DESTROY

RAF 100 GROUP ASSOCIATION
NEWSLETTER

AUTUMN 2010



100 Group Association Chairman Wg Cdr John Stubbington:

100 Group Association Secretary Janine Harrington:

Home to RAF 100 Group Association

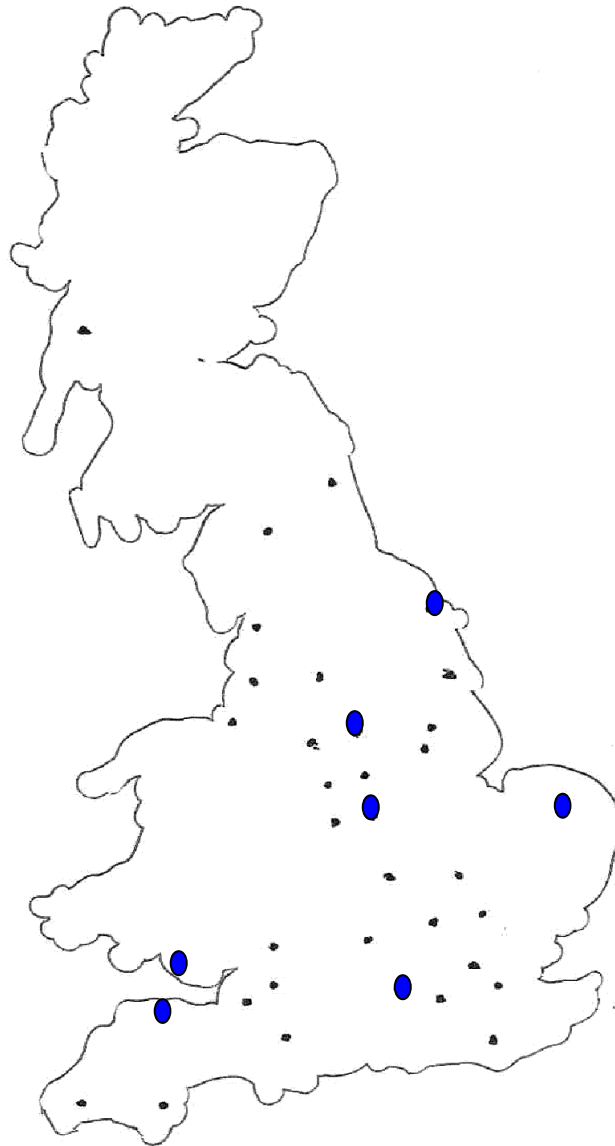
City of Norwich Aviation Museum

Old Norwich Road, Horsham St Faith, Norwich, Norfolk NR10 3JF

Telephone:

RAF 100 Group Association

Membership Areas



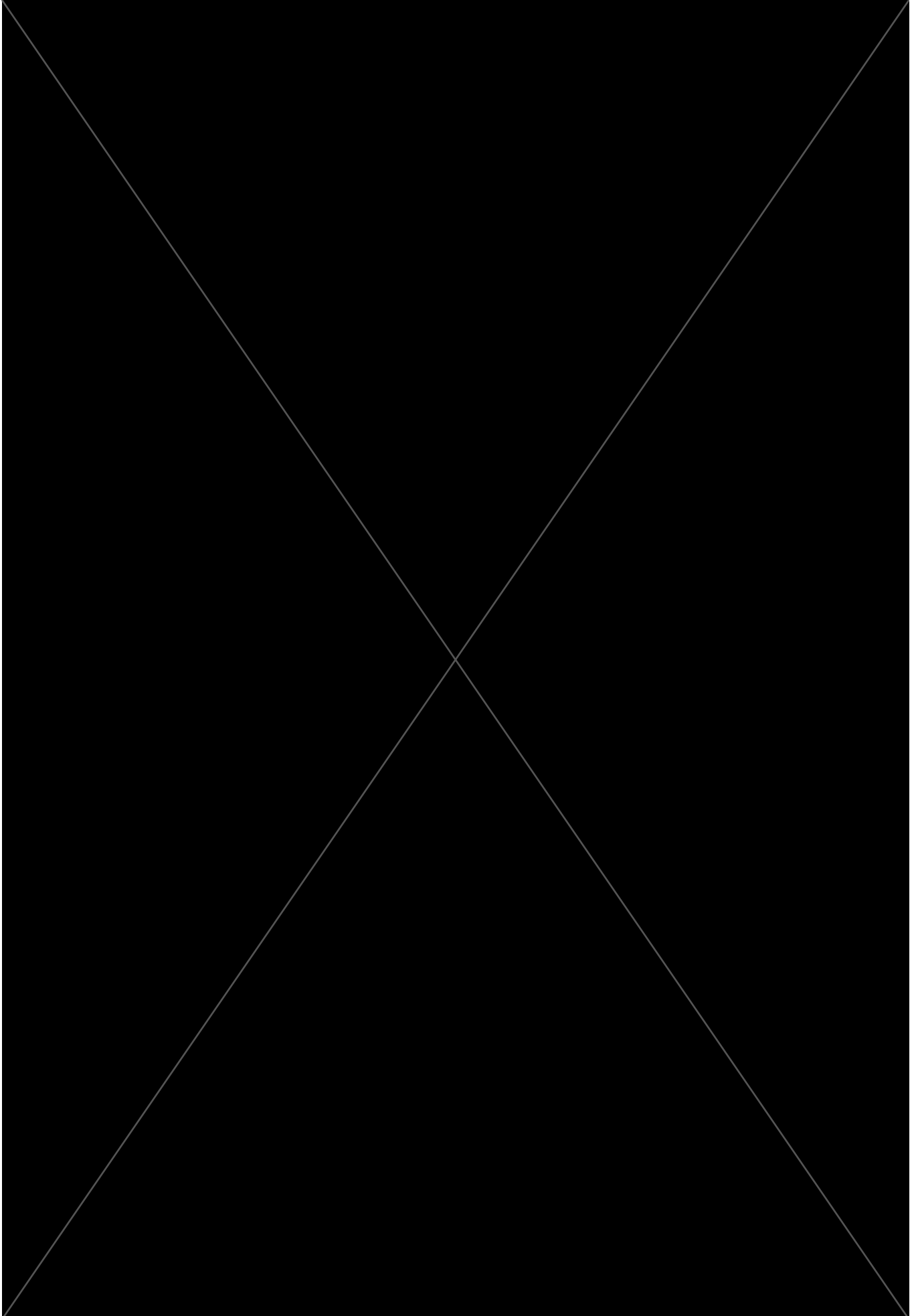
Each dot represents an area where there is a cluster of members
Big dots show where members of the new RAF 100 Group Association Committee live

Members who live abroad are in the following countries:

Northern Ireland
Canada
Austria
China
Germany
Australia
USA

RAF 100 Group Association

COMMITTEE



EDITORS PAGE



Dear Friends,

These past three months have been amongst the most memorable of my life. There are so many positives happening which I am happy to share. Quite a few of you have written or phoned me. We have grown close over time. And you very much remain my family. I have received through the years so much support and warmth and love. Thank you.

First in my news is Tony, now the love of my life, who has been working with me on producing this Newsletter as well as the last. So quickly he has become my life and it is as if we have known each other forever. He too feels the same way, and can't wait to meet you at next year's Reunion. Already he is a part of the Association in a very real way.

As I write this, Jo my only daughter, is staying with us. She has been travelling the world, from France and Belgium, to camping on the side of the Danube, through into Romania and Budapest. Some of the time she has been cycling on a bicycle she made herself. As I listen to her adventures, I wonder at almost thirty years old whether she will ever settle down. Soon she will leave us for Scotland, but then be heading south and back through France and Belgium, this time going on to the Far East including Palestine and Israel. Her aim is to see the world firsthand.

