



Confound & Destroy

RAF 100 GROUP MEMORIAL MUSEUM
ASSOCIATION NEWSLETTER

SPRING 2008



Home to RAF 100 Group Association
City of Norwich Aviation Museum
Old Norwich Road, Horsham St Faith, Norwich, Norfolk NR10 3JF
Telephone: 01603 893080

RAF 100 Group Association

ROGUES GALLERY



Founders: Martin Staunton & Eileen Boorman (sister), with Len & Evelyn Bartram



Derek Waters
Trustee (Chair)

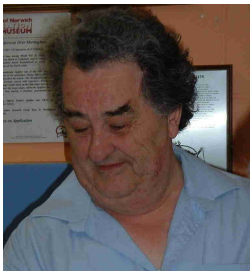


Kelvin Sloper
Trustee (Treasurer)



Kim Barwick
Trustee

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



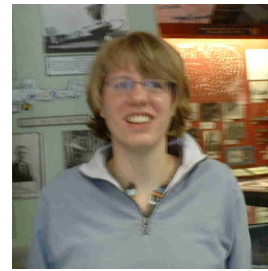
Rodney Scott
Custodian



Ann Scott
(Rodney's wife)



Robert Walden
Trustee/Curator



Steph Walden
Secretary



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

Right: Glen Ambler, Web Master

Editors Page



Dear Friends,

This year started off with a BANG ... for us at any rate! If you read the stars, I'm told it's to do with a moon eclipse. I don't know about that, but things are definitely happening ... and all at the same time!!

In January, I signed a contract with a publisher for the first in a Trilogy written for children entitled '*Secrets of the Grimoire*'. It comes out later this year with a trail of book signing and media interviews as part of the launch and promotion. It is my fifth publication, and particularly exciting because not only have I illustrated it, but I am feverishly completing an art exhibition to run alongside. Ever since I was a little girl, listening to stories my mother told me at bedtime, and then later reading them for myself, I knew I wanted to be an author of children's books ... leading others through portals into different places and times filled with mystery, magic and adventure. But then, life led me down a different path, and instead I wrote non-fiction, sharing true life experiences. Now I find myself part of my original dream where the real magic is only just beginning ... And remember the journey we took late last year to Belgium and France to visit the graves of my two great uncles? Well, from that visit has come another book: '*Brothers*'. It is their story written for children, and currently with another publisher. Many of you were intrigued at how far back we had gone with my Family Tree. I am fortunate in having both my mother's and my grandmother's letters and diaries, and remain a firm believer in how much the past has to teach us not just about the world, but about our selves.

February found us looking at rented properties within the area with a view to moving, and in March, we changed our residence for a three bed house in Filey. Another dream realised to live beside the sea! However, we will be keeping our beloved bungalow on wheels: '*Sunrise*', to rent out through the year. Please note, however, that we still keep our postal address below.

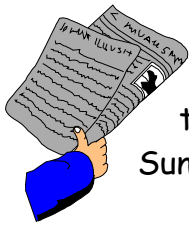
Thank you for the wonderful cards, letters and gifts you sent at Christmas. It is wonderful to feel part of a much larger family soon to be together. In return, we accept the challenge of continuing to produce quarterly Newsletters, and promise as always to return photographs and documents shared with us by return of post. We do hope you enjoy this edition. It cannot exist without your input. So please, continue to keep in touch and to share your news and experiences with us.

Janine & Ian

All items for the Newsletter should be sent to Editors:

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

News from the City of Norwich Aviation Museum



April sees the start of the main season at the Museum with opening times reverting to Tuesday-Saturday from 10.00am to 5.00pm and Sundays and Bank Holiday Mondays from 12.00pm to 5.00pm.

Over the past three months, work has continued on the shelter for the former RAF Coltishall Cockpit Collection. All of the cockpit sections were moved from the Museum car park by Christmas and are now under cover. Space around these exhibits has been used to bring some other items in from external storage. A membrane has been laid on the shelters floor and this will be covered with shingle ready for the opening to our visitors of this new display area in late April.

Our members have also been busy working on one of the large wooden sheds we obtained from Coltishall. Both are now externally complete, one has been lined out and wired for lighting ready to receive new displays. The Link trainer donated to us early in 2007 will be assembled in this building and the remaining area will enable more of the Museum's collection to be displayed to visitors.

In the main building, the entrance area has been repainted and we have plans to improve the shop. When the weather has settled, the floor is due to be repainted and other areas of the display hall will be repainted.

Despite the wet weather, some work has continued on the aircraft with the Hunter and Herald receiving attention.

New exhibits have continued to arrive, most recently we were offered a propeller from a crashed USAAF B-17 Fortress on condition that we collected it within a very few days. A small team of our members arranged themselves to move this important item to the Museum within the time scale given and three days after the offer was made, the propeller was on display as part of our USAAF 8th Air Force display.

The City of Norwich Aviation Museum celebrates its 25th Anniversary in 2008 and we will be arranging special events to mark this milestone in our history. In the formative years of the Museum, we could not have imagined the progress that we have made. There have been good and bad times over these twenty-five years, thankfully there have been far more of the good times than of the bad! Much has changed over the years. When the Museum was started, we had no real aim other than to open a collection of aircraft and related aviation items. The decision taken in the early 1990's to focus more on Norfolk's aviation history was extremely important and has brought more success and progress than otherwise could have

been expected. Many of the people who were involved with the Museum in its early days have moved on, only a very small number of our present members have been connected with the organisation from the outset. Over the years, many hundreds of volunteers have given freely of their time and talents to create a museum that thousands of visitors have visited and enjoyed and the present day membership are now planning further expansion over the next twenty five years.

Membership Subscription Reminder

A brief reminder to those of you who have not paid your 2008 RAF 100 Group Subscription to send payment as soon as possible. The majority of subscriptions have been received, but some remain outstanding. Subscription is £10.00.

Your payment funds the production of this Newsletter at four issues each year. We must record our thanks to those members who have added a donation to their subscription payment: this is very much appreciated.

A new printer is producing 2008 membership cards this year. A very large increase in price was asked for by our supplier for the past few years and this higher price was not good use of our funds. A new printer has been found who will print cards at a far more reasonable rate and a new supply has been ordered.

Kelvin (Sloper)

Letters Page

Dear All,

We have been asked to write this letter by members 'as a way of getting everyone involved in a decision-making process'. Given that only a small proportion of you are able to attend May Reunions, this is believed to be the best way forward.

It is felt that, with the death of the Association's Founder, Martin Staunton last year, there is no immediate link between members of the RAF 100 Group Association and the City of Norwich Aviation Museum. In the beginning, when both Martin and his sister Eileen Boorman were alive, they set up a formal Committee made up of members who served with RAF 100 Group, or else had a relative who had done so. Gradually the people on that Committee passed away and they weren't replaced. Today, Martin and his sister have gone also, leaving no Association Committee at all which directly represents RAF 100 Group as a whole.

This in no way detracts from excellent support the Museum continues to offer, and especially Kelvin, Kay and Kim in arranging annual Association Reunions. Every member who has attended Reunions feels that they are a wonderful way of keeping in touch and staying connected, visiting airfields, seeing the now fabulous display of memorabilia donated to the Museum, and keeping alive the memory of loved ones who served on the airfields of Norfolk. As will have been seen from the write-up and pictures of these events, they are truly valued.

