



Confound & Destroy

RAF 100 GROUP MEMORIAL MUSEUM
ASSOCIATION NEWSLETTER



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

RAF 100 Group Association

ROGUES GALLERY



Founders: Martin Staunton & Eileen Boorman (sister)



Derek Waters
Trustee (Chair)



Kelvin Sloper
Trustee (Treasurer)



Kim Barwick
Trustee

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



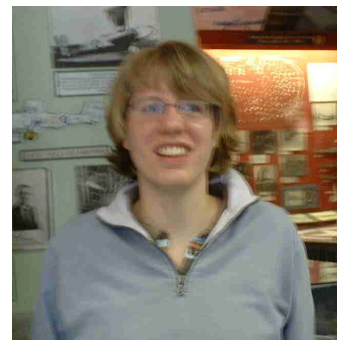
Rodney Scott
Custodian



Ann Scott
(Rodney's wife)



Robert Walden
Trustee/Curator



Steph Walden
Secretary



Right: Glen Ambler, Web Master

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

Editors Page



Dear Friends,

Welcome to the new Spring edition of '*Confound & Destroy*'. Yellow for Spring ... from now on, to help those who keep copies of the Newsletter stored away safe, each quarter, the Newsletter will take the colour of the Season. Meanwhile, we have lots of things on offer and we do hope members will find this issue a great read!

However, please ... please ...

TAKE NOTE OF OUR NEW ADDRESS AT THE BOTTOM OF THIS PAGE!

It is to this address that all things relating to the Newsletter should be sent for the future. Everything else, including Association subscriptions, needs to be sent direct to the Museum - address on the front cover. We have been having difficulties with our post of late, both sending and receiving, and we have therefore taken out a Post Office Box which is a more secure way of doing things. Please keep writing and sending in submissions. We do so enjoy hearing from you. And we do try to keep to our promise of sending any photographs back by return of post.

I would also take this opportunity to say a personal '*Thank You*' to all who sent cards and condolences following the death of my father just before Christmas. As a memorial to a very special Dad who served in the RAF during the war years and performed and produced plays as entertainment for the troops, I have taken the liberty of including one of his own poems in '*A Quiet Corner*' section of this issue.

Now with the yearly RAF 100 Group Association Reunion just around the corner, we are very much looking forward to the journey to Norfolk to meet friends old and new. It is always a wonderful occasion filled with such a spirit of joy and love that it is possible to carry that same spirit back home with us. It is a weekend well worth attending. We look forward to seeing you there!

Janine & Ian

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

Janine Harrington & Ian Kirk,
Box 436, Scarborough YO11 9BT

Telephone: 07789 935021

Email: writers.retreat@lycos.com

News from the City of Norwich Aviation Museum



We have been busy during the last three months with the reconstruction of two of the sheds we were given following the closure of RAF Coltishall last November. One of these was opened to visitors in February and this contains our displays on the First World War, aircraft manufacturing by Bolton and Paul and Mann Egerton in Norwich and women in aviation. The second, larger building will not be ready until the Spring and at twenty-foot square, will provide additional display area. We have a third shed awaiting our attentions once the work presently underway is completed.

In late January, Norwich Air Scouts offered us their Link Trainer they no longer required. We had been aware that the Air Scouts had a Link Trainer for over twenty years and had kept in occasional contact to monitor its condition during this time. The Link Trainer is in externally excellent condition, but should it ever function again, will need work. A more immediate problem is that it is housed in a room with a doorway that



is not wide enough for the trainer to pass through. Mike Church and John Orton, two of our more technical members, have spent several days carefully dismantling the Link to reduce it into sections that we can remove from its present home. We are sure that many of the members of the RAF 100 Group Association will be familiar with the Link Trainer and it will be a valuable addition to the Museum's collection.

Further arrivals at the Museum are the Buccaneer and Phantom aircraft cockpit sections that have been donated to the City of Norwich Aviation Museum by Mick Jennings. These cockpits were previously part of the Cockpit Collection maintained by Mick at RAF Coltishall and were brought to the Museum prior to the closure of the station. Mick is still in post at Coltishall as part of the team overseeing the change of ownership from the Ministry of Defence to the Home Office. Mick will be heading to Australia in the Spring and is presently preparing for this emigration.

Throughout the winter months, the Museum has remained open to visitors on Wednesdays, Saturdays and Sundays. Visitor numbers are showing an increase of around 20% on 2005/6 and this is very encouraging. Work on aircraft and other exhibits, buildings and around the site has continued as and when the weather has permitted. Each Tuesday, we have a working evening. Our volunteers have made

progress with many of our various projects over past months, but as always, we still have much to do.

Finally, we must thank those 100 Group Association members who have purchased items by mail order from the Museum shop over the winter months. These orders are always appreciated, but during the quieter winter months, the income from these sales is particularly valued.

2007 Membership Subscriptions

The majority of members have now paid their 2007 subscriptions. If there is a **green cross** on the address label on the envelope in which this Newsletter arrives, this shows that we have not received your payment.

Your subscription payment is used to fund the production of the Newsletter and without this, Janine and Ian would not be able to send out such an attractive journal.

If you are a '**green cross member**', please send us your membership subscription as soon as you can. 2007 subs are £10.00, this should be sent to:

RAF 100 Group Association, c/o City of Norwich Aviation Museum, Old Norwich Road, Horsham St Faith, Norwich, Norfolk, NR10 3JF.

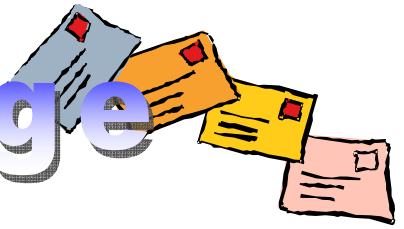
Please make cheques payable to 'RAF 100 Group Association'

We must take this opportunity to thank the many of our members who have added a donation to the Association's funds and their subscription payment. These extra funds will help both with the Newsletter and the cost of flowers and wreaths that we lay at the 100 Group airfields and memorials in Norfolk. With these additional funds, we have also been able to make donations towards various community projects in the villages where the Group has connections.

A very generous donation was received late in 2006 from Bob Moorby (214 Squadron). This donation was the fee Bob received from '*FlyPast*' magazine for writing the article published last September describing his RAF career with 214 Squadron.

Kelvin (Sloper)

Letters Page



Dear Janine and Ian,

Firstly, may I say what a wonderful Newsletter is being produced and what a great Association this is. I was fortunate enough to discover the Association whilst looking on the internet for information about 192 Squadron.

My Grandfather (J.E.S Harris) served with 192 Squadron as Ground Crew during WWII, and he is shown in the photo of Ground Staff 'C' flight in your Summer 2006 Newsletter (he is 4th from the right in the 2nd row). Sadly his health has deteriorated in the last few months, but it brought a great smile to his face when I showed him photos within the Newsletter. He still remembers the names of most of the people in the photos and fondly recalls the friends he made and the time he spent on the Squadron.

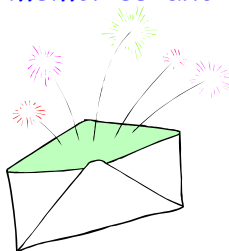
I would like to become a member of the Association, but am currently working abroad. This prevents me from being able to send a cheque for the subscription amount. Please can you tell me if I can send the money electronically, and if so, please provide account details to where it should be sent.

Keep up the good work!

Best regards

James Kerlake

Editors' Note: *James has continued to keep in contact with us and by now has hopefully sorted direct with Kelvin at the Museum about subscriptions. Given that he lives abroad, he promised that when next visiting the UK he will ask his Grandfather about sending in his memories and photographs which we very much hope to include for the future.*



Hello again Janine and Ian;

Thank you for sending the Winter issue of the Newsletter. I found it most interesting, and can see why it takes up so much of your time, Congratulations!

The envelope did contain a most enlightening and sad surprise for me, but it worked like a slow fuse.

I read all about Martin and understood how important he was to RAF 100 Group Association, and it was with sadness that I learned of his demise. A couple of days later during Christmas, I reread the whole contents, and suddenly the penny dropped. I thought that the name seemed familiar. I sent an email in early September to Andrew Tyson asking him if he could put me in touch with Ron James (author of '*Avenging in the Shadows*'), and on the 29th, I received a long detailed email reply from Martin, who introduced himself and told me all about the Association activities, saying he would travel some distance to make contact with me, to have a chat.

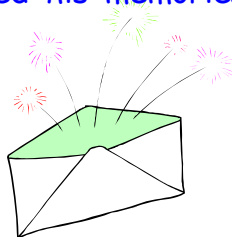
I replied the next day, that was the 30th Sept 06. From that time I've not heard anything more, and I wondered if I had put up a black for some reason? I did send another email at the end of November asking him '*what happened?*' Your enclosed booklet "*In Loving Memory*" gives me the very sad answer.

My sincere condolences to all his family. I'm so very very sorry that I didn't ever meet him. Please let me know if I owe for the 2007 membership and I'll settle with you. In the meanwhile, I wish you all a very Healthy 2007. Keep fit and happy.

All the best

Bill forskett

Editors' Note: Bill has kindly shared his memories and experience which appear later on in this Newsletter.



Hello Janine & Ian,

Your lovely Memorial for Martin and Eileen which accompanied the Winter issue of the Newsletter brought very special memories which I would like to share.

It was on the very first Reunion of RAF 100 Group Association that Eileen asked ex-Squadron members to sign paintings according to which Squadron they had served. I said I had been both in 223 and 214 Squadrons, and she asked me to sign both.

(Two years later, Richard Forder was to ask me: 'Do you know how lucky you are? There were a number of Air Gunners posted to 223 Squadron, and all those Air Gunners then went on to be posted to 214 - and you are the only one to survive!')

Eileen asked me: "What Skipper were you with on Squadron 214?"

I replied: "F/Lt Allies."

At my response, Eileen went pale. "You knew my husband, Peter, then."

"He was in F/Lt Allies Crew? I left in December '44."

"But he was still there!"

"I didn't know a 'Boorman'."

"My married name was Stafford-Sinclair."

And then it dawned on me:

"You mean Vic! I flew mid-upper Gunner. It was he who would hook me into my seat!"

Eileen was ecstatic!

"Peter, do you know, I had begun to believe I had married a ghost - until I met you. Thank you.

