



Confound & Destroy

The magazine of RAF 100 Group Association



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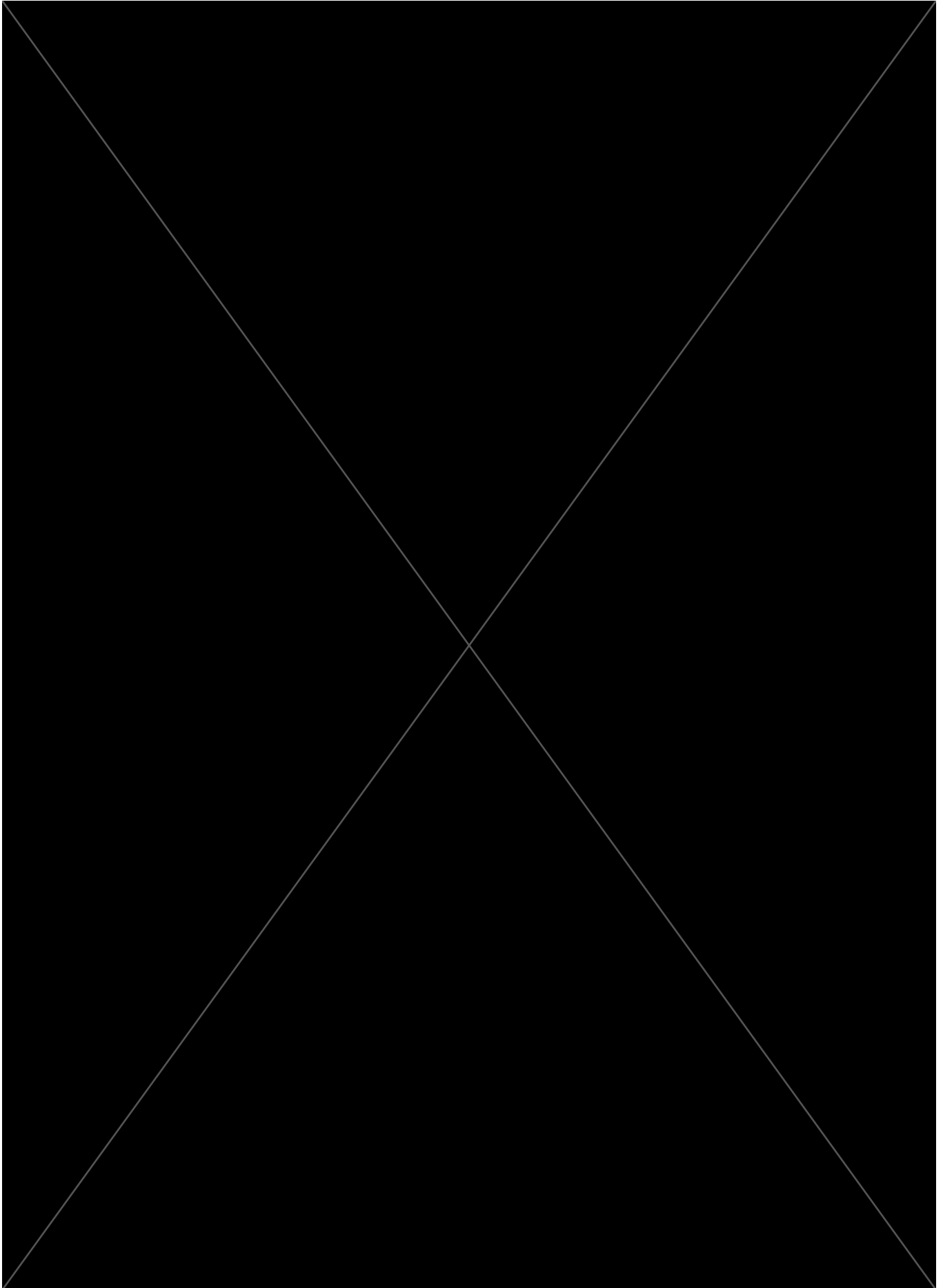
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RAF 100 Group Association

COMMITTEE



Editor's Page



Dearest Kindred Spirits,

So many of you privately share your thoughts, feelings, past wartime experiences, personal joys, pain, grief, and fears, I feel very humbled, and privileged to be such a close part of your life and family. Every one of us will have our own story to tell of this year and how it is unfolding for us and our loved ones. It therefore becomes even more valued to retain our worldwide connection, to know we are never really alone.

On a personal note, I realise there will be those of you awaiting a response to your latest letters. Gone, it seems, are the times when I almost responded by return of post! But because things now happen in slower time, I send my sincere apologies. At the start of the year, I became an early victim of Covid-19. Combined with terminal Cancer it was not a good time. More recently I have had a Cancer Specialist come to my home not having been seen for over a year. Support at home was just being put in place, together with a stair lift, when Covid-19 lockdowns began, making most health-related issues still on hold. However, the Specialist was able to confirm my Cancer is a rare, slow growing one, which continues to grow and spread. The Chronic Exhaustion I have is a part of that, meaning there are days when I have no energy to the extent I can't lift an arm, or take a step unaided. Other days I have until midday if my luck holds before my world collapses and I go back to living in my armchair. However, that does not mean I am idle! My heart reaches out to each one of you, and like stars in a black velvet sky, memories of past times shared in your company draw me close. I particularly think of those families who have lost a loved one. Since our last magazine, that means:

- **Ken White**, known as 'Chalky', was a Veteran serving in 214 Squadron at RAF Oulton. An attendee of our Association Reunions since the beginning, in later years, together with his son Paul, he tried to reverse the decision of the Powers-that-Be about his entitlement for a Bomber Command Clasp. I supported Ken's claim, writing on his behalf; but the outcome remained the same – that he had not done enough for one to be awarded to him! Ken died on 21 May this year, and our thoughts and prayers should remain with his family.

For his time and energy spent on bringing this magazine together, I would offer a heartfelt 'THANK YOU' to my firm friend in Australia **Stuart Borlase**. I know from experience the challenge he has faced before sending it to me for final editing. Please keep letters, articles & stories coming into the usual address. We are always happy and grateful to receive them. My thanks also go to my Angels of the North: **Linda & Arthur Reid** in Scotland who receive these magazines from the printer in Scarborough, and ensure they are safely posted out worldwide.

The magazine arrives with you, courtesy of a remarkable team of very precious Kindred Spirits. Thank you one and all for your patience, and love.

*Love & Hugs,
Janine xx*

Items for the magazine should be sent to:
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Co-Editor's Page



Hello Everyone,

We are living in an unprecedented time in history. In fact, some of what has been happening in our world over the last few months and even in my Country of Australia are a cause for real concern and there are things going on behind the scenes which have their roots and aspirations in a place that is quite dark.

Now with the continuing effects of Covid 19 and the terrible impact that has had all over the World, one wonders if there is any cause for hope to see any light at the end of the tunnel.

In the piece I wrote for the last magazine, I spoke of ANZAC Day, a solemn day of National significance for both New Zealand and Australia as both Nations paused for this one day, April 25th to remember and commemorate those who have served and died in all conflicts from the 1915 Gallipoli campaign, through to recent times.



My next-door neighbours Garage Door, decorated by Dad, Mum and two small Daughters.

But why do we in this part of the World mark this and our American friends commemorate on November 11th a day that is sacred to them – Veterans Day? Do we do it to glorify war? No - there is no '*glory*' in war - there is destruction, fear, terror, devastation, tremendous sorrow, overwhelming grief and death. Why do we gather the way we do as a RAF 100 Group wider family in May every year, at the Memorials in Oulton and Foulsham?

In his poem "For the Fallen" penned by Laurence Binyon (from which the "Ode of Remembrance" is taken), we echo the thoughts he penned in honouring the qualities of those we remember. When we stop and think, the tasks they were called upon to perform were tasks that would lead them to make an utterly selfless sacrifice, of unthinkable cost, of unthinkable magnitude - for the sake of others –

"...they were staunch to the end against odds uncounted. They fell, with their faces to the foe".

Laurence Binyon speaks of the '*fallen in the cause of the free*'. They lost their own freedom, but in doing so secured the freedom of those they would never see and never know.

This is what is remembered. *This* is what is treasured. ***This*** - is what we honour. And this is even more poignant, more meaningful and moving where there is a deeper connection with those we have personally known.

Our own Colonel Tom Moore, USAF, who many of us will fondly remember from the 2017 Reunion, recently wrote this - *"When I pause to reflect on Veteran's Day, the word 'torch' comes to mind. For it is those who carry the torch of service that ensures we are able to enjoy the privilege of freedom. That service is the ultimate selfless act that honours previous men and women who stood up to defend our great nations at any cost"*



I am reminded too, of the words that Chris Lambert spoke at the Oulton Memorial, on the corner of the old RAF Oulton Airfield back in 2017. He spoke of the Crews who went out on Ops and said ... *"They all knew that they had to be prepared to die... and make that sacrifice to keep us free. They knew the risks, but they went anyway. How can we ever repay a debt like that? The truth is, we can't. But what we can do, is never forget what they did - and remember them."*



We remember them, because the great strength of character they demonstrated, was good. Yes, many lied about their age in order to go to War, so great was their desire to "do their bit". The valour that was seeded in this kind of attitude of mind was already grounded in families and in communities - and in messages from pulpits on Sunday mornings. This is an important point, especially back in 1915, for overwhelmingly those folks were of the Christian faith.

In fact, well over 95% of the population back then attended Church and believed in God and Jesus Christ. They were emersed in a culture that had a lot of Christian ideals and they would have known about an Ultimate Sacrifice that they highly valued. The Lord Jesus in John chapter 15 says;

"Greater love has no man than this, than to lay down his life for his friends".

I am reminded of the many accounts, especially from within Bomber Command, of aircraft badly shot up, barely airworthy, often on fire, the Skipper, struggling to hold an almost uncontrollable creature steady, ordering his Crew out to get them clear...then perishing (see the Jack Thurlow story in the features section).

It is this bravery, faithfulness, selflessness, courage and sacrifice that we hold so highly. And we remember those who served within RAF 100 Group particularly; Crews who trained together, played together, drank together, flew Ops together and sometimes died together. Theirs was a bond forged in the furnace of conflict and within the gaze of death – ours is a bond that is forged with them as we remember.

Lest we forget.

CHAIRMAN'S LETTER



Dear Friends,

We continue to experience the very strange environment of Coronavirus. As I write, lockdown has been lifted in most of the UK and my Scottish Granddaughter has returned to school. Whilst some of the statistics about the status of the virus are encouraging there is concern about local outbreaks and a possible second wave. Pub and restaurant meals with their £10 subsidy were tempting however, it seems prudent for us all to continue being careful about social distancing, wearing masks and washing hands whilst singing 'happy birthday'.

For many of us there has been a long period of isolation when for the first time we have been denied the pleasure of being in the company of friends and family. In a way this may have given us a small taste of what it was like to be a prisoner of war. The few members of 100 Group who were held as POWs will have had many more additional deprivations: poor food, cold and damp, denial of up to date news and in some cases brutal treatment.

Seventy-five years on we benefit from the internet with its almost infinite access to data and contemporary events through news and social media. One item attracted my attention on our own RAF 100 Group Facebook page. I am indebted to Heda Kootz for highlighting that May 20th, 2020 was the 100th birthday of John Cruickshank the oldest living holder of the Victoria Cross. His story is remarkable, and I hope you will agree worth telling here.



Sullom Voe in Shetland, now known for its oil terminal, was a flying-boat base during the Second World War. It was used by 210 Squadron of the Royal Air Force Coastal Command in its battle to keep the North Atlantic and Arctic sea lanes open for supply convoys.

Flying Officer John Cruickshank (pictured on the left) was twenty-four years old when he piloted a Consolidated Catalina anti-submarine flying boat from Sullom Voe on 17 July 1944 on a patrol north into the Norwegian Sea. The objective was to protect the British Home Fleet as it returned from the unsuccessful Operation Mascot raid on the German battleship Tirpitz. There the "Cat" caught a German Type VIIC U-boat on the surface. At this point in the war U-boats had been fitted with anti-aircraft guns as an attempt to counter the aerial threat. Cruickshank attacked the U-boat, flying his Catalina through a hail of flak.

His first pass was unsuccessful, as his depth charges did not release. He brought the aircraft around for a second pass, this time straddling the U-boat and sinking it. All 52 crew members were lost. The U-boat was thought to be *U-347*, as Cruickshank's VC citation states, but the boat was actually *U-361*.



The German anti-aircraft fire had been deadly accurate, killing the navigator and injuring four others, including both Cruickshank, and less seriously wounded second pilot, Flight Sergeant Jack Garnett. Cruickshank was hit in seventy-two places, with two serious wounds to his lungs and ten penetrating wounds to his lower limbs. Despite this, he refused medical attention until he was sure that the appropriate radio signals had been sent and the aircraft was on course for its home base. Even then, he refused morphine, aware that it would cloud his judgement.



Flying through the night, it took the damaged Catalina five and a half hours to return to Sullom Voe, with Garnett at the controls and Cruickshank lapsing in and out of consciousness in the back. Cruickshank then returned to the cockpit and took command of the aircraft again.

Deciding that the light and the sea conditions for a water landing were too risky for the inexperienced Garnett to put the aircraft down safely, he kept the flying boat in the air circling for an extra hour until he considered it safer, when they landed the Catalina on the water and taxied to an area where it could be safely beached.