However, there are members who would like to take a more active role themselves, and who feel strongly that there is a need for an Association Committee made up of those who served in 100 Group and/or their relatives; and other people who have a strong concern for and interest in the RAF 100 Group Association. But it has been noted there is no-one now on the Aviation Museum Committee (shown on the inside cover of the Newsletter) who was actually in 100 Group or who any longer plays an active part, as Martin continued to do right up until his death. It seems members feel a need for the Association to be able to offer individual support and advice, as other Associations do; and have an overall national Committee rooted in 100 Group, working on their behalf who understand by shared experience individual needs.

It is being suggested therefore that Kelvin remain as a direct link between the 100 Group Association and the Aviation Museum, acting on both Committees if he is willing. But that there be a specific 100 Group Association Committee made up of members who can take specific roles, and who feel they can commit a portion of their time to others, offering support, advice, sharing knowledge and experience

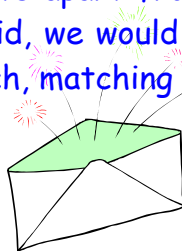
when and where needed. Given that the Association is world-wide, it should also be said that the Committee need not be restricted to Norfolk. They could live anywhere within the UK. However, given that Norfolk is the home of RAF 100 Group, Reunions will continue to link with the Museum and go on as before.

We would welcome hearing the views of members to what is being suggested and promise to publish responses in the Summer Newsletter so that everyone can openly have their say and hear what others feel about it. This will also offer the chance to talk and share with those attending the Reunion. We realize from our conversations that there will be those who prefer to remain anonymous, and if you don't want us to include your name please let us know. This way we can include your views without putting your name to them.

Please give this your urgent attention, and we look forward to hearing from you.

Janine & Ian

Note from Editors: Speaking for ourselves in the light of what members are saying, in the past year particularly we have become more and more involved with individual member needs and concerns quite apart from producing the quarterly Newsletter. Because of this, it has to be said, we would value a body of members to share and support and to put people in touch, matching response to need.



Janine & Ian,

Happy New Year to you and all your Readers.

Last year at the time of the Reunion, I went to Bylaugh Hall. Once I told them why I was there, I was allowed to go out and look at the tree that we planted some time ago. Sadly I have to inform you that the tree has died.

It is only a suggestion - but perhaps this year we could have a visit to the Hall and plant another tree. When the tree was planted we were given a meal. The staff there came in their own time to serve and to help us.

Thank you both for all the hard work you put in on our behalf.

*Best wishes,
Rod Vowler*

Hi Janine & Ian,

I've just received the Winter Edition of the Newsletter and will begin reading it shortly. However, I've just flicked through and have noticed the following points:

1. In the '*Final Postings*' section you have listed my Grandfather's surname as Kerslake. It was in fact 'HARRIS' (he was my Mother's Father).
2. W.O. A G McEachern passed away on the same day as my Grandfather. I noticed he was also from 192 Squadron. It makes you wonder if there are some Divine Powers at work sometimes!

I look forward to reading the rest of the Newsletter.

Best regards

James Kerslake

Note from Editors: Thanks, James. We have corrected your Grandfather's surname in Final Postings at the back of this Newsletter.



Hello Janine & Ian,

We received a Xmas card from Stephen and Pam Hutton in the USA. They obviously did not know about Martin. I have written and told them. Why I am writing to you is the last part of his card was a message to the 100 Group follows,

*'It's been several years since we have visited ... we still carry many fine memories of your wonderful country and its good people in our hearts. Please give our best wishes to all those of RAF 100 Group ...
My best regards Stephen Hutton.'*

I thought I would send this to you as it's nice to hear the people of this country still being called good. Makes you proud, eh!

Bob & Jill Histed

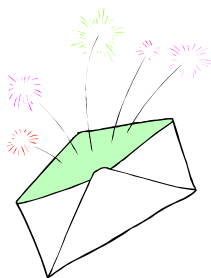
Janine & Ian

I am writing to tell you that John Hereford, of 214 Squadron before going on to 101, has passed away. A piece was published about him in the Telegraph. I have spoken to Mr Walker, Squadron Association secretary to 214 who was already aware of it. The full Telegraph piece can be found by entering John Hereford into www.google.co.uk.

On 101 Squadron they only used ABC, or to give its full name 'Airborne Cigar'. And again, further information for those online can be found by entering its name into Google, of which the first option is a WW2 story explaining ABC.

Best wishes

Rod Vowler



Dear Janine & Ian,

First may Beryl and I wish you both a very Happy Christmas and a Healthy Happy Peaceful and Prosperous 2008. Thank you once again for a good 'Confound & Destroy', we have both now read it from cover to cover. Your 'In Memory' article was particularly enjoyed by Beryl who was impressed by how far back in time you have managed to go in tracing your ancestry. Your poem is very poignant and with your agreement I will make it available more widely, for example to my local RAFA as next November approaches, and maybe the Blenheim Society.

Page 24 Death is but a crossing the world as friends do the seas - they live in one another still' reminded me of a similar little sentiment which I would like to share with you -

What is Dying?

A ship sails and I stand watching till she fades on the horizon, and someone at my side says:

"She is gone."

Gone where?

Gone from my sight, that is all; she is just as large as when I saw her ...

The diminished size and total loss of sight is in me, not in her, and just at the moment when someone at my side says 'she is gone', there are others who are watching her coming, and other voices take up a glad shout:

"Here she comes!"

And that is dying.'

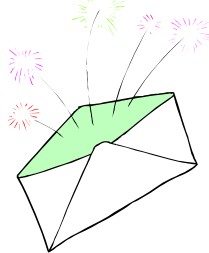
By Bishop Brent

Many thanks again for all the work that you put in.

Kindest regards,

Howard & Beryl Deacon

Note from Editors: Thank you both for your letters to us and your telephone calls, and yes, by all means use the poem I wrote. It is meant to be shared.



Dear Janine & Ian,

Congrats and thanks to you both for yet another excellent Confound & Destroy. Thanks for printing my crew photo on a page which I'll send to Jerry's widow and son.

I see the huge Obit of Hereford, a Spec Op with 219 Squadron in today's Telegraph which I'll send to you. I also have the obit on W/C David Donaldson DSO DFC who was 192's CO at Foulsham - a great Squadron Commander and a very nice bloke. He died some years ago and only one ex-RAF chap attended his funeral, his old A/G and 192's Gunnery Leader, Jimmy Woolgar DFC. He used to come to the Reunions.

A very happy Christmas and New Year to the two of you and I hope we meet up in the Spring at Horsham St Faith.

Alan Thomsett

In Memory

Wing Commander Donaldson, DSO and Bar, DFC



David Donaldson was born in 1915 at Southampton, a son of the Managing Director of the Thornycroft shipyard. He was educated at Charterhouse and Trinity College, Cambridge, where he was a keen rower. Taking a boat over to Germany with the First Trinity Boat Club in the mid-1930s, he enjoyed the hospitality of boat clubs in the Rhineland - and at the same time became sharply aware of the culture of aggression that was taking over the German psyche with the advent of Hitler.

In 1934, he joined the RAF Volunteer Reserve as a weekend pilot, and did much of his flying training at Hamble. After graduating at Cambridge, he had joined a firm of solicitors in London. But his articles were interrupted in September 1939 when he was called up.