Eileen then went on to explain to me that her husband had wanted a Posting away from 214 Squadron. Stafford had written to her about it in letters. He was so unhappy. It was an unhappy crew. And I (Peter) lost a lot of friends in that crew. We were happy together, but we just weren't happy with the Skipper: F/Lt Allies, who was Lady Dowager's son.

On 22nd March 1945, the crew was tired. F/Lt Allies had volunteered the crew for further missions, knowing they were tired. And the crew were all killed.

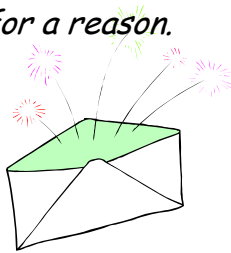
But there had to be one person left to survive, to put that lady's mind at rest.

And I survived!

When Eileen herself passed on, Martin told me: 'Eileen died happy because of what you were able to tell her.'

It makes me believe I survived for a reason.

Peter Witts



Hello Jan and Ian

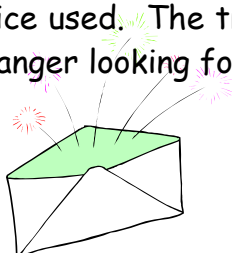
Thanks as always for your super Newsletter and the special tribute to Eileen and Martin.

I was very interested to read of the wonderful career of Air Commodore Vic Willis in the last edition. In particular the item concerning his being one of the original group of pilots investigating invisible beams.

I have recently found some original Sunday Telegraph Newspaper dated February 1978 that serialised the book by R. V. Jones 'The Secret War'. As many will know he was my Uncle 'Reg' and as a family and for those he worked with he was well known for his practical jokes. So it was no surprise to find in his account of his call to the Cabinet by Churchill that he arrived late. This was because he had presumed it to be a hoax! However, this was an advantage as he writes that although faced by the very top brass around the table they had not really been able to explain much about the beams. Reg explained the need to confirm their existence by flying down them and then work counter measures. Later Churchill called him 'The Boffin who bent the bloody beam!'

However, the only way to collect data about the beams meant flying during a raid to trace the source and type of device used. The tribute must go to those pilots such as Vic Willis who faced so much danger looking for 'a needle in a haystack'.

Roger Jones



Dear Jan & Ian

It was with great sadness that I read in the Winter Newsletter of the passing of my ex Skipper Tony Morris.

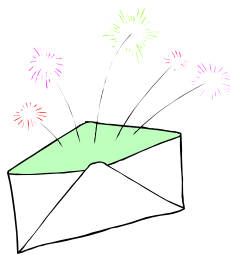
I have many fond memories of Tony both on and off 'Ops' and I last met up with him and his wife at a party he held at a hotel in Half Moon St in London when they retired for a visit after the end of the war.

I will be very interested to read Andy Barron's Memorial in your next issue regarding his experiences with his Skipper, and remember Andy joining the Crew after our original Navigator was wounded when we were hit by flak while on Patrol along the Dutch Coast on 15.10.44.

Finally, I would like to ask that, if you are in contact with Andy Barron, you could kindly pass on my Regards and Best Wishes.

Kindest regards to you both

Mick Stirrup



Dear Janine & Ian

My copy of 'Confound & Destroy' arrived on Saturday morning and immediately after breakfast I read it from cover to cover and two days later, I read it again. It is a very light read and most interesting. It is well edited and compiled and you are both to be congratulated on such a well produced Newsletter.

When I was President of the Air Gunners' Association, I conceived the idea of trying to get a series of six half hourly programmes under the title 'An Air Gunner's Story' on television. I inserted a request in 'The Turret' for members to send in their stories and received a good response with some really remarkable and thrilling stories. I spent more than a year photocopying them and sending them to various interested parties. I had the support of a top BBC Producer and eager support from a famous lady Presenter - one of those who present, saying something like 'I believe you have a story to tell', leading into the story with an actor resembling as much as possible about the young airman. This project involved large financing and many photocopies had to be sent to various parties. We had about 2/3 of the financial support needed. One Sunday night the Producer rang me and said 'Norman can you send the letters first thing Monday morning?' I had no time to photocopy

them, so sent the originals off by registered post. At the last minute, the Project fell through, the letters were never returned to me and all these wonderful reminiscences were lost for all time. I received one letter from Mr R W Gilbert enclosing his poem and biography. This I retained and the Epitaph is very well-known. In fact, on the odd occasion I have been asked to propose a '*Toast to Absent Friends*', I have used it, including a Reunion dinner of 214 Squadron.

I am enclosing a copy of the poem and biography which you may find worth reprinting in '*Confound & Destroy*'. Although it does not originate from 100 Group, it nevertheless portrays so much of what we knew. If nothing more, this information will enable you to answer Mr Phil James' enquiry regarding the author of the poem.

Yours sincerely,

Norman 'Clem' Storey

Sergeant Ralph Wilson Gilbert

RAF 158 Squadron

Airgunner

Ralph Gilbert RAF No. 528758 joined the Air Force on 6th February 1936 and served until 6th February 1948 when he retired with the rank of Warrant Officer.

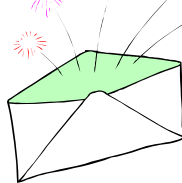
From 1943 he trained as an Airgunner and was serving with 158 Squadron in 4 Group based at Lisset. He was a mid-upper Gunner flying Halifax 11's and 111's. On 2nd/3rd June 1944, he was part of the crew, on their 20th operation, detailed for a raid to the railway yards at Traffes in France. The remainder of the crew comprised - Pilot Alan Reynolds, Navigator Bill Thompson, Wireless Operator Jim Penny, Bomb Aimer Larry Toombs RCAF, Rear Gunner Sid Fox and Flight Engineer John Shore. Their aircraft took off at 2230 hours, released their load over the target and had set course for their home base when they were attacked by a JU.88. The Rear Gunner was killed in the attack and the remainder of the crew bailed out. Their plane crashed onto the home of the Descamp family at St. Columnage, killing the son and daughter. The aircraft was one of five lost by 158 Squadron on this raid - the total losses for the raid being 16. Two of the crew were captured and the remainder hidden by the French Resistance. Rear Gunner Sid Fox is buried at Evreux in Normandy and it is as a tribute to him that his colleague, Ralph Gilbert, wrote '*Requiem for a Rear Gunner*'.

The moving words from the poem's Epitaph appear on a village Memorial at Skellingthorpe in Lincolnshire. The Memorial was erected by the people of the Parish as a dedication to the personnel who were stationed at RAF Skellingthorpe during the war years of 1941 - 1945. In addition to the poem, the plaque displays the badges of Nos. 50 and 61 Squadrons who were based there flying the Manchester and Lancaster 1 & 111. 61 Squadron was also equipped with the Lancaster 11.

EPITAPH

*My Brief sweet life is over, my eyes no longer see,
No summer walks, no Christmas Trees, no pretty girls for me.
I've got the 'chop', I've had it. My nightly ops are done,
Yet in a hundred years from now ... I'll still be twenty-one*

Editors note:. *Clem has kindly sent in the whole 'Requiem'. It is 39 verses long but well worth reading. We will include it in it's entirety in the next issue.*



Dear Janine & Ian

Thank you so much for your letter returning the photographs of our hut members at Bylaugh Hall. I will look forward to the next Newsletter.

While looking through some old papers, I came across the enclosed newspaper clipping of Bylaugh Hall after the dreadful fire in 1952 and thought you might be interested to have a copy - rather spooky reading! Much different now, of course, after being restored by the new owners. I understand they are arranging some entertaining events for the future.

It is a pity that it is so difficult to visit without transport. (In the old days, we used to take a bus to Norwich from Bawdeswell and on return, walk about two miles through a wooded area back to the Hall.) In fact, my friend Peggy tried to 'hitch' back once when we missed the bus and ended up walking the 26 miles - but that is another story! My son has promised to take me there when he has a free Sunday and maybe I can find out about public transport. Should be interesting to visit, anyway.

With best wishes to you both for a good Christmas

Nancy Hewitt

Bylaugh Hall



Bylaugh Hall, built on land won at cards, never lived in,
burnt down 100 years after it was cursed,

The Estate on which Bylaugh Hall stands was won at gambling by Sir John Lombe in 1794, but he did not live to see the house constructed and left the job to his trustees. It was completed in 1852 and never lived in. The house was reputedly cursed, presumably by heirs of the losers of the original card game, to be destroyed in 100 years. The Hall burned down on cue in 1952 and the cause remains unsolved. The present owner uses the stables as farm buildings while the grand ruins, a listed building, decline.



Taken from 'The Guardian'
Saturday March 14 1992

The Caterpillar Badge

By Phil James



The Caterpillar Club was set up by the Irvin Parachute Company for people who owe their lives to a parachute.

Some years ago when I was Vice-Chairman of the Port Talbot branch of the Royal Air Forces Association, I met up with a new member who had joined our branch by the name of Derek and found out he was an ex air gunner who had been shot down by flak in Southern France on route to Genoa, in Italy. The plane crashed near a place called St Aignan.

The aircraft was a Halifax bomber, Number DT515 of 76 Squadron, and it was Derek's 13th trip! As time went by, I became very friendly with him and for some reason he always called me 'Flight', I never found out why, he always called my wife by her proper name, Vera.

During this time I also found out that he had never claimed his Caterpillar Badge, so I decided I would do something about this. The first thing I did was to look in the Halifax File book that lists every Halifax that was built and what happened to them. I found Derek's aircraft listed there and it confirmed what I had been told by Derek, that it had been shot down on the night of 7/8th November 1942. My next step was to contact the Irvin Parachute Company and pass on what I had found out. I spoke to a very kind and helpful lady who said she would carry out some further checks. She came back to me to say Derek was entitled to a Caterpillar Badge.

Remember the name:
"IRVIN"



The name "IRVIN" on the harness means the chute is produced in an Irvin factory with over 20 years of experience built into it. Used by Allied Air Forces in all parts of the world. Literature can be had by school executives for the asking. Address: Main Office in Buffalo, N. Y.

IRVING AIR CHUTE CO., INC.
1670 Jefferson Ave., Buffalo, N. Y.
Factories at: Ardara, S. Y.; Haddock, Calif.; Fort Erie, Canada; Leamington, England; Stockholm, Sweden, and other countries.