For car enthusiasts, I am now the proud owner of a silver Nissan 300ZX, version R, matching Tony's cobalt green pearl Nissan 300ZX twin turbo. We arrange regular 'Meets' for other 300ZX car owners in the UK. It's lovely to have like-minded people coming together as at Reunions.

As author of five published books, I have another two just accepted by separate publishers, one recounting the story of my two great uncles during the First World War entitled simply '*Brothers: A First World War Story of Courage and Commitment*' due out 24th Nov. I find it refreshing to be able to share my love of writing and to bounce ideas back and forth with Tony. Writing has saved my life on more than one occasion. It has also proven a cathartic experience in purging the past. Now it becomes an extension of the present, and I am loving every minute as the second publisher with whom I am now under contract has said he will accept more from me as I write them.

Thank you, Gerhard and Sissie Gerhard, for the wonderful memories reborn on the DVD you sent of our May Reunion. I can thoroughly recommend a copy to anyone who would like to contact them. See details in the last edition of the Newsletter for further information.

May 2010 Reunion photographs are now available on www.sevenchurches.org.uk. For those with computers, go to the website and click on 'monthly magazine'. Then click on 'Oulton'. They are well worth looking at and remembering our time shared.

Since the Reunion Valerie Stubbington has been seriously ill and has only recently come out of hospital. Our thoughts are with you, Valerie. Get better soon xxx And I make a final impassioned plea to those who write to me ... please ensure that you attach the right postage to anything you send because the postage rate is now not only dependent on the weight but also the size. More and more I am collecting packages from the Post Office and paying excess due. Otherwise, keep writing and enjoy the reading of this Newsletter ...

Janine & Tony
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Items for Newsletter should be sent to:
Janine Harrington
'New Dawn', 7 Ashley Court, Filey, North Yorkshire YO14 9LS
Telephone: 01723 512544 Email: writers.retreat@lycos.com

THE 100 (BOMBER SUPPORT) GROUP ASSOCIATION

LETTER FROM THE CHAIRMAN



Dear Members

Already we are quietly working in the background on the programme for the next Reunion, Friday May 13th – Sunday May 15th 2011.

Your Committee never sleeps.

One change that is likely for next year is that the Annual General Meeting on Saturday will not be at the Aviation Museum, because the Tea Room is not large enough to handle the numbers that we now have at these meetings. The most likely location for the AGM will be the Mission Hall immediately across the road from the Church, where we have the Sunday Service. The buffet lunch on that Saturday will be in the Museum Tea Room as usual, after the AGM.

There will also be a Committee Meeting in The Plough at Marsham on the Friday evening, where members may wish to gather together for informal discussions after that Meeting.

I am also very pleased to tell you that the Aviation Museum has been given provisional “Accredited Museum” status by Resource (the old Museums and Galleries Commission). This lasts for twelve months and is in official recognition of other revised procedures, standards and other advances since the Museum was awarded “Registered” status back in 1997.

I believe that it is very important to preserve and value our association with the Museum, not least because of the historical exhibits of No.100 Group activities during World War Two which are on display for the public. The Association has no other means of presenting that display, which is vital for the longevity of No.100 Group’s history.

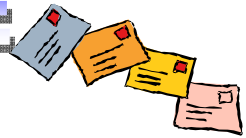
Several members had asked about Bylaugh Hall. There was an interest in having another meal at the Hall. The only option within the Reunion weekend would be lunch on Friday 13th May. I am keeping this in mind just as a possibility; please understand that this is not a decision – just a thought. I would appreciate members letting me know how that seems; remember that we are likely to be at Foulsham for tea that afternoon.

I look forward to meeting you all at next year’s Reunion, between the 13th and 15th May.

With my most sincere best wishes,

John E G Stubbington, Wing Commander, Chairman

LETTERS PAGE



Hello Janine,

Thanks for another super Newsletter.

Re: page 8

George Fisher mentions SR 384 – I flew on this aircraft with my crew one afternoon on an air test and took a photo of it. It was lost that night with P/O Hockley. I enclose that photo in case you might like to pass it on to anyone interested (see right).



Fortress II SR 384. BU-A, 25.5.1944, lost that night with P/O Hockley

Page 11 of Reunion Report:

The photo was taken at a Mess party at Oulton in early summer 1944 and I'm the idiot on it – the twirp who does **not** have his arms round the girls!



The girl on my right is Sylvia Harding who now lives in Australia and has attended the 214 Reunions recently. The fellow on the right is Sgt Macnamara who was lost later that year. The second from left is Sgt Hugh Stelling.

I hope this might be of interest.

Best regards,

Gerhard & Sissy

Janine,

Re: Summer Newsletter. That is an outstanding labour of love you have produced with an astonishing amount of information recorded. Your enthusiasm and downright hard work come over so clearly in your writings and, as I have said so many times before, it is all so very much appreciated by us all - and I know that you understand that. Thank you yet again. Please keep going until the last of us decides to fall off his perch but without the benefit of a parachute.

With my very best wishes for the future,

Sincerely,

Alan Thomsett



Dear Janine,

A blast from the past!

On the 12th December 1944 on the completion of navigational training at No 2 (o) Advanced Flying Unit, RAF Millon, Cumbria, with a group of other navigators, we were posted to No 84 Operational Training Unit, RAF Desborough, Northants. Whilst at OTU I befriended a fellow navigator with whom I would have, after the days of training stint, a few beers of an evening in the 'George Pub', Desborough. When I completed my operational training and now a member of crew 6 ready to fly on bomber aircraft, such as the Lancaster on the 6th April 1945, I was posted to No 1699 Bomber Command Support Training Unit, RAF Oulton, Norfolk, then a month later on the 6th June 1945, to No 214 RCM Squadron – flying on B17 Flying Fortress aircraft – also at RAF Oulton. My OTU navigator friend was posted elsewhere unknown to me.



Sixty five years later, I received my copy of the 'Confound & Destroy' Newsletter. Reading Robert Belton's article 'Shared Experiences' pages 15, 16, 17, imagine my surprise and delight to see a photograph of my OTU navigation friend [CLIFF COUSINS](#). Their Squadron was No 223 RCM occupying a different part of the Oulton airfield, flying on Liberator aircraft.

It would be nice to learn if [CLIFF COUSINS](#) is still treading the heavenly path.

My letter to last known address via RAF Records Innsworth has been returned. My 'Where Are They Now?' request in RAFA News should appear in the edition 29th July 2010. I am still waiting for a reply from the Town Clerk, Brixton.

If any member can help I would be greatly appreciative in putting us in contact.

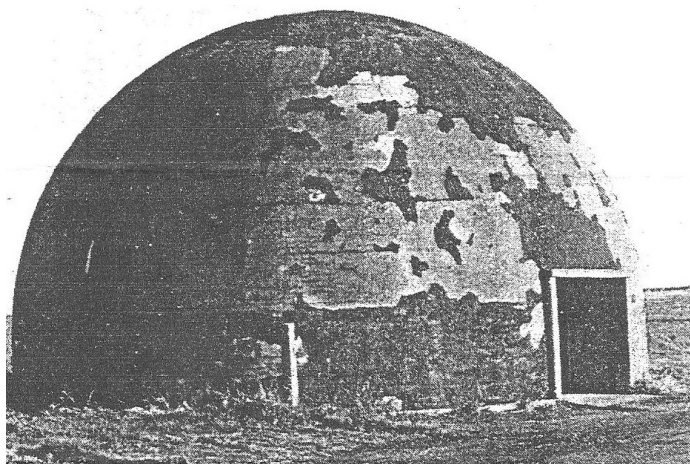
George Fisher

During this year's Reunion Evelyn Bartram left with me a copy of a letter she had received relating to her late husband Len's book: 'RAF Langham 1940-1958'. The letter is from Friends of Langham Dome. She would like to share her news with members.