After basic training he did operational training on Wellington bombers and on September 20 was sent to 149 (Wellington) Squadron at Mildenhall, Suffolk. No 149 had already been involved in some desperate missions - the attack on German shipping at Wilhelmshaven on December 18, 1939, the attempt to stem the German advance in the Low Countries in May 1940, and the brave but futile transalpine lunge at Genoa in June after Italy entered the war on the German side. Now it was ordered to attack invasion barges which had been collected in Channel ports, and Donaldson's first sortie was a daytime raid on Calais harbour.

With the end of the Battle of Britain, No 149 was redirected to strategic bombing. This was soon to be revealed as far too dangerous against flak and fighter defences by day, and was therefore conducted by night, when (frequent) bad weather made locating targets extremely difficult in the state of development of navigational aides at that time.

During the winter of 1940-41, the main effort was against targets in the relatively close Ruhr, but there was a much longer sortie to Berlin, in vile weather, in October. This ended with Donaldson's Wellington becoming completely lost on the return trip. At length, with fuel running perilously low, he achieved a casualty-free forced landing at St Osyth, near Clacton.

There were also further attacks on northern Italian industrial cities, one of which, an attack on the Fiat works at Turin, Donaldson was asked by the BBC to describe in a radio broadcast in December 1940. Instead of dwelling on the difficulties of such a mission, he eloquently described the majesty of the snow-covered Alps.

Donaldson won his DFC for a highly successful raid on Merignac aerodrome near Bordeaux, which he bombed from a height of 1500ft, destroying its large hangers. Further publicity for these early efforts by Bomber Command came from his featuring in a series of propaganda photographs taken by Cecil Beaton, entitled '*A Day in the Life of a Bomber Pilot*'. One of these, which features the aircrew of a 149 Squadron Wellington at Mildenhall, adorns the cover of a recently published video of the 1941 propaganda film '*Target for Tonight*'.

Donaldson was 'rested' after completion of this tour in March 1941, but seconded to the Air Ministry to help to buy aircraft in the US. This turned out to involve hazardous ferrying across the Atlantic of American aircraft that had been purchased, notably the invaluable Hudson long-range patrol bomber for Coastal Command.

In September, Donaldson returned to operations with 57 Squadron, another Wellington Unit. In a raid over Dusseldorf in October, Donaldson's aircraft was badly shot up and limped home without hydraulics. The undercarriage could not be lowered and the sortie ended with a crash landing at Marham. After several more raids, Donaldson succumbed to the strain and at the end of the year was admitted to hospital.

After a period of sick leave he was posted as Group Tactical Officer to 3 Group, but in July 1942, he was posted on to No 15 Operational Training Unit for six

months as a Flight Commander. Though this was not a front line unit, he did get in one operational trip to Dusseldorf during this period.

In January 1943, he was appointed a Flight Commander to 156 Squadron, one of the original units of the Pathfinder Force. The four-engined Lancaster was now the mainstay of Bomber Command and with No 156, Donaldson carried out 23 raids and was awarded the DSO and promoted to Wing Commander at the end of his tour. Rested again in June 1943, Donaldson commanded a conversion unit and then went as Staff Officer to No 100 (Special Duties) Group.

In June 1944, just after D-Day, Donaldson was back in the air in command of 192 (SD) Squadron. Leading the Squadron in a Halifax III, Donaldson flew 25 more sorties, some of them in daytime. On one daylight operation he was attacked by two Me109s. Rather than trying to shoot it out with the cannon-armed fighters, with the Halifax's 303" machine guns, Donaldson chose to elude the foe by violent and skillful evasive action, and brought his aircraft and crew safely home. He was awarded his second DSO in July 1945.

Donaldson had no ambition to further his career in the RAF and on demobilization he resumed his law articles and qualified as a solicitor. After four years in the City firm Parker Garrett, he joined National Employers Mutual Insurance, where he was at first Company Secretary and later a Director. He left NEM to become Chairman of an industrial tribunal, which he greatly enjoyed, presiding over some notable cases. He finally retired in 1987.

His wife, Joyce, whom he married as a WAAF Officer during the war, died in 1996.

Wing Commander David Donaldson DSO and Bar, DFC, wartime bomber pilot and solicitor - born on January 31 1915, died on January 15 2004, aged 88 years.

He is survived by a daughter and two sons.

'The Times', Abridged

In Memory

JOHN HEREFORD

Spec Op with 219 Squadron

John Hereford, who has died aged 82, was a German brought up in the Jewish faith; during the Second World War he completed a full tour in bombers over Germany as a wireless operator disrupting the Luftwaffe's night fighter operations by jamming their control frequencies.

Hereford was a member of a small group of aircrew known as "spec ops" (special operators). Of this group, a number were Jews, some of them from Germany. They flew as the eighth member of a bomber crew occupying a screened-off, lonely and unheated position in the rear of the aircraft where they used specialised and highly secret radio equipment. Many of these 'spec ops' never made it home.



Flying in the main bomber stream, the spec ops tracked the Germans' VHF communications between the night fighter controllers and their pilots. Using a three-stage jammer codenamed ABC (Airborne Cigar), the operator tuned his own receiver over those most frequently used by the German controllers.

As soon as one was identified, the spec op set his ABC to the same frequency, and emitted electronic "noises" to render the controller's instructions unintelligible. The spec op then followed the controller as he tried to communicate on another frequency and the jamming process would begin again. On a few occasions the spec op would broadcast false instructions to the enemy pilots.

The role of these specialists is little known, yet they made a major contribution to defeating the formidable German night fighter organisation.

Hereford first flew on Stirlings and Flying Fortresses with No 214 Squadron in the bomber support role. In addition to jamming the enemy radio frequencies, "window" (small strips of metal foil) was dropped to jam the German early-warning radars.

After 10 operations over Germany and in support of the Allied landings in Normandy, Hereford transferred to No 101 Squadron operating the Lancaster. This Squadron specialised in the ABC role, and Hereford flew a further 21 operations

during intense night bombing operations over Germany before he was rested early in 1945.

No 101 suffered the highest casualties of any RAF Squadron, and it was not until the war was over that it was learned that the Germans had perfected a technique to home in on the Lancaster's transmissions. The Jewish spec ops flew in the full knowledge of the high casualty rate, and the fate of some who were shot down remains unknown.

The son of a lawyer, John Hereford was born Joachim Hayman Herzog at Wilmersdorf, Berlin, on May 3 1925. His parents fled to England in 1933 and Joachim was educated at Sevenoaks School. In 1943, at the age of 17, he joined the RAF, volunteering for flying duties and changing his name to what he considered the nearest sounding English equivalent, John Hereford.

At the end of the war Hereford was sent to Germany with the Air Disarmament Wing and spent many months at the Hermann Goering Research Institute for Aeronautics at Volkenrode, near Braunschweig.

He acted as an interpreter and analyst for Operation Surgeon, the collection of monographs and debriefings from German scientists about their research work. This was followed by the selection and removal to Britain of the equipment thought to be valuable.

Hereford also monitored German telephone calls, and was intrigued by the number of messages that ended with 'acht und achtzig'. When he married up the numbers (88) to the letters of the alphabet he realised that the senders were signing off "HH" - Heil Hitler. His discovery led to the arrest of a number of senior Nazis who might otherwise have escaped.