IRVIN
Air Chutes

SERVING OVER 40 GOVERNMENT AIR FORCES

I explained I would like her to send me the Badge and I would get it presented to Derek at a special evening, and she said this would be done. The reason for this was that I wanted it to be a complete surprise for Derek. This was all arranged with the help of one of Derek's friends who would make sure he was there on the night. I also arranged for 7 other Caterpillar Holders to be there.

Derek was duly presented with his Badge, and because it was a complete surprise, it brought tears to his eyes.

On evenings we met up after, I would say to him *'Where is your Badge? If you don't wear it I will take it off you.'* His reply was to point to my wife with the words: *'She will have it, not you.'* This was said so many times it was just taken as chit-chat.

Some years later, sadly, Derek passed away, and my wife and I went to the local funeral parlour for the burial service. At the service, a lady approached me to ask: *'Are you Phil James?'* I said: *'Yes. Is there anything I can do?'* She said: *'I have a letter for you.'* This I accepted to find it was addressed to my wife. I passed it over to her. She opened it ... and burst into tears. Inside was Derek's Caterpillar Badge. The lady who passed it over was Derek's sister. He had left it for Vera. We still have the Badge and after our days it will be passed to the Bomber Command Museum at Hendon.



Ely Cathedral

Editors Note: *In our Winter Newsletter, Alan Thomsett brought to the attention of members the fact that Ely Cathedral is home to two RAF 100 Group Memorials. He asked the question 'Why Ely?' He has continued to pursue this on behalf of members, and now successfully found the answer which we are happy to share.*

Dear Janine & Ian,

I had written to the Head Verger of Ely Cathedral asking why the 100 Group Memorials were there, but failed to get a response.

In the end, I abandoned contact with the Head Verger and approached instead the Chapter Clerk of the Ely Diocese, Constance Heald. She was most helpful & I'm sure did all she could to find the following material. I doubt if anyone there actually was present at the Service of Dedication in 1955, a long time ago. The reason for Ely seems to be that, to avoid a multiplicity of Memorials, they were grouped together and covered a large area. Of course it is nonsense to say, as you will read in the report, that Ely Cathedral towers represented a homely landmark - all 100 Group Stations were East of Ely and we flew further East or South!



There wasn't much evidence of the opposition to our West!

This is the information received -

ELY CATHEDRAL RAF 100 GROUP MEMORIALS

FOREWORD

Air Marshal Sir George H Mills
K.C.B., D.F.C.
Air Officer Commanding-in-Chief,
Bomber Command, Royal Air Force

On Sunday, 6th November, 1955, Memorial Books no Nos. 2, 3, 8 and 100 Groups were laid up in Ely Cathedral, and a stained glass window dedicated to the memory of all who served in the Groups during the years 1939 - 1945.

This almost completes our Memorials to those who fell flying with Bomber Command during the war years and to those who serve in the Command, for we already have a Memorial Window and the Books of 1 And 5 Groups in Lincoln Cathedral, while the Memorial Books and the Astronomical Clock in York Minster commemorate those who gave their lives while flying in No 4, 6 and 7 Groups from that area.

We still have to complete Books for those who died while flying in the Operation Training Groups and some of those who served in Nos. 6 and 7 Groups before they moved to the York area. We thought these forms of Memorial were the most fitting we could devise as they so closely link the memory of those gallant and devoted men with the countryside which saw the birth of so many of the ideals for which they died and their growth into great forces acting throughout the world for the good of mankind.

They serve as a reminder to us and to our successors of our great heritage and an inspiration for fulfilling the great obligation which have fallen on us.

(We are deeply grateful to all those who have contributed in so many ways to the realisation of this enterprise).

The Ceremony

*Those Who Have Gone Faithfully into the Silence
have their Assured Reward*

On the afternoon of the 6th November 1955, with all the pageantry of Church and State, the Memorial Books of Nos. 2, 3, 8 and 100 Groups Bomber Command, were laid in a special cabinet in Ely Cathedral. The Books, of exquisite craftsmanship and bound in Morocco leather of Air Force Blue, containing the names of 19,000 aircrew who were lost on operational missions during the war from the four Groups.

A Memorial Window was also unveiled by Air Vice Marshall A. McKee, CB, CBE, DSO, DFC, AFC.

The stained-glass window consisting of four panels is installed in the North Choir Aisle. The left-hand light shows the figure of a member of aircrew in flying clothing above the Badge of No. 2 Group. The left-centre light shows the Archangel Michael above the Badge of No. 3 Group. The right-centre light portrays St. George and the Dragon above the badge of No. 8 Group; this design also incorporates the Lion of St. Marks, the Patron Saint of the Royal New Zealand Air Force. The right-hand light shows the figure of an airman above the Badge of No. 100 Group. At the bottom of each light are scenes depicting Wellington Bombers during different phases of an operational bombing sortie.

In the tracery at the top of the window are displayed the badges of the Royal Air Force, Royal New Zealand Air Force and Bomber Command, together with the emblems of the various Allied Forces who fought with Bomber Command. Particular emphasis is placed on the R.N.Z.A.F, as large numbers of New Zealand aircrews served with No. 3 Group. At the bottom of the two centre lights is written:



"In honour and memory of the members of Nos. 2, 3, 8 and 100 Groups who served in the Ely district during the Second World War, 1939-1945".

The choice of Ely for such a ceremony was singularly appropriate, for it was from Stations around Ely that the Squadrons of these Groups flew out against the enemy. To them the towers of the beautiful Cathedral Church became a familiar and homely

landmark. No better or more glorious setting could be asked for a Memorial to those of their number who did not return.



This window commemorates those who
fought and died with
Bomber Command in World War II.
You may wish to light a candle to remember
someone in particular

*Dear Lord, we remember with thanksgiving those
who gave their lives for our freedom. We pray too
for those still at war and we long for a time when
'nation shall not lift up sword against nation,
neither shall they learn war any more'. Amen*

If you wish to find a particular name in one of the
Remembrance Books, please ask one of the Vergers who will
be

We would like to give a very special '*thank you*' to the Chapter Clerk of Ely Diocese, Constance Heald, for everything she has done in finding this information for us.

We also thank Hendon Museum for giving permission for this information to be used.

Our thanks also go to an old school friend of Alan Thomsett: Charles, and his wife Joy Boldero, who had much cooperation from one of the Guides at the Cathedral to get these marvellous photographs which give all members the opportunity to share.

Shared Experiences



Air Commodore Vic Willis C.O of RAF Foulsham

In 1945, I served as a Mosquito pilot in C Flight of 192 Squadron under Air Commodore Vic Willis (*pictured right*) when he was the Group Captain of RAF Foulsham. Although I was a '*johnny-cum-lately*' to the clandestine and '*confounding*' operations of the Squadron, I became aware of the activities in RCM of F/Lt Vic Willis in 1942. The following account explains how this came about.



During 1941 and 1942, I was flying Wellingtons with 70 Squadron, based at Kabrit in the Suez Canal Zone. On the night of 2nd January 1942, flying Wellington K8884, we were returning from an operation on Ras Lenuf in the Gulf of Serti (Tripoli) when, due to a navigational error caused by a failure to read a flashing light beacon correctly, we became unsure of our position and, becoming low on fuel, I decided to make a precautionary landing on the beach at Buq Buq. However, due to the soft sand and steeply sloping beach, the aircraft swung violently into the sea. Luckily, all of us were able to evacuate the aircraft and to wade ashore.

From there, having collected ourselves together and decided on our next course of action, we set off walking south in anticipation of being able to intercept the coastal road. By good fortune, as we finally reached the road, an Army lorry, laden with cans of petrol, happened to come along and stopped when the driver saw us with our hands above our heads! Having identified ourselves to the driver's satisfaction, we boarded his lorry and were driven south into the desert to a South African Infantry Brigade H.Q. to which the petrol was being delivered. The Brigade had been involved in the previous few days in pushing elements of the Africa Korps out of Egypt.

From this H.Q., we were then driven to a Hurricane Squadron, No 30, I believe, which was based at Sidi Barrani by the shore. We were left there temporarily in the care of the Medical Officer. Whilst with him, he received a message that his services might be required as a motor launch had been seen drifting onto the shore. We joined the M.O. in his ambulance and witnessed a dozen or so Germans and Italians, carrying their little attaché cases, stepping ashore and looking so disconsolate as they were taken prisoner. They had put out from the port of Badia

ahead of the advancing Eighth Army, hoping to escape capture, but then had run out of fuel! Such are the fortunes of war!

As we ourselves were not exactly welcome guests of 30 Squadron, we were driven again south into the desert to a Forward Landing Ground, No 09, from where it was known that Wellington aircraft had been operating. On arrival there, most of my crew, except my rear gunner and myself, were soon able to hitch a lift in an aircraft returning to Shalufa in the Canal Zone. Whilst waiting in the hope of soon getting a lift, I discovered that a Wellington which had been damaged by enemy action or had had to have an engine changed, was awaiting the availability of a pilot qualified to fly it out to Shalufa. It turned out to be Vic Willis' aircraft - Z9017 - but he had already departed, leaving behind his co-pilot, Sgt Humphries and W/Op Appleby to take care of the aircraft. Sgt Humphries had not been checked out as a first pilot so was not qualified to act as a pilot-in-command of the Wellington aircraft. In the circumstances, I persuaded the officer-in-charge of the FLG that I should take over with Sgt E Humphries as co-pilot. Together, we returned the aircraft safely to Shalufa on 6th January.

By coincidence, Vic Willis' W/Op. Sgt Appleby, came from my parents' home town, Boston, Lincs, and his and my letters to our respective parents reporting our meeting led to perhaps an even greater coincidence. Some time later, my mother was shopping in Boston when she overheard one woman saying to another that her son had met me in the Western Desert!

I heard some time later that Sgt Appleby was drowned when a York aircraft, carrying members of the Prime Minister's staff to the Yalta conference, crashed into the sea off Malta. I never heard whether Sgt Humphries re-joined Vic Willis' crew or continued to be engaged in 100 Group RCM operations.

Does any member of the Association know what happened to him?

This account is a rather tenuous connection with 100 Group, however, some members of 100 Association may have recollections of the early operations of RCM a/c and their crews?

It would be interesting to hear from any member who does.

