



Confound & Destroy

The magazine of RAF 100 Group Association

 **Autumn 2013** 



100 Group Association Chairman Wing Cdr John Stubbington: 
100 Group Association Secretary Janine Harrington: 

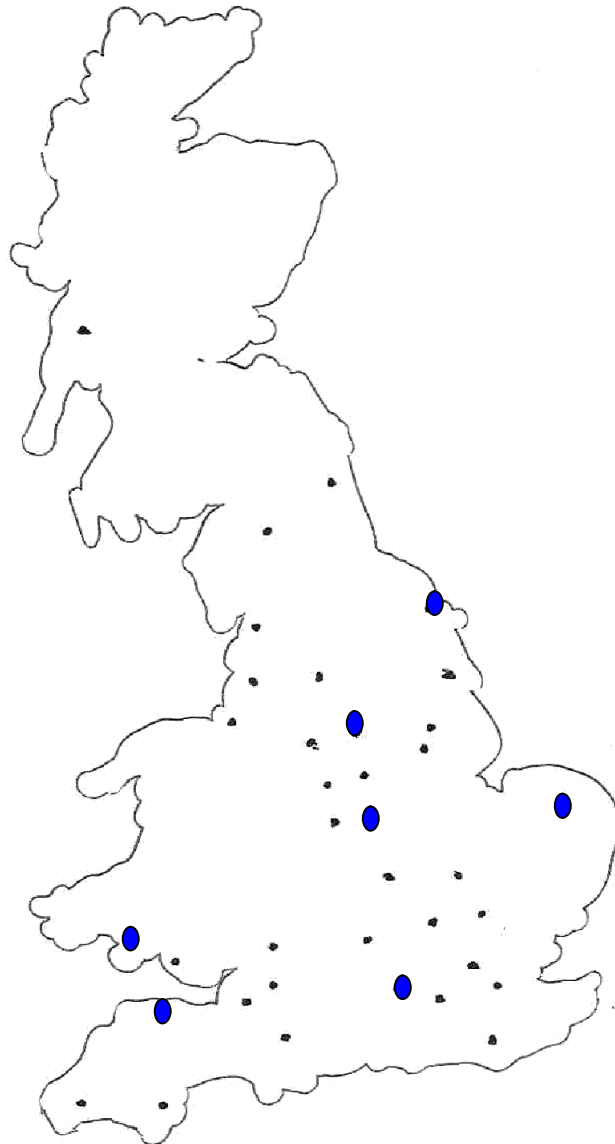
www.raf100groupassociation.org.uk

Home to RAF 100 Group Association
City of Norwich Aviation Museum
Old Norwich Road, Horsham St Faith, Norwich, Norfolk NR10 3JF
Telephone: 

www.cnam.co.uk

RAF 100 Group Association

Membership Areas



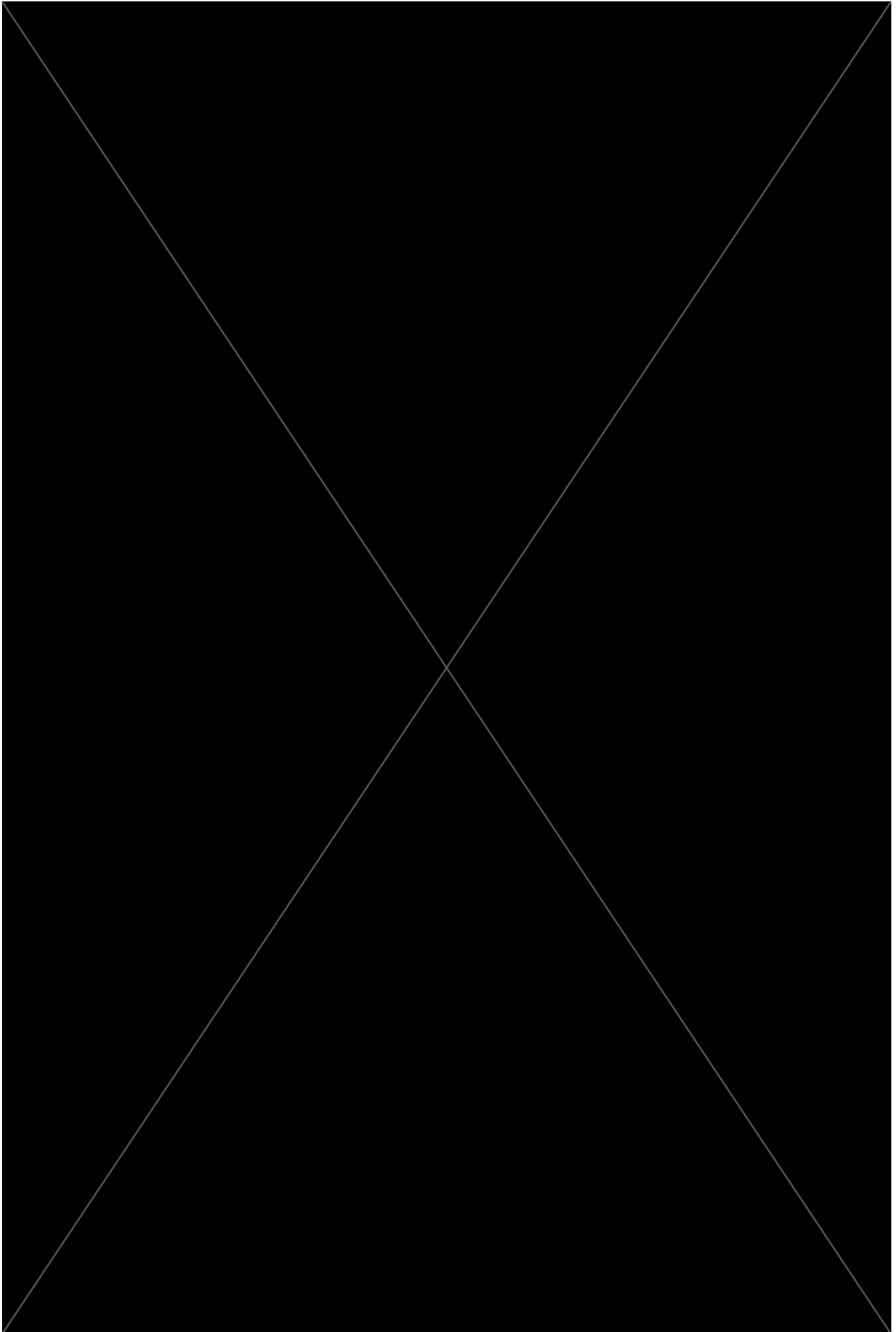
Each dot represents an area where there is a cluster of members
Big dots show where members of the RAF 100 Group Association Committee live

Members who live abroad are in the following countries:

Northern Ireland
Canada
Austria
China
Germany
Australia
USA
South Africa
Thailand
Brazil

RAF 100 Group Association

Committee



EDITOR'S PAGE



Dear Friends

It's not every day we get to share Good News ... and it gives me great pleasure to do so. But first, a question: *What were you doing at 10am on Friday 20th September?*

Tony and I were standing in a small chapel at Gretna Green, preparing to make our wedding vows. *Da-Dah!!!* It was a very special longed-for moment for so many reasons for both of us. But that sudden surge of knowing finally we had met The One as we gazed into one another's eyes while our lips responded: *'I do!'* now makes the picture complete. It proves miracles still happen, the happy-ever-after dream really can come true!

It truly was a perfect and wonderful wedding day, magical in every way, certainly one to remember. The Mill Forge did us proud! The bride wore red, the colour of a new dawn. As we moved together, hand in hand, husband and wife, out into the sunlight, the haunting lyrics and music of Chris de Burgh's *'Lady in Red'* followed in our wake.



My daughter Jo arrived all the way from Armenia where she's currently travelling, to share my special day. While my two younger sisters journeyed from north and south ... one from Worcestershire and the other from the island of Mull.

A heartfelt *'thank-you'* to Linda for her superb needle-craft skills in creating the most beautiful delicate rose headbands sewn lovingly onto white stretch lace. They are a



true keepsake for the ladies who wore them. Given I was *'Lady in Red'* for a day, they went well with the theme and were very much admired.

The wedding ceremony was followed by a seemingly endless drive to meet the overnight ferry at Portsmouth and a week's honeymoon in France. We stayed four nights at La Rochelle overlooking the harbour, followed by a night amongst the little cobbled streets of Dinan prior to meeting the return ferry. After an eight hour sail we were exhausted by the time we arrived home! Now each morning I pinch myself, still unable to believe it all really did happen and it wasn't just a beautiful dream!

Tony and I join in thanking everyone who knew about the wedding and sent cards and gifts. We are still bathing in the glory of that wonderful day at Gretna and the marvellous week which followed.

I held back this Autumn edition of the magazine until our return at the request of members who wanted it to include photographs from the occasion. Even though you weren't there in person, each and every member can be assured you were present in our thoughts as the Association Family stretching around the world. It was important to us that you feel included and involved in our very special day.

There were also those members we remained concerned about over our time away, knowing they were in very poor health. We would ask that members hold in their hearts particularly at this time – Ernie Hughes, Don Francis, Rod Vowler and Gerhard and Sissy Heilig. Rod, our Standard Bearer, would like members to know: *'he is progressing well, and hopefully will be returning to work on restricted hours in the near future'*. While a letter from Gerhard is shared in the early pages of this magazine, following a report from the City of Norwich Aviation Museum.

Moving swiftly on, directly of concern to members will be a change to our Committee Page as we welcome a new addition to The Team - our new Association Treasurer: Andrea Sluman.

Of particular note regarding finances, it was reported both at the Reunion and in the last summer edition of 'Confound & Destroy' that future magazines would need to be produced in black and white for all members receiving them through the post. However, this is now not the case. A member who wishes to remain anonymous has kindly made a generous donation, making it possible for printing to continue in full colour for the future. I'm sure everyone would want to thank this member as the magazine is such a vital link between us, especially for those unable to attend Reunions. It really plays a vital role in maintaining contact and helps us remain the Family we have become, with every member feeling included and involved.

For members receiving the magazine through email, can I please ... *please* ... put out a heartfelt plea to each and every one of you, to please write a simple email by return saying it has been received? Otherwise, it is impossible for me to know that the magazine is going out to our full membership and leaves me having to write back asking whether or not it has gone through the internet okay.

I need to apologise for a couple of errors in the last magazine. BRYCE Helme is actually BRYAN Helme. Sorry, Bryan, and again, welcome to our extended Family. Bryan shares his wartime experiences in this magazine. Thank you also Bryan, for the lovely phone call. As well as pointing out the error, it enabled me to put a voice (if not a face!) to the name. My second error came in giving John McLaren of 223 Squadron the rank of F/O Sgt, which of course should have read 'Squadron Flight Sergeant'. My humble apologies to his family, and thank you, Richard (Forder), for pointing this out. Meanwhile, one further name is added to our growing list of FINAL POSTINGS - Flight Lieutenant Navigator Ron Johnson - who passed away in August. I hope to be able to include more about him in the Winter edition.

What am I saying? Winter Edition! It hardly seems possible we can be at the end of yet another year ...

You may recall that, as a special favour to Evelyn Bartram, a valued friend over all the years of the Association; I have been updating and reproducing with new photographs and writings, her husband Len's booklets on RAF No.100 (Bomber Support) Group airfields in Norfolk. RAF Little Snoring, RAF Swannington and RAF West Raynham booklets are now available as part of the collection, with Great Massingham to follow shortly. To purchase a copy of any one of these booklets, past and present; please write direct to me: £5+pp will secure a copy by return, with all profits going to the Association.