Dear Mrs Bartram,

We, in the village of Langham, are forming an organisation with the aim to try and restore the Dome Trainer on the edge of the old airfield, as an education centre/museum and memorial to those that served there during the war, many of whom came from Australia and New Zealand and made the ultimate sacrifice, never to return home.

You will no doubt be familiar with your late husband's book 'RAF Langham 1940-1958: A Brief History', a copy of which I have. The Friends of Langham Dome would very much like to reproduce the book. It is, without doubt, the only definitive history of the airfield.



My reason for writing is to ask whether you would have any objections to us reproducing the book and whether you might have any of the original photographs your husband used, indeed, any information you might still have about the airfield would be invaluable to us.

Please forgive me writing to you on this subject, but any help you can give us would be most gratefully received. I very much look forward to hearing from you.

Yours most sincerely,
Patrick Allen



Dear Sir or Madam,

Information Request: Halifax B111 192 Sdn P. Strange Navigator (Uncle)

I would be interested if you have any information on the code and/or serial of the above aircraft flown by F/O Jeffcott [or similar spelling] or any other details of the aircraft please. He flew at least four 'windows' missions and the aircraft had to hide from a night fighter in cloud and was damaged by flak on two of these missions. I have consulted 'Espionage in the Ether'; '100 Group (Bomber Support)'; 'Confounding the Reich'; Osprey - 'Halifax Squadrons of WW2' and 'Bombing Colours'- Bowyer.

My Uncle said last week that his aircraft did not have any nose art at the time he flew and has no other details of service or photographs and does not really speak about the squadron due to its ECM role.

Any information however small would be of great interest to myself and his relatives.

Thank you
Ian Mountifield

Dear Janine,

You may remember publishing a request in the Spring Newsletter from Peter New for information concerning his father Ron (right) who he thought had served with 223 Squadron.

Fortunately, I was able to confirm that his father had indeed served with 223 as an Air Gunner in F/O Pocock's crew, and was able to answer his questions. I was also able to put him in touch with another Air Gunner, Pete Cameron, who had served with Ron in Pocock's crew. Sadly Peter did not have his father's Flying Log Book, but I was able to give him details of his father's operational flights and most of his non-op sorties. To complete the picture, I identified all the crew members shown in the middle photo of page 10 of the Newsletter. I thought wartime members of 223 might also be interested in the names and they are as follows, from left to right:



Ron New



F/O R (Bob) Diment	F/E
F/S P (Pete) Cameron	R/G
Sgt E (TED) Dawes	Spec Op
F/S E Gaze	Nav
F/S J G 'Wook' Wookey	MUG
Sgt J H (Joe) Frow	Port Waist Gunner
F/O J J B Pocock	Pilot
Sgt K H (Ken) Mayfield	WOP
Sgt R Bancroft	Spec Op
Sgt R (Ron) New	Stbd Waist Gunner

Talking of 223, it was a good Reunion this year for the Squadron. We were able to re-establish a 223 table at Dinner. We were delighted that Ronnie and Phyllis Simmons had made the trip from Canada to join us. Ronnie (Nav, Mark Levy's crew), together with Andrew Barron (Nav, Tony Morris's crew), Peter Witts (Air Gunner, Stan Woodward's crew) and Peter Lovatt (Air Gunner, Jock Hastie's crew) were all founder members of 223 in its 100 Group role. Also present, of course, was Rod Vowler, the nephew of Leonard Vowler, another founder member, an air gunner, who lost his life with my boyhood friend David Brockhurst in Liberator TS526 on 20/21 March 1945.

Yet another pleasant surprise was the attendance of Clive Anthony. His late father Arthur was a F/E in John Bristow's crew, and another founder member. Arthur was a key member of the original Association Committee and was a faithful attendee at Reunions for many years with the support of his wife Jean. Arthur was very much the life and soul of the party, and many will remember his spirited recitals of the poem 'Libbie'. You might also like to note that you can fill in 223 against the late Sir John Bristow's name in Final Postings.

Last but not least, it is good to see a letter from my friend Ron Johnson. As Ron says in his letter, he was yet another founder on 223, and together with Ronnie Simmons, Andrew Barron and Arthur Anthony, started with the nucleus of their crews at 111 (Coastal) OUT in Nassau. 223 were obviously a literary bunch Ron, Arthur Anthony and Peter Lovatt all producing excellent books on their 100 Group experiences. In Peter's case he wrote a biography of his skipper 'Jock' Hastie, he also obtained his Doctorate with a thesis on 100 Group RCM.

Summer 2010 Newsletter

I was most interested to see Bob Belton's letter and photos in the latest issue of the Newsletter. He and his crew were posted in to 223 from 1699 Flt on 26 April 1945. I am pretty confident that I can identify the unknown members of his crew:

'Butch' the F/E was Sgt A Butcher
Sgt Charlie ? ... was Sgt A C Rimmer, Waist Gunner
Sgt Jack ? ... was Sgt L J Ekers, Waist Gunner
Sgt ? was almost certainly Sgt R McHarg, Radio Op 2

I can also identify most of the faces of the 223 pilots standing in front of the Fortress – almost certainly KJ 113, 6G-D, of 223.



The personnel are left to right:

F/S W D James or F/S J Hastings
F/S W D James or F/S Hastings
F/O J J B Pocock
F/O F D Carroll

W/O J Thorpe
F/S W E Gatenby
P/O R O Belton

F/O Des Carroll had flown many ops as 2nd Pilot in F/L Val Croft's crew and as now OC B Flight. F/O J J Pocock was the only other pilot in the photo with operational experience on the Squadron having been an aircraft Captain on Libs.

I will contact Bob Belton and pass on this information. He will probably be interested to learn that I was in touch with Walter Gatenby some five years ago who hopefully is still around. In his letter, Bob Belton says that he managed an op before the war ended, but he does not appear in the 223 Squadron Operational Record book. Perhaps he flew unofficially or with 214 Squadron. Writing to him will give me the opportunity to ask him about this op.

Vive 223 Squadron

Best wishes,

Richard Forder (Committee member)



Good Day,

I was a member of 223 Squadron from August 1944 to 3 August 1945. Our a/c M Mike took part in the first sortie, daylight on patrol at the Dutch coast jamming, or trying to, the V2 rockets. I thought this picture might be of interest to you and members.



Crew of M Mike 223 Squadron, 1944

SELF
2nd pilot

R. WADE
Navigator

J. JEWELL
Wireless Op

J. MURRAY
S. Beam Gunner

D. NISBET
Rear Gunner

A. GIBBON
Engineer

M. WHEATON
Mid Upper Gunner

L. FOSTER
Special Operator

J. CARRINGTON
1st Pilot

E. SORRELL
P. Beam Gunner

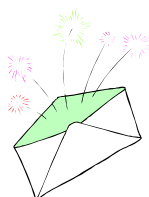
I have lost touch with members of the Squadron and I suppose by now there are not too many still alive. If I am correct, about half the Squadron was composed of Canadian aircrew. The only one I knew in Canada has passed away. I am a Flight Simulator 'flyer' and have Oulton airfield in my computer system (Google Earth). This programme also shows Blickling Hall and area, which you probably know is where we were living in Quanset huts. Also I have a B24 which I am able to fly from the base.