When the RAF medical officer boarded the aircraft, he discovered Cruickshank had lost a great deal of blood and had to give him a transfusion before he was stable enough to be transferred to hospital. John Cruickshank's injuries were such that he never flew in command of an aircraft again. For his actions in sinking the U-boat and saving his crew he received the Victoria Cross while Flight Sergeant Jack Garnett received the Distinguished Flying Medal.

The announcement and accompanying citation for the decoration was published in a supplement to the London Gazette on 1 September 1944, reading ...

“By pressing home, the second attack in his gravely wounded condition and continuing his exertions on the return journey with his strength failing all the time, he seriously prejudiced his chance of survival even if the aircraft safely reached its base. Throughout, he set an example of determination, fortitude, and devotion to duty in keeping with the highest traditions of the Service. “

One of the many strengths of Janine Harrington our Secretary is forward planning. Despite pandemic and her own battle with illness she has been pushing on with organising our 2021 Reunion. I hope that life will be nearer to normal by May next year and that many of us are able to meet again in person. Until then I wish you well.

Yours,

A handwritten signature in black ink, appearing to be 'L. G. W.', written over a horizontal line.

8th AIR FORCE REPRESENTATIVE



Stephen Hutton

Dear Friends,

News from the States;



With the Autumn season upon us we come to celebrate Veterans Day. Formally known as Armistice Day our countries celebrate our military men and women and to honor those who have served and sacrificed in all the wars since WWI. For myself, a Navy veteran, along with my family members this day has always been significant and important and for good reasons.

During World War II both of my parents along with their siblings served our country. Here's a list of our family's veterans:

Veterans on my father's family side:

My father Iredell Hutton – A B24 tail gunner who flew 55 missions with the 36th Squadron & RAF. (pictured right)

His Brother James – Served in an Army artillery division fighting Japanese on far Pacific islands.

James' s wife, my aunt Joyce also served in the Army in WWII.

Brother Marion – Served in the 8AF's 15th Bomb Sq. and 8AF Headquarters at High Wycombe.

Brother Norwood – Served in the 101st Airborne on Operation Market-Garden and later a POW.

My father's sister Evelyn's husband Kendall Bowers served in the Army in the Pacific and was at Pearl Harbor when the Japanese attacked.



Veterans on my mother Caroline York's family side:

My mother worked in a U.S. government records establishment during WWII.

Her Brother Arthur – Served in the Army and taught GI's radar in Boca Raton, Florida.

Brother Brandon – Served in the U.S. Army 9th Division fighting the Nazis in Europe.

Brother Brandon's wife – my Aunt Joyce worked in the newly formed and secret OSS.

Mother's sister Betsy's husband E.W. King served as a sailor on the destroyer U.S.S. Remey that saw action against the Japanese in the Pacific.



My father-in-law, my wife Pam's father Deroy Fowler was a hospital corpsman on the battleship U.S.S. Wisconsin that served in the Pacific Theatre fighting the Japanese (pictured left).

Deroy's uncle, Roy Lloyd also served in the Navy in WWII.

My late sister Susan's first husband Curtis Allred served in the Navy as an Aviation Electrician on the aircraft carrier U.S.S. Independence that saw action during the Viet Nam War.

Her second husband's father Glenn Goss was killed in combat during WWII and never lived to become a veteran.

As for me, (pictured right) I served as a Navy Air Controller during the Viet Nam war and **my brother John** also served in the Army during that time.

John's wife Katy's father James O'Neill served as a captain in an engineering company fighting Nazis in Europe.

And Katy's brother Michael served in the Navy during the Viet Nam war.

My younger brother Henry's wife Jennie's father served in the Army in the early '50's and her grandfather served in the Army as a staff officer to General MacArthur in WWII.



My Daughter Stephanie's husband Romeo Bora (left), his three brothers and his sister, all served the U.S. in the Gulf War. All five siblings made it out alive!

As you can see, more than a few of our family Veterans faced combat in war – the horrors, the blood, the smell and devastation. Fortunately, all but one of our family members survived their service years to become Veterans! My own parents along with most of my uncles and aunts went on to lead successful lives for themselves and their families.

In my 70 years I don't remember any of our family members ever marching in a Veterans Day parade, however, I'm certain all of us witnessed more than a few. I recall our family celebrations were typically low-key involving reflections of our country's veterans, their service and sacrifice. For many years my older brother John has given oyster roasts for family and friends to gather and feast over Veterans Day Weekends. Finally, in past years it has been my greatest pleasure and thrill to arrange and produce three wonderful Reunions for Veterans of my father's 36th Bomb Squadron Radar Counter Measure unit. Those American veterans flew alongside those airmen of RAF 100 Group.

In seeing all of this above, never before have I listed all our family veterans or collectively realized there were so very many. Without drawing details from our family tree, undoubtedly not all my family veterans are seen here, yet the glory of all their service shines bright.

Of course, many Allied families can boast of the proud and tremendous service of their men and women during past wars. Yes, it makes me feel most proud and grateful to be among such wonderful family members that served around the world fighting tyranny and oppression. Their worthy efforts were given in order to gain liberty and freedom for so many people! Their spirit lives on within us! Bless them ALL. All this and more makes me remember our veterans on Veterans Day!!

With love,

Stephen & Pam Hutton

Author: ***'Squadron of Deception'***

8th Air Force Historical Society Unit Contact

36th Bomb Squadron RCM

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Email: ww2ewlib@gmail.com

LETTERS PAGES



* Well done Janine, Stuart and all involved, a great production!

Chris Lambert

* Hi Janine, Stuart,

As always thank you for the Mag. Always a great read.
Keep safe and keep fighting.
Best wishes,

David
djcoeshall@aol.com

* Thank you so much Janine for emailing the wonderful summer copy of Confound and Destroy. As always, it is a beautiful presentation and most appreciated. Our family sincerely hopes you are doing well in light of this world-wide virus situation. We are all doing well over here and are hopeful this plague will quickly erode and we can all get back to normal. Again... all our best to you and yours.

Warmest regards,

Brian & Jean Howarth
bhowarth51@yahoo.com

* Dear Janine,

Thank you so much for the latest newsletter, fantastic effort absolutely packed!
Trust you are managing OK. My wife is shielding so a quiet life for us.

Kindest regards,

Tom Nightingale
l.nightingale23@btinternet.com

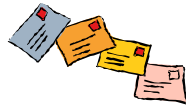
* Hi Jan.

A fantastic joint effort with the newsletter. The format is very good.
Rod.

My thanks to all of you who wrote in with your encouragement and very positive responses to the new-look magazine. Ed

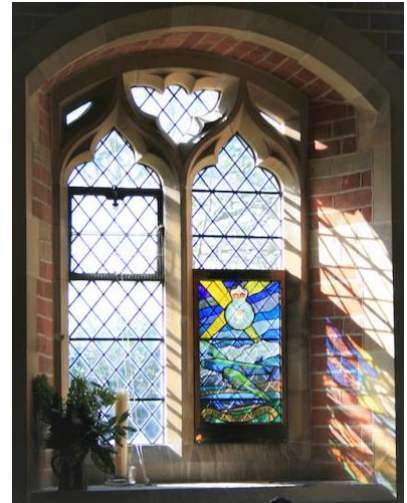
Following on from the article in the Summer magazine about the background story to a new stained-glass window in a Church at Fulmodeston, Norfolk, Tom Cushing's letter offers additional information:

Dear Janine,



With reference to the Halifax crash at Fulmodeston, Norfolk, on 3 March 1945, W/O Leslie Holland and his Navigator F/S Bob Young of 515 Squadron based at RAF Little Snoring, had just returned from Ops.

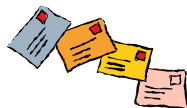
Climbing down from their Mosquito, Leslie said their attention was drawn to a Halifax travelling east west to the north of the airfield. To their horror, they then heard an unfamiliar engine noise which they took to be a German aeroplane. The German aeroplane came up behind the Halifax and tracer bullets were seen, which set it on fire. The Halifax circled west of the airfield and kept going round until it was going east to the south of the airfield. Leslie said he thought he saw two parachutes. The Halifax kept going east, losing height, until they heard it crash to the south east.



Hoping this fills in a few details.

Yours sincerely,
Tom

Tom Cushing



Janine,

So good to hear from you! I tell you, the Lord works in mysterious ways. I was thinking about you a lot last week and wondered how you were doing. So sorry to hear that you got the virus, but glad that your daughter was able to be with you.

Things are busy but good here. I'm still stationed in Alabama and teaching from home since the pandemic started. I got married back in March down in Florida just in time. We had it planned for a while but if it had been a week later it along with our honeymoon probably wouldn't have happened. We went to Costa Rica and loved every minute of it. Sadly, the world completely changed after we got back. My wife Diem is a physician and despite every effort to be cautious contracted the virus at work. She was down for the count for three weeks and still has breathing troubles and exhaustion. So, trust me, I feel your pain! We had to send our daughter off with relatives and I had to isolate from my new bride.

My wife is a tough cookie and she says she's never seen anything like this. Other than that, we bought a new house that we move into next weekend. We'll probably be here in Alabama for a while and I'll probably retire here in the next couple of years.

I've attached a couple pics from our wedding and honeymoon. Please stay safe, rest and get better! Rest assured that when this is all over, we'll be visiting soon. Surely miss our times with you guys, was a hoot!

God bless and have a good rest of the weekend!

Cheers,

Gosling

trmusaf01@yahoo.com





Hi Janine,

This Covid issue is awful, lasting forever it seems.

I've just found out that the 1940's weekend at my local Milton Keynes museum has been cancelled, so I made a 'swing' album from 2012 to 2019. Here are the links – some lovely photos of happier times to enjoy.

[Milton Keynes Museum 40s Weekends 2012 - 2019.](#)

[Swannington & Blickling Hall 2018](#)

We WILL remember them!

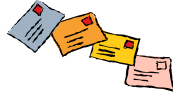
Heda

h.kootz@btinternet.com

A blend of photographs taken and shared by Heda Kootz. Absolutely stunning! We may not have had a Reunion this year, but members thoughts are definitely focused on Norfolk, the airfields, and those who lived and worked there during wartime, remembering the many who did not return. However, Heda has included a great number of superb photographs which you can enjoy when opening the Links. I've selected a few to be displayed here...Ed.

Milton Keynes 1940's Weekends 2012- 2019





Dear Mike, Janine, Stuart,

I hope this email finds you well and safe from COVID -19.

We live in Victoria, on a farm up north, and our state is about to have the border closed by NSW due to an increase in cases compared to everywhere else in Australia. So, it is very concerning.

I saw your letter printed on Page 12 of the latest Confound & Destroy Magazine. Thank you, Mike Hillier, for clarifying Page 70, regarding the RAF 100 Group Losses List. I presume what is meant by "1st" is the first of an Operation, the beginning of an Operation or losses in a given time ... not the "First Group" title.

On pages 35-39 of the latest magazine, you will see some of the story of my Uncle Bill Vale. This article reads like it just happened, but the Dedication etc all happened back in 2015. I have just found the link to the Sunday Express paper ... I will put it below. Jon Coates must have been a Reporter in Belgium, or a Reporter for the Sunday Express.

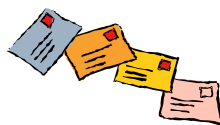
[Alfred-Ashcroft-VE-day-Belgium-1944-relatives-Sunday-Express-campaign](#)

Thank you so much Janine and Stuart for the wonderful write-up about Bill in the magazine. The story about a Steven Spielberg film in Norfolk is very exciting!

Stay safe
Kind regards

Helen

Helen Rankin
Australia



Dear Janine,

This is just to let you all know that we haven't forgotten you or that you should have been with us this weekend in May to enjoy our Annual Reunion. It did occur to me a few weeks ago how relevant, how appropriate the Royal Air Force motto is at this time.

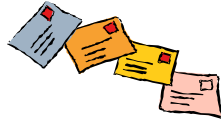
Until we meet again, hopefully next year, may the Peace of The Lord which passes all understanding be with you and with all those you love.

Peter Holness (AWA)

St Mary & St Andrew's, H. St Faith

peterholness@gmail.com





Dear Janine,

May I firstly introduce myself. My name is Ian Hunt and I live in Shepperton, Surrey. For something like 20 years now I've been interested in the wartime exploits of 214 Squadron because of a 'family' connection (a friend of my father flew with them at the end of the war) and have done a lot of research on all of their wartime operations in addition to a number of other research projects. For quite a few years I was a member of the sadly now-defunct 214 Sqn Association and met and shared a lot of information with both Peter Walker and Jock Whitehouse, including trips to Norfolk and Suffolk to meet them, but admit to having had little connection with the 100 Group Association.

Anyway, I have just come across your Association again through finding Donna Gray's 'Heroes of our Time' website, on which I was looking at the old stories and copies of your 'Confound & Destroy' newsletter, where some of the articles aroused my great interest.

For a couple of years now I've been researching 'Operation Gisela', the attack by German intruder night fighters on returning RAF bombers on the night of 3rd /4th March 1945, which included the loss of one of 214 Squadron's Fortresses at Oulton itself. A lot of books and websites contain incorrect details of events that night – probably copying one from another. I was therefore particularly interested to see some items in older editions of Confound & Destroy, and wonder if you might have retained any contact details and could possibly put me in touch with the people who wrote in?

The articles I've spotted so far are:

- *Confound and Destroy; Winter 2009 – "My Uncle, Leslie Hadder" by Leslie Barker
- *Confound and Destroy; Spring 2012 – "Locating the crash site of Flying Fortress Mk III HB815 BU-J" by Don Foster, nephew of crew member William Briddon and also in that edition, a letter and some photos from Linda, daughter of crew member Alistair McDermid.