I would also say a huge **WELL DONE** to Claire and Nigel of North Creake Control Tower for the article which appeared in Saturday 7th September edition of The Times! The North Creake booklet has duly been updated and more will be on their way to them shortly.

Finally, two photographs printed in the Summer edition of 171 and 199 Squadrons has produced a huge amount of interest. I share some of the 'chatter' in the following pages. Thank you, Peter Sclaverano, for answering the question about why there are two photographs taken on the same day, which, he says, was to enable each Squadron to have one. More of this in the Winter edition.

The Christmas magazine will be out for the beginning of December to avoid getting caught up in Christmas post. Anyone with anything to include, please send it to me as soon as possible ... remembering I am now MRS JANINE BRADLEY! (*Still can't get used to that!*) I would also pass on a timely reminder that 2014 membership subscriptions are due at the end of the year, 31st December 2013, at £15 per person.

One further thought to pass on while I remember is that a full programme for our May 2014 Reunion will be out with the Spring 2014 magazine. The Reunion now has a new Speaker ... you can see news of this at the end of this edition. It promises an event not to be missed, with more than a few additional surprises!

*Love & Hugz
Janine XX*

Items for magazine should be sent to:
Janine Bradley
7 Ashley Court, Filey, North Yorkshire YO14 9LS
Tel: 01723 512544 raf100groupassociation@gmail.com

Chairman's Report



THE 100 (BOMBER SUPPORT) GROUP ASSOCIATION

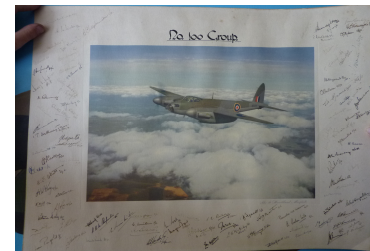
LETTER FROM THE CHAIRMAN, SEPTEMBER 2013

Dear Members,

At this stage in the year I want to focus on the good news, of which I am delighted to say that there is much to be pleased about. In no particular order:

- Many of you will already have heard that Janine and Tony are to be married at Gretna Green on 20th September. Janine has done a huge amount of work for the Association, without which it would probably have collapsed five or more years ago. The Association must surely be absolutely delighted for them both and we wish them all the very best for the future.
- Immediately after the Annual General Meeting in May, Andrea Sluman very kindly volunteered to be Treasurer. I am very pleased to welcome Andrea to the Committee and we look forward to her help.
- The National Trust at Blickling Hall held an RAF Memorial Day on 1st September and the Association was represented by Nigel and Claire from North Creak, Andrea and Peter Sluman from Norwich and Chris from Oulton. My thanks to all of you for your time and effort in raising the visibility of the Association.

At the Reunion, Peter Smith presented this signed photograph to the Association. It has been framed and is on display at the Aviation Museum. The picture was signed up by many No.100 Group Headquarters staff, including AVM Addison, on 26th September 1945 at Bylaugh Hall. One of the signatures is from Flight Officer Shirley Peek (now Shirley Bellwood) who was an Intelligence Officer at Bylaugh and is a member of our Association.



Shirley travelled to the reunion at Bylaugh with AVM Addison. The Mosquito, DZ313, was operated by 105 Sqn. It failed to return from a raid on 20th October 1942, when 105 Sqn was based at RAF Marham.

The Committee is progressing with a draft Constitution for the Association. The main purpose is to formalise our existence; and to record the Terms of Reference for the key appointments of Chairman, Secretary and Treasurer. It is our intention that this would be available for your consideration in the next Newsletter, in order that you will have the opportunity to vote on a proposal that the Constitution and Terms of Reference be adopted at the next Annual General Meeting.

Finally, may I remind you once more that we must identify a candidate as Vice-Chairman. Please give this your thought and let me have your suggestions.

With my most sincere best wishes to all members,

John Stubbington

Wing Commander, Chairman

City of Norwich Aviation Museum



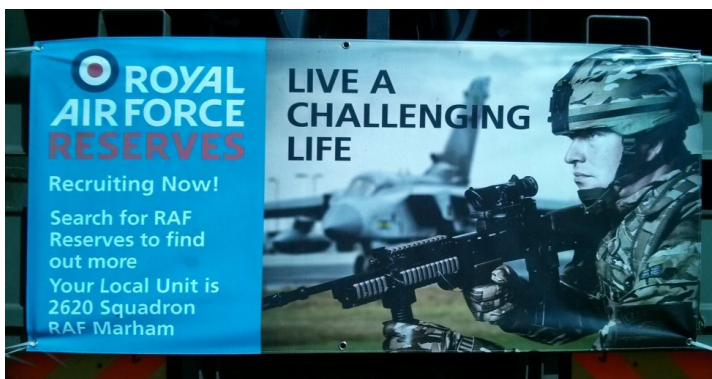
Regular readers of 'Confound and Destroy' over past years must be convinced that we have a fixation with the weather here at the Museum! Well, in many ways we have, as meteorological conditions affect, not just the number of visitors we can expect; but their general mood as well as dictating how much progress we can make with aircraft restoration projects and how effectively we can maintain the Museum premises. 2013 has certainly been a season of contrasts with a seemingly endless winter, a very cold spring, a few weeks of regular weather and then the longest heat wave for many years.

The extended winter certainly effected visitor numbers in the early months of the year, but we were able to use this time to fully complete the refurbishment of our tearoom in time for the start of the main season in early April. Our reward for this work was delayed as snow fell and temperatures plummeted at Easter and it was not until May that we were as busy as we predicted. After a few short weeks, temperatures soared. Potential visitors headed to the beaches, giving us the challenge of both making up for the shortfall of visitors in spring as well as attracting the large numbers we need during main holiday months of July and August.

After a great deal of additional work, including a reprint of our publicity leaflet and some rapid distribution of around 20,000 copies, we are pleased to have enjoyed a very good summer and actually attracted around 20% more visitors in July and August compared to 2012. The poor start to the season has however meant we have not broken any records this year, but we are very satisfied.

Progress has been made with restoration of several of our aircraft. In particular, most of the Handley Page Herald has been repainted, the Vulcan has been extensively worked and several others have received attention. In the exhibition buildings, we continued to update displays when the opportunity has been available. The updated tearoom has been a great success, proving particularly popular with visitors.

We will be remaining open for at least six days per week until the end of October. Normally we are closed on Mondays, but during school half-term and the remainder of September, we will open every day of the week. We have a number of group visitors confirmed over the next few weeks, including a large group of eighty 8 - 9 year olds from a local school who will have their history lessons at the Museum.



Chief of Staff for Personnel and Group Captain Miller, Station Commander, RAF Honington. RAF personnel stationed in East Anglia have recently been undertaking a series of cycle rides to historic RAF sites in Norfolk and the final trip ended at the Museum (RAF Horsham St Faith) having left RAF Marham, then visiting North Pickenham and Attlebridge before arriving at the RAFA event. To conclude the day, the RAF gave presentations on the history of RAF Horsham St Faith and the role of the modern RAF. This event was very well attended and we will look to continue to support RAFA branches in Norfolk and other RAF charities with similar future days.

On 8th September, we provided the venue for a Royal Air Forces Association event held to raise public awareness of the work of RAFA and to promote membership and support of the organisation.

This event was fully supported by serving members of the Royal Air Force from Marham, Honington and High Wycombe and attended by Air Vice Marshall Wiles,



As autumn approaches, we are planning to completely repaint the exterior of the Museum buildings as well as all gates and fences. We are also working on 'Shed 5' which is one of the buildings we collected from RAF Coltishall before its closure to further expand exhibition space for 2014. We have finally traced the parts we need to complete the Rallye aircraft we purchased in 2012 and these are due to be collected in early October. The search for these parts has taken over a year and been Europe wide. In the event, we are collecting from near Gatwick Airport!



New small exhibits have been arriving at the Museum throughout the year. A large book collection came in mid-July and many smaller donations of interesting items have been made. We managed to keep up with recording all new arrivals this year onto our MODES system and we will continue the progress made over the past two years to update previous entries. We are always seeking to make additions to the Museum archive, particularly photographs relating to RAF 100 Group. If any Association members have photographs of aircraft, personnel or 100 Group airfields they can help us with, we would be very pleased to hear from them. We do not necessarily need original photographs, digital scans on a CD are very acceptable being simple to store and refer to.

Kelvin Sloper

Treasurer, City of Norwich Aviation Museum

* * * *

Special Letter from Gerhard Heilig to Members

My dear friends,

On Monday, 12 September, I was suddenly overcome with a great loss of energy and had to lie down. It was no better the next day but I thought it was just a temporary matter. On Wednesday and Thursday I was back to normal but on Friday I was down again and remained so. Apart from this almost total loss of energy there were no indication or other discomfort whatsoever and I could not imagine what might be wrong, but with one difference I was reminded of the attack of jaundice I had suffered in the spring of 1945, when the medical officer of the station had taken ten days to diagnose the trouble. Only this time I suffered no loss of appetite.

By Sunday evening it had become evident that something must be done. Sissy phoned our son-in-law Roman who is our GP and lives only fifteen minutes car journey away. He came round at once and was also completely puzzled. However he wrote out a prescription for a comprehensive blood test which we did the following morning. He phoned the lab in the later afternoon and there were already sufficient results available which showed that there was something seriously wrong. He came round again to inform us and arranged for an ultra-sound test to be done urgently and a facility very close by kindly agreed to do it first thing next morning. The doctor wrote out her report straight away and Sissy phoned Roman the results and caught him just as he was about to leave for work. He told us to go home and he would come along shortly. When he arrived he said that a bed was already available and by 11 o'clock I was settled in the nearby hospital.

On Wednesday a computer-tomography was done and it showed a tumour was in an advance stage, was blocking the gall tract and caused a form of jaundice. So I had not been so very wrong

in my mind. The little bastard had tucked himself away so craftily that it had been undiscovered by a recent computer-tomography.

On Thursday an endoscopy was carried out but they failed to get through to be able to install a bypass. There was insufficient information available for an operation. So a radio-magnetic tomography was arranged for the following Monday which would provide a complete picture.

On Wednesday an operation was successfully carried out, installing the bypass and a drainage. I had only a few stabs of pain after the operation and during the entire time had suffered no discomfort apart from the loss of energy and a need for a great deal of rest. After a number of checks I was informed I was informed on Thursday the 5th that there was nothing more that could medically be done and that I would be released on the following day. I had received very good and friendly care indeed, but who would like to be in hospital of course.

It was wonderful to be home again on Friday and to be in my familiar surroundings. Sissy gave me her not only loving, but superb care. Roman, who lived a mere fifteen minutes' drive away was constantly available and would pop round as soon as he was able if in need. Being medical supervisor in a care home nearby, he passed our home within a very short distance on his own way home after work and frequently just pops by. Who, except the rich, have the like available, and even then not on such a personal basis.

Wednesday 11th September Roman informed me yesterday that my remaining time would be very limited. Well, so be it. Although I require a great deal of rest during the day, I have been busy making arrangements for the disposal of my personal possessions. Quite a lot of this has already been done, but the majority is of no particular interest to them but I have already found a number of possible takers. This activity is giving me great pleasure and satisfaction and as I have always intended to make my last days, if known, as pleasant as possible, I find that I am very successful at achieving this. It is sad of course that there is so much I had actually intended to do, so be it and I can enjoy my remaining time in contentment.

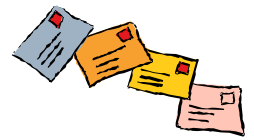
Do not grieve but try to share my joy with me.

