



CONFOUND & DESTROY

RAF 100 GROUP MEMORIAL MUSEUM
ASSOCIATION NEWSLETTER

SPRING 2009



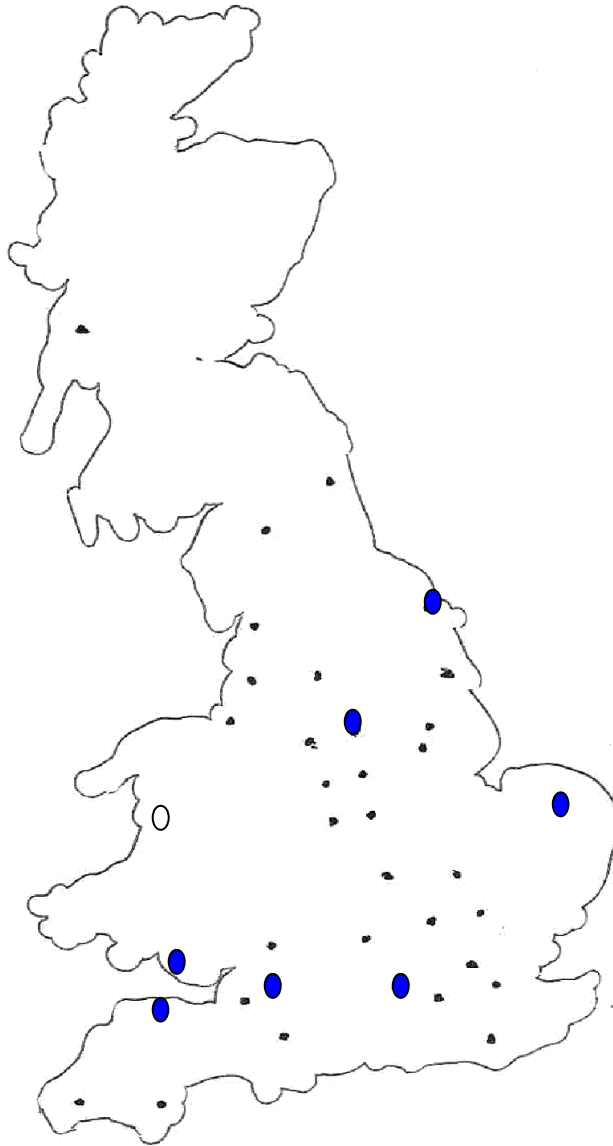
100 Group Association Chairman Wg Cdr John Stubbington: [REDACTED]