*It is very nice to hear from you
Sincerely*

Tom Wallis

69 Trafalgar Street
Charlottetown
Prince Edward Island
C1A 3Z4
Canada

[Tom Wallis <twallis@pei.eastlink.ca>](mailto:twallis@pei.eastlink.ca)



Hello Janine,

Just a quick note to say thank you to you and your committee for all the hard work you did to make a wonderful weekend which we both enjoyed

Best wishes

Clive Anthony and Lynne Drew



Dear Ms Harrington,

I am forwarding a copy of a death notice of an old 214 member 44/45. He was a special operator/navigator with Rix's crew. The roll call of the living diminishes I fear.

DARRACOTT – Robert Louie William

Wartime RAF navigator, philatelist, opera buff and avid bridge player. Died May 8th aged 94 years.

Our beloved Bob, one of England's gentlemen, gone to his rest. Sadly missed by family and friends. Donations if desired to the RAF Benevolent Fund, 12 Park Crescent, London W1B 1PH

Mr A N Craven

Robert Darracott has now been added to our Final Postings section at the back of this Newsletter.

Shared Experiences

'WITCHCRAFT'

by Clive L Anthony



Lynne and I have recently returned from 3 weeks in Canada and the United States of America. We only just managed to get away. A close run thing between volcanoes in Iceland and British Airways striking and us getting away.

As it was, we had to fly to Dallas Forth Worth, arriving in a very hot 33c and travelling on to our original destination of Calgary. From home bed to Calgary bed 23 hours, 59 minutes long mission. We awoke to snow falling. After seeing relatives in the Rockies and Vancouver Island, we travelled on to Oregon and visited my late father's sister and husband. We had a very interesting day visiting the home of the Spruce Goose at Mcminneville Airport.

Our last but one day in the USA saw us travel to Auroa airport just south of Portland, Oregon.

The omens were not good. We parked the car up and walked over to the airport office to be greeted by a lounge full of people watching the TV: England v Algeria. The game was just ending and England was being given a hard time by the supporters.

Anyway, why were we there? Well, there is an organisation in the USA called the Collins Foundation. They own and operate classic aircraft and tour round the USA. Well, it had taken us five years to catch up with Collins Foundation on this afternoon. As their B17 Flying Fortress and B24 Liberator were immediately due to arrive at Auora Airport.

Whilst waiting on the hard standing, the crowd grew bigger and a number of WWII veterans appeared. Very interesting to speak to as they were from the 8th Air Force and Norfolk and Norwich were frequent words.

Other interesting people were the ground handler's two young chaps that marshalled the aircraft and refuelled them. One of my questions to them was 'How much is a gallon of fuel for a B17 and a B24?' Reply: '\$4.85 cents'. Not good news. One engine consumes 106 gallons an hour.

The airport is only small but was very busy with small executive jets to float planes with on wheels using the single runway. After several false alarms a slow moving shape appeared in the sky, a B17 crossed over the airport, did a circuit, landed, and taxied to the hard standing.

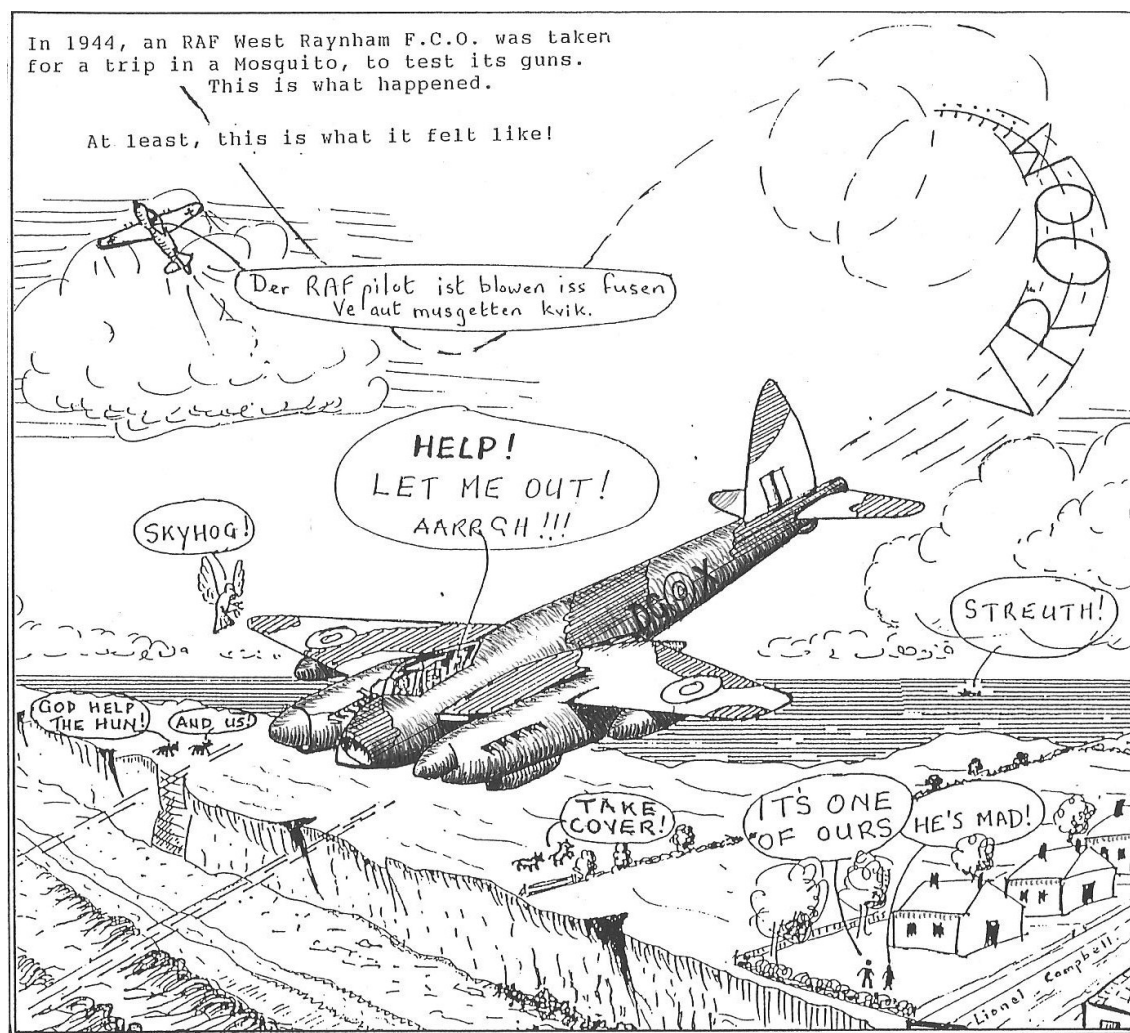
A short while later, something I had never seen flying before appeared overhead. I have made models, read books, collected photos, seen them in museums.

My late father flew as a Flight Engineer 66 years ago in them. A B24 Liberator was about to land. My heart was racing, especially as we were going to have a flight on the B24. She duly landed. Her name was 'Witchcraft'. She taxied to her position on the hard standing. It was quite a moment to see, hear and smell her in action.

After cooling down, we were allowed on board for a tour. A very spine tingling experience. One that I will never forget. We then made contact with the organiser for our flight experience only to be told that, for that day, they had only four people that wanted to fly on the B24. They needed six. As you can imagine, it was a very big let down for us.

Never mind, it gives us a good excuse to go to the USA and try again for a flight on the B24.

Clive L Anthony



Another superb cartoon by Lionel Campbell drawn during his time at RAF Raynham, highlighting actual incidents which took place there at the time

Shared Experiences

A Visit to RAF Oulton & Blickling Hall July 2010

by Roger Mills

I have always been interested in airfields, and have either been stationed at, or visited in the course of my Naval duties, a number of them, including Yeovilton, Lee on Solent, Culdrose, Brawdy, Arbroath, Lossiemouth, Weston Zoyland, St Athan, Watton, Changi, Seletar, and Tengah. Yes, I know that Weston Zoyland has been derelict for many years, but I took part in a major Civil Defence exercise there whilst at Yeovilton in 1964-66.