Vic Parker

Flt Lt Vic Parker, RAFVR (Ret'd)

A Tribute

Air Vice-Marshal Jack Furner

14th November 1921 - 1st January 2007

Navigator who gave sterling service on D-Day and during the Cuban missile crisis

Air Vice-Marshal Jack Furner, who has died aged 85, flew wartime operations with Bomber Command and took part in secret electronic counter-measure sorties on D-Day; in peacetime he made a major contribution to the development of the RAF's nuclear capability during the Cold War.

Furner was a specialist navigator when, in 1957, he was selected to command the operations wing at RAF Waddington, home of the first Vulcan V-bomber Squadrons. With his expert knowledge of the aircraft's navigation and bombing systems, he provided support for the training of new crews as well as the development of its operational capability; and in 1958 he was the navigator of the Vulcan that broke the Ottawa to London record (in 5 hours 45 minutes).



With the rapid expansion of the V-Force, Furner was appointed to HQ Bomber Command to head the Operational Plans Division, where he had the task of planning the action to be taken by Britain's 144 V-bombers and 60 Thor ballistic missiles in time of war. It was a job with '*a strange air of unreality*', he recalled afterwards.

As the Cuban missile crisis developed, the atmosphere in the Bomber Command operational bunker became tense, and Furner's immediate superior described him as '*a tower of strength*'.

Derek Jack Furner was born at Southend on November 14 1921, and was educated at Westcliff High School, where he excelled at mathematics. After a brief period working for the Imperial Bank of India he was called up, and volunteered for flying duties as a Navigator. He was sent to Canada under the British Commonwealth Air Training Plan.

In March 1943, Furner joined No 214 Squadron, flying the Stirling four-engine bomber. He flew 25 operations, including the major '*firestorm*' raids against Hamburg. On the night of August 17 his Squadron was briefed to attack the

scientific establishment at Peenemünde on the Baltic coast. Reconnaissance photographs had identified the site as the development centre for Hitler's terror weapons, the V-1 flying bomb and V-2 rocket. The raid successfully delayed their development, but 40 bombers failed to return.

When Furner and his crew completed their tour a few weeks later, they were one of only two crews to survive the six-month period. He was awarded the DFC.

After a brief rest, Furner volunteered to return to operations as the navigation leader of his old Squadron, which was re-equipping with the US B-17 Flying Fortress to operate in the secret world of electronic counter-measures. The Squadron's role was to fly in support of the main bomber force and jam enemy radar and radio communications. On the night of the D-Day landings, Furner was airborne, jamming the enemy's early warning radar sites by dropping strips of tin foil. His aircraft was attacked and damaged by a German night fighter.

In early 1945, Furner transferred to Transport Command and was sent to India, where he flew Dakotas on re-supply operations in support of the advance in Burma. As the war ended, he flew many sorties to Saigon and Bangkok to repatriate Allied PoWs, then remained in the Far East for a further two years flying VIPs and transport operations from Hong Kong and Singapore.

After a period as a navigation instructor, he attended the RAF's specialist navigation course in 1950 before moving to Boscombe Down, where he was involved in the development of bombing and navigation aids, including the first Doppler equipment.

These became the core of most of the RAF's operational aircraft systems for the next three decades. He was awarded the AFC.

Furner spent two years on similar work with the USAF Weapons Guidance Laboratory, flying most of their strategic bombers before returning to complete the Flying College course and taking up his appointment at Waddington.

After three years in charge of the Nuclear Activities Branch at HQ Shape in Paris, Furner spent two years in the Ministry of Defence before taking command in 1968 of RAF Scampton, home of three Vulcan Squadrons equipped with the Blue Steel stand-off weapon. He was the first Navigator to command an operational flying station in peacetime.

In 1969 he took command of the Central Reconnaissance Establishment, then had two years as secretary to the Military Committee of Nato. At the end of this tour he was promoted to Air Vice-Marshal, one of the first two Navigators to reach the

rank. He spent the last two years of his service as the Assistant Air Secretary with responsibilities for the careers of the RAF's aircrew.

Furner joined his brother's firm, Harlequin Wall Coverings, as General Manager for five years before finally retiring. A man of great energy, commitment and service, he considered the last 20 years of his life as some of the busiest. He was chairman of the Aries Association for specialist Navigators, and administered the block of apartments in Eastbourne where he lived for many years. He was an active President of the Eastbourne Sinfonia and, with his wife, was a regular attender at Foyles' literary luncheons.

In 1997 the Furners moved to Cromer, where they had met in 1944 when he was serving at nearby RAF Oulton. He became a stalwart of the Cromer Society and was in great demand to speak on a diverse range of subjects including space, computers, climate change and music.

Furner was elected a member of Mensa in 1989. He owned one of the first computers, and had almost completed his autobiography when he died on New Year's Day.

Jack Furner was appointed OBE in 1959 and CBE in 1973.

He married, in 1948. Patricia Donnelly survives him with their three sons.

Recorded in 'The Daily Telegraph'
24/01/2007

Editors' Note: *Thank you to the many many members who sent in to tell us about the sad passing of Jack Furner. In fact, shortly before his death on 1st January 2007, he sent something to us which we feel it timely to share -*

Dear Janine and Ian

Thank you for your very friendly letter of 5th July and I appreciate your wish as Editors to obtain copy for Newsletters. I suppose over the years one gets asked for words - eg from the Bomber Command Newsletter, from the Stirling Aircraft Association and others, and now from yourselves.

The trouble is, I'm getting lazy in my 85th year, but then I had a thought - I've got a little list and I have this silly idea that it makes a good challenge. I'm attaching a list of aircraft in which I have navigated. There's 42 military aircraft in the list

and as you will see, I have navigated for 243 different pilots. Now - is there anybody out there who can better that?

With best wishes

Jack Furner

Anson	Comet 2	Sunderland
Ashton	Dakota	Stirling
B17 Fortress	Dove	T29
B24 Liberator	Dragonfly	T33
B25	Halifax	Twin Pioneer
B26	Harvard	Valetta
B29 Superfortress	Hastings	Valiant
B36	Lancaster	Varsity
B47	Lincoln	Victor 2sr
B52	Meteor	Vulcan
Brigand	North Star DC4	Vulcan 2
Canberra B2	Oxford	Wayfarer
Canberra PR7	Prentiss	Wellington
Chipmunk	Princess Flying Boat	York

Jack Furner completed 1200 flights with 243 different pilots (RAF & USAF)



NOTE OF INTEREST

On 30th November 2006, The Daily Mail published a reader's question: '*Where are the 16 remaining Vulcan bombers?*' The answer?

'The Avro Vulcan was created in 1946-47 by Roy Chadwick, chief designer at A V Roe & Co Ltd of Manchester. He had previously designed the equally famous Avro Lancaster. The Vulcan was designed to meet the requirements for a long-range medium bomber to carry the anticipated British independent atomic bomb. The highly innovative design, 50 yrs ahead of its time, first flew in 1952. A total of 134 were built, and upgrades from the free-fall bomber version included the Blue Steel cruise missile-carrying variant, maritime reconnaissance, tanker and engine test variants. Today there are 18 complete airframes still in existence ... one of them ...

XM612 is at City of Norwich Aviation Museum, Norfolk'.

A Tribute

Arthur Fitch

Former RAF Bomber

An 85 year-old former RAF bomber and Bath Chronicle employee has died of an aneurysm soon after being told he had the heart of a much younger man.

Arthur Fitch, from Eastfield Avenue in Weston, died on Sunday. His widow Joan, also 85, said his death has been very sudden. "It just happened. It was a massive one. I believe. He was unconscious. He just went over and that was it. It was very quick". Mrs Fitch explained his death had come as a shock. He had seen a doctor not long ago to be told he had the heart of a 50 year old.

Mr Fitch grew up in Bath and worked at The Bath Chronicle for 21 years, where he was a typesetter. One of his proudest achievements was during the war when he joined the RAF as a flight engineer, going on more than 50 bombing raids to points all over Europe.



"He lost his first crew, as they were shot down and only two survived," said Mrs Finch, who met her husband during the war. "He only had two operations to do until the end of his tour, so he joined another team, but they were very superstitious and didn't like using the spares. He didn't have the six months' rest that they usually do". During his five years with the RAF, Mr Fitch served with 15 and 199 Squadron, flying in Stirling, Halifax and Lancaster Bombers. "He loved the RAF and was very proud of it."

When he retired, he decided to give more time to his hobbies - gardening, woodwork, photography, snooker and billiards. Mrs Fitch said: "He was gardening on Thursday and he'd look after the vegetables. He was very active, and a very fit man. Nobody believes he is dead. He was in the billiards and snooker clubs in the village, and won lots of cups and trophies. He loved classical music and he never lost his love of words. He was a stickler for good spelling. He'd pick up a word and make a pun out of it. He'd have everybody laughing". Mrs Fitch added that he had many friends throughout Bath. "They won't know he's gone. But he knows lots of people because he used to play billiards and snooker all over Bath.

Daily Telegraph, Friday 4.8.06

Sent in by Rod Vowler, who learned of Arthur Fitch's Passing at RAFA AGM

A Tribute

Flt/Lt Tony Morris, DFC, RCA

233 Squadron, Oulton

7th October 1920 - 16th June 2005

Tony Morris died suddenly and unexpectedly of a heart attack the day after being taken into hospital due to a bad attack of flu.

I was a 'spare' Navigator in the only two Navigator crew (the 'first' Navigator being Freddy Freake, with operational coastal experience), our destiny - long range patrols over the Atlantic. I flew three Big Ben patrols as Front Gunner and was only too pleased to join Tony's crew to replace Jack Wallace, wounded by flak on another Big Ben. I don't know if Tony would have been so eager had he known my first 'Op' with him (a 'Window' to somewhere near Wiesbaden) was actually my first real Navigation 'exercise'! My relations with Tony on the Squadron were 'strictly business'. He was my Skipper and I his Navigator. He didn't frequent the Mess like I did and when we went on Leave, we went our separate ways. Our last flight together was a 'Cooks Tour of the Ruhr' (sightseeing for Air and Ground crews to see what Bomber Command had done) on 7th May. It was, perhaps, typical of Tony that, although the cessation of hostilities was imminent, all the guns were manned and a sharp lookout kept. In retrospect, this had the advantage that probably the greatest danger was from other crews engaged on the same exercise but not keeping a good lookout! Mervyn Utas, our co-pilot, tells me that on that day he was ordered to report to Liverpool for repatriation to Canada. Presumably Tony received similar orders.