100 Group Association Secretary Janine Harrington: [REDACTED]

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

Membership Areas



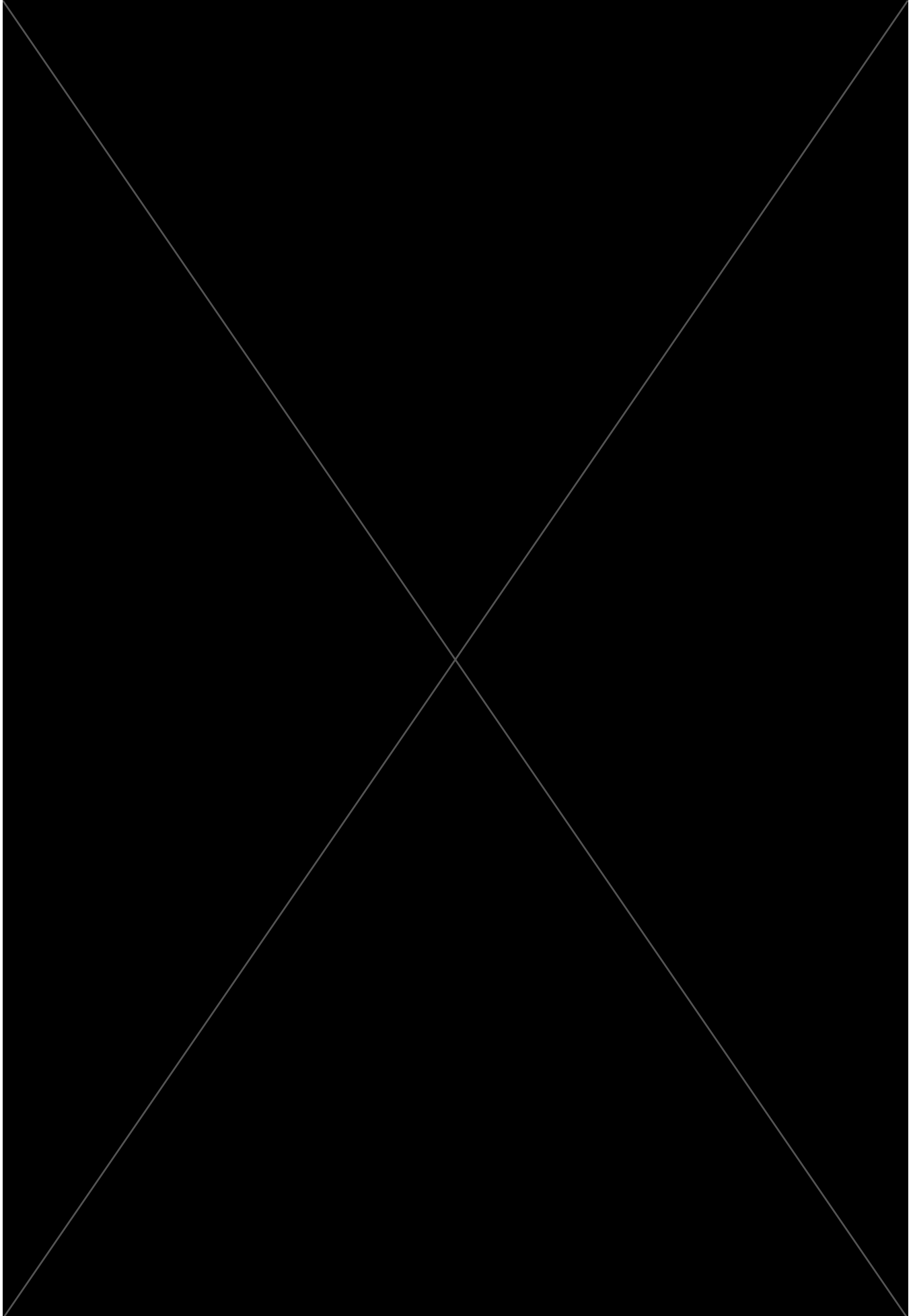
Each dot represents an area where there is a cluster of members
Big dots show where members of the new RAF 100 Group Association Committee live

Members who live abroad are in the following countries:

Northern Ireland
Canada
Austria
China
Germany
Australia
USA

RAF 100 Group Association

COMMITTEE



EDITORS PAGE



Dear Friends,

Is Christmas really just for children ... I wonder? Is it possible still to receive the kind of present you unwrap slowly, fiddling uncertainly with the tape and then, from the paper, bring forth something of wonder? As a child, we had a small fir tree we'd dig up each year from the garden. With great pomp and ceremony and hoots of delighted laughter we'd place it with care in a pot filled with soil and carry it into our home. We'd wrap the base with the brightest crepe paper we could find, usually red, and then spend a whole day hunting through a box of familiar trinkets and baubles, placing a red waxed candle on branches to be lit on Christmas Day. The table would be littered with cards we'd made waiting to be glittered, and small cut out rolls of coloured paper to stick and loop into paper chains to adorn the ceiling and walls. We didn't have much money, but we were rich beyond compare, filled with the innocence and the wonder and love that Christmas-tide brings.

I was brought up to believe that the best gifts of all are home-made, and I still live by that philosophy. Christmas is a special and magical time of year and it's very much about sharing and creating memories.