I recently became interested in the former RAF base at Oulton Street, after researching the wartime activities of my father, [F/Sgt, later F/O John Mills \(see left\)](#) of No 214 Sqdn, and his regular pilot, A/Sqdn/ Ldr Ralph Van Den Bok, and other members of that crew (see end of article). I had read about RAF Oulton, naturally, and seen various photos of what remains, but was finally able, this year, to go and see for myself. An added incentive, within the last two years, was the unexpected discovery that my ancestors, on my mother's side, came from the nearby villages of Corpusty and Wood Dalling.



My partner, Karen Hemmingham (a Suffolk "Dorling") and I stayed at a caravan site at The Old Windmill in Great Cressingham, a pleasant if somewhat noisy (thanks to RAF Tornados!!) spot, not too far away from my objective, from July 21st until August 1st.

Setting off on the Tuesday, we went "grave hunting" in Wood Dalling, before finding our way to Oulton Street. We soon spotted a distinctly WW2-type Nissan hut, next to a pond, with another vintage building in a "farmyard" nearby. I went to these premises to ask permission to take photos, but was assured that these were NOT wartime buildings, but part of "the old granary"! I pointed to, and enquired about, a distant hangar, which he grudgingly admitted MIGHT be WW2, but was now a "dairy & cow-shed", and that we should go into the field opposite where we stood, where we would find a "monument to the airfield, but there's nothing written on it"! We duly followed his advice, trudging across stubble to find ... an Ordnance Survey Trig Point Obelisk!



By now a bit disheartened, we left the unhelpful seed merchant truck-driver behind, and went looking for the "proper" roadside memorial that I knew to exist (somewhere!), and so it was that we found ourselves on the road to Oulton (yes, we passed the memorial on the way, but didn't see it, although we DID find & photograph the old WW2 "Gas Clothing and Equipment Store". Only stopping to investigate a chunk of WW2 concrete by the roadside, we found ourselves in Oulton church, where we snapped the memorial "plaque", and me holding a cushion with a Blenheim embroidered thereon. Then we drove

around a bit, not much the wiser, and went "home"!

Our next trip was to Horsham St Faith, to use my new "100 Group" card to get in free. There was much "gen" about 214 Squadron AND Oulton, albeit a bit high up in the top left hand corner; however there were some photos and maps, etc, that I remembered, mainly from "*A Thousand Shall Fall*", and a bit about Murray Peden himself. Thus, confidence restored, we decided to give Blickling Hall a go the following day.

Following a lazy morning on the Thursday, we set off for Blickling Hall after lunch, arriving at about 1400. After buying tickets, first port of call was the "RAF Museum" through the "hole in the hedge", where we soon found much to get excited about, including a photo of my dad's crews' rear gunner, F/Sgt Al Schaeffer, from Canada, a board bearing Sqdn/Ldr Van Den Bok's name, as Officer Commanding "B" Flight, 214 Sqdn, and a booklet containing two items written by my father, concerning his log-book entry for 2nd May 1945 (last Operation of WW2 Kiel area) and his recollections of the remarkable career of former WOP/ AG Ralph Van Den Bok, who became a bomber pilot in Canada at age 38 after winning the DFC twice with 408 (Goose) Sqdn RCAF (he was awarded a third DFC in late 1945!) and with whom my father flew most of his 18 "Ops":

In April the Squadron was heavily engaged in its last full month of operations against Germany without the loss of any plane or crew member. Then, on May 2nd, just as in the first World War, a 214 aircraft participated in the last bombing mission of the war. This particular operation was flown by the O. C. B. Flight S/Ldr Van Den Bok, DFC and bars, and his Wop/Ag P/O John Mills states: 'My log book contains an entry for May 2nd 1945: Operations Schleswigjagel Aerodrome, Kiel area, take-off time 20.48 hours, flying time 4 hours 50 minutes.' This was, I believe, the last offensive operation of the war in Europe.

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I will be sending a copy of the relevant log book page(s) plus some other stuff, to Blickling Hall Museum. A very pleasant 2 or 3 hours were then spent in the Hall and gardens.

THIS EVERGREEN OAK
PLANTED 10TH OCTOBER 1994
IS DEDICATED TO THE MEMORY
OF ALL THOSE WHO LOST THEIR LIVES
WHILST SERVING AT RAF OULTON
1940-1945
WE WILL REMEMBER THEM

Feeling happy and relaxed, following such a pleasant afternoon, we decided to try RAF Oulton once more, little imagining what lay in store for us. On arrival, having been apprised of the location of the REAL memorial by someone at Blickling, we duly discovered it just as a shower loomed and photos ensued. We then proceeded along the road that had been closed during WW2, and stopped by what we

thought was the site of the main runway extension. Then, on the airfield side of the road, we found another (very small) memorial plaque next to a small commemorative "evergreen oak", something we hadn't seen on other websites, etc (see above). Whilst examining the remains of the runway extension, a young man drove up to ask what we were doing. It was John "Johnno" Harold, son of the owner of Harold's "Hangar Dairy", who then gave us permission to photograph the T2 hangar inside & out, which delighted us, as well as telling us of other remaining buildings, and what the aerodrome had looked like. What a nice young man! Many photos of the Hangar soon got taken, and also of the curved section of perimeter track leading away to what we (correctly!) deduced had been the main runway threshold.

Whilst we were engrossed in all this, a Land Rover came charging towards us; "Oh-Oh ", I thought, "What now?" But it was only "Phil", the airfield Gamekeeper (yes, it's now a "shoot", if you didn't know!), who was very friendly & informative. After a long "chat", we got in his Land Rover, and he drove along the edge of the ploughed field where another T2 hangar had been, and into a wood, where we saw, looked inside, and snapped the former "station cinema & gym" we also saw hundreds of young pheasants!

After all the excitement of meeting "Johnno" and "Phil", and all their help and kindness, Karen and I were somewhat overwhelmed, but more was to come. Phil offered to drive us over to the actual airfield itself, as he had some partridges there to check on, so we set off down the concrete track that leads back to the Oulton Street road, turned left, and then entered the airfield site at a point somewhere nearly opposite the T2 "Dairy Hangar", where there is also, incidentally, the concrete end of one of the 4,200 foot runways. After threading our way between some of the many buildings that have sprung up over the years, we started to speed up, and found ourselves hurtling down Runway 07/25 until we reached an intersection with the main runway 12/30 - very impressive! Eventually, we reached an intersection with another of the 4,200 foot runways, where we turned off and drove around a block of cages housing about 3 to four THOUSAND young partridgesyum yum! Phil then took us back to the dispersal/perimeter track near to the T2 hangar, where, having said our goodbyes, and proffered our undying admiration for all Yorkshiremen (as Phil is) everywhere, Karen dashed off to photograph the remains of what Johnno described as a "pillbox" in a nearby hedge, but which looked more to me like a simple hut for sentries, or a "picket post". Our last "find", again thanks to young Master Harold, was a fortified structure (and this one WAS a Pill Box), tucked away out of sight on the Oulton Street to Oulton road.

By this time, it was getting dark, and we reluctantly had to tear ourselves away, but what a day. What an experience! And we were SO glad that we went back to Oulton for that second visit!