Anything you could help me with would be much appreciated and in return I'm happy to help with things I've found during my research. 214-wise, I've not only compiled a complete list of all their wartime ops (directly from the Squadron Record books at Kew, not far from where I live), but have also created a full list of all named aircrew who flew on Fortress sorties with 214 Sqn from Oulton (a spreadsheet with some 17,000 rows of details).

I hope to hear from you sometime.

Kind regards

Ian Hunt

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01932 565 602/07900 952 625

Dear Janine,



Thank you so much for replying to my exceedingly short email. I have just read your online blog including Norman Storey. He was my Uncle and Godfather.

Norman was the elder (and only) sibling of my late father. Sadly, they were not close in adulthood and, therefore, I did not have much contact with my uncle. However, let me assure you that we all held him in great respect.

I have somehow ended up as the family historian and have inherited some precious photographs of Norman along with a three-volume memoir that he typed and then copied for me.

After my father's death in 2001, John and I visited Norman in Eastbourne. John has always had a great interest in Aviation and spent a very happy few hours with Norman and learnt a lot about his war experiences recounted first-hand, including information not previously known. We were not advised of Norman's passing and regret not being able to pay our last respects.



I am attaching a copy of a photograph which I remember from my childhood. My grandma had a framed copy on her wall. Norman is sitting astride the turret and the photograph is also in the book *"Bombers Over Berlin"*.

If you think I may have anything of interest to you, I would be happy to share what I have. John and I feel it is important that these stories are not forgotten, and Norman did not have children of his own to remember him.

With kind regards

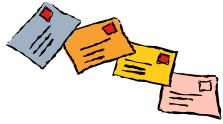
Anne

Anne Barford (nee Storey)

annebarford@blueyonder.co.uk

Photo courtesy of his Niece Anne.





Hello there,

I have just come across Norman Storey's account of his time in the RAF on your blog and was wondering if you were able to tell me any more about him.

The reason I ask is that it appears he was in the same crew as George Hathaway who served as a bomb aimer on Lancasters during the war and who I met as a schoolboy back in Birmingham back in the 1970s.

George very kindly lent me his logbook and several photographs which I returned to him but in those days of course there were no photocopiers - if only there had been! I didn't keep in touch with him - much to my regret now - and I believe he died some time ago.

It's been wonderful to come across a mention of him - I can't imagine there were that many bomb aimers from Birmingham on Lancs so I imagine it must be him! It would be wonderful too to find out some more about one of the men he served with.

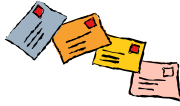
I appreciate you may not be able to tell me any more about Norman than was contained in his account on your blog. Never mind, it's good to have found out just a little more about one of George's crew.

Kind regards.

Tom

Tom Kilkenny
tfkilkenny@aol.com

We'll be featuring more on Norman Story in the next issue - Ed.



Hello Janine,

Hope this finds you well. Please see attached photos of the 100 Group Association wreath that was laid at one of the two newly planted Oak trees at the RAF North Creake Memorial site on VE Day.



We laid it there at 11am and held a two-minute silence thinking of all those who served here that survived the War – and how they must have celebrated at Wars end 75 years before (we've heard a few stories!)

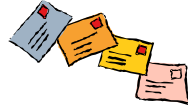
But mostly, we thought about the 73 Aircrew from RAF North Creake who didn't come home and gave everything.

To those Airmen - who gave so much, we thank you.

Very best wishes

Claire and Nigel x





Hi Janine.

Thank you once again for sending me more information to help with my quest to find out about Flight Sergeant Colin Ashworth.

During our lockdown I did further research and through a Facebook question on an RAF airfields group around Foulsham, I have discovered a gentleman by the name of Andy Wells who had a copy of the crash report of Colin's Fortress accident and also knew someone who had researched the crash and investigated the site in the 70's. This person recovered parts of the aircraft which were donated to a Museum - possibly Norwich. I am following up on this too.

Attached should be a copy of the Report to date that may be of interest.

I have also included the document I have been working on. It's far from finished and in some ways just a collection of information found in many places, but I'm proud if it so far.

I have also requested Colin's military records but not too sure how soon I will get those as its currently a 22-week delay.

I also found a very good podcast that may be of interest on another RNZAF 214 Squadron gunner- The late Lindsay Budge.

<https://cambridgeairforce.org.nz/WONZShow/2016/01/episode-97-lindsay-budge-b-17-gunner/>

My daughter and I have also embarked on a small project Airfix 1:72 model of the 214 Squadron Fortress III BU-E which I intend to re designate as BU-J to honour Colin and his crew. I do have one question that you may be able to answer- Would the RAF ground crew have used British ground equipment, tankers, tenders etc or would they have used USAF equipment to match the American aircraft?

I am still working through the pile of books I purchased, including your books, Janine, and am constantly learning, and happy to say my children have taken an interest too.

Since my last Email Andy has provided me with precise images showing the location of the crash site and even photos of the actual crashed aircraft. When I started this investigation, I had no idea the wealth of information that would become available.

Of interest is the 1995 crash report, photos and speaking to Bob Collis who was on the 1995 search, is that a lot of black painted Perspex was recovered from the site.

If you could ask the question of the members where all this Perspex might have come from that would be helpful. I initially thought the nose, but none of the images I have found show the nose windows being painted so I wonder if either the Radome under the nose or the cover over the removed ball turret position was made of Perspex?

I did have some correspondence with Peter Walker who helped with general information. I have also let Donna & Darren have information for their website.

Please feel free to use any of my collection of information as you see fit. I feel it is important to get this out and recover any information that can be found while we still have these brave men and women around to tell their story. Unfortunately, I left this a bit late and none of my now quite elderly family members who remain are old enough to know or remember much.

Once again, thank you for your help.

Cymon.

Cymon Hewitt,
Christchurch,
New Zealand.

Dear Janine,



Thank you for your email, it's very informative. As I said earlier, I unexpectedly came across a photo of my father in a group on the cover of your booklet about RAF Swannington. I really don't know much about my father apart from the fact that he volunteered in about 1941 as an Observer but quickly rose up the ranks. He was on Blenheims to start with and then Mosquitoes. He was mentioned in the London Gazette in Jan 44 and Nov 45, once for a promotion (I think) and once for his DFC.

I did have his War Record, but some dodgy bloke disappeared with it after saying he could find out about his Service History and like a mug, I believed him. I do have his service number and know that he finished as a Flt /Lt and went back to being a policeman. He died in 1999 aged eighty-nine. He was in his 30s when he joined so it was quite late compared with youngsters of the day. Now I've got to try and work out how to get his Service Record again because I think there is more information to be extracted from it, as I mentioned he was in 157 Squadron.

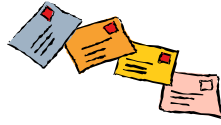
Anyway, I must fly, I hope my ramblings are or will be of some use

Thank you

Kevin (Son)

Kevin Waters.

✓



Afternoon Janine,

Attached is a photo of the painting I commissioned from Tony Cowland, of Flt Lt Bill Mitchell's Halifax II NA241 DT-C of 192 Sqn being attacked by 2Z+LB, a JU-88G-6 Night Fighter from NJG6, being flown by Major Gerhard Freidrich.

This 192 Squadron aircraft accompanied Bomber Command to Pforzheim to search for enemy A.I. and Centimetre Transmissions. Only P/O Reginald Powell, the Special Operator managed to bail out before the stricken Halifax crashed at Holzgerlingen.

Halifax NA241 DT-C of 192 Squadron.

Pilot:	Flt Lt William Hewitt Power Mitchell (RAAF)
Navigator:	Sgt AK Goodall
Wireless Op:	Sgt JL Kerr
Forward Gunner:	F/O AW Clarke
Mid Upper Gunner:	F/Sgt TC Campbell
Rear Gunner:	Sgt RN Seager
Flight Engineer:	Sgt F Parkins
Special Operator	P/O Reginald Powell (baled out)

The aircraft took off from Foulsham at 16.10. Accompanied Bomber Command to Pforzheim to search for enemy A.I and Centimeter transmissions. The aircraft failed to return.

The Halifax was attacked over the target at 20.08 by JU-88G-6 2Z+LB, flown by 27-year-old Knights Cross holder Major Gerhard Friedrich, Gruppenkommandeur Stab/ NJG-6 based at Gross Sachsenheim. Special Operator Reginald Powell managed to bail out and was to become a POW but the rest of the crew were killed when the Halifax crashed near the village of Holzgerlingen.

Major Friedrich was killed on 16th March 1945 when he collided with a corkscrewing Lancaster over Stuttgart during a Bomber Command raid on Nuremberg.

I hope all is well during these strange times!

All the best,

Phillip

Phillip Dawe
phillip.dawe@btinternet.com





Our own Mr John Beeching sent in some photographs of the ANZAC commemorations in New Zealand last April – Ed.

“Brian Ramsay (pictured) and Mason Robinson our Bugler, not only performed the Last Post and recited the Ode at the six Cenotaphs in our area but went to five other residences and Retirement Villages. They were up at dawn and carried on until noon. Thank you for respecting social distancing and fulfilling an essential service of the RSA.”



“Our street held a commemoration at 11.00am complete with violin accompaniment.”



Updates and Follow Up

Control Tower Calling When will we see you again?

Hello Chaps,

We hope this finds you well and that you managed to hold up safely during these strange times.

We are well, as is our Son who has been shielding with us in the Chalet, which is soon to be renamed "Halifax Lodge". We have been mulling over our plans to re-open for the last few days. Our best guess if we get the Official green light, is that we will be taking bookings again from the 14th August and initially only in the "Stirling Suite" – our garden annex double room with private living/dining room and pink Art Deco En-suite. We aim to take bookings in the Control Tower from mid-September, again one room to begin with.



So, if you are ready to take a break or re-book a postponed stay and want to check availability, please email us. At the moment we will only be taking two-night bookings and any stays can of course be postponed should we need due to Covid19.

We are thankful to you all for being so understanding about having your bookings postponed and deposits held for future stays.

During 'lock down' we kept ourselves busy with several Control Tower Projects. We made the mistake of writing down all the mental to do list – some left over from the original build six years ago! We are working our way through the 46 point list (and that is just for the garden!) and we are loving seeing all these things come together at last.



We managed to keep afloat while closed – we had a Government Small Business Grant, Self -Employment Support, a mortgage holiday (our *only* holiday this year 😊) and of course by lovely people like you who are buying vouchers! We have set up special vouchers that are valid for four years, so thank you to all those who have been buying these.

Our major works this year was started in March. When we planned this re-rendering project, the World was fairly normal. Now looking back, we were so lucky with the timing – the Builders finished three days before ‘lock down’ when they could still work and get materials. We painted it just in time before the scaffolding needed to come down - note our vertical social distancing!!



We guess these are reflective times and while things are very difficult in the wider world, we certainly have been appreciating our lot. We understand how lucky we are to live in North Norfolk with so much space and so many things to occupy us and, as a consequence, we have been reminiscing about all the things that led us to live in the control Tower. If you follow us on social media we have started a new little series to reflect this: [#ControlTowerInspiration](#) and added a few so far. Take a look if such things tickle your fancy and you will see a photograph of the Operations Block at Steeple Morden where our love affair with airfield buildings began.

Recently we walked to Wighton and back through Great Walsingham – such a beautiful day. Wildflowers are in abundance in the Hedgerows right now. The Poppies and Sea Campion were particularly beautiful.



Can't wait to welcome you back to The Control Tower Bed and Breakfast.

Claire and Nigel X

mail@controltowerstays.com | www.controltowerstays.com

If you have been to stay and would like to leave a review, please do on Trip Advisor, Facebook or Google. It means so much for others who have not been yet ... and us too 😊.



Update ...

Time to Remember is our project to build a memorial to those who served at RAF North Creake during the Second World War.

www.rafnorthcreake.co.uk

Firstly ... Happy D-Day! June 5th is a date we always mark here at The Control Tower, as it marks the first Operation flown from North Creake 76 years ago.

...From the RAF North Creake Operations Records Book ...

"June 5th, 1944: Sixteen aircraft of No.199 Squadron were detailed to carry out special support operations in connection with the opening of the Second Front. All aircraft took off and fourteen carried out the mission, two aircraft being abortive. All returned safely.

An E.N.S.A concert party was given at 1930 hrs in the Airman's Dining Hall".

Our memorial plans were going very well and we were on track to complete the site in early Spring this year. Sadly, all went awry when Covid19 struck.

The beautiful Stirling sculpture – "Home Safe" is here with us, along with site bench and information board stands. The Roll of Honour is almost complete and is currently at the Metal Fabricators being welded. However, we are unlikely to be able to erect the sculpture and the rest of the site until later in the Autumn.

We have postponed the Dedication Day to Sunday 6th June 2021 (Anniversary of D-Day), something to look forward to. We thank everyone for their interest and support and hope to see you here next year.

We also had to postpone both the special screening of the film "Went the Day Well?" and talk by Nigel which was due as part of Walsingham Village VE Day celebrations.

The new date is set for November 13th this year. The good news is we have availability that weekend at The Control Tower B&B, so if you want to book in and get tickets for the film and talk – let us know.



The People's Mosquito launches Fundraising Campaign to Complete Fuselage Moulds

As work continues on returning a de Havilland DH.98 Mosquito to UK skies for the first time in a quarter of a century, The People's Mosquito is offering supporters the opportunity to add their name to the story of the Wooden Wonder.

Through the charity's restoration partners, Sussex-based Retrotec Ltd., rapid progress has been made towards the completion of the first de Havilland Mosquito fuselage moulds to be built in the UK for more than 70 years.