During his time at Volkenrode, Hereford fell in love with and married a leading ballerina; the blonde, blue-eyed Ursula Vaupel had danced for, and been introduced to, Hitler in Berlin.

At the end of the war she had fled barefoot as the Soviet Army advanced on the devastated city. Despite her ragged appearance, a fellow railway passenger recognised her and produced a photograph of her from his wallet.

Hereford left the RAF as a warrant officer in June 1947 and settled in London. He decided to make a career in the hotel business, learning his trade from the kitchens up.

Starting at the Waldorf, where he spent several weeks as the oyster-opener, he became one of the youngest general managers in London when he took over the running of the Southway Hotel in Victoria.

It was as sales director at Associated Hotels that Hereford was a pioneer of hotel sales and marketing in Britain; the now well-established mini, midi or maxi weekend breaks stemmed from his marketing initiatives.

After his success with Associated, Hereford never had to apply for a job, always being headhunted. The Barclay brothers, Grand Metropolitan and Utel all made use of his marketing skills.

He was chairman of the Hotel Industry Marketing Group, and in 1980 joined the Securicor Group as sales director, shortly afterwards becoming managing director of the group's hotel business based at the Richmond Hill Hotel. With his protégé, Nigel Messenger, he expanded the group with hotels in the Midlands and Scotland.

Hereford's colleagues put his success down to his fearlessness when dealing with the machinations of senior executives, as well as to his skills as a manager. He was greatly respected by his staff, whom he treated as equals whatever their positions.

In retirement Hereford was chairman of the residents' association at Sheldwich, Kent, and he remained a sought-after consultant in the hotel business. A sociable man who was always in demand at local parties, he played tennis into his sixties and he continued to enjoy swimming.

John Hereford's wife died in 2004, and he is survived by their three daughters.

[Daily Telegraph](#)

ABC JAMMING

[One Man's View](#)

'Upon arrival, the first thing was a few days introduction to the equipment we were to operate. It went under the codename 'ABC', which stood for 'Airborne Cigar'. I have no idea why they named it that. It consisted of three enormous powerful transmitters covering the radio voice bands used by the *Luftwaffe*.

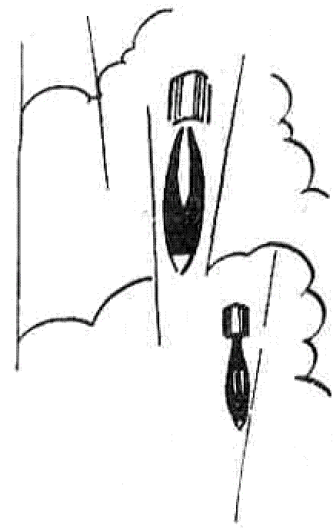
To help identify the place to jam there was a panoramic receiver covering the same bands. The receiver scanned up and down the bands at high speed and the result of its travel was shown on a timebase calibrated across a cathode ray tube in front of

the operator. If there was any traffic on the band it showed as a 'blip' at the appropriate frequency along the line of light that was the timebase. When a 'blip' appeared, one could immediately spot-tune the receiver to it and listen to the transmission. If the language was German, then it only took a moment to swing the first of the transmitters to the same frequency, press a switch, and leave a powerful jamming warble there to prevent the underlying voice being heard. The other two transmitters could then be brought in on other 'blips'. If 24 aircraft were flying, spread through the Bomber stream, then there were a potential 72 loud jamming transmissions blotting out the night fighters' directions.

The Germans tried all manner of devices to overcome the jamming, including having their instructions sung by Wagnerian sopranos. This was to fool our operators into thinking it was just a civilian channel and not worth jamming. I think ABC probably did a useful job, but who can say what difference it made?'



"Of course my bombing was accurate ... Every one of them hit the ground"



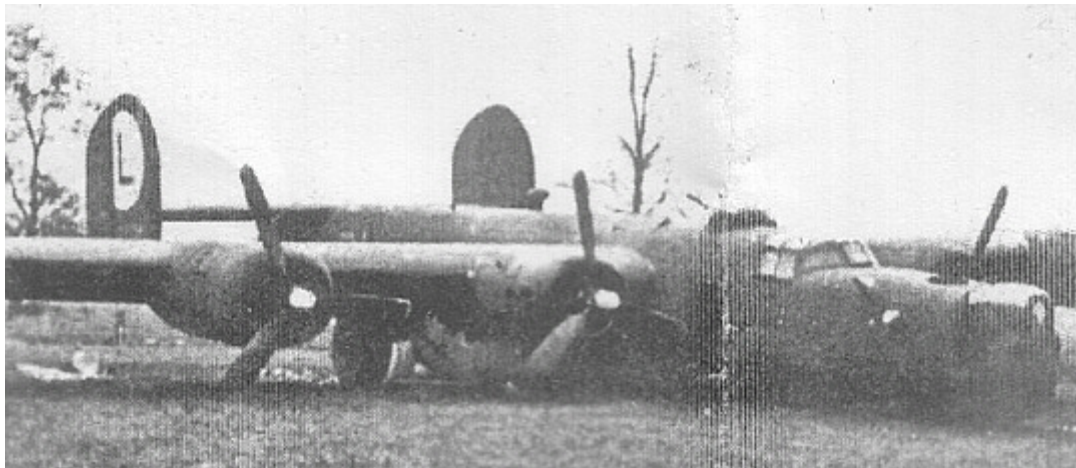
Shared Experiences



Visiting a Crash Site

TS526: a B24 Liberator of 223 Squadron, Oulton

by
Rod Vowler



My uncle, Leonard Vowler, was in TS526, a B24 Liberator of 223 Squadron based at RAF Oulton.

They were shot down on the night of the 20/21st March 1945.

It would appear that they were shot down by a German Messersmitt 110 using upward firing cannons. All the pilot had to do was get under the aircraft and shoot upwards. He would have a good view as he was looking up into a lighter area. The crew would not have a clear view as they were looking down into darkness. The air gunners did see the plane but could not deflect their guns down far enough. The plane went down. The pilot managed to gain control of the plane and levelled it out. The crew then ejected any spare equipment to lighten the load.

My Uncle was seen to leave the plane via the escape hatch by Cole, who was a Special Radio Operator. The plane was too low and he was found hanging in the trees. The plane crashed into a wood on the top of a hill and was on fire. Cole came to and found the Jostle jamming set on top of him. Local people attended and got him out. He was then taken down the hill on a cart and was placed in a building. Later he was moved to a Nunnery where it was discovered that he had a broken back and he was handed over to the authorities. The rest of the crew were then buried in a small cemetery at Buhla. The German's put a picket fence around the graves and put

a cross on the site. Around 1949 it was decided that the crew would be re-interred in Hanover.

I visited the graves in the well kept War Graves Commission site. But my ambition was to actually visit the crash site. Having been to Hanover on several occasions on an exchange visit, my hosts were never in a position to assist me. In October 2007, finally I made it, and my German Police friends took me to the site.

On the way down to Wofhagen, which is near Kassell; it was foggy. I wondered if it be clear on the hill I was to visit.

In the centre of Wolfhagen, I met my helpers for the day. Hans Adler, Hans Hahn, Ingo Jung and Herr Klinkhart. The convoy of vehicles set off to the site. We parked near the Schloss that Cole had been in.