Roger Mills

Crew of Flying Fortress Mark II
BU-C Dec 1944,
No 214 Squadron RAF Oulton

FS Blake, Waist Gunner
FS Green, Flight Engineer
Sgt Herbert Harker, Waist Gunner
(3rd from Right)
FS John Tudor Mills WOP/AG
RAFVR (4th from Right)
FS Plumber, Navigator
FS Al Schaeffer DFC, Rear
Gunner, RCAF (far Right)
Flt/Lt Shiel DFM, Special Wireless
Operator
FS "Smithy" Smith, Mid Upper
Gunner, RCAF
Sqn/Ldr Ralph Van Den Bok
*DFC**, Pilot, RAFVR (4th from*
left)



News from The City

WWII Bomber Command Heroes to get London Monument

by Tony Watts

For much of World War Two RAF Bomber Command was the only means of taking the war to Germany and brought immense heartache not only to the home population but also to the millions suffering under the Nazi yoke in Occupied Europe.

Despite the huge sacrifice in lives lost, POWs, physical and mental injuries and lives shattered, there is, *as yet*, no national memorial in existence to those who served on Bomber Command, in particular those who lost their lives on operations or as ground crew.

A £3.5m permanent monument to the World War II heroes of RAF Bomber Command is to be built in central London.

Westminster Council has given permission for the open style pavilion at the Piccadilly entrance to Green Park. The memorial, which should be built by 2012, will commemorate the 55,573 crew of Bomber Command, with an average age of 22, who were killed in World War II.

Its role was to attack Germany's airbases, troops, shipping and industries connected to the war effort.

During the war the Command ensured the damage caused to London's squares, streets and parks from German bombs was not as extensive as it could have been.



Halifax Bomber

Councillor Alastair Moss, chairman of Westminster City Council's planning applications sub committee, said: "This new landmark for London is a fitting tribute to the heroes of Bomber Command who made the ultimate sacrifice for our freedom.

"It is a sign of this country's gratitude to these exceptional people who were brave enough to fight for us and it will stand as an iconic London monument marking how good came to triumph over evil for many generations to come."

The roof of the 8.5m-tall pavilion, made from Portland Stone, will be open to the sky and the open entrance will be made from melted down aluminium sections of a Halifax bomber shot down during the war and in which all seven of the crew were killed.

The memorial will contain inscriptions, carvings, and a dedication.

There will also be inscriptions from Winston Churchill, who said in a speech to Parliament in 1940: "*The gratitude of every home in our island ... and indeed throughout the world except in the abodes of the guilty goes out to the British airmen who undaunted by odds, un-weakened by their constant challenge and mortal danger, are turning the tide of world war by their prowess and their devotion.*"

The monument was promoted by the Bomber Command Association with assistance from the Royal Air Force and the Heritage Foundation.

The concept behind the memorial, its size, design and location in a Grade II listed park, has attracted some objections from groups including the Westminster Society, the Knightsbridge Association and the London Parks and Gardens Trust.

BBC NEWS

* * * *

Brown, Cameron and Clegg unite behind Bomber Command Memorial

Gordon Brown, David Cameron and Nick Clegg pledged their support for a proposed Bomber Command Memorial days before a crucial meeting to decide its fate.

by Gordon Rayner, Chief Reporter, Daily Telegraph



The memorial will also house a sculpture of seven aircrew by the sculptor Philip Jackson. The picture above shows him working on a scale model of the bronze which will form the centrepiece of the memorial Photo: PAUL GROVER

Gordon Brown said he had “always been in awe of the sacrifice and dedication” of the men of Bomber Command, while David Cameron, the Conservative leader, said: “It is time the nation showed its gratitude by building a permanent memorial.”

Nick Clegg, the Liberal Democrat leader, said the airmen’s sacrifice was “truly humbling” and a memorial in Green Park would be “an opportunity for all of us to acknowledge our debt to them”.

The council is understood to have received an objection from a fringe group which has raised a petition arguing that Green Park is the wrong place for the memorial. But Mr Brown said the “dignified tribute” amounted to “an exceptional case” and he asked Culture Secretary Margaret Hodge, who oversees the Royal Parks, to ensure that the design was given “all the support” it needed.

Readers of The Daily Telegraph have helped raise £1.8 million towards the eventual £3.5m cost of the memorial, which could be unveiled next year.

The sculptor Philip Jackson has been commissioned to produce a bronze of the seven aircrew of a heavy bomber, which will form the centrepiece of the monument. Mr Jackson, best known for his statues of Queen Elizabeth, the Queen Mother in The Mall and Bobby Moore at Wembley Stadium, is currently working on a scale model of the bronze at his studio in Midhurst, West Sussex.

The sculpture will stand inside a stone-built arch made of Portland stone.

Among those who have written to the council supporting the design is Stephen Fry, who has written the script for a forthcoming remake of *The Dambusters*. He called it “a superb design, sensitively and appropriately placed” which would finally honour the “quiet heroism” of those who gave their lives.

Squadron leader Tony Iveson, a former Lancaster bomber pilot and Vice President of the Bomber Command Association, which has commissioned the memorial, said: “We’re thrilled that all three party leaders have thrown their weight behind both the memorial and its proposed location. “We hope the council will now give its blessing to the scheme so that we can march forward and get it built in good time.”

Published: 2 May 2010

Ernie Le Strange brought this article to our attention, and is interested to hear feedback from members regarding the kit and clothing used in the sculpture, particularly the harnesses. We will publish all comments and feedback in the winter edition.



The final cartoon by Lionel Campbell drawn during his time at RAF Raynham



'Strike quickly to kill the enemy'

No 515 Squadron

by David Kitching

In 1942 a Special Duties Flight equipped with Defiant Mk II aircraft was established at RAF Northolt, Middlesex, and was part of 11 Group Fighter Command. A meeting on 11 May 1942 selected the Defiant Mk II airframe for the radar countermeasures role because it was longer-ranged, was fitted with standard AI equipment racks and had the old-type retractable radio aerial masts.

Working closely with the Aeroplane and Armament Experimental Establishment and the Telecommunications Research Establishment, the Defiants had been fitted with equipment for jamming German *Freya* early warning radars. Two types of Electronic Countermeasures (ECM) equipment were carried by the Defiant.

The first system to be deployed was *Moonshine* which received pulses from *Freya* radars, amplified them and transmitted them back to the radar, producing the illusion of a large force flying in formation. As each transmitter covered only part of the *Freya* radar's frequency range, a formation of eight Defiants was needed, giving the appearance of over 100 aircraft. As the system required formation flying, it could only be used in daylight, when it would draw German fighters onto British fighters leaving another area relatively free for a bombing raid.

Moonshine was used for a first live test on 6 August 1942. Eight aircraft orbited near Portland and the RAF 'Y' Service listened as thirty German aircraft, the entire air defence of Cherbourg, took to the air. Subsequently *Moonshine* was used to support *Circus*, *Ramrod* and *Rodeo* operations against continental targets and on 19 August 1942 was used as part of *Operation Jubilee*, the raid on Dieppe.

On another occasion in 1942 Defiants using *Moonshine* assembled a spoof raid over the Thames that allowed USAAF B-17s plus fighter escorts to attack Rouen. The Luftwaffe sent 144 aircraft to intercept the spoof but only a small number to Rouen.

The second countermeasures system to be deployed was *Mandrel*, a noise jammer which overwhelmed the signals from *Freya*. The *Mandrel* equipment consisted of a T1408 Transmitter, a Type 68 modulator, a Type 300 power unit and a transmission mast. Individual Defiant aircraft were sent to orbit positions 50 miles off the enemy coast. By using nine aircraft a 200 mile gap could be made in the German's radar coverage.

The Special Duties Flight became 515 Squadron at RAF Northolt on 1 October 1942 and then moved to RAF Heston, Middlesex, on 29 October 1942. The Squadron flew its first operational mission using *Mandrel* on the night of 5/6 December 1942.