With the exciting launch of this fundraising initiative, The People's Mosquito is offering five levels of exclusive rewards for supporters, ranging in value from as little as £25 up to £5,000. Each level of support offers its own unique rewards package, including from as little as £100 the opportunity to add your name – or that of a loved one – permanently to the mould itself. In doing so, supporters can physically add their name to the story of one of the most famous and versatile aircraft to emerge from the dark days of World War Two.

For those warbird and Mosquito enthusiasts able to do so, higher reward levels, starting at Gold level and £500, offer backers the chance to enjoy a visit to Retrotec's facility and witness history coming alive as Mosquito FB.VI RL249 takes shape.

Elite Diamond and Platinum packages will see donors receive a VIP invitation to Retrotec to tour the facility, meet the team and personally sign their own mould infill, as work draws to its completion. And that's not all. Diamond or Platinum backers will have the opportunity to join The People's Mosquito and invited guests to witness the first public flight of a de Havilland Mosquito in the UK for well over 25 years, as well as receive a guided tour around the aircraft. Subject to all necessary and relevant permits, permissions and insurances to enable the carriage of fare-paying passengers, Platinum supporters will also gain priority access to a flight in The People's Mosquito.

'As the country faces its toughest battle since the end of World War Two, efforts to return a Mossie to UK skies continue to gather pace, backed by British industry and public donations from all over the world,'

'During times of adversity, incredible stories often emerge – the Mosquito being one such example from our history. We're incredibly excited to be writing the next chapter in that story. The drive towards returning RL249 to flight serves as a reminder, if one was needed, of what we can achieve when we come together.' said John Lilley, Managing Director of The People's Mosquito.

The aim of the Campaign is to fully fund the completion of all 22 infills that constitute the pair of 11m-long fuselage moulds. The Campaign target is to reach £250,000 by the end of Summer 2020.

Each complete mould will be used as the former over which the Mosquito's unique composite wooden construction, featuring Canadian spruce, birch and balsa wood, is bound, glued and cured. The result is the lightweight, extremely strong airframe that underpinned the Mosquito's famed war-winning performance.

The Campaign, named '**Operation Jericho 2020**' in honour of the famous February 1944 raid on Amiens prison, in which low level Mosquitos breached the jailhouse walls to free French resistance fighters, aims to break down the final funding barrier for completion of the moulds.

You can support the campaign at www.peoplesmosquito.org.uk/campaigns

Note:

The de Havilland DH.98 Mosquito remains one of the most influential aircraft ever designed and an exemplar of British engineering. It played a pivotal role in the Allied war effort from 1941-1945 and continued to serve with the Royal Air Force until the mid-1950's, well into the jet age. At the height of World War Two, the Mosquito was the world's fastest production aircraft; it was the world's first true multi-role aircraft and helped to pioneer the use of composite construction techniques, now ubiquitous in today's aviation industry. Its ground-breaking construction also included the first use of radio frequency heating (like a microwave oven) in the construction of the aircraft.

About the Peoples Mosquito Ltd

The People's Mosquito is a registered UK charity and full member of Aviation Heritage UK, whose aim it to inform and educate the public and future generations on the Mosquito and its place in history. Its motto is '*To fly, to educate, to remember*' as it works towards restoring and returning this important aircraft to the sky.

The charity is publicly backed by Airbus UK – an international reference in the aerospace sector, whose own heritage history includes manufacture of the Mosquito between 1948-1950. More than 80 de Havilland Mosquitoes, including the last ever 'Mossie' to roll off the production line, were completed at Broughton, now home to Airbus UK

Collaborating with East Sussex-based restoration company Retrotec Ltd., the charity is working towards restoring a Mosquito lost on a training flight from RAF Coltishall, Norfolk in 1949. In doing so, the project will deliver the first UK-built Mosquito in more than 70 years: the last UK-built example rolled off the line at Chester on 15 November 1950.

For further information, please contact:

Stewart Charman, Communications Director,
The People's Mosquito Ltd.
Mobile: +44 (0) 7799 138 036
Email: stewart.charman@peoplesmosquito.org.uk

International Bomber Command Centre Set to Reopen!

As a result of the COVID19 crisis we had to make the decision to close the whole site on the 19th March. This meant the finances of the Centre have been decimated, with 90% of our income having been removed. Although we have furloughed the team and negotiated terms with our suppliers, the closure has had an enormous impact on the long-term sustainability of the Project.

I am delighted to say that we will be reopening the Centre to visitors on Tuesday 21st July. We will of course be putting place social distance and hygiene measures to ensure the safety of all our visitors and team.



Part of this is the introduction of timed entry into the Centre, which will need to be booked in advance through the website or over the phone. Full tickets will include a free tour of the Gardens and Spire Memorial and entry into the Exhibition. Other tickets are available for Friends Annual Pass Holders and for people who just wish to visit the Memorial, Gardens, Café and Shop. You will also have to pre-pay parking to limit the contact with the parking machines. To book your tickets call 01522 514 755. The team are excited to be able to welcome friends old and new to the Centre.

Stories Behind the Stones

The Ribbon of Remembrance, which lines the avenue to the Spire, now holds over 1,500 individual stones. We have heard some lovely stories of why a particular stone was laid and of the person or crew whom they honour. However, that is from a very small sample and now we would like to find out the background to as many stones as possible. To do that we need the help of those who have placed the stones.



If you have had a stone laid in the Ribbon, we would love to hear from you. Please email the story and any photos you have of the individual or crew to info@internationalbcc.co.uk and we will add these to the collection of biographies we have created, with the end goal being to include links to them through the Losses Database and the Digital Archive.

The Epitaphs Project

by Dave Gilbert, IBCC Losses Archivist.



The Epitaphs Project was inspired by one particular Epitaph- that of 1553032 Sergeant Bill McDonald of 50 Squadron, who was tragically killed by machine gun fire from the ground on 25th October 1942 when his Lancaster was flying at treetop height to avoid flak during an attack on Milan. The remainder of the crew were mercifully uninjured and were able to nurse their damaged aircraft back to England where Bill sadly died in Hospital.

I became aware of his Epitaph during research for my forthcoming book “A Few Among Many” and this is taken from his last letter home. It reads; *“Mother, I’ve weighed the risks, which I prefer to living in a world dominated by Nazi’s.” Bill.*

I was so moved by his Epitaph that I made it my business to look out for similar ones and was overwhelmed to find just how many of the Bomber Command losses have an Epitaph on their Headstones (around 30,000) and how varied and poignant they are. I realised immediately what a wonderfully rich addition they would be to the IBCC Losses Database.

However, when the Corona virus pandemic struck and most people were confined to their homes, it was immediately clear that the Project should be brought forward, both to allow it to come to fruition sooner but also to maintain public engagement while the Centre remained closed.

As is invariably the case where the IBCC is concerned, almost forty volunteers rose to the challenge and spent more than 450 hours recording the Epitaphs. Many of the Epitaphs are quotes from poems, hymns and other literary works and I asked the volunteers to research them and offer some interpretation for as many as they were able. As expected, not many are in English and we have on-going work in getting more than 400 in eleven languages reliably translated. I also asked them to highlight the ones they found most moving. That there were so many should not have been a surprise to us. It was the last deed that the loved ones of each of our nearly 58,000 World War Two losses could grant to their Sons, Daughters, Husbands and Wives. Little wonder that a great deal of thought went into them. Some of the most moving ones were not references to literary works from Horace (in Latin), Alfred, Lord Tennyson or even Dr Seuss and even a few mildly humorous ones belonging to Australian airmen - but were just words from the heart - and every bit as powerful.

To see some examples, go here: internationalbcc.co.uk/about-ibcc/news/the-epitaphs-project/

Op Gratitude

You may remember that in our last newsletter we launched Operation Gratitude, a programme designed to help beat isolation, by letting our Veterans know that they are still at the forefront of our minds. We asked people, particularly children, to send in their letters, pictures, poems and stories and we’ve passed them on to Veterans. I am delighted to say that we had over 820 submissions and that they came as far afield as Gibraltar and Guernsey! A huge thank you to everyone who contributed and special thanks to IBCC Events Assistant, Tracey, who sent out every envelope with a handwritten note. Quite an undertaking! In return, we’ve had some wonderful letters, cards and telephone calls from Veterans who were overwhelmed and touched by your kindness.

Features

VE Day: A Woodstock Pilot's Sacrifice

On the 75th Anniversary of Victory in Europe Day, we look at a Woodstock man killed in action during the Second World War

Article written by Greg Colgan, Woodstock Sentinel Review, Woodstock Canada.

Sent in by Mike Hellier.

When Jack Thurlows Stirling four -engine Bomber was hit by anti-aircraft fire, his eight- man crew had only a few seconds to get out-before their plane exploded over the skies of Eastern France. Struck by a 90mm shell just west of the German border, the plane had lost two of its engines while a hole had been ripped through its fuselage.

As the crew prepared to escape the wounded aircraft, Thurlow yelled over the intercom to bail out. Moments later, they were blown in all directions – 18,000 feet in the air – when the bomber exploded.

Seven of the crew – having time to strap on their parachutes – survived but the Woodstock-born Thurlow died as he struggled to fly the doomed plane. The Operation on March 5th 1945, came only 64 days from the end of the Second World War in Europe.

Jack Thurlow – or Tiny, as he was called because of his athletic six-foot-three frame – would become one of the 89 World War Two dead listed on the Woodstock Cenotaph.

Research by the RAF 100 Group Association into aircrews killed during the Second World War, is what led Mike Hillier (Committee member) to reach out to Janet Jancetic about a year ago.



The Researcher used his connection with Alberta's Bomber Command Museum of Canada to get Thurlow's service files. A search on the Ancestry website revealed Janet Jancetic shared a family tree with the doomed pilot, prompting Mike Hillier to send a her a message.

Jack Thurlow was Janet's first husband's great Uncle...

"It's a form of closure. One or two will know, but, for the most part, most families don't know," Hillier said on a Skype call from his home in Norfolk, United Kingdom.



For Janet Jancetic, this connection was a way to educate her kids and grandchildren on Thurlow and his heroism during the war.

"I'd only heard people whisper about Jack. ... I'm sure not talking about it was the way to deal with it," she said. "It brought him to life. He was a real person. I was able to read about his life, how the other men liked him, how they called him Tiny. ... He had personality and he was a real person. He's not just a name."

Top Secret

Jack Thurlow was born April 25th, 1918, and grew up at a George Street home in Woodstock, Ontario. His father, Andrew Thurlow, and mother, Olive Davis, were both from Oxford County. He had one brother, Robert, and a half-brother, Ronald Heymes.

Thurlow's father died in an accident in Ingersoll on July 30, 1925 when Jack was only seven. He graduated from Woodstock Collegiate Institute in 1935 and began work at the Thomas Organ and Piano Company but eventually left for Sarnia to become a pipefitter at Imperial Oil Ltd. and a gunner in the 26th Field Artillery Battery Reserve Unit.

Thurlow soon enlisted in the Royal Canadian Air Force and looked to make it a career. His RCAF interview stated he was "anxious to fly as pilot." His personal assessments highlighted his athletic ability, his enthusiastic attitude, leadership skills and self-assurance – all seen as vital to becoming a pilot.

He completed his flight training in Fingal – a village southwest of St. Thomas, Ontario. After arrival in England, he was posted to more than a dozen bases, but on November 13th 1944, was finally assigned to 199 Squadron, which along with 171 Squadron, were based at RAF North Creak on the east coast of England. The two units were engaged in Radar countermeasures to confuse and disrupt German communications before bombing raids, leading to the 100 Group motto of *"Confound and Destroy."*

The two most common were Mandrel, an electronic countermeasure that jammed German radio signals and Window, a countermeasure that involved aircrafts dropping clouds of tinfoil strips to confuse German radar screens.

"An unseen element of success in (the Second World War) was radio countermeasures and the stealth missions by Bomber Command," Karl Kjarsgaard, Curator of the Bomber Command Museum of Canada, said.

"It was top secret. If the Germans knew the devices we were using to sabotage their radar and communications, they'd come up with a countermeasure, but 199 Squadron was a special squadron who had special missions to lower the efficiency of the German fighting machine."

"Bomber crews were expected to fly 30 to 35 operations until they were taken out of rotation" Kjarsgaard said. The odds of survival were slim, with the Royal Canadian Air Force losing 17,101 men during the war.

"They were the young guys who knew, after five or 10 missions, coming home to their base and seeing other crews were gone," Kjarsgaard said. "They knew before they got halfway through their tour they were unlikely to finish."

Thurlow's first combat mission was Nov. 25, 1944, where he was the co-pilot. Five nights later, he led a crew of eight on his second combat mission. He would go on to fly 17 combat Operations – and log about 80 hours – before his death.

"They were boys – 19, 20, 21 or 22 – and they'd only likely been flying months and then they're sitting in a bomber responsible to drop bombs on Germany and get back home safely. ... It's quite a responsibility," Hillier said.

Friendly Fire

The Allied aircrews were constantly at risk – if not from German fighters and anti-aircraft batteries, then from their own forces. An investigation by the RAF 100 Group revealed the shell that destroyed Thurlow's bomber came from the American 38th AAA Brigade. With the front constantly moving, friendly fire incidents were not uncommon.

"It happened. England was a giant aircraft carrier with bases everywhere and airplanes were also leaving and coming back. Someone made a mistake and it cost (Thurlow) his life," Kjarsgaard said.