My warmest regards to you all

Gerhard Heilig

* * * *

LETTERS PAGES



Janine,

The Summer edition of the magazine all worked fine by email and downloaded easily - far quicker than the old way which locked up my inbox while it took time to download.

Grahame

Air Vice Marshall Grahame Jones

Note: I would deeply appreciate it if members receiving emails with attachments of the magazine could please write by return to let me (Janine) know it has been received by you.



Hi Janine,

Thank you for the Summer Magazine which I haven't read yet but have downloaded successfully. We all thoroughly enjoyed the Reunion, there is such warmth between the members, which is lovely. The Oulton tea is a highlight enjoyed by my sons particularly and the food at Wensum Valley gets better every year.

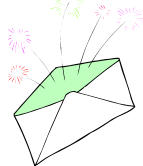
Thank you for everything you do, the whole weekend runs like clockwork. It is much appreciated by one and all.

Take care of yourselves, looking forward to next year already

Love

Brenda

Brenda Forsyth



Dear Janine

Thank you so much! My Mum is delighted with the magazine, she just can't get over it! I think she has forgotten that I had the photos and that she told me all those names, so it came as a great surprise.

The only thing is, she is sure that she hasn't paid for the magazine and is very worried about that. I would like to order 4 copies of the magazine, if that's possible - for myself and my three brothers. So can I place an order, and I can pay for my Mum's copy at the same time?

My Mum is now busy looking through other photos from the war - this has really kick-started more memories!

Once again, thank you very much.

Best wishes

Anne Cheung

cheung33a@gmail.com



Dear Mrs Bartram,

Enclosed is a photograph and menu.

My dad who served at Oulton is pictured far right, 2nd from back row (see photograph below). Hope you find them of interest. Will try to make it next May for the Reunion.

Yours faithfully,

D Burton

PS My Dad's name was James (Sargent).



Below: RAF No. 214 Squadron, Oulton
James Sargent: Far right, 2nd from back



Above: Christmas 1944
Menu at Oulton

Does anyone remember JAMES SARGENT of 214 Squadron, Oulton? If so, please send in your memories. We'd love to share them with you.

Dear Janine,

Thank you again for all your wonderful work for the Association through the year. In the latest Magazine there is a picture of the Dobson family at the Reunion. Dobson is a name I have never seen in all the years of reading the 100 Group Association magazine, but it happens to be the name of my old friend on 223 who was shot down and died early 1945 and I wonder if there is a connection? We first met at Gunnery School on Walney Island and immediately struck up a friendship, probably (no, certainly) because we both stood out as broad Yorkshire lads (I mean 'ee bah goom' types), he from Bradford and me from Sheffield.

They may possibly be new members as the name has not appeared before, but you may be able to throw some light on this – my friend's name was Ernest Dobson – and if they happen to be from the Yorkshire area there could be a connection?

I much appreciated the poem 'Requiem for an Air Gunner' shared at the Reunion as you might imagine.

Yours sincerely,

Derek

Derek Wilshaw

NOTE FROM EDITOR: *I have written to Derek but wonder - if any of the Dobson family would like to respond direct to Derek I'll be happy to give his address. I know he would welcome hearing from you. Meanwhile, Richard Forder has kindly put the following together:*

SERGEANT ERNEST DOBSON, AIR GUNNER, 223 AND 214 SQUADRONS

Ernie Dobson arrived at RAF Oulton on the 2nd September 1944 in the party of 38 Air Gunners posted in from No. 96 Course, 10 Air Gunnery School at RAF Walney Island, Barrow in Furness. Ernie flew 3 ops with Flt Lt Briscoe's crew, but did not establish a permanent crew position for whatever reason.

On the 23rd November he was posted out to 214 Squadron.

On the night of 8th/9th February 1945, he was a member of Flight Officer James Robertson's crew that took off from Oulton at 0329 in Fortress III HB796(T) for a Window Patrol to the West of the Rhur to protect a Main Force attack on the Hohenbudberg railway yards at Krefeld. It is not known if the aircraft had suffered damage or problems during the patrol, but at 0430 it was seen to pass very low over New Romney and Lydd on the Kent coast. A witness at Lydd heard an aircraft diving towards the sea, followed by a muffled sound which possibly resulted from its impact with the sea. Another witness, a Coast Watcher on duty at his post at Denge Marsh reported that the Fortress appeared to have tried to land on the beach, but bounced and crashed in the sea. All 10 crew members lost their lives. Ernie's body was recovered from the sea and his remains cremated at Bradford Crematorium near his parent's home at Allerton, West Yorkshire. He is remembered on a Memorial Tablet at the Crematorium. Ernie was just 20 years old. His New Zealand skipper was 23.

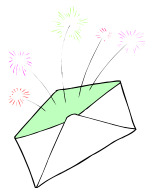
It is not known how long Ernie had been a member of Robertson's crew, but the crew had originally formed at 1699 Flight, Oulton, completing their conversion to the Fortress between 19th September and 15th October 1944. Robertson was on his 19th Op when he lost his life. Ernie appears in the photo of 96 Course, 10 AGS, that appeared in the Winter 2012 edition of the magazine. He is in the left hand syndicate ... see on next page:

Another ex-223 Squadron member, F/S Peter Buckland, the crew's Navigator, was also lost in the aircraft. Peter had been one of the ex-111 (C) OTU graduates who provided the core of 223 Squadron when it reformed at Oulton at the end of August 1944. Peter flew 5 ops as a 2nd Navigator with Flt Lt Noseworthy's crew, before he too was posted to 214 Squadron on 13th November 1944. The full crew list for Fortress HB796 (T) was:

F/O J P Robertson RNZAF
 Sgt T W H Usher
 F/S P G Buckland
 F/S G S M Fowler RAAF
 F/S F R Olds RNZAF
 W/O L J Bennett RNZAF
 Sgt W Bunyan
 Sgt E Dobson
 Sgt R J Carrott
 Sgt W T Banner



96 Course, 10 Air Gunnery School, RAF Walney Island, August 1944
 (photo cropped to show faces). Ernie Dobson is far left, second row.



Dear Janine,

As always delighted to receive our newsy 100 Group magazine, so full of super memories. However, I was most concerned to read of the problem confronting Nigel and Claire in the past Spring edition, of that lovely old North Creak Watch Tower outlook, and a possible Wind Farm being erected in front. They must be so concerned for the future, as are we all. Do so hope they make some progress to stop the ill-fated planning.

I was so chuffed to find a superb top photo on page 8 of 171 Squadron North Creak Halifax Squadron and much to my pleasure found a photo of myself and my skipper, Flt/Lt Bill Steel, by using a rather large magnifying glass and pinned down to sitting in a chair in Row 2 just in front of No 12 of those from the right, sitting on the floor in Group. Such an explanation. But there we were, in being very proudly, great fun finding us. As I do not possess such a photo, I would most appreciate an A4 copy to add to my memorabilia, if you could be so kind to produce one for me.

Was so delighted to receive the 'Bomber Command Clasp' to add to my collection, a very proud award which took some years to be awarded at last. It was also a real pleasure reading all the details of our Annual Reunion, and chit chats, a super organisation as always! I'm only sad not being able to attend such super functions – have gone right off getting old these days ...

Take care now,

Yours Aye

David Butler (Squadron Leader)

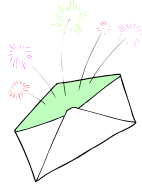


Dear Janine,

Thank you and your colleagues so much for a usual excellent magazine. I would like a copy of both photographs on page 9 of the magazine since I was there! The photographs at North Creake was one photo for 171 Squadron and one for 199 Squadron as far as I remember ...

Sincerely,

Peter Sclaverano



Hi Colin Robertson,

My father was in 171 Squadron and is on the first of the two photos you sent to Janine for the Summer 2013 magazine. I also have the two photos you are in possession of and they are in a pretty good condition. We had thought my father was on both photos but I'm not too sure. He certainly had the impression he was on both ...

I can't really add much information about the photos other than they may have been taken in July 1945 when the Operational Record Books for the Squadron say they had a Squadron photograph taken. I'm pretty certain both photos would have been taken on the same day as the propellers of the Halifax are in exactly the same position on both photos. I'm also pretty certain they were taken at North Creake, as my father had previously told me the trees in the background were on the road to Walsingham.

Unfortunately, my father has dementia quite badly and is in a world of his own these days, so I can only go on what he previously told me. I only wish I'd got more information out of him years ago.

I notice from your phone number that you live in Leeds. Although I live near Driffield these days I'm over in Leeds twice a week as I visit my mum and dad ... If you want to have a look at my copy of the photos then I'm more than happy to meet up sometime.

Best Regards,

Ian Moore

ian1962.moore@btinternet.com



Dear John (Walker),

I have just received my copy of the 100 Group Association magazine and noticed your enquiry about a Halifax that flew for 100 Group numbered 'T'. My father flew as Flight Engineer in a 'T' numbered Halifax 3 for 171 Squadron on the nights of 28 & 31 Dec 1944 on Special Duties to Frankfurt and the Antwerp area. The Log does not give any other identifying information

In the same section of the magazine you will see a letter by me requesting contact with other crew members or relatives of my father's crew. If you are researching this for anyone related to the named crew members I would be very interested to have contact details, should they so wish ... The remaining crew members/relatives I am looking for are:

Kenneth J Adams (Rear Gunner), John Dibbs (Navigator), W. Brown (Wireless Operator) and S. K. Smith (Bomb Aimer). The rest who have been located, were W/O Alan Arthur Digby, his Pilot, Gordon Mercier (Mid-Upper Gunner) and James McDonald (Special Wireless Operator). As stated my father, Andrew Melvin Robertson, was the Flight Engineer. Apart from James McDonald (171) all flew with the same crew for 51, 78 and 171 Squadrons. Since making the enquiry about the two photos I can confirm that they both appear to be of 171 Squadron, but possibly at different times or most certainly with the same people in different positions.

Colin Robertson robertson.colin@gmail.com

Dear Mr Walker

I am responding to your request in the last Summer edition of this magazine for help in identifying a Halifax known as 'Trusty'.

I can offer 5 Halifax III aircraft coded 'T' which might be candidates for the aircraft you are seeking. These aircraft flew with 171, 192 and 462(RAAF) Squadrons. The aircraft are:

171 Sqn	NA107	6Y-T	Delivered to the Squadron between 27 Sep 44 and 31 Oct 44. Shot down over Norfolk by German intruder in the early hours of 4 Mar 1945.
192 Sqn	LW624	DT-T	Delivered to the Squadron 15 Feb 44. To 1658 HCU 27 Sep 1944.
	NP970	DT-T	Delivered to the Squadron 24 Sep 44. Struck of Charge 18 Jan 1947.
199 Sqn	RG373	EX-T	Converted to the Halifax III during Jan/Feb 45. RG373 Failed to Return from Kiel 3 May 45.
462 Sqn	PN168/G	Z5-T	Sold for Scrap 14 Mar 47.

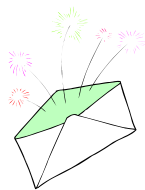
462 Sqn was transferred to 100 Group with their Halifaxes to 100 Group at RAF Foulsham, Dec 44.

I am reasonably confident that these are all the 'T's' from the 100 Group Halifax Squadrons, especially 171, 199 and 462. I have not been able to confirm that any of the above aircraft were known as T - Trusty, but it seems reasonable to associate the name with a 'T' coded aircraft. Does the relative of the crew member have any details of the RAF service of the airman in question?