Thank you everyone who sent us such a wonderful display of Christmas cards, letters and gifts. Every one of them is treasured. I was actually ill right up to Christmas Eve and we weren't sure if we were going to make our booking at '*The Smugglers Cove*' for our special Christmas dinner ... but we did! Run as a family concern, booking a table meant it was ours for as long as we wish. It beats having to do all that washing up and clearing away for just the two of us. And it was made all the more special because it's something we so seldom do.

Now into a New Year with temperatures here down to -9 and then some, we are very much looking forward to Spring.

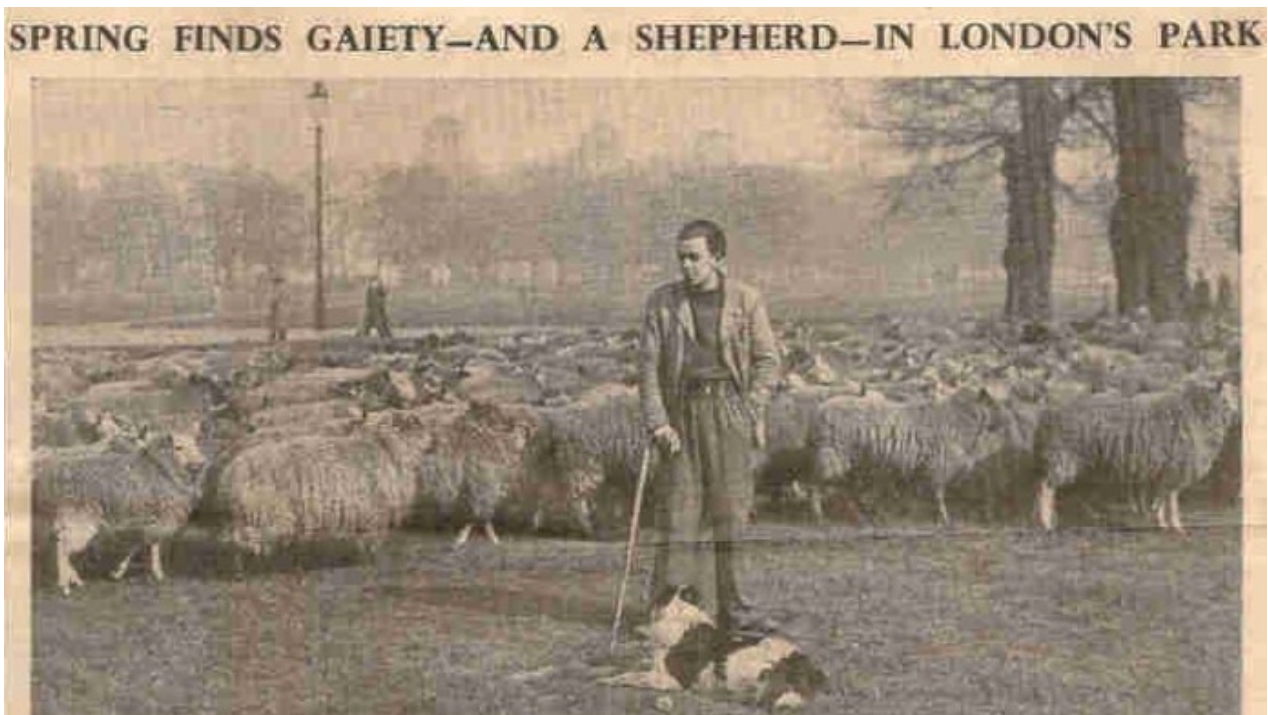
You will see from this early Spring Newsletter that we're also gearing up for the 2009 May Reunion over 15th - 17th May weekend. Enclosed is a full programme of events with a booking form for the main Saturday evening meal, this year taking place at The Plough. Please complete the form right away if you are planning to attend and send it back to us at the address below with a cheque for your meal, this year £20 per head. If you wish to visit Bylaugh Hall on the Friday and want a seat on the coach and the dinner, please let us know immediately.