By now the sun had come out. What a brilliant day! Then off along a lane into the wood, we started to go uphill. As we went, Herr Adler using his metal detector was finding parts of the plane. It surprised me to still be able to find plane parts. The site had been visited on numerous occasions by others. At the summit of the hill it was a scene of devastation. There had been gale force winds which had knocked down numerous trees. Some had been cut up and removed and a lot of branches were lying around. I was looking for a tree with an engraving with the date 1948 which was when the major parts of the plane were removed. However, no trace of the tree was found. Damage to the trees where the plane had hit them was pointed out to me, and there was a photograph taken some years ago. This showed a clearing with grass in it. In this area no trees had grown since the crash. While searching we found an area where there was plexi glass, this was a good indication of the correct area. Photographs were then taken with all of us. I was holding a Union Jack flag and one of the others was holding the German flag.



It was a proud moment for me to be actually at the site of the crash after 62 years. I left a notice with the crew list pinned to a tree trunk, together with a single rose. The other poignant moment for me was in this clearing having a quiet moment of reflection. The beech leaves were falling slowly down as in the Royal Albert Hall at the end of the evening when the poppy leaves float down - remembering how many others had made the ultimate sacrifice so we could be there that day.

When we arrived back at the cars, Hans Adler presented me with two carrier bags full of parts from the plane that he had collected. I was deeply moved by this offer. However, as I was flying back to England, I could not take them with me. I took some small parts as mementos. We then went on to Buhla to visit the first burial site. This cemetery was very well kept. Being just down the other side of the hill from where they had crashed.

My grateful thanks go to everyone who made this possible. My everlasting gratitude is to Richard Forder, for his research and the introduction to the German Guides.

Further information can be gleaned for those interested and with a computer by putting luftkrieg-ederbergland into the search box www.google.co.uk. Then click on the translate part. When the web page comes up, click on 'News'. Then onto the date: 22.10.2007 Night Hunter. From there you can easily see all the work this group perform.



RAF COLTISHALL

The Spirit Lives On!

RAF Coltishall has closed.
And yet this is not the end
of the story.

To mark its closure, on the
right can be seen staff
parading as part of the
closing ceremonies.

Impossible to believe that
a sight such as this will
never be seen again in this place!



So what happens now?

Mick Jennings MBE, well known to many enthusiasts at Coltishall for his time there as a WO and later CRO, has just gone one better on his previous book about RAF Coltishall and has had published another on 1st November 2007.

"*RAF Coltishall - Fighter Station*" is being published by Old Forge Books and is now available to buy direct from them. It is a comprehensive 304-page history of the famous Battle of Britain fighter station and covers the station's illustrious history in detail along with its satellite stations of Matlaske and Ludham. If his previous volume is anything to go by, this is a must-buy.

With Coltishall's closure, the last remaining Jaguar Squadron - 6 Squadron - moved to Coningsby and continued flying until it was disbanded on 31st May 2007, nearly 6 months earlier than expected. The station itself has been earmarked as an immigration detention/removal centre. However, six months after that was announced precisely *nothing* has happened. An additional temporary fence was erected around the airfield, and a single security guard looks after the now entirely disused site, which is fast becoming overgrown. Many of the houses have been sold off. The station's own buildings are of course suffering from lack of any maintenance and it seems likely that the story of RAF West Raynham will be repeated here - years of neglect followed by finally selling it off for redevelopment.

Looking into the history of RAF Coltishall it might prove interesting to share some facts.

RAF Coltishall was a RAF Station, a military airfield from 1938 - 2006. It was a fighter base in WWII, and afterwards a base for fighters then ground attack aircraft until its closure.

The future of the station was sealed once the Ministry of Defence announced that the Typhoon, a replacement for the ageing Jaguars, would not be based there. The last of the Jaguar Squadrons left on 1st April 2006, and the station finally closed one month early and £10 million under budget, on 30 November 2006.

The station motto was 'Aggressive in Defence'. The badge is a stone tower surmounted by a mailed fist grasping three arrows.

HISTORY

Work on RAF Coltishall was started in 1938. The airfield was built at land near Scottow Hall. Following the established tradition, the station would have been named after the nearest railway station, which would have made it 'RAF Buxton', but to avoid possible confusion with Buxton, Derbyshire, it was named after the local village of Coltishall instead.

The airfield was completed and entered service in May 1940 as a fighter base. During WWII, Coltishall operated the Hawker Hurricane, and a notable fighter pilot was Douglas Bader. It later became home to night fighters. At the same time the Royal Navy Fleet Arm operated aircraft from RAF Coltishall over the North Sea. At the end of the war, Coltishall was briefly given over to Polish Squadrons until they returned home.

In the 1950s, RAF Coltishall was a designated 'V Bomber dispersal base', whereby the mighty aircraft of the V force aircraft, which included the Vulcan, Victor and Valliant, could use in the event of their 'home base' being damaged by enemy action.

Postwar, the station was home to a variety of units and aircraft including Mosquitos, Javelins, Lightnings and - from 1963 - the Historic Aircraft Flight (now known as the Battle of Britain Memorial Flight). The last Lightnings left Coltishall in 1974 and were replaced by the Anglo-French 'SEPECAT Jaguar' with the first Jaguar Squadron being No 54 Squadron RAF. These Jaguars were actually displaced from the frontline stations in RAF Germany, when they were being equipped with the new Panavia Tornado.

In terms of 'fixed wing' aircraft, the station was exclusively a Jaguar station from then on, and some of the station's 'pink' painted Jaguars participated in the 1991 Gulf War Operation GRANBY, without sustaining a single loss of man or machine,

and in subsequent operations over Bosnia and then later Iraq once more. Coltishall was also home to the 'yellow' Search and Rescue (SAR) helicopters of 202 Squadron (Sea King) and latterly 22 Squadron (Wessex), but under subsequent reorganisation, the SAR operations were moved to RAF Wattisham in Suffolk where they remain.

Coltishall eventually became the last surviving operational RAF airbase from WWII, and a visible remnant in the form of a WWII revetment still stands on the North West taxiway.

With the anticipated arrival of the Eurofighter Typhoon, the gradual retirement of the Jaguar force began. Coltishall was not chosen as a future Typhoon base for a number of reasons, and so the station was also earmarked for closure.

The Ministry of Defence, in the 'Delivering Security in a Changing World' review, announced that the station would close by December 2006. The first two Jaguar Squadrons to disband, No 16 Squadron RAF and No 54 Squadron RAF did so on 11 March 2005. The final Jaguar Squadrons departed on 1 April 2006, when No 6 Squadron RAF transferred to RAF Coningsby, but was subsequently disbanded on 31 May 2007 (to await delivery of the Eurofighter Typhoon at RAF Leuchars in Scotland), and No 41 Squadron RAF transferred to RAF Coningsby in OCU role. The final front line RAF movement from the station was by Jaguar XZ112, piloted by Jim Luke, on 3 April 2006.

Of the final gate guardians, the replica Hawker Hurricane was transferred to High Wycombe, and the Jaguar was formally named 'The Spirit of Coltishall', and was transferred to the grounds of Norfolk County Council, where she is dedicated to the memory of all who served at Coltishall.

Some limited flying from light aircraft including those of the Coltishall Flying Club did continue after the end of RAF flying operations, until October 2006. While 1st April 2006 saw the disbandment parade for the station, it did not actually disband and finally close until 30 November 2006. Associated facilities such as Douglas Bader Primary School also closed. The final day of the station saw more than 2,000 veterans and



guests turn out for a Flypast by four RAF Jaguars, and a solitary Hawker Hurricane from Duxford.