I hope the above may be of help in quest - best of luck

Yours sincerely

Richard
Richard Forder
Committee Member



Hi Janine,

Sorry for late response, but confirm had no problem down-loading using new system for receiving the magazine through email which works very well. Also the airfield booklets I ordered have arrived safely.

In the Winter 2012 and Spring 2013 magazines there were references to John R. Sutton, a Special Operator with 192 Squadron. He was KIA (Killed in Action) when Halifax MZ806 was shot down on the night of 21 November 1944, and is buried in Durnbach CWGC. During my visits to this cemetery I have taken a number of photographs of headstones for the crew of this aircraft and, if of interest, show his final resting place above, which is a communal grave with 2 other crew members (far left). These photographs are from my visit on 21 November 2009 (65th anniversary).



David
David Hales

Dear Colin

I was interested to see your letter in the latest magazine concerning the featured Squadron photos. I am 100% confident that the second photo is 199 Squadron for the following reasons:

1. You have confirmation that the first photo shown on Page 9 is that of 171 Squadron.
2. As you observed in your letter the 2 photos have been taken in the same location at North Creake.
3. The same aircraft, a Halifax III, has been used in both shots confirmed by the identical positioning of the propellers.
4. 192 and 462 Squadrons were, as you probably know, based at Foulsham. 192 Squadron had its own photo taken with a Halifax at Foulsham in April 1945. It would be completely illogical, and a logistical challenge, to move all 462 Squadron's personnel to North Creake for a photo.
5. From the apparent weather conditions and shadows visible in the 2 photos they appear to have been taken on the same day, and probably one after the other. Having gone to all the trouble of positioning the aircraft and setting out the seating and any staging necessary to position the personnel for the photo, it would have made sense to have photographed both Squadrons.

My guess is that the photos were taken in March/April/ May 1945 period, most likely in one of the latter 2 months. Originally, both 199 and 171 Sqns were equipped with Stirling aircraft for the operational role when they joined 100 Gp. 199 Sqn converted to the Halifax III in January/February 1945 and their last operational flight using Stirlings occurred on 14th March. 171 Sqn were formed out of 'C' Flt of 199 Sqn on the 7th September 1944 equipped with Stirlings. It would seem that 171 Sqn was originally intended to be equipped with Halifaxes as 14 Halifax crews were posted in from 4 Gp Sqns to the Sqn shortly after its formation in 100 Gp. However, there were delays to the delivery of Halifaxes to the Sqn because of delays in modifying the aircraft at RAF St Athan for the 100 Group role. The first operation using the Halifax finally took place on 21 October, and the Sqns final Stirling operation was completed on 21 November 1944. Both Sqns were disbanded at North Creake in July 1945. One possible solution to dating the photographs would be to check the Operational Record Books for the Sqns which are available to view at The National Archives at Kew.

Regards

Richard Forder



Dear Whoever,

I found the address of your Association more or less by accident while looking for something else. My name is John Beeching and I was an active participant of 169 Squadron, 100 Group, from December 1944 until the end of the war, flying operationally as a Mosquito intruder pilot. We seem to be a bit thin on the ground these days, and even thinner in the air, you might say, the only other surviving Squadron members I know are Harry Reed, in Cromer, and Doug Waite, in Taunton, Somerset. I also know Sister Laurie well, who organised the Museum at Great Massingham. I will keep this short until some contact has been established. I recall I did make some overtures in the Association's direction some years ago, but can't remember what happened about that. My navigator's name was Fred Herbert - Fred died, in Vancouver, Canada, last year.

Cheers,

John Beeching jaybeebee@clear.net.nz

NOTE: Correspondence between John and Janine is ongoing, but anyone who remembers John please get in touch! And a huge thank you John, for all your help and support with sending contacts for the booklets.

Dear Janine,

Project Propeller is a set-up whereby people who own their own aircraft pick up WWII aircrew and fly them to various airfields in the UK free of charge. There are something like 80 aircraft involved in total. They lay on food, entertainment and a Guest Speaker. They also had the Commander of RAF Conningsby to speak this year ... and this was the first time we were at an active RAF Station.



I have been to several different airfields with this Project, the first with David Nock, who flew me several times in his twin-engine and Baron aircraft - a smashing plane! The last twice, Peter Richards and I have flown in a Cirris plane by a chap called John Zarno who is a fine pilot. The Cirris is the latest civil aircraft and the safest. It even has a built-in parachute that you use if you are in trouble. It helps to bring the aircraft gently to the ground.

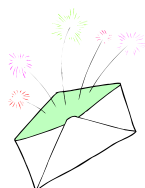
At Conningsby, we were able to inspect all the aircraft, including the Battle of Britain Flight, such as the Lancaster, the Hurricane and Spitfire. There are lots of other aircraft there. But the highlight of the trip was when John was in the cockpit of the Lancaster. The next thing was that we were allowed to go to the Typhoon hangar where Peter and John were. We were able to sit in the cockpit of an active Typhoon. I would say it was the best trip so far. We then flew home to Swansea airport at 1100ft above cloud with a wonderful blue sky above us. That trip took us about 2 hours, 20 minutes.



Love Vera & Phil
Committee Member



Photos courtesy of
Peter Richards



Hi Janine,

Hope that you are well. Here's an experience I thought I might share.

Having failed to fly on the B24 in 2010, a return mission was planned for 2013 to Monterey, California.

On Friday 17th May we checked into the airport and found on the hard standing a B17, a B24 and a P51.

Briefed by the pilot we scrambled aboard the B24 via the bomb bay and through a bulk head. A pensive wait followed, engines started, smoke and fumes billowed and we taxied off, engines tested.



Clive Anthony & Lynne on the ramp, waiting to fly

We sat at the end of the runway a million thoughts running in my brain. Four engines roared into life in sequence while the hair on the back of my head stood up. My pulse was racing. I was hot and sweaty. Brakes off and we were rolling down the runway, shaking, vibrating to the deafening roar of the engines that appeared to go on forever, then came lift off, into a gentle climb and the clear blue sky. Wheels up, we cruised over Pebble Beach golf club and along Big Sur - a very dramatic mountainous coast line. I was standing by the waist gun positions equipped with dummy machine guns looking out onto a blue sea. Shortly a silver dot appeared on the starboard side. It drew closer and a P51 flew alongside and played escort to the B24.

All too soon we turned for home. Losing height, the wheels came down and I returned to my landing position before the B24 landed. We had just 30 minutes in the air. My late Father did 55 trips - 19 training and 36 operations under very different circumstances. I like to think that my experience gave me at least a small insight into some of my Father's wartime life, mostly one of survival for him and the crew.

Clive Anthony



Hi Janine

I have just been given the go ahead to search another Halifax crash site near Knaresborough which was a 35 Squadron aircraft returning from a raid on the Tirpitz with a bomb hung up. The crew bailed out over Knaresborough and the Halifax flew over Harrogate and dropped the bomb blowing the windows out of a mate of mine's father's farmhouse just before it crashed. It came down in a field near where Julia's brother's father-in-law has a farmhouse and he knows the landowner's son and the crash site, so very soon I will be taking my trusty metal detector and having a weekend in good old North Yorkshire. I have not been to any crash sites since the 80's when I used to go all over the Yorkshire moors, Lake District and local crash sites. We always find some objects and plenty of .303 bullets.

I have known about this Hali for nearly 50 years, but not the crash site. I was looking at a website one day (yorkshire-aircraft.co.uk) and they had been to this site in 2007 and found a few small parts which they have photographs on their website but they were not in quite the right place, the landowner said. The crash site is at Beckwithshaw, just outside Harrogate. I have a Halifax crash Log Book which lists all Halifax's built and what happened to them, together with all the Halifax's my father flew in.

Hope you and Tony are well

Peter

halifax.pete690@btinternet.com



NORTH CREEKE AIRFIELD

UPDATE

Nigel Morter & Claire Nugent

Hello All Supporters!

News on the planned developments on North Creake Airfield ... and we would also like to share our news that Flight Engineer Bernie How of 199 Squadron based at Lakenheath and then (very excitingly for us!) North Creake visited and came to stand with us on our roof – it was a very special moment (see picture left).

Thanks to all of you for your support and taking time to sign our Petition. Below is an update on the three planned developments here at North Creake:

100 Acres of Solar Power Generation; Anaerobic Digester Power Plant; Local Development Order to support off-shore wind farm generation.



Today we received a letter from North Norfolk District Council in relation to the Solar Power Generation Application:

'I refer to your correspondence regarding the above application. This application has been withdrawn and no further action will be taken upon it by the District Council.'

We're still trying to find out what this means, but are hopeful the Airfield is safe from this development.

With regards to the Anaerobic Digester Power Plant which has already been approved there is a note related to it on the NNDC website:

'For the avoidance of any doubt, this permission does not authorise the permanent closure of Footpath.

9. Temporary diversion routes are anticipated during the construction phase after which the route of the original footpath shall be re-opened once it is safe and reasonable to do so.'

This means that even though it is being built on, the only Right of Way onto the old airfield must be kept open as a public footpath - so future generations will gain access across the old airfield which is where you really feel the link to its WWII use.

Regarding the Local Development Order for the area (for the ease of planning restrictions so that developers can set up here to support off-shore Wind Farm development) this is now in the public consultation phase. We are pleased that in consultation with NNDC, homes at Bunkers Hill (i.e. the airfield buildings now converted to houses) are no longer included on the development area plan. As part of the public consultation we all need to continue discussions to ensure the character of Bunkers Hill, i.e. the North Creake Airfield technical and administrative site, is not overwhelmed by new developments. But we understand these particular developments (unlike the other two) will mean a significant number of new, long term and well paid jobs for people in this area so there is a definite balance to be struck between protecting heritage and ensuing people's continuing livelihoods in North Norfolk. We feel there is room for both.

With best wishes

Friends of North Creake Airfield



Meanwhile, renovations of the Control Tower at North Creake continue apace; we now have one completed en suite double bedroom and a decorated guest sitting room. Mostly, however, we remain a building site. Nonetheless, we've had a few intrepid airfield enthusiasts stay with us on a 'stay for a donation' basis – one couple even returning within two months, so we can't be doing too much wrong!

All the developments that we were struggling with have now been approved, and it has to be said, ultimately with our qualified support (with the

possible exception of the anaerobic digester). Whilst our principled difficulty with the notion of using productive agricultural land for solar panels remains the argument for renewable energy are undeniable, the developer did listen to our objections and attempted to accommodate some of them. Their last concession was made at the Planning Committee where I asked that the relationship between the Tower and runway remain intact (the fence and hedging were originally going to go our side of the runway, thus blocking the view of it) – a point to which they agreed. The Local Development Order that was to be placed over a considerable area of the airfield has now been much modified. Originally our houses were included in the development and the intention seemed to be to demolish as many of the remaining buildings as possible, eradicating important traces of history that remain here. However, North Norfolk District Council representatives seemed to listen to our hearty objection and rapidly removed our houses, conceding that the technical site across the road should be preserved and enhanced. A success we feel!

We've also had some wonderful events and discoveries regarding the history of North Creake Airfield. We recently attended an event at the Museum of Jack Richards where Tony Nelson was displaying his fantastic 1/6th scale Stirling (part of his Norfolk Model Air Force) with its 199 Squadron identification marks and insignia – 'the Jolly Roger'. There were several veterans attending who had connection with the Stirling aircraft, sharing their experiences of it. But one in particular, Bernie How, interested us as he served at North Creake as a Flight Engineer (see picture on previous page). He told us many tales of his time here, included showing us a picture of his wrecked Stirling after crashing on take-off having suffered a burst tyre. They all got out safely and very quickly as it was carrying two sea mines (the pilot suffered slight injuries to his face). Bernie came back to view the Tower again; an occasion the 'Stirling Society' saw fit to film for their promotional video.