Deadline for all completed booking forms to be with us is 1st March 2009.

We want to ensure that everything is arranged to suit everyone's taste and needs, so your co-operation would be appreciated.

If you haven't yet sent in your membership subscription please do so immediately. The same deadline applies. And if you have paid and a 2009 Membership card is not with this Newsletter let us know and we will remedy the situation.

A newspaper cutting found amongst my mother's effects we thought would be of interest to members - a photo taken 60 years ago, in celebration of Spring 1949.



Hyde Park London, 1949

Hyde Park was a place my parents knew well. They spent their courtship walking through the gardens. And in early married life they worked nearby together when Dad came out the RAF, Youth Workers at The Feathers Club. Their employer was Mrs Freda Dudley Ward, the Prince of Wales ex-girlfriend prior to Mrs Simpson, known as the Marchesa de casa Maury. She began the first Feathers Club, raising money through personal connections and dignitaries, and eventually opening more Feathers Club on the success of this one. The aim of the Clubs was to offer a place for young people to gather following the war. They offered a range of opportunities and events, drawing on the skills of those who went there, including Dad's drama productions and my parents' ballroom dancing. Open all day until late at night, it was a place for young people to go aged 8 - 21 years where they could get a hot meal, people to talk with, and social activities in which to get involved.

The writing which accompanies the photograph goes like this:

'In Hyde Park the spring sun shines. Not even the prospect of another austerity year for Britons could spoil the joy that has come with it, the kind of joy that expresses itself among women in the donning of a saucy gay hat and a colourful dress.

While on the greenswood of Kensington Gardens, an extension of the famous Park, young Patrick Milne from Aberdeenshire, tends sheep as is customary at this time of the year, the dress parade in Rotton Row is reviving.

Clothes rationing has ended. Not for ten years, since grim 1939 put paid to a lot of colour in London life, have Londoners celebrated the coming of Spring and the going of winter in that careless, happy parade when new kaleidosopic fashions combine with smiling faces and sunlit gardens, when couples link arms and brush against famous stage and film stars, when the Serpentine glitters and the boats are newly painted. So the personal exchange has not been too carefully scrutinized. London shops have sold lots of women's hats with ribbons, bright ties for men, brown brimmed hats, gay socks. And the dogs in the Park wear collars and leads in Scottish plaid patterns. And it is tulip time in Hyde Park.

Here and there among the crowds a particularly pretty girl walks with handsome escort. We saw five of them within a few yards; they were mannequins: the fashion designers had not been slow to group a pleasant advertising opportunity; and one highly popular actress has given notice of her latest hat - which will have a bird swinging on a built-in perch!

In other words, a welcome light-heartedness is in the London atmosphere.'

How things have changed!

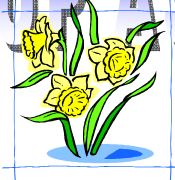
We wish you all a very HAPPY NEW YEAR. May 2009 bring with it joy and peace the whole world over.

And we look forward especially to meeting old friends and new at the Reunion. Let the weather be sunny and fine!

Janine & Ian
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Items for Newsletter should be sent to: Janine Harrington & Ian Kirk, 'New Dawn', 7 Ashley Court, Filey, North Yorkshire YO14 9LS Telephone: 01723 512939 Email: writers.retreat@lycos.com
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THE 100 GROUP ASSOCIATION



ACTIONS BY THE COMMITTEE

Members

I am very pleased to welcome so many new members to the Association and I am equally pleased to address all of our existing members. On behalf of the Committee, please be aware of our thoughts and actions since the Winter Newsletter was published.