Mike Hillier, a 12-year Veteran as a Weapons Engineer with the Royal Air Force, said unnecessary casualties were often the tragic result of inexperience. *"There were quite a few, unfortunately. It was a common thing. It still happens today, but not as often. You think of one aircraft with eight onboard and it only takes one shell. It's tragic."*

According to Flight Lt. Fenning's Crash Report, one of the survivors of Thurlow's doomed flight, Lt. Col. Sam Russell of the 38th AAA Brigade expressed the unit's sympathy of a *"regrettable accident which should never have taken place."* Fenning, the next ranking officer in the bomber, said Thurlow didn't have time to get his parachute on.

The Commander of 199 Squadron, Wing Commander P.E. Bevington, wrote in his final Report on March 15th, that pilots of heavy bomber aircraft need to be equipped with a parachute that can be permanently worn. Group Capt. N.A.N. Bray, Commanding Officer of RAF North Creak agreed. *"If Jack Thurlow had this back-style parachute, he too would have been saved."*

A Pilots Sacrifice

Thurlow's plane was flying with three other Stirling's and two Halifax bombers for Mandrel cover on the night of the crash, while another six Halifax bombers were dropping chaff.

Thurlow gave the order to *"bail out"* after the starboard outer engine burst into flames when struck by the shell, leaving a large hole in the centre of the aircraft.

The time from the initial hit to the explosion was around 20 seconds.

"He was fighting the airplane all the way down because two engines on one side were gone. ... You've got zero thrust on one side and two engines gone on the other side, plus you don't know how much of the flight controls got shot up," Kjarsgaard said "It was grievous battle damage. It wasn't Mickey Mouse stuff. They really got damaged."

Flight Lt. Fenning reported he left his gun turret, put on his parachute and made his way to the rear hatch where he saw Flight Sgt Phillips – the Rear Gunner – preparing to jump.

Fenning used the intercom to reach Thurlow and heard him say- *"Quick, give me my 'chute"*. A split second later *"a tremendous explosion occurred"* that led to Fenning being blown out of the plane as it *"disintegrated in mid-air."* The remains burned for more than four hours when it hit French soil.

In a two-page letter to Thurlow's mother, Wing Commander Bevington wrote the pilot's actions allowed the remainder of the crew to survive. *"Tiny stayed at his station to allow the other members of the crew to bail out and he was unable to put on his parachute before the explosion took place."*

Act of Remembrance

Remembrance and War are forever linked. There are Memorials throughout the world that pay tribute to the fallen.

Jack Thurlow is recognized on the Woodstock Cenotaph and the Canadian Book of Remembrance for the Second World War.

The Runnymede Memorial in Surrey, United Kingdom, recognises all 20,275 Allied Second World War aircrew without a known grave, including Jack Thurlow.

The RAF North Creake Memorial Project will also recognise Thurlow and the other Pilots killed in action. *"In a way, his story is everyone's story. They were just young men pushed to the front,"* Mike Hillier said.

But while his name is memorialised on stone, Jack Thurlow's story – who he was and what he meant to people – is more personal for some.

"My heart went out to her because she never got to bury her son," Janet Jancetic said of Thurlow's mother. *"She never knew where he was. He saved those other guys."*

"You never know how the story goes, but he was a real hero. ... Sometimes you need to sit back and appreciate what your ancestors have done."

Notable Events

June 27, 1941: Enlisted in the RCAF.

June 5, 1942: Promoted to Flight Sergeant and received the Pilots flying badge.

Dec. 5, 1942: Promoted to Technical Flight Officer **Sept. 10, 1943:** Passed flight training at RCAF School No. 4 in Fingal.

June 5, 1944: Promoted to Flight Lieutenant.

Nov. 13, 1944: Assigned to 199 Squadron.

Nov. 25, 1944: Flies on his first Operation.

March 5, 1945: Killed in action.



Jack Thurlow in a Wartime RCAF photo

Operations Flown from North Creake

Nov. 25, 1944: Protective support for Mandrel screen – Six hours

Nov. 30, 1944: Protective support for Mandrel screen – Four hours

Dec. 2, 1944: Protective support for Mandrel screen – Six hours

Dec. 4, 1944: Protective support for Mandrel screen – Six hours

Dec. 6, 1944: Protective support for Mandrel screen – Five hours

Dec. 9, 1944: Protective support for Mandrel screen – One hour

Dec. 12, 1944: Protective support for Mandrel screen – Five hours

Dec. 15, 1944: Protective support for Mandrel screen – Six hours

Dec. 17, 1944: Protective support for Mandrel screen – Two hours

Dec. 22, 1944: Protective support for Mandrel screen – Five hours

Dec. 23, 1944: Protective support for Mandrel screen – Four hours

Jan. 6, 1945: Protective support for Mandrel screen – Six hours

Jan. 22, 1945: Bomber support for Mandrel screen – One hour

Jan. 28, 1945: Bomber support for Mandrel screen – Six hours

Feb. 1, 1945: Bomber support for Mandrel screen – Six hours

Feb. 22, 1945: Bomber support for Mandrel screen – Six hours

March 3, 1945: Bomber support for Mandrel screen – Five hours

March 5, 1945: Bomber support for Mandrel screen...

Published: May 7, 2020

Woodstock Sentinel-Review in Woodstock, Canada, and the reporter Greg Colgan.

<https://www.woodstocksentinelreview.com/news/local-news/ve-day-a-woodstock-pilots-sacrifice>

I was moved when I read this story that Mike Hellier sent in of Jack Thurlow. Crews were like family in a very sense and the loss of Colleagues and friends weighed heavily on the hearts and minds of surviving members, often for years. Our own Veteran family too have memories of losses, that are still raw and keenly felt 75 years on.

But when one gives his life that others might live, and give to those a future, the gratitude also lasts a lifetime - in fact, several lifetimes especially as succeeding generations hear the stories.

What a wonderful legacy!

If anyone has stories like this from your own families or friends that you would like to share, please contact either Mike Hillier or myself.

We would love to hear from you - Ed.





RAF SWANNINGTON

By Mike Hillier



Built in 1943 on the former site of Haveringland Hall and home to Lord de Ramsey of the Fellowes family, RAF Swannington, or RAF Haveringland as it was always referred to by local people, became operational on the 1st April 1944 as part of the newly formed RAF 100 Group.

157 Squadron, previously based at RAF Valley on Anglesey and before that at RAF Predannack in Cornwall, was posted in on the 7th May 1944, shortly followed by 85 Squadron from RAF West Malling in Kent were equipped with the de Havilland Mosquito. Apart from a brief spell at RAF West Malling flying Anti-Diver patrols and destroying 70 V1 rockets during that time, the role of both Squadrons, now under the control of Bomber Command, was that of supporting heavy bombers on their missions over enemy and occupied territories in Europe.

During the time the Squadrons were at West Malling, two Australian Squadrons, No's 451 (Army Co-Operation) Squadron and 453 Squadron, both of the Royal Australian Air Force and equipped with Spitfires, were based at Swannington, undertaking ground attack duties in the lead up to the Allied invasion of Europe.

In the 11 months of both 85 Squadron and 157 Squadron being at Swannington (5th June 1944 to 8th May 1945), statistics show that together they racked up an impressive score against the Luftwaffe. Flying a total of 1,958 sorties consisting of 9,622 flying hours and with 106 enemy aircraft being confirmed as 'Destroyed', with many more being registered as 'Possibly Destroyed' or 'Damaged', the Mosquitoes of Swannington became formidable weapons in the destruction of the Nazi regime. Sadly, victory is as always, bitter-sweet. Also, in that short 11-month period, a total of 45 crewmembers lost their lives, some still in their teens, most in their early 20s. Many are buried in foreign lands, whilst others were taken to be laid to rest back in their hometown.

On the 27th June 1945, 85 Squadron moved to Castle Camps whilst shortly afterwards 157 Squadron was disbanded on 16th August 1945. Now that the war was over, RAF Swannington became the Headquarters of 274 Maintenance Unit RAF (MU) for RAF Little Snoring, RAF North Creake and RAF Oulton. It was on these stations that Mosquitoes had been mothballed, together with several hundred brand-new Rolls-Royce engines which were stored in their original crates. Important modifications and servicing were carried out on the aircraft before they were shipped out to a more permanent MU for in-depth servicing to be carried out. Once this had been completed, they were then sold off to foreign powers. Those aircraft found to be beyond repair, were stripped of any serviceable items, including engines and navigational equipment, before being towed to the dump and burnt.

In September 1945 RAF Swannington closed its gates for the last time. There was a glimmer of hope in 1947, when it was debated whether to bring the station up to standard ready for the jet age, however for reason best known to those in power at the time, it was decided to decommission the station and to sell off the land. Later that year much of the land was sold off and used for agriculture, whilst a proportion of it was turned into residential areas and a camping site.

A small amount of the three runways remain, as well as that of the Control Tower and a few now derelict buildings. Most of the perimeter track which passes the Church is still in existence, and it is this Church which is soon to officially become the Memorial Church for the RAF 100 (Bomber Support) Group. A Memorial which will stand to the lasting memory of those Boys of RAF 100 Group, who gave the final sacrifice.

Do you have a relative that served at RAF Swannington? If so, please contact me and tell me their story, so that their name can go down in the history of RAF Swannington.

****We will remember them****

A Couple of pieces from George 'Jock' Honeyman (1924-2010)

85 SQUADRON "BOMBER BOYS"

"Berlin was the target for Mosquito Bomber Squadrons – night after night – towards the end of WWII. Casualties were very low at the start because the German night fighters – then Me 110 and Ju88 etc – had inferior performance at high altitudes.

In desperation the Germans dreamed up a new technique. The plan was to use day fighters, with multiple searchlights coning the bomber Mossies, in the absence of AI radar on the Me 109 and the Fw 190.

On clear nights this resulted in considerable improvements in the German success rates in shooting down our bomber Mossies. And so, our masters decided on a new ploy. We would use our night fighters on a simulated raid to take revenge on their day fighters.

We were to allow ourselves to be coned in searchlights over Berlin and to use our rear looking Monica radar (range 1-2 miles) to give warning of a rear German attack. A very hard evasive turn of 220 degrees plus was to shake off attack and convert to a radar detection on our forward looking Mk 10 AI. Sounds very dodgy, but there was no flak while German fighters were over Berlin.

3rd April 1945 was the date chosen for our dummy attack by several of our night fighter squadrons, including 85 Squadron. With some fear and trepidation at being tasked with the role of 'sitting ducks' over Berlin, take-off was at 2130hrs. Our only navigational device was Gee and this was jammed before reaching the Dutch coast. From there onwards we had to rely on flight plan only. This was the weakness in our ploy to deceive the Germans.

Their ground controllers noticed that we were spread out more loosely than the usual bombers, with several stragglers, and as we approached Berlin, their suspicions were aroused. When the first of our night fighter Mossies started to orbit and no bombs were dropped, the cat was out of the bag and the German day fighters were re-called to their bases. What an anti-climax!

One or two of their pilots ignored the recall and 85 Squadron registered at least one kill. A good try, but not a success, searchlights annoying but no flak. Back at Swannington after a 5-hr disappointing show"!

“THE BEST LAID PLANS”

Not all ops went according to plan. With WWII coming to a close, on 7 April 1945, a relatively inexperienced new crew, “Topsy” Turner (Pilot), Jock Honeyman (Nav/Rad), took off from Swannington at 2055hrs on a Bomber support Op to Leipzig.

They followed a Perfectos contact from the target area to an enemy airfield, but the target landed before Mk X AI contact was obtained. They landed was landed at Juvincourt to refuel for the journey home. On take-off from Juvincourt, the undercarriage would not retract. Pilot error! The undercarriage locks had been left in – inadequate pre-flight check.

With wheels down “Topsy” decided to fly on the next available airfield which happened to be USAAF occupied at Laons/Couvre(n)t? However, undercarriage was not selected down again and although the main wheels were OK (locked down) the tailwheel was not- and it collapsed on landing.

It took three days for Swannington Groundcrew to come to the rescue with a new tailwheel axle. Meanwhile Topsy and Jock were entertained by the Yanks who were taking heavy casualties on their daylight Marauder sorties. Other sorties included Wurzburg, Hanau, Wesel (overhead Montgomery crossing the Rhine) and another trip to Leipzig when we witnessed Flt Lt Chapman shooting down a rocket assisted Heinkel 219. Two early returns with engine failures due to shrouds which blanked off the exhaust glow.

Last trip was to Copenhagen when we strayed too near neutral Sweden and were met with flak from Malmo.



Back Row

Symon, Cleaver, Molony, Skelton, Burridge, Gonsalves, Davidson, Cunningham, Weisteen, Owen, Searle, Farrell, Thomas

Front Row

Constance, Unknown, Unknown, Rawnsley, Simpkins

The picture above is setting a bit of a puzzle. In Andrew Brookes' excellent 'Fighter Squadron at War' it is captioned as "Some of the Squadron at the end of 1943".

However, an eagle eyed 85 Squadron Association member back when this was originally printed, believes the hut in the background is at Swannington which would put the date of the picture much later, see below.

John Cunningham and Jimmy Rawnsley left the Squadron before it moved to Swannington and Ginger Owen didn't arrive until 1944. There was a big Squadron Bash on the eve of VE Day, but Jimmy Rawnsley did not go, although he mentions it in his book "Nightfighter". However, there was also a celebration of the Squadron's 250th Kill in Feb 1945 which previous Squadron members also attended.



This article was written by Jock two years before he passed away. It was first published in the 85 Squadron Association Newsletter "The Hexagon" on the 1st August 2008. Many thanks go to 85 Squadron Association for allowing us to tell Jock's story.