We have been delighted to receive through the post a number of original unpublished wartime photographs of the Tower inside and out. These were taken by Norman Turnball who served here as Caravan Controller and was also, luckily for us, a keen photographer. The parcel included his aircraft spotter book and exercise book from his Controller training – both fascinating documents. A more sobering recent discovery, by a metal detecting friend in our neighbour's garden, was that of a fuse for a 250/500lb bomb – an extraordinary piece of engineering for a necessarily destructive task.

Lastly, we are taking part in Heritage Open days this year. It takes place on 12-15 September and involves opening the Tower to the public for the first time and doing Tours for free. We are planning to make some interpretation boards to explain the history of this important Station. If you are in the East Anglia television region you may have seen all about this on the small screen! We are, of course, happy to welcome anyone from the Association to the Tower at any time – just call to say you're coming. Otherwise, those of you wanting to know more about the history of what happened here, there are two publications: a book due to be published on 199 Squadron 'Let Tyrants Tremble' and a reproduced pamphlet on North Creake Airfield. Contact us and we'll pass your requests on.

Nigel Morter & Claire Nugent

The Control Tower - Bunkers Hill, Egmore, Walsingham, NR22 6AZ
thecontrolltower@phonecoop.coop and mail@controlltowerstays.com
www.controlltowerstays.com

01328 821574

The People's Mosquito

UPDATE

Nick Horrox

Renowned aviation artist, and former RAF serviceman, Simon W. Attack recently gave his full public support to The People's Mosquito - the restoration project whose aim is to return a De Havilland Dh.98 Mosquito to the British skies and operate it on a long-term basis for historical and educational purposes at Air Shows and special events. The People's Mosquito will operate from a British base. Simon explained:

'I support this Project wholeheartedly, because I recognise something kindred-like here. There is a spirit unique to the British character that does not accept the impossible as impossible. Never underestimate what can be achieved with collective will and thought ... and a big helping of enthusiasts' time and financial support. This sorely missed aeroplane will fly in British skies again one day. You just watch! Here's to rolled-up sleeves!'

The People's Mosquito are honoured to be the first to publicly display, via their website, Simon's latest work, depicting Mosquitoes of 105 Squadron in action on a training sortie off the coast of Scotland, seen right:

*On the Wings of the Storm by Simon W. Attack,
©2013 Simon W. Attack*



Simon writes:

'The Mosquito had a big impact on me as a young lad after seeing the movie '633 Squadron' and its famous 63-time theme music written by the late, great Ron Goodwin. I have forever thought of this fabulous aircraft with low, fast flight over water and its own theme tune! Now, as a grown-up, I still love the movie and the Mosquito is as potently beautiful as ever she was. I wanted to show this magnificent aircraft, made of natural, organic materials within an elemental setting, away from an obvious combat zone. That's for another painting! And to focus on its aesthetic beauty and pure flying capability. I chose the rugged coastline of north-western Scotland as a setting where the Unit carried out many training and low-level practice sorties. This gives a stark background of elemental forces, winds and flying spray, to contrast with the elegant line of the Mosquito IV bombers of this Squadron. A scene many a Mosquito pilot and navigator would recognise immediately.'



John Lilley, Project Lead for The People's Mosquito, recently met up with Simon at IWM Duxford for the public unveiling of the Mosquito painting – 'On the Wings of the Storm' – seen left, with John Lilley left, Simon right.

Also displayed on The People's Mosquito website is another striking and emotive painting by Simon – 'Hopgood's Courageous Run'. The piece commemorates the recent 70th Anniversary of the Dambusters Raid, and portrays the last seconds of RAF Lancaster ED925 AJ-M (Mother) under the command of Flt. Lt. John Vere Hopgood DFC & Bar as he made his ill-fated attack on the Mohne Dam in the early hours of 17th May 1943.

Simon writes:

'Here was a crippled aircraft flown for an hour by a seriously wounded skipper with badly wounded crew. 'Hoppy' pressed on with his attack on the Mohne Dam, flying all the way into the storms of relentless German fire. Right to the end, he fought to keep his blazing aircraft flying to a height that could give his crew a hope of escape. Three managed to bail out; two survived. Two families and their respective generations were saved by John Hopgood's selfless devotion to duty.'



*Hopgood's Courageous Run by Simon W. Atak
© 2013 Simon W. Atak)*

These and other works by Simon are available to purchase at www.simonatack.com

Nick

Nick Horrox

nick@nickhorrox.com

for The People's Mosquito

www.peoplesmosquito.org.uk



We are happy to announce that [JOHN LILLEY](#), Project Lead of The People's Mosquito, is to be Guest Speaker at our 2014 Reunion in Norfolk.

John takes the place of Bill Ramsey whose commitments have sadly caused him to pull out. He had been awaiting a decision on his current Project with 'Vulcan in the Sky' regarding the future of XH558 believing 2013 to be its final year. Bill explains: *'as you may know, the technical issues now look like they may be solvable providing the public feel like coming up with the cash to fund them. So, whilst last year it looked pretty certain the Vulcan would be retired by 2014, it now looks increasingly probable we'll still be flying through to 2016. I'm really sorry to say therefore that I can't commit to speaking at next May's Reunion. I deeply regret letting you and your members down but I'm sure you will understand my need to fully support 558 whilst she is still flying.'*

Bill is an avid supporter of The People's Mosquito Project, and would have spoken more about it to members at the Reunion. We now have the pleasure of not only John Lilley as Project Lead as Speaker, but also an accompaniment of others from The People's Mosquito Project who will join him. Looking forward ...

Searchlight Beacons



In the week of Armed Forces Day, to reflect the wartime and commercial history of London Southend Airport, Mark Francois, Minister of State for Defence Personnel, Welfare and Veterans, joined local WWII veterans and airport MD Alastair Welch to open a new sculpture installation by John Atkin FRBS. The airport worked with Commissions East and Rochford and Southend Councils to commission John, a world renowned sculptor, to create public art for the new terminal and hotel. John has kindly shared the inspiration behind his work:

'My interest in human innovation and industry stems from my upbringing in the North East of England, where from an early age I was exposed to the visual plethora of engineering forms from a variety of industries, including the railways: heavy engineering: shipbuilding: steelworks, etc. This framed the way I looked at the world and consolidated my interest in engineering. My wife's father was Duty Officer at Teesside Airport for many years, so aircraft became part of this rich visual culture.'

When I moved to London, where I was personally funded for three years of Postgraduate study at the Royal College of Art by Henry Moore, (who I'd met at his studios in Much Hadham earlier in 1982), I became more aware of the rich variety of Museum collections at my disposal in the Capital. The Imperial War Museum was a key focus of my interest, partly motivated by my interest in the poetry of Wilfred Owen, Siegfried Sassoon and Robert Graves. The archive collection of WW1 and WW2 artefacts was particularly stimulating and I began to make innumerable sketchbook studies of a variety of forms, some of them based on aircraft. This was doubly compelling because the studio I then took over in Kingston upon Thames (as part of the Stanley Picker Fellowship in Sculpture at Kingston University) was the site of the Sopwith Aviation Company, which later became part of Hawker, etc. I could not escape aircraft, not that I wanted to!

Searchlight Beacons & Pod Seating

My research involved exploring the history of the airport throughout the 20th Century and its strategic importance in two World Wars, as well as its peacetime role in the present day. I examined how this untold history could be deployed within the framework of the sculpture, as well as have a seating design to link the terminal building to other areas of the airport site.



Development of Pod Seat ideas from tail fins of aircraft



My early research identified wartime criss-crossing searchlight beams as an idea for the sculpture, simultaneously interpreted through the use of stainless steel as (celebratory) 'beacons', heralding a new enterprise era for LSA. Three different types of aircraft that helped define the role of LSA in wartime as well as peacetime populate the surfaces of the light beams stainless steel surfaces. These silhouettes of aircraft are laser cut from the stainless steel and illuminated internally with LED lighting.



The development of the sculpture is characterised by traditional and digital methods of manufacture. The positioning of the crossover intersection points of the light beams was established using MAYA 3D modelling software which enabled the laser cutting of the cone forms to precisely locate on three separate points of intersection. The fusion of digital and traditional methods of design & making was central to my successful Bridging the Gaps Plug-In EPSRC project, which explored cross-departmental approaches to design & build cultures within Loughborough University.

Evenly populating the surface of the sculpture with aircraft that met seamlessly at the folded seam of each cone was part of 3D optimized topography-modeling research that facilitated the placement and scale of each aircraft onto the three separate cone forms.

How to shape the cones without the steel buckling was also a problem that was eventually solved using brake press technology, since the airplane perforations punctuating the steel surfaces meant that folding the cones on rollers was not possible.

The Pod-Seats are derived from studies I made from early 20th Century airplane tail fins, which I was attracted to initially because they bore distinct similarities to contour forms I had earlier been experimenting with, based on garment template patterns. The Pod Seats are made from granite and reflect the surface texture and colour of the surrounding architecture. The sculpture and seating designs act as landmark and way-finding devices, as well a statement that reflects on the history of Southend, linking the 20th Century to the present day.

NOTE TO MEMBERS: This sculpture was very complex to make and it was necessary to test a lot of the methodology for making the sculpture. I therefore have a steel full-scale prototype of this sculpture, which is available for sale, should you be interested.

<http://aajpress.wordpress.com/2011/09/20/john-atkin-12th-changchun-sculpture-symposium-china-september-2011/>

John Atkin
atkin@embers.u-net.com

John Atkin FRBS
 Studio: 11 Robin Hood Lane
 Kingston Vale
 London SW15 3 PU
 Tel. 0208 5498551
 Mob. 07768512014
 email: john@johnatkin.net
 Web: www.johnatkin.net



LANGHAM DOME

Update



Once upon a time a dark sphere sat near the Norfolk coast with nothing to explain its existence or the part it played in the Second World War. But now, for the first time, its history is to be explained and its significance explored as information becomes public.

More than £650,000 has been secured to transform the Langham Dome, as the sphere is known, into an Education Centre. Monies have come from the Heritage Lottery Fund and English Heritage, as well as smaller charities. This opens the way to provide a range of ongoing activities including displays about WWII aircrews, aircraft and Squadrons which served at the former RAF base at Langham. A programme and Volunteer Co-ordinator will recruit local volunteers and together organise a range of activities to include regular Open Days and involvement of local schools.

This enterprise has come about because, three years ago, a group of volunteers came together to work towards this goal. Patrick Allen is Chairman of the Friends of Langham Dome: *'This is great news. A great deal of work has gone into getting to this stage. We are very grateful to the Heritage Lottery Fund as well as English Heritage and other contributors who have now shown faith in what we believe we can deliver.'*

Built in 1942, Langham Dome played a crucial part in the war. A black, 40' diameter concrete structure, it has sat as part of Langham landscape unnoticed through the years. However, as one of 40 such domes built around Britain, it was used to train anti-aircraft gunners using what was, at that time, state-of-the-art film technology to simulate approaching aircraft. It is one of six to survive and the only one to be made accessible to the public.

It had been listed as a scheduled ancient monument and remained in a deteriorating condition. However, volunteers working with the North Norfolk Historic Buildings Trust, have saved and restored it and are now preparing it for purpose. When in use as a training centre, pictures of moving aircraft were projected onto the dome's interior with a beam of light projected from a mocked-up anti-aircraft gun, enabling the trainer to assess whether gunners hit their targets. Today the plan is to bring it back to its original lay-out and usage to show how it was originally used and widen awareness of the public in general.