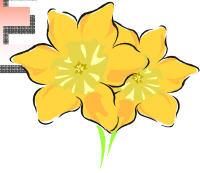
1. The visit to Bylaugh Hall in May continues on the programme despite the uncertainties about the financial future of the business at Bylaugh. The Reverend Beane from Horsham St Faith has kindly agreed to conduct the Commemorative Service. The committee has looked at options for the commemorative plaque as put forward by Richard Forder and we expect to place an order for manufacture by the end of January 2009. Some members have already made a contribution to the cost of the plaque – Thank You.
2. The restoration of the Display Cabinet in Blickling Church and the secure mounting of the small plaque by the tree in Oulton Village should have been completed by the time you read this Newsletter. The Display Cabinet required careful restoration from the effects of the cold and damp in the Church and new locks, because the keys could not be found.
3. I am very pleased to be able to report to you that our relations with the City of Norwich Museum are in very good shape. We have been fully informed on the situation and planning for the new Norwich Northern Distributor Road and the effect that this may have on the location of the Museum. It is likely to be several years before this road will be started. Much work has been done by Museum volunteers towards the management and organisation of the current exhibits and archives. There is a vast amount of work still to be done, but I expect that you will all join with me in expressing our gratitude to the Museum staff for all of their voluntary work. I look forward to an enjoyable Annual General Meeting at the Museum in May.
4. There will be a one-day seminar at the Defence Academy, Shrivenham, in the Autumn this year. The subject will be World War 2 and Cold War military electronics. I shall be presenting a paper that will address the task of No. 192 Sqn within 100 Group and the intervening history through the re-numbering to 51 Sqn and the latest aircraft, the RAF Nimrod R that supports operations in Iraq and Afghanistan.
5. We have not forgotten the leaflet for the 100 Group Association but it is still very much on the agenda and I would like to see this completed before the Reunion this year.

Your Committee is committed to acting on your behalf, so please let us know how you feel and what you expect. I would like to record my immense gratitude to Janine and to Ian for the massive amount of work that they do on our behalf.

Most sincerely

John E G Stubbington, Wg Cdr (ret'd)
Chairman

LETTERS PAGE

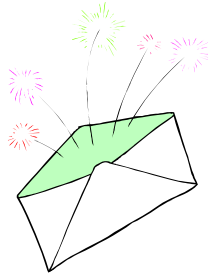


Hello,

Please can you delete my father-in-law's name - Arthur Adcock - from your circulation list as he passed away. We'd like to add the following to your FINAL POSTINGS Section in your Newsletter: *'171 Squadron Arthur Adcock passed away in February 2008 and Syd Love, Canadian crew member, passed away April 2008. Friends to the end!'*

With thanks

Sue Adcock



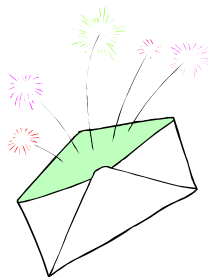
Dear Janine & Ian

... Could I ask you to make a small correction to the 'Final Postings' of my Dad, Len Dellow. He was never involved with 100 Group. He was in 88 Squadron, 2 Group, as a rear gunner/wireless operator on Bostons. He became a F/Lt. His involvement with 100 Group came about as my Mum (then alive) was an Aylsham girl and they both knew the area well. When Martin and Eileen came here first of all they helped with local knowledge. Mum unfortunately died the year before the Memorial in Blickling and the tree in Oulton were planted. Dad was originally a Londoner but he settled in Norfolk after the war and became a local 'bobby' for many years.

Thanks for all the work you do to keep the magazine and the Association going.

Yours sincerely,

Margaret Taverna

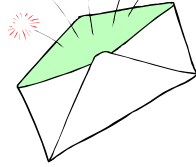


Dear Janine & Ian

I appreciate being kept in touch with 100 Group. Joe died nearly 4 years ago and it is highly unlikely that I will be able to attend any more Reunions. I have wonderful memories of these Reunions, including the Opening of the Museum. Joe was a Halifax pilot finishing the war at North Creak. There is, or was, a photograph of his crew in the Museum. I therefore enclose a cheque for £100 and will be thinking about you all in May. I feel that the time has come for you to cease sending me the Newsletters, etc and concentrated on present members ...