Tony ran what the Royal Navy calls '*a tight ship*' - strict discipline, regular checks, no chattering - Tony in charge! His widow, Maria, surprised me by telling me he said that '*Since 1945 he has been living on borrowed time.*' I never felt this and can only say that Tony kept to himself whatever fears and problems made him believe that. As far as I and I believe the rest of the crew, were concerned, he was in full control of whatever mechanical, weather or enemy action problems we encountered.

Tony was born in Moncton, New Brunswick, of English parents. They moved to California where his father became Technical Director of Universal Studios in Hollywood. Although his father kept him out of the Movie business, Tony socialised with Shirley Temple, Johnny Wiesmuller, Esther Williams, amongst others. He obtained a Degree in Geology before joining the RCAF in 1942. After the war, he became an Oil Geologist, spending several years in California and the Middle East. Tony was more aware than I of the '*Operational risk*' when we were at Oulton, but his post war life was not without its risks. When he and Maria were living in Beirut

(where one of their nine children was born) a bomb exploded in his office after which they were evacuated. In 1951 we had a reunion in London with he and Maria and crew members including Freddy Freake and Jimmy Bratten, our W/Op. He also came to London for the Bomber Command Reunion at which Sir Arthur Harris was presented with a ceremonial sword. Subsequently he travelled widely, exploring for oil and negotiating contracts. Whenever he was able to be in London, he would contact us. We visited him and Maria in California several times in the last twenty years, lastly in 2003 at Laguna Beach on our way home from New Zealand

Andy Barron

* * * * *

Funny Snippet

'Lights Out'



It was after 'Lights Out' when I arrived back at camp from a week's Leave. I crept into Quarters, quietly undressed and slipped into bed, not wishing to disturb the other airwomen.

Next morning, I awoke to the sound of men's voices. Huddled under the bedclothes, I was shaken by a rough hand. A male voice ordered me '*to rise and shine*'. I weakly replied that if the men would leave the hut I'd obey.

In shocked silence that followed, I added: 'Seem to be in the wrong hut ...'



I hadn't, in fact, mistaken the Quarters, nor the bed. The only vacant bed in a hutful of men was the one I had used before going on Leave. The Duty NCO in the Guard Room hadn't thought to tell me the WAAF Quarters had been changed!

Tales from Life in the WAAF
by Nina Harrington (nee Chessall)

Big Ben & Arnhem

By Bill Foskett (F/O)

Who would have thought that, after 62 years, I would find myself distressed and having several sleepless nights, after reading I had been, in part, responsible for the failure of Operation 'Market Garden' and the loss of thousands of lives at Arnhem.

Where did I read this? Well, in a book entitled "*Avenging InThe Shadows*" by Ron James.



I was stationed at RAF Oulton, with 214 Squadron of 100 Group, during the time of Operation 'Market Garden' in September 1944. 100 Group was a newly formed Bomber Support Group, the duties of which had, until 1976, been top secret. During September 1944 we were engaged in several operations code named 'Big Ben'. The Germans' success with V2 rockets were of grave concern and believing these rockets to be radio guided, 'Big Ben' Jammer called 'Jostle', was used to block any such radio frequencies and cause the rockets to veer off course. 'Big Ben Jostle' was a huge transmitter mounted in the bomb bay of our B-17; the system was capable of detecting radio signals and blocking such signals.

Of course, at that time, the crew, including me, knew nothing about how this all worked or even what caused what to happen. There was an array of aerial fitted to the aircraft but as to which did what was kept from us. The left hand didn't know what the right hand was doing and this was possibly deliberate, so as not to risk information passing to the enemy should we end up as POWs.

Operation 'Market Garden' was launched on 17th September 1944. The day before, 16th September 1944, my flight HB774 conducted a day time 'Big Ben' Operation off the coast of Holland. After completing the Operation we headed back to RAF Oulton after five and a half hours of very tedious and boring work.

What did I read? Here it is in Ron James' book: "*Avenging InThe Shadows*", Chapter XIV - 'Oulton', page 135, paragraphs 3, 4 and 6 -

'The eminent Dutch military historian, Dr. Tiemens, of Arnhem who researched the following incident, has spoken to the chief two protagonists involved. The story is based on their evidence. F/O J. R. Corke, the Pilot of

the Fortress concerned, was later killed in a flying accident and all attempts to trace his crew have so far been unsuccessful."

At 16.05 hours on September 16, 1944, a Fortress II, G for George, HB774, set out from Oulton, Norfolk, on Big Ben' patrol. This flight started off a train of events which may have had a major effect on the outcome of the battle at Arnhem, and was one of the biggest factors in the defeat of our airborne-forces. It was known by Bomber Command before the August 17, 1943 pre-emptive strikes on Peenemunde, that two types of V-weapons were being produced by the Germans.

When the first rockets fell on England during August, the Squadron had gone quickly into action, flying both day and night patrols off the Dutch coast. In daylight hours they were provided with a large Spitfire escort, and these special flights were code named Big Ben' patrols. Involved in the episode of September 16th were two German officers based near Arnhem at the time of the landings. One was General Major Walter Grabham, in charge of the 3^d Jagdivision, headquartered in a huge Schaarsbergen bunker, five miles north of Arnhem, and codenamed Diogenes'. This JDiv was responsible for the air defence of Holland and the Ruhr area. The other officer was SS Major Sepp Krafft, Commander of the SS/Panzer Ausbildungshot, the SS Panzer Grenadier Training and Reserve Battalion.'

Then I read further, page 136, paragraphs 2, 3 and 4 -

'In an interview with General Major Grabmann, Dr. Tiemens asked about events prior to the landings taking place and Grabmann had this to say: 'That evening I had dinner with an old friend, SS Major Sepp Krafft. I told him that during the afternoon one single B-17, escorted by a large number of fighters, had circled above the Deerlerheide area. I also gave the opinion that it might have contained a Commander of airborne forces who had flown over personally to inspect the landing zone, and that this was a prelude to a full-scale invasion.

There is no doubt that this threat was taken seriously for Krafft quickly took action. This was later confirmed in a conversation between Dr. Tiemens and Sepp Krafft. At midnight Krafft alarmed his Unit, ordering them to take up positions in the area where, the next day, airborne landings were to take place. Late on Saturday afternoon, September 16, a B-17 with a strong fighter escort flew over Holland. Was it the B-17 from Oulton, flown by F/O

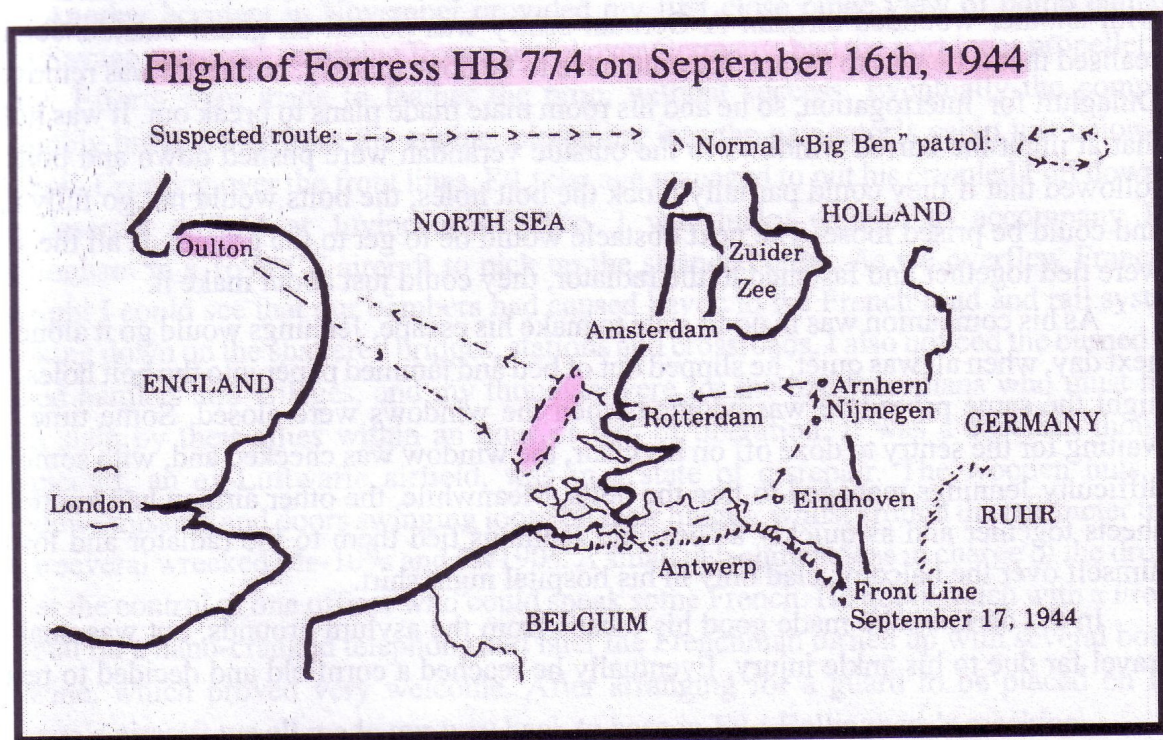
Corke? It is reported that this was the only Allied Fortress over Dutch airspace at that time.

What made this sortie different from the rest was that the Big Ben flights were normally over coastal areas around Zeeland, Rotterdam, Den Haag and Haarlem; but this one, over Eindhoven, Nijmegen and the over Arnhem, was unique. General Major Grabmann, who was familiar with Big Ben' flights, concluded that this was a special mission and forerunner to an airborne attack.'

Finally, page 137, paragraph 2 -

'The mystery of the B-17 flight remains. Why were these most sensitive areas over-flown on the eve of the landings? Was the aircraft off course, since Big Ben' would not cross the coast? Or was there another reason for this venture, known only to certain high-ranking officers.'

The Flight of Fortress HB774 on September 16th, 1944 even had a map, shown on page 137.



With all this information, delivered and expressed with such conviction, little wonder I was so distressed. But, how could Ron James in his book on 214 Squadron have arrived at such a bizarre conclusion? Eventually I settled down and talked this over with my wife, Pauline and a friend. Was it possible to put the matter right?

Should I even try to? For some time I just wanted it all to go away and to forget I had ever read that book. I did not want to stir things up with the author or open wounds still unhealed since 1944. Thankfully, my wife and friends convinced me that the truth must be revealed and besides, I could not allow this erroneous account to tarnish the memory of my crew mates, especially F/O Johnny Corke, who was a great pilot and whose flying skill had saved the lives of his crew on the 24th/25th April 1944.