The Squadron then moved to RAF Hunsdon, Hertfordshire, on 31 May 1943 where it continued to use its Defiants for jamming operations. In June 1943 the Squadron began to receive the twin-engined Bristol Beaufighter Mk IIF which had longer range and could carry more electronic

equipment. These aircraft were equipped with *Mandrel* and in July 1943 worked started on also fitting *Moonshine* and *Carpet* jammers. The Defiants flew their last jamming mission from RAF Hunsdon on 17 July 1943, with one aircraft being lost out of four sent out that night.

In August 1943 the Defiants were withdrawn from service and the Squadron was declared non-operational to allow training as an all Beaufighter squadron to be completed. The Squadron used only *Mandrel* operationally before moving from RAF Hunsdon to RAF Little Snoring, Norfolk, on 15 December 1943 to become part of 100 Group, Bomber Command, and abandoning the radar countermeasures role. It was subsequently equipped with Mosquito NFII aircraft from February 1944 and Mosquito FBVI from March 1944, beginning its first intruder missions, mostly by night, on 5 March. The Squadron remained with the Mosquito at RAF Little Snoring for the rest of the war and was disbanded on 10 June 1945.

515 Squadron Defiant II Serial Numbers

AA381, AA383, AA405, AA420/O, AA438, AA542/N, AA566/E, AA575/P, AA578/K, AA629 and AA652/B.

515 Squadron Commanders

October 1942 to July 1943	Sqn Ldr SR Thomas, DFC, AFC
July 1943 to January 1944	Wg Cdr JF Inkster
January 1944 to December 1944	Wg Cdr FF Lambert, DSO, DFC
December 1944 to June 1945	Wg Cdr HC Kelsey, DFC

RIP (from Hunsdon)

Sergeant Edward Slaven ANDREW (Wireless Operator/Air Gunner) 1307153, Royal Air Force Volunteer Reserve, 515 Squadron. Died 9 October 1943. Buried in Hanover War Cemetery, Niedersachsen, Germany. Collective grave Plot 12 Row H Graves 6-9.

Pilot Officer Arthur Buckby SINTON (Pilot) 119279, Royal Air Force Volunteer Reserve, 515 Squadron. Killed in action on 26 June 1943. Shot down off the coast of Holland, his body was never recovered.

Just a Game of Monopoly?

Sent in by Phil James



Starting in 1941, an increasing number of British Airmen found themselves as the involuntary guests of the Third Reich and the Crown was casting about for ways and means to facilitate their escape.

Now obviously, one of the most helpful aids to that end is a useful and accurate map, one showing not only where stuff was, but also showing the locations of 'safe houses' where a POW on-the-lam could go for food and shelter. Paper maps had some real drawbacks – they make a lot of noise when you open and fold them, they wear out rapidly, and if they get wet, they turn into mush. Someone in MI-5 got the idea of printing escape maps on silk. It's durable, can be scrunched up into tiny wads, and unfolded as many times as needed, and makes no noise whatsoever.

At that time there was only one manufacturer in Great Britain that had perfected the technology of printing on silk, and that was John Waddington Ltd. When approached by the Government, the firm was only too happy to do its bit for the war effort.

By pure coincidence, Waddington was also the UK Licensee for the popular American board game, Monopoly. As it happened, 'games and pastimes' was a category of item qualified for insertion into CARE packages, dispatched by the International Red Cross to prisoners of war.

Under the strictest of secrecy, in a securely guarded and inaccessible old workshop on the grounds of Waddington's a group of sworn-to-secrecy employees began mass-producing escape maps. When processed, these maps could be folded into such tiny dots that they would actually fit inside a Monopoly playing piece.

As long as they were at it, the clever workmen at Waddington's also managed to add:

1. A playing token, containing a small magnetic compass
2. A two-part metal file that could easily be screwed together
3. Useful amounts of genuine high denomination German, Italian and French currency hidden within the piles of Monopoly money!

British and American air crews were advised, before taking off on their first mission, how to identify a 'rigged' Monopoly set – by means of a tiny red dot, one cleverly rigged to look like an ordinary printing glitch, located in the corner of the Free Parking square.

Of the estimated 35,000 Allied POWs who successfully escaped, an estimated one third were aided in their flight by the rigged Monopoly sets. Everyone who did so was sworn to secrecy indefinitely, since the British Government might want to use this highly successful ruse in still another future war.

The story wasn't declassified until 2007, when the surviving craftsmen from Waddington's as well as the firm itself, were finally honoured in a public ceremony.



Final Postings

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

Martin Albert Staunton, Eileen Boorman (nee Staunton), Len Bartram

Founders of RAF 100 Group Association – remembered with love.

192 Squadron	George Ward DFC Sqd/Ldr; Phil James' Canadian pilot
192 Squadron	Kenneth 'Paddy' Passmore: DFC Flt/Lt; Canadian, died 2005.
192 Squadron	John Cooke has left memorabilia to the Museum archive collection.
192 Squadron	Ron Phillips passed away in late 2005.
192 Squadron	Ted Gomersall passed away on 30 th November 2004,
192 Squadron	Hank Cooper DSO, DFC passed away in 2005.
192 Squadron	Michael Simpson W/Op & F/O passed away on the Isle of Man.
192 Squadron	'Richie' Richards Rear Airgunner flying Wellingtons has passed on. His son, F L Richards, a member of the Association, died in August 2009.
192 Squadron	Air Commodore Vic Willis, C.O of RAF Foulsham passed away 30.7.06
192 Squadron	Group Captain Jack Short passed away December 2006. Chair of RAF 100 Group Association until 1996.
192 Squadron	W.O (later P/O) A G McEachern RCAF died 15th August 2007 at home in Lanigan, Saskatchewan aged 85.
192 Squadron	LAC Harris, Ground Crew passed away 15 th August 2007. Grandson James Kerslake is now a member of the Association.
192 Squadron	Wing Commander D.W. Donaldson DSO* DFC passed away 15.1.2004.
192 Squadron	Wilhelmson, F/O Sander Willie Raymond (J10026). Distinguished Flying Cross. Home in Elbow, Saskatchewan.
192 Squadron	Flight Lieutenant Richard (Dick or Dobbie) William Dobson, died 1996, remembered by his son, Roger and daughter Susan, both members.
192 Squadron	W/O John Rhys Powell, rear gunner flying Wellingtons, died 1992 remembered by son John Powell.
192 Squadron	Sgt George Richards, tail gunner, posted missing evening of 4th/5th July 1944. Remembered by niece Cheryl Cairns nee Colgan & sister Agnes Colgan (nee Richards).
199 Squadron	F/O Ed Emmerson, Navigator to Flt/Lt Paddy Passmore DFC, a Canadian Pilot, has passed away.
199 Squadron	Arthur Fitch, former RAF Bomber, passed away July 2006.