Squadron Leader George 'Jock' Honeyman

1924-2010

George Honeyman was born in Recife, Scotland in 1924. It was inevitable that he would serve his country, given his father's record. His father, also George, had joined the colours and when serving in the Scots Guards, had taken part in Queen Victoria's state funeral in 1901. He was one of the "Old Contemptables", fighting from the first day of the First World War until the last.

George junior, aged 17 and later nicknamed "Jock" by his RAF colleagues, walked into a recruiting office in Edinburgh and was accepted for training as a navigator and posted to Canada from June 1942.

On his return from Canada, and now qualified as a night-fighter navigator, he was posted to 100 Group's 85 Squadron at RAF Swannington. His first combat operation however, was flying from Great Massingham on Christmas Eve in 1944, as Swannington was at the time being used to test the latest Mosquito.

Serving for the duration of the War in Norfolk, he later qualified at Staff College with one of the highest marks ever recorded. Respected as one of the top navigators in the RAF, he was posted to Florida on a three-year mission to train the United States Air Force in night navigation techniques.

George qualified in a number of different types of aircraft, including the Gloster Javelin, de Havilland Vampire F3, the North American P51 Mustang, as well as several other USAF fighter aircraft. In fact, he qualified in a remarkable 10 different types of aircraft.

George was promoted to Squadron Leader while serving at RAF West Raynham but was never promoted any further, partly because he was too outspoken. After retiring in 1973 with 31 years' service behind him, he joined the DHSS (Department of Health and Social Security) and worked as an Accommodation Officer at the Norfolk & Norwich Hospital, then at Wayland Hospital.

Spending most of his life in Norfolk, George retained his keen interest in aviation and was a member of the RAF 100 Group Association as well as the 85 Squadron Association.

Living latterly at Heacham and finally at Snettisham, George, or Jock as he was affectionately known, died after a long illness in 2010, at the age of 86.

Leave Quietly

*Was it really so long ago
We learned to fly, so high, so low
To be at peace in the heavens above
Was our only dream, our only love.*

*But now those days have passed and gone
But the dreams remain, to linger on
And the mind can see, as the mind's eye can
That time of wonder so special to man*

*So, we must make way for another breed
To take the reins and so succeed
Where we left off after doing our best
For now, my friend it's time to rest.*

*It's our turn now to stand in awe
And watch this generation soar
So, leave quietly to recount a time
When Heaven was there, for only us to climb.*

Mike Hillier

m.hillier091@hotmail.com

Colin James Ashworth, of Rangiora, New Zealand

Flight Sargent RNZAF. 427492. Pilot 214 Squadron, Oulton Norfolk.

Written by Cymon Hewitt.

Colin was my maternal Grandfathers' cousin. The Ashworth family was a large part of North Canterbury history. I have some early memories of my Grandmother telling a story of a relative who died in the war in a plane crash. And my mother once said his surname was Ashworth.

On ANZAC Day 2018, I visited Wigram Airforce Museum and was looking across the names on the memorial board when a museum helper asked if I had any family in the board, I pointed to the name of C.J. Ashworth - a name I had also seen on the Memorial in Rangiora. The gentleman went away and came back shortly with a copy of 'For Your Tomorrow', by Errol Martyn. This book is a comprehensive list of New Zealand service men who died in war time. It included some information about Colin Ashworth - from Sefton in the South Island of New Zealand, as were my Grandparents.



RNZAF training in New Zealand;

- RNZAF training in New Zealand
- Embarked for England in August of 1943
- Completed further Flight training in England flying Wellington and Stirling Bombers before being posted to RAF Foulsham in Norfolk.
- Killed when his B17 Fortress III four engine Bomber crashed while landing at Foulsham upon returning from a highly secret flight.

This visit started a small project for me, and I have spent some time researching both Colin's history, his squadron and the aircraft he was flying that night.

In January 2020 I received further information on his military service including that he served in the army before joining the Air Force. He trained at Harwood, just outside Christchurch, with the No.3 Elementary Flying Training School, then moved on to the No.2 Flight Training School at Woodbourne, at the top of the South Island of New Zealand. The information is not all in this project yet and in April 2020 I found a person in England who not only had a copy of the accident report, but a copy of the Squadrons Operational Record Book for the time of the accident. He also knew another person who identified the crash site in the 1980's and recovered some aircraft parts that were donated to the City of Norwich Aviation Museum.

More information to research and follow-up on ...

Of note, from recently available crash information, several reasons for the accident were revealed. These included pilot inexperience on the aircraft, very poor weather conditions (no flights were possible 2 days before and 3 days after the night of the 15th November 1944) and an issue with poor radio communication, which appears to be an incompatible radio system (or insufficient training on) in the American made bomber and with English ground radio.

214 Squadron was commanded at the time of the crash by Wing Commander D.D. Rogers RAF, who took command on 26th August 1944. The Squadron had previously flown Vickers Wellington medium Bombers and Short Stirling Heavy Bombers.

In January of 1944, the Squadron converted from a bombing role to being tasked with carrying out Electronic Counter Measures Operations, using Fortress Mk2 and Mk3's and the Short Stirlings that were already in use by the Squadron.

The fatal flight was only Colin's second Operation after converting to the B17 Flying Fortress. Seventeen Fortresses of 214 Squadron are known to have been lost during the war. 214 Squadron flew a total of 192 Radio Counter Measure sorties in Fortresses from 1944-1945.

The Aircraft departed RAF Oulton 15th November 1944 at 2330 on a "Window Drop" and Radio Counter Measure Sortie in support of a Bomber Command raid. As they were an inexperienced crew, they were likely dropping Window over the English Channel or Holland.

Oulton Airfield today (pictured right) and Foulsham (below), both taken in May 2018, courtesy of Mr David Nock.



"Aircraft took off at 2330 Hours and on returning to Norfolk in poor weather, diverted to RAF Foulsham. On approach there in poor visibility at 0436, with cloud down to 100 Ft, a faulty r/t (radio transmitter) and not forewarned of a crosswind, HB787 struck the ground several miles S/W of the air field, bounced, and climbed into the cloud, stalled and crashed into a wheat stubble field farmed by Mr Seaman of Twyford. All ten crewmembers died, 3 RNZAF airmen being buried at Cambridge, the last transported to Northern Ireland"

I wish to thank Cymon for submitting his research into this young man from New Zealand. Colin Ashworth flew with RAF 100 Group out of Oulton, a place that many of us are very familiar. I selected a number of passages straight from Official Wartime Reports into the crash, to give a better sense of the events that occurred that morning. It clearly serves to illustrate the very serious nature of the complexities and challenges faced by the Group conducting Operations during the War, where people's lives were at stake. Cymon sent in a great deal of well researched material, but because of limited space in this publication, it is just not possible to include it all – Ed.

The aircraft called Foulsham control on R/T at 04.09 on 16th Nov. 1944. in low cloud and fog conditions. His R/T was intermittent and distorted and great difficulty experienced in making contact. He was finally given permission to land after joining circuit, but made a normal overshoot on instructions from me due obstruction at end of runway. This was carried out successfully at 300 ft, and was last seen climbing to rejoin circuit. This was achieved as he called at 04.31 from the "Downwind" position but was not seen or heard again. At 04.46 a red glow was seen to the S.W. 3 miles away. At no time was there any evidence or intimation of distress or low endurance or unserviceability.

R.C. Wiltshire F/O. Duty F.C.O.

(a) Fortress aircraft No. H.B. 787 of 214 Sqn R.A.F. Station Oulton piloted by F/Sgt Ashworth crashed at 04.36 hrs on 16th November, 1944 $1\frac{1}{2}$ miles south west of the centre of Foulsham aerodrome whither he had been diverted on return from an operational flight.

The weather conditions were not as forecast and were extremely hazardous. The South North runway with full contact lighting was in use.

The wind was at right angles to the runway and was blowing from the west at 12.m.p.h.

The pilot got into low cloud on the latter part of his circuit and broke cloud at Right angles to the funnel south east of the downwind end of the runway. He headed north west at a very low height, losing altitude steadily and passed between the inner and outer fog funnel lights. He must, therefore have thought that the aerodrome lay ahead and so continued to lose height. He then struck the ground and after climbing up in a steep left hand turn got into cloud, lost control and crashed killing himself and all the crew.

Attention is drawn to the evidence of the 16th witness who was flying closely behind the crashed Fortress. It will be seen how closely this pilot duplicated the movements and reactions of F/Sgt Ashworth in practically every particular except that he was more fortunate and did not descend so low, therefore very narrowly escaping a similar fate.

(ii) The parking of aircraft on the runway which might have been used when the main runway was obstructed made a diversion necessary from Oulton to Foulsham.

(iii) The Fortress would must probably have landed quite safely had it not overshoot on the first attempt.

(iv) The Fortress pilot would most probably not have overshoot had his Radio telephony equipment not been given faulty reception. It is extremely likely that the Duty Flying Officer's instructions "Do not overshoot" were partially received, and interpreted as an order to overshoot.

(v) It is evidence that the pilot was not flying on his Directional Gyro or D.R. Compass otherwise he would not have mistaken his direction on breking cloud.

(vi) With reference to the evidence given by the 15th Witness (Oulton signals officer) it is evident that the U.S. Army Air Corps Command Set is used in the Fortress aircraft of No. 214 is not as suitable for night manipulation as the Bomber Command T.R.1196 set.

(vii) After making due allowance for the keenness and helpfulness of those concerned at R.A.F. Station Foulsham it is none the less apparent that those responsible should never have attempted to land heavy aircraft under the conditions which existed. Their reasons for doing so were given that they understood from Headquarters 100 Group that Foulsham was the only aerodrome which remained open for the reception of diverted aircraft.

(viii-) It would therefore appear that owing to the extreme pressure of work in the Control Room of H.Q. 100 group the idea may quite unintentionally have been passed to R.A.F. Station Foulsham that at all hazards aircraft diverted to them had to be landed.

(ix) It is felt that if H.Q. 100 Group had facilities of a sector station a great deal of responsibility and congestion which does occur at time like this could be taken off the hands of Stations and made a Group responsibility,

5. I agree that no blame should be ascribed to any specific individual or set of individuals. I consider, however, that it would be advisable that the circumstances revealed in these proceedings, and the investigation has purposely been very thorough done should be widely known throughout all Units in the Group. I have taken steps to this end.

(signed) ??

Air Vice Marshal
Air Officer Commanding
No. 100 Group.

5. ALL OCCUPANTS OF AIRCRAFT

and

FLYING EXPERIENCE OF PILOTS.

- (i) Names to be entered in order of duty : 1st Pilot, 2nd Pilot, Pupil Pilots, etc.
 (ii) Degree of injury to be classified as : Missing, Killed, Injured (admitted to Sick Quarters or Hospital), Slightly Injured (not admitted to Sick Quarters or Hospital), Uninjured. (Quote as M, K, I, I(s) or U as appropriate.)

Flying Experience of Pilots and Pupil Pilots. See Note (ii)

Duty.	Name and Initials (Nationality to be quoted if not British).	Rank.	No.	Degree of Injury.	Flying Experience of Pilots and Pupil Pilots. See Note (ii)					
					Part A.		Part B (see Note (i) below).		Part C (see Note (iii) below).	
					Total Solo (Day & Night).	Type Quoted in Part 4.	Solo (Night).	Type Quoted in Part 4.	Instruments.	Link Trainer.
Pilot	Ashworth C.J.	F/Sgt.	NZ.427294	K	26	293	18	86		
Nav.	McLaren W.A.	F/Sgt.	1672260	K						
W/O. Air.	Armstrong E.R.	F/Sgt.	NZ.427084	K						
A/B.	Durman P.E.	Sgt.	1389300	K						
M/U/G.	McLaughlin A.	F/Sgt.	NZ.422972	K						
R/Gnr.	McCormack T.P.	F/Sgt.	NZ.429183	K						
F/Eng.	Hislop G.L.	Sgt.	1594952	K						
Wst. Gnr.	Mooney R.E.	Sgt.	R. 261225	K						
Wst. Gnr.	Ogilvie C.G.	Sgt.	621667	K						
Sp. Op. (Nav)	A.H. Leitch	P/O.	J.44328	K						

NOTE (i) Part B only to be quoted if incident occurred during night flying. (ii) Quote to nearest hour.

(iii) Part C only to be quoted if loss of control at night or in bad visibility or cloud by day is a possible contributory factor.

6. STAGE OF FLIGHT.		7. DID FIRE OCCUR? If Yes, state "In air" or "On ground" as appropriate. If no fire state "No."	8. CONDITIONS OF LIGHT IN WHICH INCIDENT OCCURRED.	9. IF INCIDENT occurred when taxiing on, taking off from or landing on a runway state "Yes."
A. Picketed or at moorings.	F. In flight.		A. Day (daylight).	E. Moonlight.
B. Starting up.	G. Landing.		B. Dusk (half light of evening).	F. Not known.
C. Stationary other than A or B.	H. Towed or manhandled.		C. Dawn (half light of morning).	
D. Taxiing.	J. Not known.		D. Dark (no moon or moon obscured).	
E. Taking off				
Quote A or B or C, etc., as appropriate		Yes	Quote as A or B or C, etc., as appropriate and amplify in Part 12(B) if necessary	
		on ground		
			No	



Remembered and Honoured

Auckland War memorial
 Wigram Air force Museum
 Rangiora War Memorial
 Sefton War Memorial
 Balcairn Cemetery
 St Andrews College Roll of Honour
 International Bomber Command Centre, Lincoln
 -Phase 2, Panel 124.

Died Thursday 16th November 1944, Aged 22.
 Buried Cambridge City Cemetery- Grave 15351

VP Day-Victory in the Pacific, commemorating the end of World War Two.

With special thanks to Mr Bob Stevens and Mr Peter Lewis.