Plan of Training Centre of future

Langham was at the forefront of both defence and attack during WWII. Many came here to use this kind of training from across the world. Sadly many never returned and were killed. The dome therefore also acts as a Memorial to them and to all who served in it. It seems fitting that it will go on to tell their story and educate future generations of what happened at Langham all those years ago.

People who survived the war and served in the dome have been contacted and shown an interest in getting involved. It is hoped that work will be completed by Easter 2014.

www.friendsoflanghamdome.org

NEW ROLE FOR RAF MARHAM



© IWM (CH 10135)

The photograph above shows Wing Commander R W Reynolds (right), Pilot and Officer Commanding No. 139 Squadron RAF, and his Navigator, Flight Lieutenant E B Sismore, standing in front of a De Havilland Mosquito B Mark IV at Marham Norfolk in 1943.

It illustrates the face of RAF Marham as it was then, and one can't help but wonder what those who served here in Norfolk would feel about the impending new role for their airfield today ...

It has been announced that RAF Marham is to become the new base for 617 Squadron, The Dambusters, who are to be handed a key role piloting our fighter jets of the future. A Minister of Defence source has said: *'It is fitting an RAF Squadron that played such a key role in the Second World War will fulfil a leading role in the future of Britain's airpower'*.



Some had feared 617 Squadron – nicknamed in honour of its daring raid on Nazi dams in the Ruhr Valley in 1943 - would be scrapped, as the Tornado GR4 jets it operates (seen left) will be retired in 2019. However, Sir Stephen Dalton, Chief of the Air Staff, has announced that 617 pilots will transfer from their current base in Lossiemouth, Scotland to RAF Marham, Norfolk where it will take control of the country's new stealth aircraft.

The £100m state-of-the-art Joint Strike Fighter, or Lightning II, (seen right) is to be introduced in three years' time.

George 'Johnny' Johnson, the last surviving British Dambuster, has said: *'This is very welcome news. The Squadron is a chip off the old block, retaining the name, values and traditions of the original Squadron. The record 617 Squadron has maintained in Afghanistan and the Gulf has shown it is the finest in the RAF and thoroughly deserves this honour'*.



* * * *

NEW DAMBUSTER PLAQUE



The damaged Mohne Dam in the Ruhr Valley after the RAF Dambusters raid
Photo: Alamy

No. 617 Squadron, 'The Dambusters', are also in the news for quite a different reason.

It was on the night of 16 May 1943 that 19 Lancaster bombers from 617 Squadron set out on the now infamous journey and celebrated attack on a series of German dams.

Of all the commemorations marking the 70th Anniversary of what became known as the Second World War's most famous bombing raid, a new plaque unveiled in a German field is capturing people's imagination, marking historically the site where one of the Dambuster bombers crashed with the loss of all seven men on board.

A German historian earlier this year, installed a new commemorative plaque as a way of honouring this Dambuster bomber and its brave crew after locating the exact spot where it crashed.

The crew of the Lancaster bomber: AJ-E lives on.



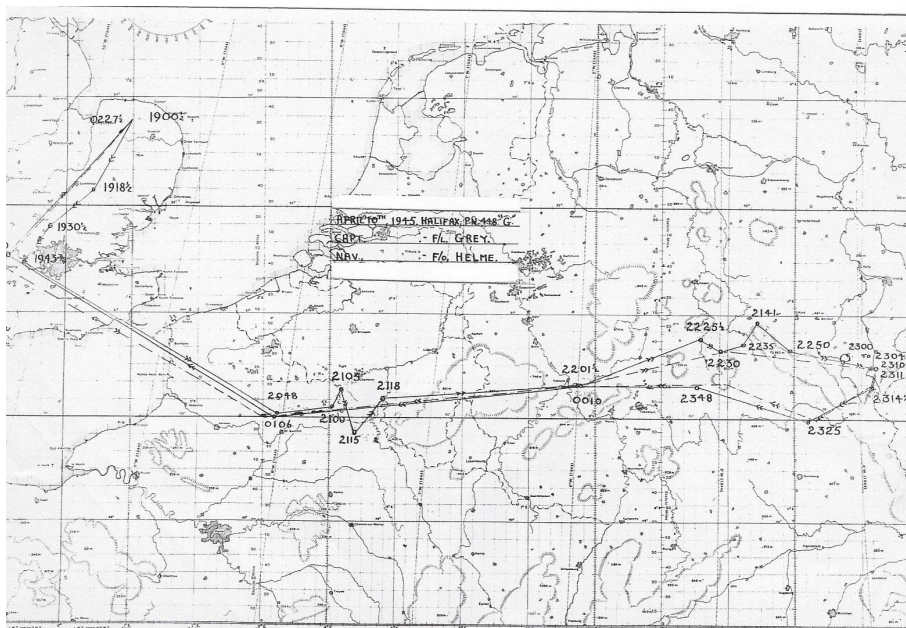
SHARED EXPERIENCES

F/O BRYAN P. HELME No. 192 Squadron, Foulsham

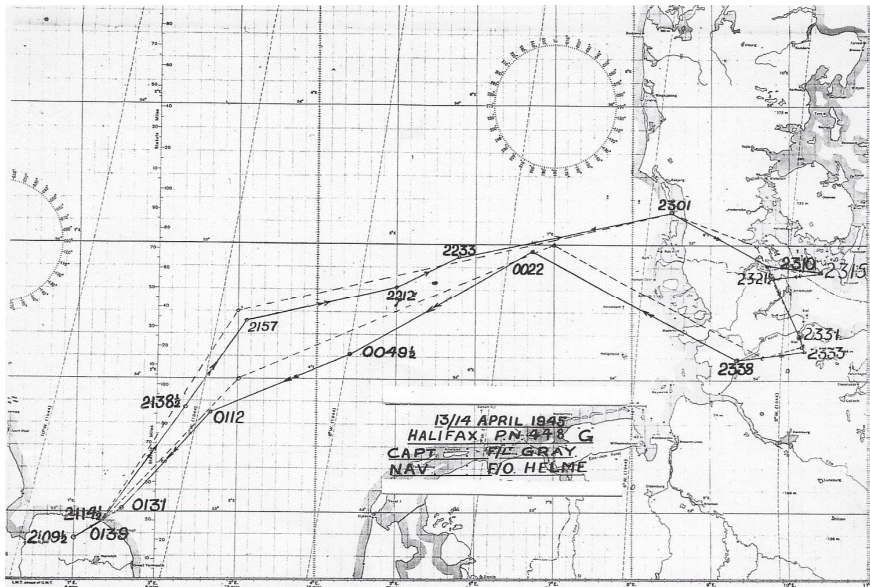


F/O Bryan Helme, 2nd right with white scarf
Captain Gray, 5th from left

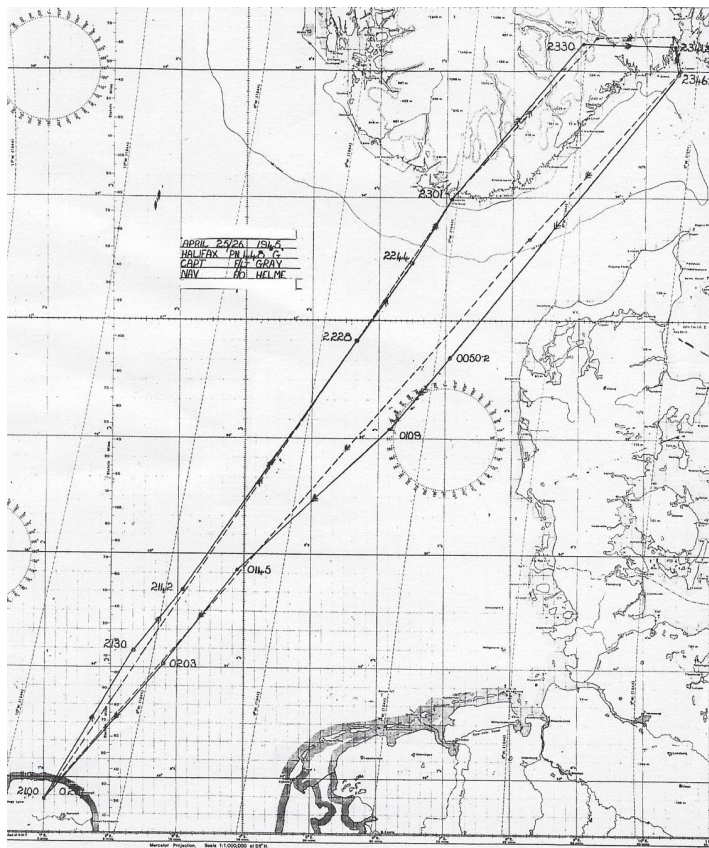
I served on 192 Squadron at Foulsham. I flew on the Wellington Flight 1st October – 16th February 1945. We flew day Special Ops off the Dutch coast to monitor any V1 Rocket launches and also Night Patrols to intercept the German Bomber Flights who had radio beams which we hoped to interfere with and cause disruption to any raids to the UK. I flew 24 Wellington Ops and then 8 Halifax to complete a Bomber Command Tour.



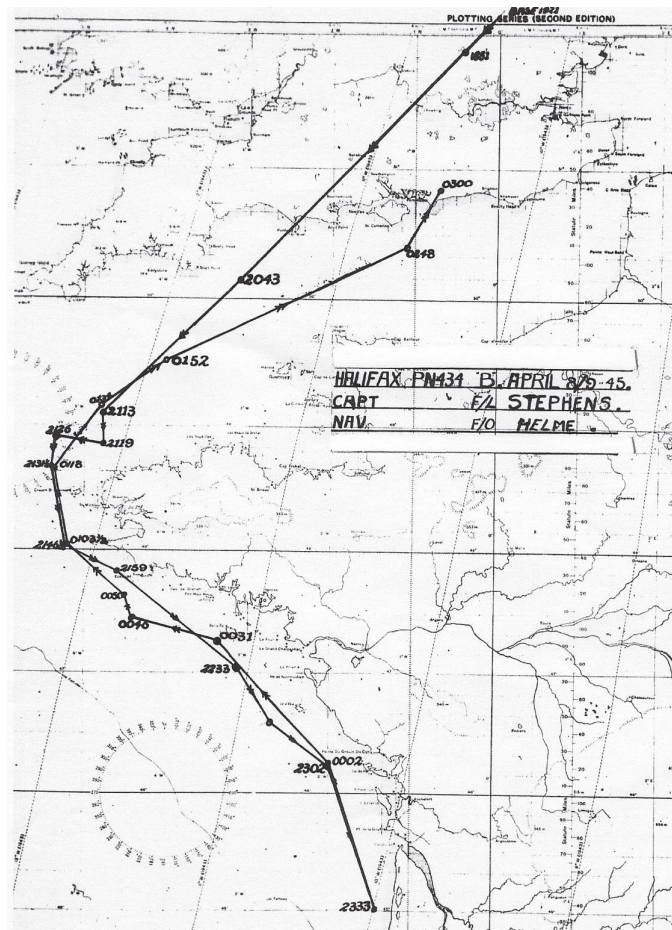
10/11 April 1945 t/o 1855-805 Plauen, Germany BC Support
Halifax PN448 'G' – Captain: F/L Grey, Navigator: F/O Helme