On 30 November 2006, RAF Coltishall was officially handed over to Defence Estates (the MoD agency responsible for all UK Military sites) who are to handle the disposal of the site, and will be known as 'MoD Coltishall' until its final disposal. During January 2007, the Home Office expressed an interest, and in early February earmarked the site for potential use as an immigration detention facility, but this was subsequently

ruled out. In December 2007, fresh reports in the media suggest the site will be used as a prison, but this has angered local residents who have not been informed of the disposal progress.

More than one year on from the official closure, the official fate of the former RAF airbase has yet to be decided.

'THE SPIRIT OF COLTISHALL ASSOCIATION'

Whilst the demise of RAF Coltishall is still a fresh memory, it was proposed that an Association be formed with the specific aim of perpetuating the memory of the station and fostering the one aspect that could not be drawn down, namely the spirit of Coltishall. The proposal is to create a Committee to run the Association.

For more details and the latest news, please contact:

The Secretary: John Welton MBE

Tel (01362) 637277 or e-mail: jswelton@hotmail.com

RAF Coltishall - Fighter Station ***

A Book by Mick Jennings MBE - Out now

Published by Old Forge Books and available direct from them.

INFORMATION PAGE

Have you any information you feel might benefit Members?
This page provides the opportunity to pass on tips or topics of interest.

1. **RAF COLTISHALL** is featured in Number 36, 2007 issue of SANCTUARY, the Ministry of Defence Conservation Magazine. There is a marvelous article together with photographs entitled: '*Leaving Coltishall: Documenting the Drawdown and Closure of a Historic Airfield*'.

'SANCTUARY' is an annual and free publication. Write to DSDC(L)3A, Recurring Publications, Mwrwg Road, Llangennech, Llanelli SA14 8YP, or email: formspubsales@gtnet.gov.uk

2. **All RAF RECORDS** are now held at RAF Cranwell. RAF Innsworth seems to have closed. The address for RAF Cranwell is -

RAF Cranwell, RAF Disclosures, Room 221B, Trenchard Hall, Sleaford, Lincs NG34 8HB.

Telephone number for RAF Cranwell is -

01400 followed by the following direct dial extensions:
268163, 268164, 268165, 268166, 268167.

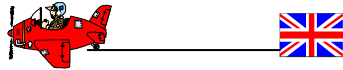
3. **WRAF RECORDS** are now available from the National Archives online. It seems you pay for a download of information required. The cost for each piece of information is thought to be £3.50.
4. **'THE DEFENCE DISCOUNT DIRECTORY 2008'** is an excellent source for service men and women and their families ... and also veterans. It is a catalogue of firms and companies which offer discount prices - from holidays and short breaks, travel, motoring, legal, insurance, finance, property, home and garden, housing, health, and so much more.

For further details go online: www.forcesdiscounts-mod.co.uk

It may be possible to get a copy of the catalogue of participating companies by telephoning: 01604 495495

Grateful thanks to Rod Vowler for the above information.
We look forward to including further information in our next issue.

What a World!



SCHOOL 1960 vs SCHOOL 2007

SCENARIO: *Johnny and Mark get into a fist fight after school.*

1960 - Crowd gathers. Mark wins. Johnny and Mark shake hands and end up mates.

2007 - Police are called, SWAT team arrives and arrests Johnny and Mark. Mobiles with video of fight confiscated as evidence. They are charged with assault, AVOs are taken out and both are suspended even though Johnny started it. Diversionary conferences and parent meetings conducted. Video shown on 6 Internet sites.

SCENARIO: *Jeffrey won't sit still in class, disrupts other students*

1960 - Jeffrey is sent to the principal's office and given a good paddling. Returns to class, sits still and does not disrupt class again.

2007 - Jeffrey is given huge doses of Ritalin. Counselling to death. Becomes a zombie. Tested for ADD. School gets extra funding because Jeffrey has a disability. Drops out of school.

SCENARIO: *Billy breaks a window in his neighbor's car and his Dad gives him a whipping with his belt.*

1960 - Billy is more careful next time, grows up normal, goes to college, and becomes a successful businessman.

2007 - Billy's dad is arrested for child abuse. Billy is removed to foster care and joins a gang. Psychologist tells Billy's sister that she remembers being abused herself and their dad goes to prison. Billy's mum has an affair with the psychologist. Psychologist gets a promotion.

SCENARIO: *Mark, a college student, brings cigarettes to school.*

1960 - Mark shares a smoke with the school principal out on the smoking area.

2007 - Police are called and Mark is expelled from School for drug possession. His car is searched for drugs and weapons.

SCENARIO: *Vinh fails high school English.*

1960 - Vinh goes to Remedial English, passes and goes to college.

2007 - Vinh's cause is taken up by local Human Rights Group. Newspaper articles appear nationally explaining that making English a requirement for graduation is racist. Civil Liberties Association files class action lawsuit against state school system and his English teacher. English is banned from core curriculum. Vinh is given his Y10 anyway, but ends up mowing lawns for a living because he cannot speak English.

SCENARIO: *Johnny takes apart leftover firecrackers, puts them in a model plane paint bottle and blows up an anthill.*

1960 - Ants die.

2007 - Security and ASIO are called and Johnny is charged with domestic terrorism. Teams investigate parents, siblings are removed from the home, computers are confiscated, and Johnny's dad goes on a Terror Watch List and is never allowed to fly again.

SCENARIO: *Johnny falls during recess and scrapes his knee. His teacher, Mary, finds him crying, and gives him a hug to comfort him.*

1960 - Johnny soon feels better and goes back to playing.

2007 - Mary is accused of being a sexual predator and loses her job. She faces three years in prison. Johnny undergoes five years of therapy. Becomes gay.

Times they are a-changing ...

Sent in by
Bob & Jill Histed

Health MATTERS?



A WORD ON NUTRITION

After an exhaustive review of the research literature, here's the final word on nutrition and health.

1. Japanese eat very little fat and suffer fewer heart attacks than us.
2. Mexicans eat a lot of fat and suffer fewer heart attacks than us.
3. Chinese drink very little red wine and suffer fewer heart attacks than us.
4. Italians drink excessive amounts of red wine and suffer fewer heart attacks than us.
5. Germans drink beer and eat lots of sausages and fats and suffer fewer heart attacks than us.

CONCLUSION:

Eat and drink what you like. Speaking English is apparently what kills you.

I'M FINE THANK YOU

There is nothing the matter with me,
I'm as healthy as can be.
I have arthritis in both my knees,
And when I talk, I talk with a wheeze.
Sleep is denied me night after night,
But every morning I find I'm all right.
My memory is failing, my head's in a spin,
But I'm awfully well for the shape that I'm in.
How do I know that my youth is all spent?
Well my 'get up and go' has got up and went.
But I really don't mind when I think with a grin,
Of all the grand places my get up has bin.
'Old age is golden' I've heard it said,
But sometimes I wonder as I get into bed.
With my ears in a drawer and my teeth in a cup,
My eyes on the table until I wake up.
'Ere sleep overtakes me, I say to myself,
Is there anything else I could lay on the shelf?
When I was young my slippers were red,
I could kick my heels over my head.
When I was older my slippers were blue,
But I could still dance the whole night through.
Now I am old my slippers are black,
I walk to the store and puff my way back.
I get up each morning and dust off my wits,
And I pick up the paper and read the 'Obits'.
If my name is still missing I know I'm not dead,
So I have a good breakfast and face what's ahead.