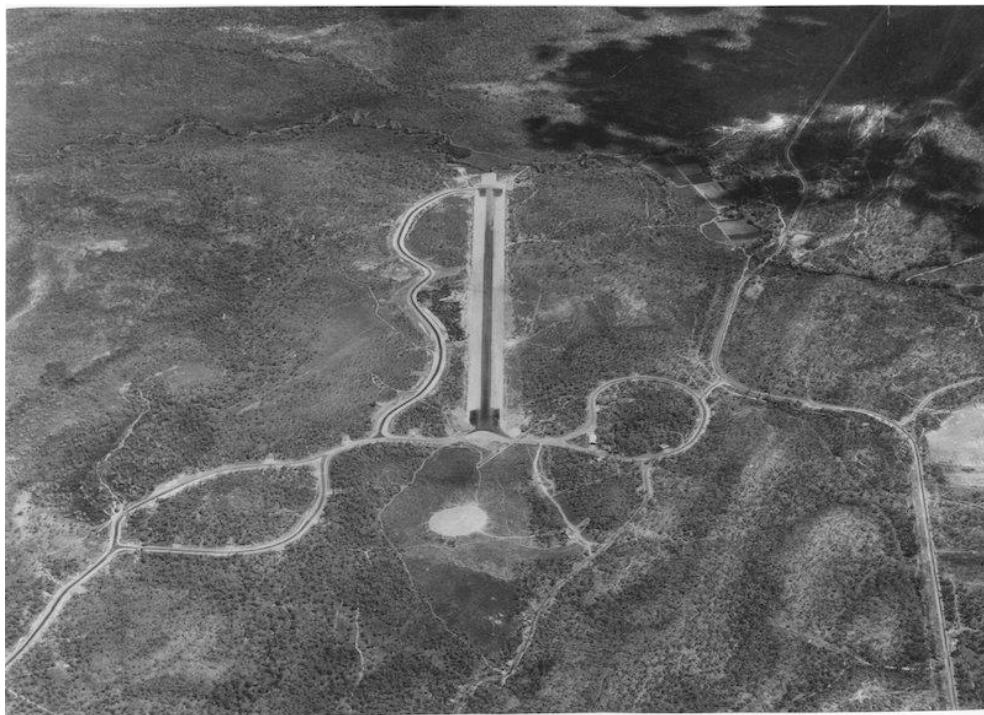
Victory in the Pacific (VP) Day, also known as Victory over Japan (VJ) Day, is marked on 15th August. This day celebrates the unconditional surrender of Japan to the Allied forces on 14th August, 1945.

After Okinawa, Japan fell to Allied forces on 22nd June 1945. An invasion of the Japanese home islands had been planned, but before the operation took place, the destructive war came to a quick end. On August 6th, the United States dropped the first atomic bomb called “Little Boy” over Hiroshima, ultimately killing as many as 146,000 people. Two days later, the Soviet Union declared war on Japan. Then, on 9th August 1945, the United States dropped a second atomic bomb over Nagasaki, called “Fat Man”, ultimately killing around 80,000 people.

Japan recognised that victory was unachievable and so the Japanese Government on August 14th accepted the Allied surrender terms. However, the formal surrender documents were not signed until September 2nd, taking place on board the Battleship USS Missouri, in Tokyo Bay, Japan.

The former RAAF Base at Coomalie Creek, Northern Territory (now owned by Mr Richard Luxton), opened in November 1942. It was not only home to 87 Squadron RAAF, a Photo Reconnaissance Squadron operating with Mosquitos, but also to 31 Squadron RAAF, flying Bristol Beaufighters, and to Intelligence Units of the RAAF and Australian Army.

Coomalie Creek was one of Australia’s “tips of the spear” in confronting Japanese forces occupying the vast islands of the Dutch East Indies north of Australia.



Coomalie Creek, Northern Territory, Australia.

A52-609 "Bosko's Bus", a sky-blue Mark XVI PR Mosquito flown by Flight Lieutenant Bill Maitland with Navigator Flying Officer Bill Reedy, a new crew, took off for Timor to the north of Darwin, on a photo reconnaissance flight on 15th August 1945.

Mosquito A52-609 about to take off from Coomalie Creek.



One hour from base, the crew received a coded signal;

"Surrender signed, return to base".

The crew turned back and performed a low-level pass down Runway 17 at around 400 mph.

Australians had been at war for more than five years, and the Victory in the Pacific marked the end of Australia's involvement. Approximately one million Australians served in World War II. Worldwide, an estimated 65 million people died in the conflict.

Thus, it was, just as the first operational flight of the War on 3rd September 1939 had been a photographic reconnaissance mission by the RAF, this last active flight of the war from mainland Australia was also a photographic reconnaissance flight.

On VP Day, we remembered Australia's war efforts from 1942 to 1945 in the Pacific region, including Singapore, Borneo, Malaya, Philippines, Papua, New Guinea and New Britain. We commemorated those who served in the War, with approximately 40,000 Australians who didn't return home to their families.

bobstevens1948@icloud.com

Poetry Corner

For Just One Minute

For just one minute
We stop and pause
Time to remember, they say.
The clock ticks on the mantle
As the years fly, day by day.

For just one minute
We stop and pause.
Heads bow, in contemplation
Of heroes' future minutes
Laid down for our salvation.

For just one minute
We stop and pause
Eyes squint to block the Sun
But fail to conjure visions
Of nightmares' duties done.

For just one minute
We stop and pause
Their youth and futures lost
Adventures turned to horror
The fight, the fear, the cost.

For just one minute
We stop and pause
A poignant breath together
Time is counting tears for us
We stand so we remember

For just one minute
We stop and pause
With time the years decay
For them no ticking clock will fade
Youth's face we kiss today.



**Helen presenting her poem to
Dr Brendan Nelson, then Director of the
Australian War Memorial in Canberra.**

Written by Helen Rankin, November 2019.

In Memory

KENNETH WILLIAM JOHN WHITE



My father Ken 'Chalky' White passed away on 21 May from natural causes (not Covid-19 related). Dad served in 214 Squadron as an Air Gunner during the last months of the war and was the last of his crew living.

He was born in September 1925 and only 14 at the outbreak of war but set his heart on joining the RAF. He therefore joined the Air Training Corps and on leaving school (aged 14 in those days) took an Apprenticeship with the International Stores and volunteered to be a firewatcher. He was a native of Alton in Hampshire, which in those days was a major brewery town, so he was pleased to be a firewatcher in the Courage Brewery where his father worked!

At the age of 17, he volunteered for flying duties as all aircrew were volunteers at that time. After several aptitude tests, he was selected for training as a pilot/navigator/bomb aimer. By this stage of the war, the RAF had a surplus in those disciplines, and he was given the choice of joining the Army, the Navy, going down the coal mines, or retraining in another RAF discipline. Not much fancying too much marching or seasickness or a subterranean lifestyle, he opted to retrain and was selected for Air Gunner training. After passing, he and his colleagues were due to go on Leave before joining an Operational Training Unit. But his Leave was suddenly cancelled, and he was posted as a Port Waist Gunner to a place he had never heard of called Oulton, in Norfolk, to join 214 Squadron which, at that time, were flying Fortresses. The end of the war was near, but he flew in a number of sorties over Germany and fortunately emerged unscathed.



This picture taken at RAF Oulton in June 1945 shows him with his crew of ten in front of their Fortress.

From top left to right;

**Sergeant Smith – Flight Engineer / Sergeant Langhorn – Starboard Waist Gunner
 Flying Officer Kennett – Pilot / Flight Sgt Maddox (NZ) - Rear Gunner
 Flight Sergeant Harlihy – (NZ) Mid-Upper Gunner / Pilot Officer O. Spregg – Wireless Op
 Pilot Officer Green – Special Wireless Operator / Flying Officer Baumfield (NZ) - Bomb Aimer
 Flight Sergeant Mercer – Navigator / Sergeant ‘Chalky’ White – Port-Waist Gunner**

Dad remained in touch with all his crew for the rest of his life and right up to his death was in contact with Alan Mercer’s daughters in America and ‘Lofty’ Baumfield’s son and daughter in New Zealand. Amongst his papers is a small note in which he recorded the approximate dates of death for each of his crew:

**Olly Green (PO Special Wireless Operator) - January 1947
 Freddie Langhorn (Sgt Starboard Waist Gunner) – August 1981
 Steve (who we think is probably PO Spregg Wireless Operator) – about a year later
 ‘Curly’ (who we think is F/Sgt Harlihy Mid Upper Gunner) – November 1992
 ‘Duke’ Maddox (F/Sgt Rear Gunner) – April 1993
 Ken Kennett (Flying Officer Pilot) – June 1993
 ‘Smithy’ Smith (Sgt Engineer) – March 1995
 ‘Lofty’ Baumfield (Bomb Aimer, F/O) – August 2000
 Alan Mercer (F/Sgt Navigator) – June 2009
 ‘Chalky’ White (Sgt) – 21 May 2020**

After VE Day, which Dad said was marked by a huge bonfire at Oulton, Dad was posted to New Delhi in India where he served until 1st June 1947. He obviously enjoyed a good homecoming because I was born in March 1948! He was finally discharged on 20th September 1947.

He returned to work at the International Stores, transferring to the Home and Colonial before deciding to venture into the Police Force, joining the Hampshire Constabulary in 1949. That is another story but suffice to say he enjoyed a distinguished career serving for 25 years and attaining the rank of Detective Superintendent, second in command of Hampshire CID.

In December 1974, he retired from the Police Force and was appointed a Security Officer for the Ministry of Defence, being promoted to a Grade 1 Investigator in 1976, and in a return to his RAF roots, was made responsible for those delicate RAF Security Investigations south of a line drawn from North Wales to Essex.

He retired in 1985 to play bowls and enjoy family life with his wife Pam, his childhood sweetheart, who he married in 1944. They had three sons, three grandchildren, and three great grandchildren (with another on the way). Mum died in 2013 after 69 years of marriage. Dad was devastated, but they are together again now, and their family is so proud of them.



Chalky' White left, Alan Mercer right; taken at Dedication of Oulton Memorial in 1994.

Janine, thank you for all you do to keep these important memories alive and Chalky's family wish you well in your own current battle.

Yours sincerely,

Ken White

Ken White (Jnr) MBE

Frank (Fred) Elliot



Hello Janine,

It is with great sadness that I am letting you know that my Dad passed away peacefully last Thursday afternoon on the 16th April.

Dad had been taken into hospital and he tested positive with the Corona Virus. However, after a couple of weeks in hospital they said he was well enough to return to the care home and he was having good and bad days for the week in the home until the Thursday he passed away.

We cannot be sure if it was just age, weakness or the final effects of the virus but we know he did not suffer.

With the lock down arrangements, there will only be a small gathering allowed and there will not be the big funeral he had planned for especially with the British Legion involvement for WWII veterans. I'm sure we will do a special service when all this is over.

I have a provisional date for my operation on the 29th April which will keep me in hospital for between 3 to 6 weeks although I still haven't yet had confirmation which is concerning. Therefore, at some time afterwards, I would like to send in some words for the magazine about dad but cannot give you a date at this time.

I know you are suffering yourself, so I do hope that this lockdown is not making it worse for yourself, especially if you need medical attention. All hospitals and staff are working against the Corona Virus at the moment and this is the main reason for my operation delay.

I found a couple of photos which are the only main ones we have for now, so I have attached them for you to decide what to use.

One is an early one I assume from after training and the 2nd is of the crew whilst in service. Dad is in the back row and 4th from the left.

Dad finished as a Warrant Officer although I cannot find a photo with that rank on.

Apologies for the short email but I will send some further details when things have calmed down a little.

With much Love & Best wishes

Paul

Paul Elliott

theelliottfamily@hotmail.co.uk

**Son of Fred Elliott,
Veteran of 192 Squadron.**





Anne Mitchell:

Code Breaker at Bletchley Park

Tributes have been paid to Ann Mitchell, one of the last remaining Bletchley Park codebreakers, whose mathematical prowess helped change the course of World War II.

The veteran, who spent more than 20 months helping to decipher German codes at the top-secret facility, died on Monday 11 May 2020 at an Edinburgh care home. She was 97 and had tested positive for Covid-19 shortly before her death.



In peacetime, Mitchell produced pioneering research into the impacts of divorce on children, work which would shape and inform legislative reform in Scotland. But it was decades previously, while barely out of her teenage years, that she played an integral role in bringing about the peace, thanks to her work in Hut 6, a ramshackle wooden structure home to some of Bletchley Park's brightest minds.

There, for nine hours a day, six days a week, from September 1943 until the final exultant hours of VE Day, the young Oxford graduate would create complex diagrams used to break strings of incomprehensible Enigma code used by the Nazis. Her diary entry four days after Christmas 1943 captured the frantic rhythm of a typical shift, as well as something of her character. *"Worked like the devil all day,"* she observed in her spidery handwriting. *"Good fun."*

James Turing, the great-nephew of Alan Turing, the revered mathematician and computer scientist who devised Bletchley's codebreaking machines, said Mitchell's experience echoed that of his great-uncle's, and predicted she would "long remain an inspiration to many."

Tessa Dunlop, the broadcaster, writer, and historian who interviewed the nonagenarian for her 2015 book, *'The Bletchley Girls'*, said her natural intelligence set her apart.

"The majority of the girls at Bletchley were part of a factory – a conveyor belt, really – to deal with the component parts of codebreaking, but Ann was exceptional in the work she did finding the formula for the codebreaking machines," Ms Dunlop explained. "She was a bright woman, an old school Brit and she was recruited through the Oxbridge milieu. But she wasn't a posh girl. She was a bluestocking, and she found the whole experience stimulating and enjoyed it.