So, here is my account of what happened on the 16th September 1944.

Flight HB774, a B-17 Fortress 'G', fitted with a Big Ben Jostle transmitter, took off from Oulton, Norfolk, at five minutes past four in the afternoon, on a routine daylight operation called '*Big Ben - Holland*'. My log book entry shows that the Pilot was F/O Corke, I was Second Navigator and the flight took 4.00 hours daytime and 1 hour 35 minutes night time.

On that trip I was operating the '*Big Ben Jostle*' Jammer. I had been told and instructed by a civilian Boffin what to do. A small oblong instrument dial, similar to an old fashioned wireless dial, had been fitted to a bench. When it was switched on, the pointer on the dial moved from one end to the other, fairly slowly then back again. The Boffin said it was scanning over a short range of frequencies. I was wearing headphones and the instruction was that, as soon as whistling was heard, I had to fine tune to the strongest frequency, then switch on the special switch. The '*tale*', as I was informed, was that by doing this the V2 rocket, at it's zenith, would be deflected by up to two degrees, which when it descended, could make miles of difference as to where it landed. I should say we took this as gospel. In 1976 the true facts came to life - none of the bloody rockets were fitted with any guiding device.



A 24 hour observation was set for our 100 Group aircraft. Each session was a four hour stint just flying up and down off the Rotterdam coast at 30,000 feet. The rest of the crew was alerted to physically look out for rocket launches and a few were observed. On this particular trip, after completing the four hours, our Skipper Johnny Corke (*shown in picture left*) executed a slow, descending turn back to our home base. We may have slightly crossed the Dutch coastline but it would have been no big deal.

From right to left:

Flying Officer Bill Foskett, Bomb Aimer/SD;
Flight Sergeant Len Roose, Air Gunner;
Flight Sergeant Fred Barber, Engineer;
Flying Officer Johnny Corke, Pilot.

My log book shows these '*Big Berl*' trips normally took 5 hours, 30 minutes and we took this trip 5 hours and 35 minutes. So, we went walkabout for only five minutes, just slightly crossing the Dutch coast. Sunset on that day was about 1913 hours and we had logged 1 hour 35 minutes of night time flying. On this alone we could not have flown to Arnhem, there was just not enough time. The suspected flight route in the map above, would have added at least an hour or two to the flight time.



We were told we had fighter escort, but this didn't mean they flew alongside us for four hours. In fact, we rarely saw them. The range of these fighters was nothing like the range of our B-17 and they would have had to refuel regularly. I do not know any details about our fighter escort, but perhaps their records would show what they did that day?

These are two reasons why HB774 could never have flown over the '*Market Garden*' drop zones, but there are more. If this flight had carried a Senior Commander of our airborne forces, as proposed by General Major Grabmann, then I am sure my crew and I would have noticed such a special passenger.



Our B-17 (*one of our B-17's is shown left*) was equipped with a very heavy '*Big Ben Jostle*' transmitter, plus all the ancillary equipment, which made our loading as if we were carrying bombs. A reconnaissance flight would not appreciate such a burden, especially for a long flight over the front line.

Finally, there must have been a considerable amount of Enigma traffic going on at that time and if only I could get access to the Ultra files, then maybe we could all learn something that is more than supposition.



Bill Foscett now 85, but still knows where he flies!

“Avenging in the Shadows – 214 Squadron Royal Air Force”, author Ron James.
Published by Compaid Graphics. ISBN 1-900604-26-4

All photographs are copyright Bill Foscett 2006

Editors' Note: We offer a huge 'thank you' to you, Bill, for this article. We know just how much it took you to put it together. We extend this 'thank you' to Tony Cooper who helped and supported you in making this possible. We are looking forward to meeting up with both of you at this year's RAF 100 Group Association Reunion in May.

The Operational Connectivity between Bletchley Park, The 'Y' Service, Bomber Command & No.100 (Bomber Support) Group

1943-45

by John Stubbington

Purpose

Work is in progress to assemble documentary evidence from World War 2 that would demonstrate the end-to-end connectivity between the initial signals intercept activity by the Y-Service; the decryption, analysis and reporting activities undertaken within Bletchley Park and other associated stations; and the operational missions of Bomber Command, including the Radio Countermeasures (RCM) role and tasks of 100 (Bomber Support) Group, within the Bombing Offensive conducted initially by the Royal Air Force and, progressively, jointly with the US Strategic Air Force Europe during the period 1943-45 in World War 2.

Specific activities by *individual elements* within the entire intercept, analysis, reporting and operational command and control chains have previously been documented in various ways. The current work will trace, assemble and collate material into a form that would demonstrate the overall *operational*/use of Bletchley Park material. This material could then be available to act as a basis for display and exhibition material by the Bletchley Park Trust; the City of Norwich Aviation Museum, that supports the 100 Group Museum; and any other interested groups.

The principal parties associated with the investigation to date are the Bletchley Park Trust and The National Archives (TNA), Kew, the latter as the custodian of much original data. The other directly interested parties are the City of Norwich Aviation Museum and the UK Chapter of the Association of Old Crows.

Definitions and Boundaries

The Bletchley Park (Station X) and Bomber Command activities are assumed to be familiar to Newsletter readers, but it may be helpful to describe the:

- The Y-Service
- Function of No 100 Group within Bomber Command,
- Objectives of the Strategic Bombing Offensive, as conducted from UK airfields.

The Y-Service: Well before the outbreak of hostilities in 1939, radio signals from potential enemy countries were being monitored by UK agencies. This work expanded rapidly as the war began and there could very soon have been few enemy signals within radio range that were not liable to interception, recording and analysis. Within the UK Armed Forces, at home and overseas, the actual monitoring of radio signals, whether in low-grade or high-grade cipher, radio telephony or non-Morse transmissions, was the responsibility of the Y-Service. This Service had distinct units within the Navy, Army and Air Force. Their collective responsibility included the distribution of derived intelligence from lower grade signals to the Operational Commands. But perhaps the most vital aspect of their work, 24 hours a day and 365 days a year, was the interception of the German Enigma radio signals and the supply of that material as quickly as possible to Bletchley Park for decryption and analysis. Without those original radio signal intercepts, there would have been no Ultra material; and no Golden Eggs for the Prime Minister. But within the context of the work currently in hand, the Y-Service progressively made substantial daily contributions to the planning and conduct of the Bomber Offensive and 100 Group operations.

No 100 Group: By mid-1943 it was becoming clear that the expanding role of RCM within Bomber Command would require the use of specialist aircraft, to carry effective radar and communications jamming deep into enemy territory in order to best engage the enemy night fighter system. Concurrently, the installation problems and operating tasks of the evolving RCM equipments were presenting increasing difficulties on the Main Force bomber aircraft. The RCM equipments consumed payload, prime power and crew effort that compromised the available bomb load and aircraft operating range. The idea was that there should be an RCM Escort Force for the bombing offensive. The decision was therefore made, at an Air Ministry meeting on 29 September 1943, to form an RCM Group that would be responsible for the operational application and co-ordination of all RCM effort, both ground-based and airborne. This was initially designated as 100 (Special Duties) Group but was later renamed as 100 (Bomber Support) Group, under the command of Air Vice Marshal Addison. The Group progressively had up to 13 separate Squadrons and several specialist Flights, using a variety of aircraft including Halifax, Mosquito, Stirling, Wellington, Fortress and Liberator types; the overall number of aircraft varied from time to time but was generally about 200.

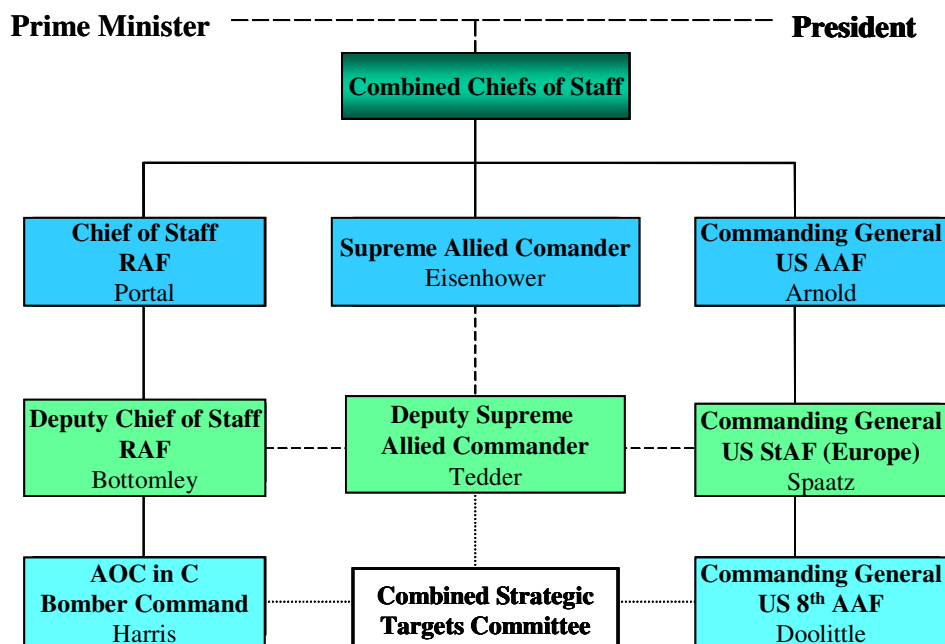
The Strategic Bombing Offensive: conceived at the Casablanca Conference in January 1943 by the Combined Chiefs of Staff, with the broad directive to:

"Progressively destroy and dislocate the German military, industrial and economic systems and their direct support of land and naval forces; and to undermine the morale of the German people to the point where their capacity for armed resistance was fatally weakened."

Based on this directive, the Combined Chiefs drew up detailed plans for the Offensive. These plans were approved at the Trident Conference in May 1943 at Washington DC; this became known as the Pointblank Directive. There were subsequent revisions both to the detailed policy and to specific target priorities as the war progressed, but the fundamental objectives were unchanged.