Bob Histed



Final Postings

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

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

- | | |
|---------------------|--|
| 192 Squadron | George Ward DFC Sqd/Ldr ; Phil James' Canadian pilot |
| 192 Squadron | Kenneth 'Paddy' Passmore: DFC Flt/Lt ; a Canadian pilot who flew Halifaxs with Phil James; died 2005. |
| 192 Squadron | John Cooke , attended Reunions each year from 1997-2004 travelling from his home in Kent. He left a bequest to the Museum's building fund and his collection of aviation books and memorabilia to the archive collection. |
| 192 Squadron | Ron Phillips passed away after facing illness with great dignity in late 2005. |
| 192 Squadron | Ted Gomersall passed away on 30 th November 2004, |
| 192 Squadron | Hank Cooper DSO, DFC passed away in 2005. |
| 192 Squadron | Michael Simpson W/Op and F/O passed away on the Isle of Man. |
| 192 Squadron | 'Richie' Richards passed away in the latter half of 2006. Richie, a Rear Airgunner, was based at Foulsham, mainly flying in Wellingtons. |
| 192 Squadron | Air Commodore Vic Willis, C.O of RAF Foulsham passed away July 30 th 2006, remembered by Flt Lt Vic Parker, RAFVR (Ret'd). |
| 192 Squadron | Group Captain Jack Short passed away in December 2006. Chair of RAF 100 Group Association until 1996, his photograph appears on a memorial plaque at Foulsham. |
| 192 Squadron | W.O (later P/O) A G McEachern RCAF died on 15 th August 2007 at his home in Lanigan, Saskatchewan aged 85. He is remembered by Alan Thomsett. |

- 192 Squadron** **Mr Harris, Ground Crew**, also passed away on 15th August 2007. His grandson, James Kerslake now a member of the Association; was kind enough to notify us, and we hope to hear further from him of his grandfather's experience.
- 192 Squadron** **Wing Commander David Donaldson** passed away on 15th January 2004 (see '*In Memory*' featured earlier in this Newsletter).
- 199 Squadron** **F/O Ed Emmerson**, Navigator to Flt/Lt Paddy Passmore DFC, a Canadian Pilot, has passed away.
- 199 Squadron** **Arthur Fitch**, a former RAF Bomber, passed away in July 2006.
- 199/171 Sqdn** **Group Captain George Cubby, MBE, FRMets**; passed away in 2005. His wife donated memorabilia to the Museum. He is also remembered by Roy Smith, only surviving member of his crew.
- 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.
- 214 Squadron** **Don Austin** has passed on and is remembered by Les Bostock.
- 214 Squadron** **Air Vice Marshall Jack Furner** passed away on 1st Jan 2007.
- 214 Squadron** **Squadron Leader & Flight Commander Bob Davies** sadly passed away in June 2007.
- 214 Squadron** **Bill Howard** passed away in late October 2007. Peter Walker represented RAF 100 Group and 214 Squadron at his funeral. Bill's wife passed some years ago, but he was one of the most local members living less than 5 miles away from the Museum.
- 214 Squadron** **Flt Lt Blair** who lived in Cumbria, has passed away.
- 214 Squadron** **Bob Moorby** has recently passed away. He attended every 100 Group & 214 Squadron Reunions in Norfolk for the past 10 years.
- 219 Squadron** **John Hereford, Spec Op**, has died aged 82 years (see '*In Memory*' featured in this Newsletter).

- 223 Squadron** **Flt Lt A E L Morris (Tony)** died mid-June 2005. He is remembered by Andrew Barron as his skipper from October 1944 - 1945.
- 233 Squadron** **Tom Butler** nicknamed 'Bishop', passed away just before his birthday. He is remembered by Peter Witts who grew up with him and for whom he was like a brother.
- 88 Squadron** **Len Dellow** sadly passed away over Christmas and New Year 2006/7. Len was a veteran of 88 Squadron Boston operations, Oulton, prior to 100 Group days. He had been ill for some time.
- 49 Squadron** **Len Bradfield**, a founder member and director of the City of Norwich Aviation Museum for many years, passed away in late November 2005. While on Operations, Len was shot down in Lancaster ED625 of 49 Squadron. Only Len and his pilot Johnny Moss survived, spending the rest of the war as prisoners. Len returned to Britain with injuries he had sustained in a frustrated escape attempt and was nursed back to health by Nora, who he soon married. He became a surveyor for Norfolk County Council until his retirement.
- 223 Squadron** **Arthur Anthony**, a Flight Engineer on 223 Squadron and a valuable member of our Committee at the start of the Association; passed away on May 13th 2006 after a long struggle with Alzheimer's disease. He leaves a widow and son.
- 223 Squadron** **Jack Brigham** passed away in April 2007. Jack was the original Captain when 223 was reformed. He did 36 ops in total. Waste Gunner in 223, Len Davies, the only surviving member of his crew writes:
'I write sadly to report the death, at age 91, of F/Lt Jack Brigham DFC of 233 Squadron, Oulton, August 1944-May 1945. With his crew he flew Liberator TS 524, 6G-0 mostly. Unfortunately, Jack and I are the only crew members to have kept in contact and this, only since I sent a crew photograph to the ACA's Intercom' some years ago. I was privileged to be able to attend his funeral at Aldershot Crematorium on Thursday 10th May.'

A Quiet Corner

NOTHING HAPPENED

*Could you tell us, Flight Lieutenant
Of your battles in the skies?
We see scenes of burning aircraft
And it's hard to realize
How the air crews stayed undaunted
Hour on hour up there so high.*

*Well, nothing really happened -
There's not that much to tell,
You just did what you had to
And you tried to do it well.
If fires broke out we dealt with them
As anyone would do.*

*The injured men were cared for
In the usual sort of way
But when the flak was heavy
And the opposition strong
You hadn't time to notice
If little things went wrong.*

*It was pretty noisy up there
But you had your job to do,
The boys were counting on you -
This applied to all the crew.
For many years the battle raged
And many friends were lost,
Which made us more determined
To succeed at any cost.*

*What stories can I tell you
That would stand the test of time?
We did succeed, that's very true,
With humour masking fear -
Don't think ahead - count yourself dead.
Pray God to stay with you.*

Hazel Southgate, January 1997

Off the Bookshelf

Available from the City of Norwich Aviation Museum Shop

*A few members now have read John Stubbington's book below.
We invite readers to write us a review of this or any other books appearing on the
following pages to include in the next Newsletter.*

BLETCHLEY PARK AIR SECTION

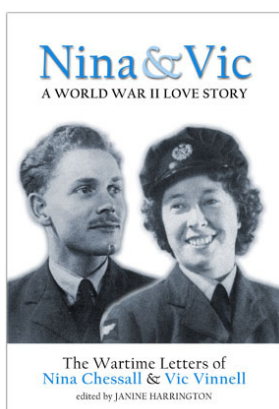
support to **RAF BOMBER COMMAND 1943-45** by John Stubbington

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

152 pages, A4 size with graphics and diagrams.

£19.00 post paid to the UK.