"Ann was just a kid, but she was discreet, intelligent, and modest, and although she would never describe herself as a codebreaker, she was recruited for her mathematical ability"

Around 10,000 people worked at Bletchley Park at the height of its operations, with women accounting for close to three quarters of its workforce. But with the loss of Mitchell, just three months after the death of Ailsa Maxwell, her colleague in Hut 6, their ranks have dwindled further.

The average age of Bletchley's veterans now stands at 97, and a Reunion held last September to mark the 80th anniversary of the beginning of the war was attended by just 95 former staff.

Anne Mitchell's name is on the Bletchley Park Trust's roll of honour, and with good reason. She was a key part of its remarkable history, though for decades, whenever asked about her service at the Buckinghamshire facility, she relied on her cover story, describing her wartime contribution as office or secretarial work. It was only in the 1970s, after details of Bletchley Parks crucial contribution to the Allied effort began to seep into the public domain, that she acknowledged her secret role, embarking on a series of talks around the country.

Mitchell was born and brought up in Oxford, and secured a scholarship at the independent Headington School, where even the biases of those in charge could not discourage her from improving upon a natural aptitude for numbers.

"My headmistress firmly told my parents that mathematics was not a ladylike subject," she recalled. "However, my parents overruled her and I pursued my chosen path."

She became one of only five women accepted to read maths at Oxford in 1940. Upon her graduation, she was called up by the Foreign Office to work as a "temporary assistant" on a salary of £150. In hindsight, the vagueness of her job title betrayed the importance of the highly classified work Mitchell was about to undertake.

Sustained by little more than a cup of Oxo and a boiled egg most mornings, she cycled the 10 mile commute from her billet to Betchley, where she would identify links between letters in German code and 'cribs' - commonly used words or phrases in the transmissions. The information would then be used by Turing and teams of cryptologists manning the electromechanical bombe machines nearby in Hut 8.

With the Germans changing every code used by every unit at midnight, Mitchell and her colleagues had to start afresh each day. There were no complaints. She compared the work to completing a crossword, by joining links and chains of letters.

"We were trained to make menus – a short program – on the machines," she reflected in 2013. "I don't suppose we had ever heard the word 'computer'; in fact, it probably had not been invented then."

James Turing, the founder and chief executive of the Turing Trust, an Edinburgh - based charity that continues his great uncle's legacy by providing reused computer and teacher training in sub-Saharan Africa, said Mitchell had to contend, not just with complex German encryptions, but societal stigmas at home.

He said "One of the remarkable impacts that Ann had through her role at Bletchley Park was in helping to overcome prejudices typical of the time which would hold people back from achieving their potential. "In spite of the additional challenges she was forced to overcome she demonstrated how these prejudices could be overcome enabling her to contribute in a vital way to one of the most challenging aspects of Enigma codebreaking – devising menus – a form of program, if you like – for the Bombers. "Her experience was in many ways like that of Alan Turing and will long remain an inspiration to many."

Come peacetime, Mitchell, nee Williamson, married the newly demobbed Angus Mitchell, a war hero who was decorated with the Military Cross, and later, became a knight in the Dutch Order of Oranje-Nassau, as well as Chevalier of the Legion d'Honneur.

The couple settled in Edinburgh, raising four children: Jonathan, Charlotte, Catherine, and Andy. The latter said that when the family first discovered its matriarch was a cog in the machine which broke the Nazi encryption system, it gave everyone cause to reappraise the past.

"Up until then, we have heard stories of my father's wartime exploits, which as a wee boy, were fascinating, because he was on active service just after D-Day with the Inns of Court Regiment.," Andy explained. "I think he was surprised to find out his wife had a rather more significant role in the war than he had ever suspected. The more we found out, the more amazed we were at how deeply involved she had been in the codebreaking. It wasn't just pushing paper about – it was a genuinely high-pressure, intellectual job." If civvy street proved a shade beige compared to her tenure at Bletchley, Anne Mitchell continued to challenge herself and pursue new interests which benefited the rest of society.

After training as a volunteer counsellor, she obtained a second degree, this time an MPhil from the University of Edinburgh, and embarked on a series of ground-breaking social policy research into the impact of divorce on children. The discipline required, she told *The Scotsman* in 2015, was not entirely unrelated to her toil at Bletchley.

"The kind of mind that looks for a crib at Bletchley Park is the kind of mind that looks for a father or mother and will keep looking," she reflected. *"Putting families back together and solving mysteries, there's a link."*

In her eighth decade, Mitchell also established herself as an author, writing acclaimed local history books on Scotland's capital, as well as a biography of her mother, Winifred.

Andy, a sports historian, said that his mother attended Bletchley Park Reunions over the years, and enjoyed the recognition and appreciation paid to her in the twilight of her life. "There was so much interest from the media, films, and books," he said. "People were, and still are, so keen to hear about this episode in history, because for so long it was a hidden part of the war effort, and here were ordinary people doing something that was incredibly important."

Broadcaster Tessa Dunlop said, that Anne Mitchell's rich life meant that she was not defined by Bletchley Park, but she relished looking back on it in her later years. "Some of the Bletchley women spoke about how they experienced a resurrection in old age, as people learned about what they had done," she said. "But I don't think Ann ever needed that. She was an accomplished woman in every sphere – a mother of four, a counsellor, her research into divorce."

"As we get older and more societally invisible, we remain the same people, and I think with great poise and modesty, Ann enjoyed speaking about her experiences and receiving recognition. And who wouldn't want to be applauded for their part in a mission that was such a success and has subsequently been lauded by history?"



FINAL POSTINGS

Friends we've had to say goodbye to:

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



Founders of RAF 100 Group Association – Remembered in love

2018

- 9 Squadron** Rex Waters, New Zealander, took part in raids on 'Tirpitz', died February 2018.
- USAF 36th BS** Sergeant Lester Jones, Liberator B-24 Aerial Gunner, Sgt Landberg's crew, flying night missions w RAF 100 Group, died 16.1.2018, remembered by his family & all who served with him
- 223 Squadron** Dr Peter Lovatt, Squadron Leader, died in hospital 5.3.2018. Remembered with love by daughter Nina & Family. A well-known, well-loved Association member who regularly attended Reunions.
- 171 Squadron** Ernie Hughes, Flight Engineer. Died 11 June 2018. Remembered by crew member Jim 'Ginger' Fawcett, post-war friend Mel Carey, with fond memories carried by Janine H. & Stuart Borlase.
- 223 Squadron** Pilot Officer P. G. Nash. Died 5th May 2018. George is remembered with love by daughter Barbara, and friend Richard Forder.
- 223 Squadron** Ron Simmons, Mark Levy's Navigator, Mark Levy's Navigator; Aircraft: A for Apple, Name: AD LIB died November 2018. Loved & missed by all.
- 199/171 Sqn** Peter Sclaverano, W/O in 171, 199, 462 Sqns at North Creak. Died June 2018. Remembered with love by Janine as a good friend and all who knew him.
- 214 Squadron** Paul Henry, Navigator died Aug 2018. Remembered with love by cousin Victoria, & all on the Association. Attended Reunions regularly with wife Peggy, as a Founder Member.
- 214 Squadron** Flt/Lt James Wharton 'Dinty' Moore DFC died Aug 2018. Founding member of Association.
- 214 Squadron** Wing Commander John Wynne DFC died 19 November 2018. Remembered with love by wife & daughter. Son died just over one week previous to his father in a farming accident.
- 192 Squadron** Stanley Forsyth DFC, Special Operator. Died night of 22.9.2018. Remembered with love by his Family, Janine & Stuart, and all who served with and knew him. God Bless, till we meet again xx
- USAF 36th BS** S/Sgt Deacon Joseph 'Joe' Melita, Radio Operator on B24 'Lady in the Dark', died 2018. Remembered for his 40+ years in the Roman Catholic Church, his deep faith, courage and love.
- USAF 36th BS** Art Brusila, Pilot, died 2 June 2018. Remembered by all who knew him.

2019

- 169 Squadron** Brian Odam, Groundcrew, died 7 Feb 2019. Missed & loved by daughter Rosemary.
- 171 Squadron** Jim 'Ginger' Fawcett died 1 March 2019. Remembered with love by wife Ruth and family.
- 171 Squadron** Henry 'Harry' Freegard died 8 July 2019. Lovingly remembered by son Alan & family.
- 214 Squadron** Wing Commander John Wynne DFC died 19 November 2018. Remembered with love by wife & daughter. Son died just over one week previous to his father in a farming accident.
- 214 Squadron** Flt Lt Vern L. Scantleton DFC died 11 April 2019. Received Legion D'Honneur in 2015
- 214 Squadron** WAAF MT Driver Daphne Rowlands serving w Win & Irene: 'The 3 Musketeers'. Much loved xx

- 92 Squadron** Flt/Lt Signals Officer [Arthur Baxter Reid](#) died Saturday 14 Sept 2019. Remembered with love by son Arthur & Linda & his family; together with all who knew him. God Bless, till we meet again x
- 199 Squadron** Flt Lt [Roy H. Smith, Navigator](#) died 1 Aug 2019. Remembered in love by family.
- USAF 36th BS** [Donald Burch, Lt Boehm crew](#). Remembered with love by all who knew him.
- USAF 36TH BS** [John 'Des' Howarth, Lt McCarthy crew in Lt. Boehm's B24 'Beast of Bourbon' when it crashed on Feb. 19, 1945.](#) Died Sunday 9.6.2019. Remembered with love by son Brian & all his family.
- USAF 36th BS** [Sgt Jack Hope, Tail Gunner for Lt Brookshire crew](#). Remembered with love by wife & family.

2020

- Co-Founder** [Evelyn Bartram, co-founder of this Association w husband Len, Martin & Eileen; has died.](#) Loved & remembered by family & all who knew her.
- 192 Squadron** [Warrant Officer Frank Elliott](#) died 16 April 2020. Missed & loved by son Paul & family, together with all in the Association who knew him.
- 192 Squadron** [Leading Aircraftsman Joseph Henry Sayers.](#) Joe died in January this year and is loved and missed by wife Mary and family, as well as his worldwide Family of Kindred Spirits.
- 171 Squadron** [Squadron Leader David Butler DFC, Rear Gunner,](#) died 2 February. Missed by wife Edna and family, together with all who knew him.
- 214 Squadron** [Ken White, known as 'Chalky', served as Air Gunner,](#) died 21 May. Chalky was the final survivor of his crew who he remained in touch with through his life. Loved by son Ken and family.
- 223 Squadron** [Mr Len S Davies; passed away 25th August. Served at RAF Oulton](#) and is believed to be the last of Flight Lieutenant Brigham's crew.



Oulton Memorial

**A time to meet old friends ... and new.
Veterans, families and friends**

WELCOME TO OUR 2021 REUNION

21st– 23th May (we hope ...)

Remembrance, Recognition & Reconciliation:

From the **International Bomber Command Centre** in Lincolnshire we have



managed to secure Mr David Gilbert to speak after the Saturday evening Dinner. He sits on the Centre's Operations Board and has led on the development of the Bomber Command Losses Database. This continues to be an enormous undertaking involving the quadruple cross-checking of various sources to produce an accurate and comprehensive list of all those – aircrew and ground personnel – lost serving in the Command during the 2nd World War. This promises to be an extremely interesting and informative evening ...

More to come in the next issue...

100 Group Order of Battle

SQD	AIRCRAFT	1st 100 GROUP OPERATION	BASE	SORTIES, LOSSES ROLL
192 US RCM	Mosquito, Halifax Wellington Lightnings	Dec 1943 Aug 44 – March 45	Foulsham	2171/5 Losses Electronic Intel/Elint
141	Beaufighters, Mosquito	Dec 1943	West Raynham	1214/11 Losses 80 EA, 58 Trains, 7 Ships Destroyed
219/239	Mosquito	Jan 1944	West Raynham	1394/9 Losses 51 En AC Destroyed
515	Mosquito	March 1944	Little Snoring	1366/21 losses 29 En AC Destroyed
169	Mosquito	Jan 1944	Little Snoring, Great Massingham	1247/13 Losses 25 En AC + 1 V1 Destroyed
214	Fortress	April 1944	Sculthorpe, Oulton	1225/13 Losses Electronic Jamming
199	Stirling, Halifax	May 1944	North Creake	1707/6 Losses Electronic Jamming
157	Mosquito	May 1944	Swannington West Malling	1336/6 Losses 37 En AC +39 V1 Destroyed
85	Mosquito	June 1944	Swannington West Malling	1190/7 Losses 71 En AC+30 V1 Destroyed
23	Mosquito	July 1944	Little Snoring	1067/8 Losses 18 En AC Destroyed
223	Liberator Fortress	Sept 1944	Oulton	625/3 Losses Electronic Jamming
171	Stirling, Halifax	Sept 1944	North Creake	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

Created by Stuart Borlase. Edited by Janine Harrington.

The front cover features the Halifax 3 that our President Mr Phil James MBE, served in as Flight Engineer, flying Operations out of Foulsham.

Our heartfelt thanks to everyone who helped bring this magazine together with a collection of rare and wonderful stories & photographs.

To Arthur and Linda Reid,
for continuing to support our Association with their effort in overseeing the printing of this magazine and the logistics of seeing it posted to the four corners of the Globe.

To David and Tracey Mortimer and their team at
PRONTAPRINT in Scarborough, North Yorkshire,
a special thanks for their diligence, dedication and faithfulness
over many years in printing this magazine.

You are all very much appreciated.