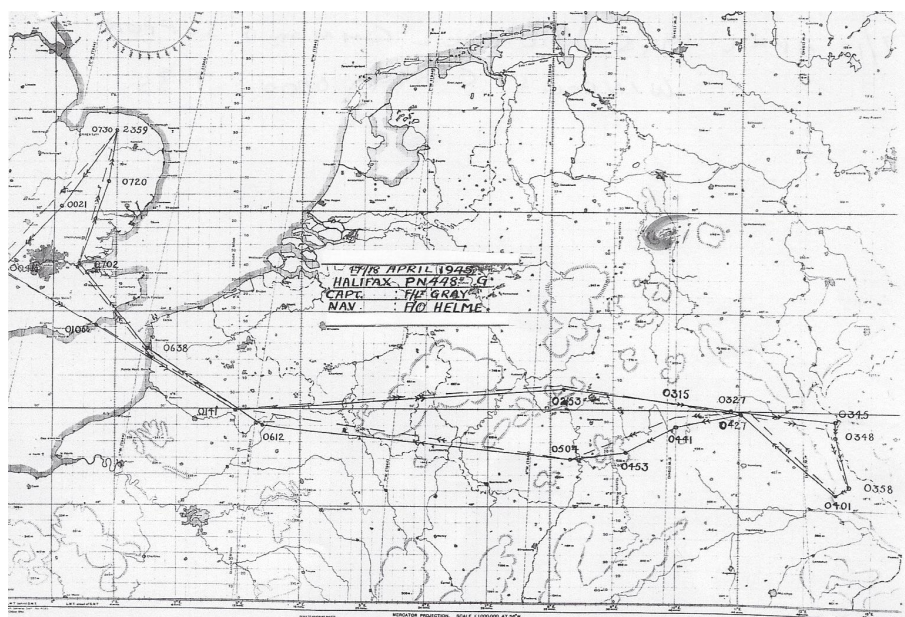
13/14 April 1945, t/o 2109, BC Support, Schleswig, Denmark
Halifax PN448 'G', Captain: F/L Gray; Navigator: F/O Helme



25/26 April 1945, Bomber Command Support, 2040-5.55
PN448 'G' Captain: F/Lt Gray, Navigator: F/O Helme



8 April 1945, t/o 1910-8.00 – Bay Biscay Patrol
Halifax PN434 'B'
Captain: F/L Stephens, Navigator: F/O Helme



17/18 April 1945, Bomber Command Support
Windows CHAF 6000, 7.35

Bryan Helme
Bryan Helme

SHARED EXPERIENCES

'On a Wing and a Prayer'

NORMAN STOREY

214 Squadron

I was born in August 1924 and enlisted in February 1943. I volunteered for Air Crew and went before the Selection Board to be asked what I wanted to be. I, like 99% of others, answered the same question: *'Pilot'*. I was informed that there were no Pilot courses available. As I was good at maths, they suggested I trained as a Navigator. This I refused and said I would like to go as an Air Gunner. It was then suggested I train as a Wireless Operator Air Gunner. Again I refused saying *'If I can't go on a Pilot's course, I want to be an Air Gunner'* and that is how I joined *'the Suicide Club'*.

On being posted to St John's Wood and billeted in a commandeered luxury flat, I was jabbed several times and given 'doctored' tea to drink. I was like so many others, still fresh from inoculations and told by sadistic Corporals to swing our painful arms. We were marched to the London Zoo for our meals. Being treated like animals, I presumed the Powers-to-Be thought this appropriate!

From here, I was posted to I.T.W in Bridlington. I was instructed by an Officer to have two haircuts in one day - an experience that has stayed with me for the rest of my life and my excuse for not wanting to visit the barber's too often. After three weeks, I was posted to the North of the town, to E.A.G.S. I was taught to strip and assemble a V.G.O and Browning blindfolded. Some basic lessons on Morse Code, signalling and clay pigeon shooting. I managed to resist shooting one of our Instructors! From here I was posted to 7 A.G.S Stormy Down in South Wales.

It was now time to have further classroom instruction and our initiation into flying in Whitleys with Polish pilots. Our task was to fire one hundred rounds at a drogue being towed by a Lysander. As I managed not to shoot the Lysander down I was awarded my brevet and promoted to Sergeant.

My next posting was to 30 O.T.U.

30 O.T.U was where a large number of aircrew of all trades were assembled and told to form themselves into a crew. I was very friendly with another Air Gunner and we approached a Pilot and asked if he wanted an Air Gunner. His reply was *'Yes'*, but only one was required. I magnanimously said to my friend *'All right, you stay with this Pilot and I will crew up with somebody else'*. This gesture probably saved my life! I approached another Pilot and on asking if he was looking for an Air Gunner replied: *'Can you swim?'* I replied *'Yes, I quite often did half a mile and mile swims'*. It was some time later I found the reason for this question. The Rear Gunner was in charge of the dinghy in the event of a ditching.

We were now a complete crew. The Pilot, Len Young from Leeds, was slightly older than most and had been a Flying Instructor for two years and obviously an experienced Pilot. Slightly younger than Len, our Navigator Alf Shields from London was also experienced having done 10 ops on Blenheims. Our Bomb Aimer: George Hathaway from Birmingham, was slightly younger. Our Wop/Ag Ron Gardener from Croydon was also slightly younger and finally myself, the Rear Gunner from Westcliffe-on-Sea, the 'baby' of the crew at 18 years old.

We started our flying training on Wellingtons on 24 June 1943, circuits and bumps, cross countries, bombing practice, firing practice, night flying and fighter affiliation. This latter exercise consisted of a Spitfire loaded with a camera trying to get us in his sights. Len and I were very proficient with this procedure and the Spitfire Pilot was unable to get us at any time, an exercise in the future that was to stand us in good stead ...

We finally completed our training at O.T.U.

Our last exercise was on 12 August when we were sent on a Nickel to Versailles dropping propaganda leaflets. No doubt with a shortage of paper, the Germans put them to good use! Whilst there, we saw one Wellington crash on landing and burst into flames.

We were now posted to 1662 Con. Unit where Len had to familiarise himself with conversion to the four engine Halifax and Lancaster. It was here that we had two extra members join the crew – the Flight Engineer from London and the Mid-Upper Gunner from Harrow-on-the-Hill.

We were now flying on various exercises from 19 September to 22 October 1943. The time had now come for us to march off to war and join a Squadron. We were posted to 103 Squadron at Elsham Wolds in Lincolnshire.

The crew arrived at a very small country Railway Station to be met with a warm welcome from a friendly WAAF driver. We piled into the back of a 15cwt and on the way to the camp Ron asked the driver about the Squadron and its losses. She said it was a very good Squadron with hardly any losses at all. She was kind and caring ... *and a bloody liar!!!*

On arrival, we were allocated a Nissan hut to ourselves. The next morning we reported to our various leaders. This was a Lancaster Squadron. From 10 to 17 November we did a Cross Country and a couple of other exercises.

On the morning of 18 November '*Ops were on!*' Len was down to go as a second dickey. When he informed us of this we all joked and promised we would be thinking of him whilst knocking back pints in the Mess. After a while, he came to us and said we would be going as a crew. At first, we thought he was joking! But he soon convinced us this was a fact. We discussed it amongst ourselves and came to the conclusion that it must be an '*easy*' target to initiate a sprog crew.

It was 18 November 1943 - the first raid in the Battle of Berlin and the heaviest defended target in Germany. We were to go again on 22 and 23 November.

Our baptism – three raids on Berlin in 6 nights!

Written by *Norman Storey*
to be continued in the Winter edition

URGENT PLEA:

Members,

I am asking if anyone knows of any aircraft from RAF No. 100 Group operational during the early hours [3am] of 15 December 1944 over either France or Germany?

Any assistance you can offer will be most appreciated.

Ken Wright
wright9w@optusnet.com.au

IN MEMORY

GEORGE FISHER

Navigator: No. 214 REM & No 206 Squadrons 1942-1946

Whilst serving in the RAF, George attained the rank of Sergeant. He joined on 20th July 1942 and was discharged from the Service on 8th October 1946.

With regard to his Service in the RAF, during the war he commenced training at Ludlow from July to August 1942, then went on to Aberystwyth and Brighton, and then to Canada in 1943. Before going to Canada, he participated in the Wings for Victory March past the Lord Mayor of London in March of that year where he briefly appears on the Pathe Newscast film of the Parade. In Canada, he was based in Quebec.

On return to England in the summer of 1944, George was stationed in Desborough and also for a time at Frekleton. It was at the time when a Flying Fortress crashed into the school and Sad Sach Café causing all that tragic loss of life there.

With regard to flying operations during the war, I do not know what operations he was involved in, except that he did not participate in any active bombing missions. I think it was reconnaissance/training, flying in Wellingtons and Liberators.

When the war in Europe ended, he continued in the RAF flying to Karachi to bring back troops from the Far East until October 1946.

After leaving the RAF, he worked with Legal and General and then the Phoenix/RSA Insurance Company until he retired in 1988. His time with the Phoenix Insurance Company was interrupted when we emigrated to Australia in December 1968, living there for four and a half years in Adelaide, South Australia where he worked for the South Australian Insurance Company. On returning to the UK in 1973, he resumed employment with the Phoenix Assurance Company.

This fills in some details about my father.

However, I would love to hear from anyone who knew him and could offer more information on his Service life.

Charles Fisher

George Fisher's son



SQUADRON MEMORIES

The Mess

I wonder if anyone else recalls
That wartime Sergeants Mess,
And the feeling of doom in the ante-room
Which grew as the time grew less.

Perhaps it was only I who saw
The weary and hunted look
On an airman's face which he tried to erase
With the wit in a crumpled book.

At a corner table tension eased
As a game of chess was won,
'Check' said a gunner – *'That waitress's a stunner!'*
'Checkmate' – *my word, she can run!*

The black piano tinkled a tune
Then mood of the player changed
To classical theme – as heard in a dream –
Of a drama that Mozart arranged.

And last to my memory comes pencil and pad
Of a pilot sketching a face;
Intent, as he captured the features enraptured
By melody, none could debase.

Now chatter was muted and words unsaid
Were the ones that told me most;
The air now taut with a thousand thoughts
Was home to the Squadron's ghosts.
And their ranks were joined, that Summer Eve,
By the airmen now I recall
When the dice were played, on that final raid,
The 'Reaper' – he beat them all.

By *Ernie Hughes*
'The Welsh Poet'

Taken from his book: *'The Silver Thread'*
Dedicated to all who served in RAF Bomber Command 1939 -1945

'Theirs was the light in the encroaching darkness'

Ernest W Hughes served in RAF 100 Group No. 171 Squadron



Final Postings

Death will be but a pause...