NINA & VIC: A World War II Love Story by Janine Harrington



This is the fourth published book written by our Newsletter Editor, sharing the story of her mother, Nina, and Vic Vinnell, a Navigator with 192 Squadron, who failed to return from a mission to Munich on 26/27 November 1944. It follows comprehensive research tracking the last fatal journey of Mosquito DK292, which Vic and Jack Fisher, his pilot, were flying, culminating in what is believed to be the final location of the plane. Nina and Vic were to have been married the week following the night their plane went missing. The story is told through letters, diaries, photographs, official documents, and the voices of those they worked with and knew.

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

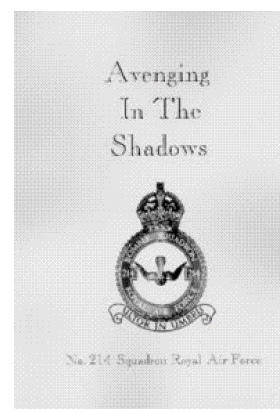
(a signed copy is also available direct from the author)

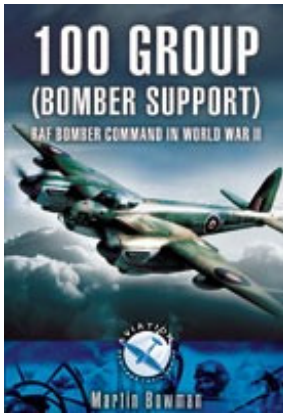
AVENGING IN THE SHADOWS by Ron James

The history of 214 Squadron, including operations with RAF 100 Group 1944/5.

252 pages A4 soft-back,

£15.50 (including UK postage)





100 GROUP (Bomber Support) by Martin Bowman

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

where aircrew and ground crew would have gone.'

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

WORLD WAR 2 RAF AIRFIELDS IN NORFOLK

by Martin Bowman

Another book in the Pen and Sword Aviation Heritage Trail series. Has details of all the airfields used by the RAF in Norfolk and brief details of the Squadrons and aircraft based at each station.

169 pages A5 soft back **£12.99 (including UK postage)**



CONFOUNDING THE REICH by Martin Bowman

Fully describing the operations of 100 Group and the electronic counter measures employed, we have a limited copies of this book at a special price.

246 pages hardback (normal price £19.99) **£9.99 (including UK postage)**



TARGET FOR TONIGHT by Squadron Leader D A Braithwaite

The memoirs of a pilot who flew both reconnaissance and Pathfinder operations before being posted to India to command a Mosquito Squadron.

143 pages hardback (normal price £19.99)

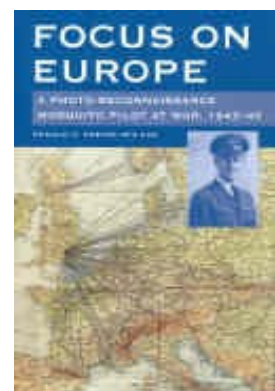
£8.99 (including UK postage)

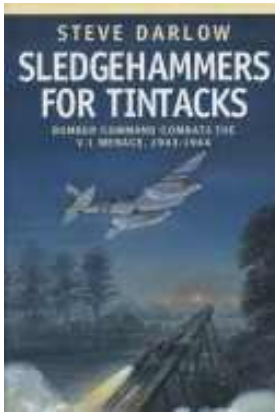
Focus on Europe by Ronald Foster DFC CdG

The story of a New Zealand pilot who flew sixty-nine Mosquito photo reconnaissance sorties over Europe in 1943/5.

207 pages hardback (normal price £19.95)

£6.99 (including UK postage)





SLEDGEHAMMERS FOR TINTACKS by Steve Darlow

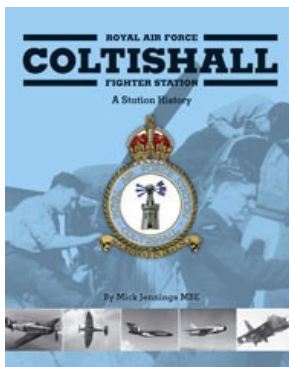
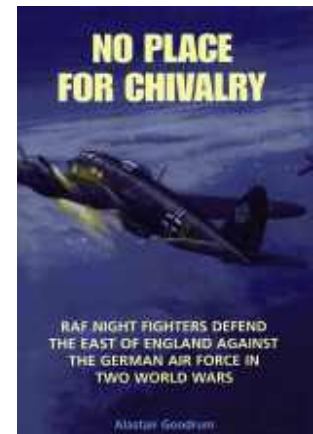
The story of how RAF Bomber Command combated the menace of the German V1 threat by launching a massive bombing force to destroy the sites of their manufacture and launch.

Our price £8.99 (including UK postage and packing)

NO PLACE FOR CHIVALRY by Alistair Goodman

A look at the operations of RAF Night Fighter Squadrons operating in the RAF Wittering section defending the east of England against the Luftwaffe in two World Wars.

£8.99 including UK postage and packing



RAF COLTISHALL Fighter Station - A Station History by Mick Jennings

Comprehensive 304 page history of the famous fighter station that closed in 2006. Fifteen chapters covering WW2 operations with details of every squadron and aircraft that served at Coltishall and post war operations, including the Gulf War. Bonus chapters on the satellite airfields of Ludham and Matlaske. Mick tells us that there are over 162,000 words and 300 black and white photographs in his book!

£27.00 (including UK postage)

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during opening times.

Or send your order with payment by post to:

**The City of Norwich Aviation Museum,
Old Norwich Road,
Horsham St Faith, Norwich, Norfolk NR10 3JF**

Dates for your Diary

2008



PLEASE NOTE:

If you haven't paid your annual subscription it is now overdue.

The amount is £10 per person per year.
To receive additional copies of this Newsletter, add £8 to your subscription fee.

Please contact the Museum direct - address and telephone number are on the front cover of this Newsletter.

MAY

9TH/10TH/11TH



2008 RAF 100 Group Association Reunion

Be warned -

If you haven't done so already, you need to urgently book a place to stay in Norfolk.

See you there!!

1ST JUNE

Deadline for inclusions in [Summer issue](#) of Newsletter, including a Special Reunion Supplement, due out in July.

1ST SEPTEMBER

Deadline for inclusions in [Autumn issue](#) of Newsletter, due out in October.

15TH NOVEMBER

Deadline for inclusions in [Winter issue](#) of Newsletter due out in time for Christmas.

100 Group Order of Battle

SQD	AIRCRAFT	1st 100 GROUP OPERATION	BASE	SORTIES, LOSSES ROLL
192	Mosquito, Halifax Wellington	Dec 1943	Foulsham	2088/5 Losses Electronic Intel/Elint
141	Beaufighters, Mosquito	Dec 1943	West Raynham	1214/11 Losses 80 EA, 58 Trains, 7 Ships Dest
219	Mosquito	Jan 1944	West Raynham	1394/9 Losses 51 En AC Dest
515	Mosquito	March 1944	Little Snoring, Messingham	1366/21 losses 27 En AC Dest
169	Mosquito	Jan 1944	Little Snoring	1247/13 Losses 25 En AC + 1 V1 Dest
214	Fortress	April 1944	Sculthorpe, Oulton	1225/12 Losses Electronic Jamming
199	Stirling, Halifax	May 1944	North Creak	1707/6 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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