199/171 Squadron	Group Captain George Cubby, MBE, FRMets; passed away in 2005. His wife donated memorabilia to the Museum. He is also remembered by Roy Smith, only surviving member of his crew.
171 Squadron	Joe Brogan, Halifax pilot, who finished the war at North Creak; passed away 2004, remembered by his widow Sheila.
171 Squadron	Arthur Adcock passed away February 2008 & Syd Love, Canadian crew member, passed away April 2008. <i>'Friends to the end!'</i>
171 Squadron	Len Fanstone passed away 13 th January 2010. Harry Freegard says he will be greatly missed by his wife and himself as they have been constantly in touch with him and his family since his return to Canada in 1946.
157 Squadron	Bryan Gale Flt/Lt passed away 2 nd January 2009 and is remembered by daughter Valerie & son Chris.
214 Squadron	Geoff Liles, pilot, passed away 4 March 2006.
214 Squadron	Mr J Creech passed away April 2006.
214 Squadron	Don Austin passed on and is remembered by Les Bostock.
214 Squadron	Air Vice Marshall Jack Furner passed away 1 st Jan 2007.
214 Squadron	Squadron Leader/Flight Commander Bob Davies passed away June 2007.
214 Squadron	Bill Howard passed away October 2007.
214 Squadron	Flt Lt Blair passed away Sept 2007.
214 Squadron	John Hereford, Spec Op, has passed on.
214 Squadron	Robert Moorby W/Op passed away January 2008. Michael & Robin, sons, gave memorabilia to the Museum. Also remembered by Shirley Whitlock.
214 Squadron	Ft/Sg Hadder, Air Gunner in Fortress III HB815, bearing code letters "BU-J" killed 3/4 th March 1945, remembered by nephew Leslie Barker.
214 Squadron	Alan Mercer passed away 6 th June 2009.
214 Squadron	Warrant Officer Gordon Wing, 'Howie' (a character from Australian cartoon page of a newspaper) passed away end of Nov 2009 aged 87 years. He was a Rear Gunner in Eric Morrison's crew in Stirlings and Fortresses, and also Founder member of the Airgunners Ass.
214 Squadron	Robert Louie William Darracott, navigator, philatelist, opera buff and avid bridge player, died May 8 th 2010 aged 94 years. Bob was one of England's gentlemen, gone to his rest. Sadly missed by family and friends.
223 Squadron	Flt Lt A E L Morris (Tony) died June 2005. He is remembered by Andrew Barron, his skipper: Oct 44 – 1945.
223 Squadron	Tom Butler 'Bishop', is remembered by Peter Witts.
223 Squadron	C. L. Matthews (Les) rear gunner, Peter Witts nose gunner in Flt/L Stan Woodward DFC crew before Peter went on to 214 Squadron.
223 Squadron	Arthur Anthony, Flight Engineer, passed away May 13 th 2006.

- 223 Squadron** F/Lt Jack Brigham DFC passed away 2008. Original Captain when 223 reformed. Flew mainly Liberator TS 524, 6G-0; 36 ops. Remembered by Len Davies, Waste Gunner, only surviving member of crew.
- 223 Squadron** F/L/Sir John Briscoe passed on a few years ago and has now been identified as being with 223 Squadron.
- 88 Squadron** F/Lt Len Dellow passed away Christmas/New Year 2006-7; veteran of 88 Squadron, 2 Group & rear gunner/wireless operator on Bostons.
- 49 Squadron** Len Bradfield passed away Nov 2005. Len & pilot Johnny Moss survived as war prisoners when their Lancaster ED625 was shot. Len returned to Britain with injuries sustained in escape attempt, nursed back to health by Nora, who he married.
- 462 RAAF Squadron** F/O H.R. Anderson DFC 'Andy' passed away 6th April 2008 at home in New South Wales with family around him.



RAF 100 Group BASEBALL CAPS

We can now provide 100 Group baseball caps which are black with adjustable back

£9.99 includes p&p for this country

CONTACT:

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A Quiet Corner



LIE IN THE DARK AND LISTEN

Lie in the dark and listen.
It's clear tonight so they're flying high,
Hundreds of them, thousands perhaps,
Riding the icy, moonlit sky.

Men, machinery, bombs and maps,
Altimeters and guns and charts,
Coffee, sandwiches, fleece-lined boots,
Bones and muscles and minds and hearts,

English saplings with English roots
Deep in the earth they've left below.
Lie in the dark and let them go;
Lie in the dark and listen.

Lie in the dark and listen.
They're going over in waves and waves
High above villages, hills and streams,
Country churches and little graves

And little citizen's worried dreams;
Very soon they'll have reached the sea.
Lie in the dark and let them go
Theirs is a world we'll never know.
Lie in the dark and listen.

And far below them will lie the bays
And cliffs and sands where they used to be
Taken for summer holidays.
Lie in the dark and let them go
Theirs is a world we'll never know.
Lie in the dark and listen.

Lie in the dark and listen.
City magnates and steel contractors,
Factory workers and politicians
Soft hysterical little actors,
Ballet dancers, reserved musicians,
Safe in your warm civilian beds.

Count your profits and count your sheep
Life is passing above your heads,
Just turn over and try to sleep.
Lie in the dark and let them go;
There's one debt you'll forever owe,
Lie in the dark and listen.

Noël Coward

Dates for your Diary

2010

Saturday Sept 4 **Battle of Britain Anniversary Concert** 6.15pm to 8.45pm

Churchill's home, Chartwell House, now part of the National Trust, has invited the Organiser of Biggin Hill International Air Show to put on an Event. He will be putting on a **musical extravaganza with the RAF Central Band** and is hoping for 5,000 to attend and profits will go to the RAF Association. It will start in the early evening so that there will be a Spitfire & Hurricane Flypast and then go through to the evening and conclude with fireworks. To ensure that WWII veterans will be able to ask the Big Lottery (BLF) for support, there will be a short 'drumhead service' at the beginning conducted by the padre at Northolt. Event details are as follows:

Event	Battle of Britain Anniversary Concert
Venue	Chartwell (in Kent)
Description	Join us for a very special evening at Chartwell. Enjoy music from the Central Band of the RAF and a stunning anniversary Flypast, all put together by Synergy Events as part of Biggin Hill Air Show to commemorate 70 years since the Battle of Britain. Please see www.synergieventsuk.com for further information.
Booking	Booking is essential: 01959 572277
Booking Fee	Booking Fee applies – all tickets are £32
Additional Info	Suitable for Groups Gates open at 3pm
Contact	Synergy Events: 01959 572277 – leah@airdisplaysint.co.uk

This event could be combined with the following:

September 7 **City of London Salute to RAF Veterans of WWII** **Venue: St Paul's Cathedral**

The above event is being organized by the RAF Association and most places have gone. However, the Organiser, Brian Hartley, will look at finding places for WWII veterans who are interested in attending and can respond quickly. Anyone wishing to attend needs to book quickly.

Contact: Brian Hartley at RAFA CHQ in Leicester 0116 2688770

October **Deadline for inclusions in winter issue of Newsletter due out in time for Christmas.**

100 Group Order of Battle

SQD	AIRCRAFT	1st 100 GROUP OPERATION	BASE	SORTIES, LOSSES ROLL
192	Mosquito, Halifax Wellington Lightnings	Dec 1943	Foulsham	2171/5 Losses Electronic Intel/Elint
141	Beaufighters, Mosquito	Dec 1943	West Raynham	1214/11 Losses 80 EA, 58 Trains, 7 Ships Dest
219/239	Mosquito	Jan 1944	West Raynham	1394/9 Losses 51 En AC Dest
515	Mosquito	March 1944	Little Snoring	1366/21 losses 29 En AC Dest
169	Mosquito	Jan 1944	Little Snoring, Great Massingham	1247/13 Losses 25 En AC + 1 V1 Dest
214	Fortress	April 1944	Sculthorpe, Oulton	1225/13 Losses Electronic Jamming
199	Stirling, Halifax	May 1944	North Creak	1707/6 Losses Electronic Jamming
157	Mosquito	May 1944	Swannington West Malling	1336/6 Losses 37 En AC +39 V1 Dest
85	Mosquito	June 1944	Swannington West Malling	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	625/3 Losses Electronic Jamming
171	Stirling, Halifax	Sept 1944	North Creak	1583/4 Losses Electronic Jamming
462 RAAF	Halifax	Jan 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 by
Janine Harrington/Tony Bradley