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

Founders of RAF 100 Group Association – remembered in 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 left memorabilia to the Museum archive collection
- 192 Squadron** Ron Phillips passed away late 2005
- 192 Squadron** Ted Gomersall passed away 30th November 2004
- 192 Squadron** Hank Cooper DSO, DFC passed away 2005.
- 192 Squadron** Michael Simpson W/Op & F/O passed away on the Isle of Man
- 192 Squadron** Richie' Richards Rear Airgunner, flew Wellingtons. His son, F L Richards, passed on in August 2009, both members of the Association.
- 192 Squadron** Air Commodore Vic Willis, C.O, RAF Foulsham, passed away 30.7.06
- 192 Squadron** Group Captain Jack Short passed away December 2006. Association Chair till 1996
- 192 Squadron** W.O (later P/O) A G McEachern RCAF died 15th August 2007, Saskatchewan aged 85
- 192 Squadron** LAC Harris, Ground Crew passed away 15 August 2007. Grandson James Kerslake is an Association member.
- 192 Squadron** Wing Commander David Donaldson, DSO*DFC passed away 15.1.2004
- 192 Squadron** Wilhelmson, F/O Sander Willie Raymond (J10026). DFC Home: Elbow, Saskatchewan
- 192 Squadron** F/Lt Richard (Dick or Dobbie) William Dobson, died 1996, remembered by son, Roger & daughter Susan, both members.
- 192 Squadron** W/O John Rhys Powell, Rear Gunner flying Wellingtons, died 1992
- 192 Squadron** Sgt George Richards, Tail Gunner, posted missing 4/5 July 1944. Remembered by niece Cheryl Cairns nee Colgan & sister Agnes Colgan.
- 192 Squadron** F/Lt Henry Victor Vinnell (Vic) posted missing 26/27 Nov 1944. Remembered by wartime fiancée Nina & her daughter Janine H.
- 192 Squadron** Jack Glen Millan Fisher, Pilot Officer with Royal Canadian Air Force, posted missing 26/27th Nov 1944. Remembered by sister Audrey.
- 192 Squadron** Flight Lieutenant Albert Victor (Vic) Parker passed away November 14 2010. Remembered by daughter Ann Felsky.
- 192 Squadron** Spec/Op (Wop) John Henry BALL, Association member for many years, passed away 23 April 2009. Remembered by daughter, Susan Lawford.
- 192 Squadron** George Lowe, originally 1473 Flight before becoming 192 Squadron, Special Signals, Foulsham. Died 24 March 2011.
- 192 Squadron** F/O Alan Thomsett passed away 27 May 2011. Initially flew ops with 1473 Flight during Battle of the Beams, 1941, then as part of No. 80 Wing. Sadly missed by daughter Anne, and other Association members who knew him.

- 192 Squadron** Eric Clarkson, [Wireless Operator/Navigator](#), passed away beginning of 2012. Remembered by daughter Jenny Bentley & friend Dennis Wildman.
- 192 Squadron** Squadron Leader Cecil William Cornish, passed away 19 August 2011. Flight Sergeant at Foulsham. Initially with 98 Squadron, he was a survivor of the sinking of TS Lancastria. Mike, his son, is an Association member.
- 192 Squadron** Flight Sergeant John Eggert (2202199) aka 'Shorty'. Passed away 28 April 2006
- 192 Squadron** Sgt Hugh Holm, [Radio Mechanic](#), is remembered with love by Phil and Vera James, especially for his kindness to them while holidaying with him in Canada.
- 199 Squadron** F/O Ed Emmerson, Navigator to Flt/Lt Paddy Passmore DFC, Canadian
- 199 Squadron** Arthur Fitch, former RAF Bomber, passed away July 2006
- 199/171 Sqn** Group Captain George Cubby, MBE, [FRMets](#) passed away 2005. Remembered by Roy Smith, only surviving member of his crew.
- 171 Squadron** Joe Brogan, [Halifax pilot](#); passed away 2004, remembered by widow Sheila
- 171 Squadron** Arthur Adcock passed away February 2008 & Syd Love, Canadian crew member, passed away April 2008. 'Friends to the end!'
- 171 Squadron** Len Fanstone passed away 13 January 2010. Greatly missed by Harry Freegard & wife, in touch since his return to Canada in 1946.
- 171/102 Sqn** Ken Ratcliffe [Nav/Bomb Aimer](#) passed away March 8 2010 age 86. He flew Halifax & Lancasters, in touch with his crew all their lives.
- 171 Squadron** Flight Engineer Andrew Melvin Robertson passed away 1998. Remembered by son Colin Robertson, Association member.
- 157 Squadron** Bryan Gale [Flt/Lt](#) passed away 2.1.09. Missed 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, remembered by Les Bostock
- 214 Squadron** Air Vice Marshall Jack Furner passed away 1 Jan 2007
- 214 Squadron** Sqdn 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](#).
- 214 Squadron** Robert Moorby [W/Op](#) passed away on January 2008. Remembered by sons, Michael and Robin. Also Shirley Whitlock.
- 214 Squadron** Ft/Sg Hadder, [Air Gunner in Fortress III HB815](#), bearing code letters 'BU-J' killed 3/4 March 1945, remembered by nephew Leslie Barker.
- 214 Squadron** Alan Mercer passed away 6 June 2009
- 214 Squadron** Warrant Officer Gordon Wing, 'Howie' (character in Australian newspaper) passed away Nov 2009 age 87. Rear Gunner in Eric Morrison's crew in Stirlings & Fortresses; Founder member of Airgunners Association.
- 214 Squadron** Robert Louie William Darracott, [Navigator](#), died May 8 2010, 94 years
- 214 Squadron** Flying Officer Reginald Coates completed whole of 2nd Tour of Ops as Bomber Pilot in March 1945. Died 10 Nov 1963. Remembered by son.

- 214 Squadron** Bomb Aimer [Les Bostock](#) in Don Austin's crew died just before Christmas 2010. Remembered by M/U gunner C A Piper, 'Pip'.
- 214 Squadron** Flight Sergeant [George V Cox](#) passed away 21 July 2011. Flight Engineer in crew of Squadron Leader Miller DFC.
- 214 Squadron** Squadron Leader [William 'Bill' Doy DFC](#) passed away 28 November 2011.
- 214 Squadron** P/O Peter Witts [223/214/462 RAAF, Airgunner](#), commissioned after the war. 1925 – 2011. Missed by family and friends, remains in our hearts, a Legend.
- 214 Squadron** [George Fisher, Navigator](#) with No. 214 REM & No. 206 Squadrons 1942-1946 sadly passed away with a heart attack on 25th Sept 2012
- 214 Squadron** Flying Officer [William 'Bill' Foskett](#) passed away 21.12.2011. Sadly missed by wife Pauline, 2 sons, 4 grandchildren, good friend Tony Cooper.
- 223 Squadron** Flt Lt [A E L Morris \(Tony\)](#) died June 2005. Andrew Barron's skipper: Oct 44 – 1945.
- 223 Squadron** Tom Butler *'Bishop'*.
- 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 2006.
- 223 Squadron** F/Lt [Jack Brigham DFC](#) passed away 2008. Original Captain when 223 reformed. Flew Liberator TS 524, 6G-0; 36 ops. Remembered by Len Davies, Waist Gunner, only surviving member of crew.
- 223 Squadron** F/L/Sir [John Briscoe](#) passed on a few years ago.
- 223 Squadron** 2nd Pilot [Mervyn Utas](#), Canadian in late Tony Morris's crew, passed away 8 Nov 2010.
- 223 Squadron** James Edward Bratten: 26.11.1922 - 16.11.2001. Andrew Barron's crew.
- 223 Squadron** [Mick Stirrop](#) passed away in March 2012.
- 223 Squadron** Flying Officer [Reggie Wade, Navigator](#), passed away Christmas Eve 2012. Reggie served in the crew of Squadron Leader Carrington, 'B' Flight Commander.
- 223 Squadron** Air Gunner [John McLaren](#) passed away 31.3.2013, leaving wife Margaret and son Graham.
- 223 Squadron** Fl/Lt Navigator [Ron Johnson](#) passed away in August 2013.
- 23 Squadron** Flight/Lt [Johnny Rivas](#), passed away on 2 January 2013.
- 23 Squadron** Wing Commander [Phil Russell](#) passed away last week in November 2012.
- 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. PoW with pilot Johnny Moss when shot down in Lancaster ED625. Nursed to health by Nora, who he married.
- 462 RAAF Sqn** F/O H .R. Anderson DFC *'Andy'* passed away 6 April 2008 in New South Wales.
- 462 Squadron** [Donald Hulbert](#) passed away October 2009.
- 462 Squadron** Pilot [Bruce Drinkwater](#) passed away 2 May 2010. Peter Witt's Skipper.
- ?** Flt Lt [Eric Atkins DFC* KW*](#) died 22.11.2011. Blenheim pilot with 139 Sqn flying from Horsham St Faith & Oulton in 1940/1. Flew Mosquitoes with 2 Group.
- ?** Corporal [Charles 'Fred' Savage](#) passed away 18 Dec 2011. Fred was a Wireless Operator, serving in No 2 Heavy Mobile W/T Section in France, 1940.

Dates for your Diary

2013/2014

2014 RAF 100 Group Association Reunion

9th – 11th May 2014

NOTE: CHANGE of Guest Speaker at main Saturday evening dinner!

MR JOHN LILLEY

Project Lead for The People's Mosquito

Will be joining us in place of Bill Ramsey.

His Talk will be about the progress of the Project to get a De Havilland Dh.98 Mosquito to the British skies and he will be happy to answer any questions members might ask of him

ALSO

A not-to-be-missed opportunity to enter an Auction to acquire and purchase a Phillip West Mosquito print from an original painting raising funds for various Mosquito Projects.

This kind offer comes from David Coeshall

* * * *

The Winter 2013 edition of this magazine will be out at the beginning of December

RAF Swannington + RAF West Raynham A Brief History

These 2 booklets by Janine Harrington are now available, continuing on the series started by Len Bartram. They can be ordered direct from the author, at £5+pp

RAF Great Massingham to follow shortly



2013/2014 MAGAZINES

We ask all members with use of a computer to familiarise yourselves with the Association website

www.raf100groupassociation.org.uk

You need to put this in as a link and log in, creating a user ID and password.

Look at what is already on offer, and write to Tony:

Website Manager apgbradley@aol.com

with any problems or queries.

There are clear signposts to wherever you might want to go, and whatever information you might be looking for, including MAGAZINES of past issues.

100 Group Order of Battle

SQD	AIRCRAFT	1st 100 GROUP OPERATION	BASE	SORTIES, LOSSES ROLL
192 USAAF 7 th PRG	Mosquito II, B.IV, B.XVI, Halifax IV Wellington B.III Lightnings P-38	Dec 1943 Aug 44 – March 45	Foulsham	2171/5 Losses Electronic Intel/Elint
141	Beaufighters VI, Mosquito II, VI, XXX	Dec 1943	West Raynham	1214/11 Losses 80 EA, 58 Trains, 7 Ships Dest
219/239	Mosquito II, VI, XXX	20 Jan 1944	West Raynham	1394/9 Losses 51 En AC Dest
515	Mosquito II, VI	March 1944	Little Snoring	1366/21 losses 29 En AC Dest
169	Mosquito II, VI, XIX	20 Jan 1944	Little Snoring, Great Massingham	1247/13 Losses 25 En AC + 1 V1 Dest
214	Fortress II, III	April 1944	Sculthorpe, Oulton	1225/13 Losses Electronic Jamming
199	Stirling III, Halifax III	May 1944	North Creak	1707/6 Losses Electronic Jamming
157	Mosquito XIX, XXX	May 1944	Swannington West Malling	1336/6 Losses 37 En AC +39 V1 Dest
85	Mosquito XII, XVII	5/6 June 1944	Swannington West Malling	1190/7 Losses 71 En AC+30 V1 Dest
23	Mosquito VI	5/6 July 1944	Little Snoring	1067/8 Losses 18 En AC Dest
223	Liberator VI, Fortress II, III	Sept 1944	Oulton	625/3 Losses Electronic Jamming
171	Stirling II, Halifax III	15 Sept 1944	North Creak	1583/4 Losses Electronic Jamming
462 RAAF	Halifax III	13 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

Created by Janine Harrington

A heartfelt 'thank you' goes to David Mortimer and his team for the printing of this magazine at Prontaprint, Scarborough, North Yorkshire