Within the Strategic Bombing Offensive, as mounted from UK airfields, the bombing operations were undertaken at night-time by RAF Bomber Command and in daylight by the VIIIth US Army Air Force (US AAF). In general terms both night and day operations progressively benefited from a similar level of support by Bletchley Park and the Y-Service. Other Pointblank bombing operations were undertaken from the Mediterranean area, generally by the XVth US Army Air Force, but these will not be addressed within this investigation. In January 1944, the VIIIth and XVth Air Forces were merged to form the US Strategic Air Force Europe (US StAFE), under the command of General Spaatz and based at Bushey Hall, Middlesex. Soon after, in February 1944, General Doolittle took over command of the VIIIth Air Force from General Eaker, with the HQ collocated at RAF High Wycombe with Bomber Command and Air Marshal Harris. The high level Command Structure is shown below:

Allied Strategic Air Forces – Command Organisation



The work in hand will principally be concerned with the relationship between Bletchley Park and RAF Bomber Command operations, including RAF 100 Group.

Situation Report

The German Air Section at Bletchley certainly did have direct daily contact with Bomber Command HQ and subsequently with 100 Group. Quite apart from increasingly close and mutually beneficial liaison visits and frequent telephone contacts, the regular reports included the BMP series, some at PEARL/ZIP/TAC level; these eventually were prepared daily to separately support Day offensives and Night offensives. Specific BMP reports contained high-grade material and consequently had a more restricted distribution list. The BMP series was so-named after the original three compilers - Bonsall, Moynes and Prior, without whose efforts and persistence, sometimes against rather obstinate bureaucracy, these most valuable reports may have never appeared.

In many cases, the majority of the operational detail in these reports came from the Y-Service, particularly Kingsdown, Cheadle and later from Canterbury and continental sites. Enigma-derived material at Bletchley Park was progressively fused with this intercepted R/T and W/T traffic, with both sources benefiting substantially. The profound benefit of fusing together high-grade and low-grade traffic was substantially demonstrated by staff within the German Air Section at Bletchley, often against further bureaucracy and prevarication from Air Intelligence. With hindsight, it may be argued that the evolving analytical fusion process was breaking completely new ground for the intelligence community; in much the same way as was the fundamental process of Enigma decryption. These major activities were both at the leading edge of intelligence analyses and reporting techniques.

The telephone 'hook-up' service which connected Bletchley, Kingsdown, Cheadle and the Operations staff at Bomber Command and 100 Group provided continuous voice connection between the sites prior to and during the conduct of bombing operations, but more of this in later reporting.

What has clearly been indicated is that within the end-to-end connectivity, there are many 'hooks' that would permit secondary examination by way of adding depth to the overall investigation. Examples of these 'hooks' would include:

- Low-grade Y-Service intercepts of German Air Force air defence R/T and W/T traffic in near real time which disclosed German night fighter intentions, with the immediate use of this material by operational bombing missions in progress over Germany; for example, to provide radio frequency and radar targets for jamming support against the German air defence system, by both ground based

jammers within UK and airborne jammers within the bomber forces, including of course the aircraft from 100 Group.

- The fusion of high and low grade traffic, within the internal analysis process at Bletchley Park, prior to the production of outgoing Reports that had Added Value and Timeliness for operational staffs; for example, the delivery to Bomber Command HQ of the Preliminary Versions of the analysis of that night's raids and the German nightfighter system reactions, in order to meet the morning briefing for the Commander-in-Chief Sir Arthur Harris and his US counterpart, the Commander of the VIIIth US AAF, and the planning for the coming nights raids.
- High-grade traffic used to assist the work of the Combined Strategic Targets Committee in generating and updating the regular Bombing Target Directives. This high-grade traffic provided a source of German comment and reporting on the effects of the bombing offensive. But it will be seen that there was contention at the high command level about some of the recommendations.

Associated Factors

Other factors that may have had impact at the time were the various security partitions that were in place to protect the Enigma source; for example, for the first half of the war Bomber Command was not entitled to have access to that source. But Fighter and Coastal Commands did have access; the latter because of the operational association with the Royal Navy and the conduct of maritime warfare against surface ships and submarines.

The Air Ministry can now be seen to have had procedural flaws concerning the distribution and management of some intelligence material. With hindsight and some experience of working within the Intelligence organisation, it may well have been that some of the staffs were not aware of the needs of all the interested parties regarding the dissemination and timeliness of certain intelligence product. That would hardly be surprising in light of the rapid expansion of the services as the war progressed, but it did contribute to significant shortfalls in the timeliness of dissemination of some of the Y-Service and Bletchley-derived material.

Yet another issue is the reliability of some Enigma material. This was very clear on some occasions, especially when that material was a 'sole source' and the assumption was made that it must always be correct. The problem here is the perennial question about reliance on a sole source. Perhaps because of German personalities and their hierarchy, there may have been instances where there was some economy with the truth within the preparation of the original encrypted traffic. There were certainly reports at the time from Allied commanders that the source was sometimes misleading and unreliable. There is also the possibility that some people

involved with the analysis and control of the material may have been seduced by the power that its possession conveyed.

A very important factor will always remain central to any intelligence analysis process: Intelligence is the servant of Policy, not the Master. National Leaders and Operational Commanders in the field must always have the option to assess but not necessarily accept the intelligence that is available; Intelligence is but one part of the jigsaw; it is the national leaders and the military commanders responsibility to assess the whole situation and make decisions accordingly.

The Way Forward

Material examined so far has shown that the purpose of the work is achievable and that it may illuminate some otherwise obscure elements of the overall conduct of Air Intelligence acquisition and operational use during World War 2 during the Strategic Bombing Offensive.

The work is expected to show how part of the massive product from Bletchley and the Y-Service had rapid, direct and indirect benefits to the operational planning and the conduct of the Strategic Bombing Offensive. The extent to which this could be presented to visitors and integrated into an overall display strategy has yet to be determined.

Subsequent reports of the evolving work will be presented in forthcoming issues of the Newsletter.

Associated Documentation

The scope and format of this documentation have yet to be determined, but provisionally the expectation is that an overview document would be produced that addresses the major ingredients of the project; together with a set of supporting documents that each address specific aspects in more detail. Each document could be in the form of a soft-bound A4 Report having 25-50 printed sheets, mostly in black text with supporting colour graphics. The first document is expected to become available by mid-2007, in phase with the possible initial display material.

by John Stubbington

John will be attending our Reunion in May where he will be available for members to meet and talk with him.



H. K. Deacon of Rugby

I was looking at the Winter issue of your Magazine and noticed a name among the new members, which looked very familiar to me.

*It was **H. K. Deacon of Rugby**.*

I was wondering if this was the Howard Deacon who did his Apprenticeship with me at BTH and AEI in Rugby? If so, I would love to get in touch with him.

I realize that there must be some consideration to confidentiality, but could you send him my e-mail address, assuming he has e-mail, or let him know I was asking after him?

It is a small world and it never ceases to amaze me the chances of bumping into someone from the past or meeting someone on the other side of the world who, say, went to school with my brother.

Anyway, thanks and I looked forward to your reply.

Best wishes,

Tony cooper



Editors Note: *H. K. Deacon of Rugby, if you are the Howard Deacon that Tony Cooper is looking for, please write to us direct either to our post address on the Editors' Page, or else by email. We will be most interested, as we are sure other members will be also, to know the outcome. Please Tony, keep us informed.*

Where Are You Now?



Success Story!

Peter Witts meets John Maclaren



Peter Witts

Editors' Note:

It was lovely to receive a phone call from Peter Witts letting us know what happened when he and John Maclaren finally made contact following details put out on the 'Where Are You Now?' page of a past issue. We use Peter's own words in sharing this with you now ...

'John Maclaren and I have both been members of the Air Crew Association in Cornwall.

I was in the garden one afternoon, when the phone rang.

"Am I speaking to Mr P Witts?"

"Yes."

"RAF?"

"Yes."

"Stan Woodward's Crew?"

"John Maclaren! It is ... isn't it?"

It was 62 years since we last met.

Following that first conversation after all these years, we spoke a couple of times on the phone. We had actually flown in the same crew! And we had both been living here in Cornwall!! We arranged to meet. And following that meeting, we have agreed that we are both going to be attending Reunions for the future.



Final Postings

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

Martin Albert Staunton and **Eileen Boorman (nee Staunton)**

Founders of RAF 100 Group Association - remembered with love.

- 192 Squadron** Sqd/Ldr **George Ward** DFC Phil James' Canadian pilot
- 192 Squadron** Flt/Lt **Paddy Passmore** DFC Canadian pilot
- 192 Squadron** **John Cooke**, attended Reunions each year from 1997-2004 travelling from his home in Kent. He left a bequest to the Museum's building fund and his collection of aviation books and memorabilia to the archive collection.
- 192 Squadron** **Ron Phillips** passed away after facing illness with great dignity in late 2005.
- 192 Squadron** **Ted Gomersall** passed away on 30th November 2004,
- 192 Squadron** **Hank Cooper** DSO, DFC passed away in 2005.
- 192 Squadron** **Michael Simpson**, a W/Op and F/O has recently passed away on the Isle of Man.
- 192 Squadron** **'Richie' Richards** passed away in the latter half of last year. This news was conveyed to us by his son, Michael. Richie was a Rear Airgunner, based at Foulsham, mainly flying in Wellingtons.
- 192 Squadron** **Air Commodore Vic Willis, C.O of RAF Foulsham** passed away July 30th, 2006. He is remembered by Flt Lt Vic Parker, RAFVR (Ret'd). *See 'Shared Experiences' Section in this Newsletter.*
- 192 Squadron** **Group Captain Jack Short** sadly passed away in December 2006. Jack was Chairman of RAF 100 Group Association until 1996.

- 199 Squadron** **F/O Ed Emmerson** passed away recently and is remembered by Phil James. Ed Emmerson was Navigator to Flt/Lt Paddy Passmore DFC, a Canadian Pilot.
- 199 Squadron** **Arthur Fitch**, a former RAF Bomber, passed away in July 2006. He is remembered by Rod Vowler (*see 'Shared Memories' Section of this Newsletter*).
- 214 Squadron** **Geoff Liles** passed away on 4 March 2006 after a long illness. Geoff was a pilot with 214 Squadron at Oulton and a member of the RAF 100 Group Association for many years.
- 214 Squadron** **Mr J Creech** passed away in April 2006. Mr and Mrs Creech attended our 2005 Reunion and enjoyed our visit to Oulton and particularly the coach tour around the airfield.
- 214 Squadron** **Don Austin** has recently passed on and is remembered by Les Bostock.
- 214 Squadron** **Air Vice Marshall Jack Furner** passed away on 1st January 2007. (*see 'Shared Memories' Section of this Newsletter*).
- 233 Squadron** **Arthur Anthony**, a Flight Engineer on 223 Squadron and a very valuable member of our Committee at the start of the Association; passed away on May 13th 2006 after a long struggle with Alzheimer's disease. He leaves a widow and son.
- 223 Squadron** **Flt Lt A E L Morris (Tony)** died mid-June 2005. He is remembered by Andrew Barron as his skipper from October 1944 - 1945. (*See Andrew Barron's memorial piece in 'Shared Memories' section of this Newsletter.*)
- 233 Squadron** **Tom Butler** (nicknamed 'Bishop', says Peter Witts, because he tended to 'pontificate') passed away just before his birthday. Peter Witts recalls: 'Tommy and I lived opposite sides of the street; he was born less than a fortnight before me. We grew up together and joined the Air Corps. One day I went into the Crew Room of 223 and a voice came from behind a newspaper 'Hello Brother!' It was Tommy. He is sadly missed by all who knew him.'

88 Squadron **Len Dellow** sadly passed away over Christmas and New Year. Len was a veteran of 88 Squadron Boston operations from Oulton prior to the airfields 100 Group days. He had been ill for some time and lived within half a mile from Kelvin and Kay Sloper.

49 Squadron **Len Bradfield**, a founder member and director of the City of Norwich Aviation Museum for many years, passed away in late November 2005. While on Operations, Len was shot down in Lancaster ED625 of 49 Squadron. Only Len and his pilot Johnny Moss survived, spending the rest of the war as prisoners. Len returned to Britain with injuries he had sustained in a frustrated escape attempt and was nursed back to health by Nora, who he soon married. He became a surveyor for Norfolk County Council until his retirement.

Facing The Storm

By Eddie Askew

Behind the carved oak pulpit in the old church, I noticed a mark on the worn wall. At first glance, I thought it was just a random roughness, a shadow on the stone. Then I realized it was an outline of a cross. It must have hung there for years and, when taken down, it left a mark on the wall.

As individuals we leave a mark. Most of us lead unremarkable lives. Actually, I'm not so sure about that. When you get to know people you find few who are ordinary! No-one is exactly like another. Each is remarkable in individual experience. Each of us has something of value to give. But we lead unspectacular lives, rarely producing headlines in the newspapers. Yet our presence in the world, our faithful performance of the little acts of daily living, all help to make our mark.

There are times when we feel useless. We can't stop the steamroller of world events without getting flattened. No one listens to the thin sound of our protest. But '*your living shall not be in vain*', as the song puts it.

We each of us make our mark and, however small it is ... it's our mark.



All is Well

Timid,
Shy as a bird
startled into quick flight
by the unexpected and
 seeking the imagined safety
 of the sky,
shy is the soul
shy and afraid
crying for release
but denied, not free,
 fettered by reason
 hard and unyielding.

Yet, there is a way.
With body in repose
thought stilled
 the key turns
 the door opens:
 the chain falls

Be bold my soul
step forward, fly
towards tomorrow's sun - and know.

Written by, and in Memory of
John Frederick William Harrington
19.8.1916 - 27.11.2006

RAF Flight Sergeant
July 1938 - end September 1950

Remembered by his eldest daughter, Janine, with love



Recommended by Members

A New List for a New Year's Reading

'Operation BIG BEN - The Anti-V2 Spitfire Missions 1944-45'

by Craig Cabell & Graham A Thomas, foreword by Raymond Baxter

Given the attention in this Spring issue to 'BIG BEN' Operations, we felt it appropriate to mention this book relating to one of the best kept secrets of the Second World War. In the words of Raymond Baxter: 'The purpose of this book is to draw attention to an aspect of the Second World War which has been broadly overlooked ...' The authors explain the difficulties of the missions, utilizing first hand experience of the men involved.

* * * *

The following comments and opinions on books has been kindly sent in by Andrew Barron, whose memories of working with Tony Morris can be found in the 'Shared Memories' Section of this Newsletter.

Andrew Barron writes: 'Having stayed in Aviation (After flying Yorks I became a Civil Air Traffic Controller) all my working life, my RAF Service was Chapter One and not perhaps the memorable episode which it was for the majority who returned to 'desk' jobs and the like. It is only in recent years that I have become interested in what other people were doing while we were venturing over Nazi Germany and, even more, how our frequently lonely operations fitted into the Operations of the Main Force.'

Dresden by Frederick Taylor

Our crew was part of one Window Force out on the night that Dresden was targeted. Taylor's book was written recently, well after Germany was re-united. He is a German Speaker and has had access to records within the old DDR. His account is detailed, and dispels many of the myths, eg that Dresden contained no military objectives, etc. It is well worth reading for a balanced view of an Operation which has collected much odium for Bomber Command and Arthur Harris.

Among the Dead Cities by A C Grayling

Grayling is a Philosopher who is able to consider the culpability of Bomber Command, its crews and, especially, its Commander 'academically', with scant regard to the standards of the time. He stoutly believes that we were all War Criminals and repeats arguments to back that up. He particularly detests Arthur Harris and loses

no opportunity to denigrate him. It should be read, if only to marshall one's thoughts against questions it will arouse in our children's and grand-children's minds. But read other works as well ... Frederick Taylor, Max Hastings and Robin Neillands in particular.

The Bomber War by Robin Neillands

The author was a Commando (post war) and has a different appreciation from Mr Grayling. I was particularly interested in his chapters about the inter-war years' expectations of and planning for the expected Air War. It explained my mother's distress at hearing poor tired old Neville Chamberlain telling us that we were at war with Germany. We lived in London (Dulwich) then but were on holiday in Wales. My father decided that she and my 3 year old brother would stay there. He, my sister and I would return to Dulwich. Reading Neillands, I realised that they expected London to receive the same treatment as Guernica! Neillands writes of the whole Bomber Offensive/Bomber Command and the 'Mighty Eighth'. I always felt a great affinity for the 'Yanks', flying the same equipment as us in such totally different conditions. They were as amazed at us flying out in the dark as we at they in broad daylight in tight formations flying unswerving through the flak. A good balanced account.

Most Secret War by R V Jones

The author was Chief Scientific Officer of the Air Ministry. It is a very interesting account of the Radar and Electronic war. He is a bit of a 'name dropper' but I imagine that the pre war scientific world was small enough for many of them to know each other. A fascinating and at times depressing thread of Inter Service and Personal rivalries hindering Operations runs through it. A classic was the forced landing in 1940, of a Heinkel 111 of KG 100 (the Luftwaffe Pathfinding Gruppe) on a beach in Dorset, between high and low water marks. The Army was first on the scene and were preparing to recover the intact aircraft when the Navy turned up, saying that, as it was below high tide mark, it was in their territory. As the Naval Captain outranked the Army's officer, they won. The result was that it wasn't moved before the tide came in. Churchill was not pleased! Jones' tale of the Intelligence sent to Britain from Occupied Europe is very illuminating.

Armageddon by Max Hastings

An account by a very 'readable' author of the War from late Summer 1944 to the end (in Europe) encompassing the Eastern and Western Fronts and the Air war. Quite an eye opener as far as the Eastern Front was concerned. Another good read for the overall picture.

100 Group Related Items

Available from the City of Norwich Aviation Museum Shop

PLASTIC COASTERS

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

LEATHER BOOKMARKS

A fairly recent addition to our stock is these 9" RAF 100 Group bookmarks [£1.00 each \(post free\)](#)

Blazer Badges

We have had long delays on delivery of blazer badges, but are assured that the problems with these have been resolved. If you have a badge on order, this should be despatch soon. We can accept orders for the 100 Group crest and all the Group's Squadrons. [£12.00 each \(including UK postage\)](#)

BOOKS

[Avenging in the Shadows - Ron James](#)

We have already sold many copies of this book, the history of 214 Squadron. Republished edition of the early 1990's book by ex 214 Squadron Gunner Ron James who completed two tours with 214 Squadron, one on the Stirling and a second on Fortresses from Oulton.

Publisher Compaidd Graphics A4 size soft back, 253 pages

[£17.50 \(including UK postage\)](#)

[100 Group \(Bomber Support\) - Martin Bowman](#)

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

Publisher Pen and Sword soft back 192 pages [£12.99 \(including UK postage\)](#)

Nina and Vic: A World War Two Love Story - edited by Janine Harrington

The wartime letters of Vic Vinnell, 192 Squadron, Foulsham and WAAF Nina Chessall - the mother of our Newsletter Editor, Janine Harrington.

Vic Vinnell failed to return from a mission to Munich on 26/27 November 1944. No trace of Vic or his pilot Jack Fisher has ever been found. Nina and Vic were to have been married the following week. Their story is told, mostly in Nina and Vic's own letters, supported by diary entries, telegrams and photographs.

Publisher Woodfield Publishing, softback, 348 pages: [£14.50 \(including UK postage\)](#)

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

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

Publisher Airlife Books, soft back, 224 pages, £9.99

[Special Price £5.50 \(including UK postage\)](#)

Bombers Over Berlin - Alan W Cooper

Details of RAF Bomber Command raids on Berlin between November 1943 and March 1944. Stories of individual crews who flew on these raids, of those who returned safely and those who were shot down.

Publisher Airlife Books softback 312 pages £10.99

[Special Price £5.50 \(including UK postage\)](#)

Combat Legend deHavilland Mosquito - Robert Jackson

A succinct, yet detailed book on the design and history of the Mosquito. Well illustrated to show the variations of the basic design and the different operational theatres of combat.

Publisher Airlife Books, soft back, 96 pages, £9.99

[Special Price £4.99 \(including UK postage\)](#)

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[Or send your order with payment by post to:](#)

[The City of Norwich Aviation Museum, Old Norwich Road, Horsham St Faith,
Norwich, Norfolk NR10 3JF](#)

Dates for your Diary

2007



MAY 2007

11, 12, 13th

RAF 100 Group Association Reunion ... Hurrray!

We look forward to seeing you there!



JUNE 2007

1st

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

SEPTEMBER 2007

1st

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

DECEMBER 2007

1st

Deadline for inclusions in **Winter issue** of Newsletter, due out hopefully for Christmas 2007.

100 Group Order of Battle

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



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