Sheila Brogan

Alan Thomsett has kindly sent in this photograph letting us know about the reappearance of a restored memorial in Foulsham village. Alan says: *'It now stands proud in the village centre and as you can see, is outside the Old Bell as was - highly appropriate! It's just a pity the memorial slates are hard to decipher.'*



Note from the Editor: Janine Harrington

Five years ago I gave a memorial piece about my mother Nina Harrington nee Chessall, her fiancé Vic Vinnell and his pilot Jack Fisher of 192 Squadron to The Wartime Memories Project - for those with a computer the link is: www.wartimememories.co.uk. The Project is dedicated to collecting all memories of WWI and WWII before they are lost forever and they helped me in accessing further information about what happened to Vic in 1944. However, Ian and I moved and we lost track of them until the end of last year when I revisited their website. To my surprise, people had responded to what I had written. At the time, mine had been the only writing relating to 192 Squadron against a brief history of Foulsham. Now there were more. Anxious to make contact, I wrote to emails given. Five years had passed. What hope was there of finding them now? And yet, miracles still happen. I thought members would be interested in their stories shared given that these have all now become members of our Association together with their family -



Original Posting

My son is doing a project on WW2 for school. He is aged 9. This is a photo of his great uncle Sgt George Richards who was posted missing on the evening 4th/5th July 1944 after taking off on a mission from RAF Foulsham as part of 192 Squadron. He was a tail gunner. I have various documents including the original telegram advising that he was missing from July 44 and the letter from June 45 confirming he was now declared dead and enclosing a death certificate. I am keen to find any other info on him and have been searching the web. All I have located is his entry on roll of honour and confirmation of where his name is on a memorial in Runnymede.



Cheryl Cairns

2008 REPLY

Hello Janine,

5 years is certainly a long time!! Thank you so much for taking the time to still get in touch with me. George Richards was my mother's older brother. She was just six when he died and would absolutely love to hear from anyone who may remember George. I never had the pleasure of meeting him as he was killed long before I came along. Anything you could do to get information you have my permission.

It is somewhat spooky that you write to me today as I have only just finished watching seven episodes of "Band of Brothers". My husband has been at me to watch this for ages now. I don't normally like watching these sorts of programmes about the war etc, but I loved it.

Thank you once again for taking the time to email me. Hopefully I will hear from you again.

Kindest regards

Cheryl Cairns - stewcairns@blueyonder.co.uk



Original Posting

My father was W/O John Rhys Powell and was a rear gunner in 192 Squadron Wellingtons between April and Nov. 1944, His active service was out of RAF Foulsham, Norfolk from where he was involved in around 40 operations. I would be interested in obtaining any information from anyone who might know more about this time and place.

John Powell

2008 REPLY

Hi Janine

Thanks for your e-mail. Yes, I still use this e-mail address and yes you may certainly include my message in your Newsletter. Thank you for the opportunity.

Research into my father's time in the RAF continues patchily but over the last ten or twelve years I have accumulated a fairly large amount of information especially from the National Archives. My father died in 1992 and whilst we had a pretty good relationship I never had an iota of a clue when he was alive that his war service was so fascinating. He never talked about it at all. I have questioned surviving close relatives and they do not recall him ever mentioning anything of his time in the RAF. Anything or anyone with any knowledge of my father would be appreciated. It's funny how I continually recall throw away comments he made maybe regarding a name or a place when he was alive that I have since discovered had large significance for him.

Maybe somebody else out there shares the same memories. As a matter of interest the fellow members of his crew were named G. R. Dixon (Captain), F. J. Young (Front Gunner), J C. McCutcheon (Navigator), H Boyd (Wireless Op.). All ops flown were recorded as Special Duties Flights each of which therefore always additionally included one from a number of Special Operators.

Thanks for the contact and I wish you the very best of luck in searching for Vic's mosquito.

Regards

John Powell



Continuing Correspondence:

Hi Janine

Congratulations on a super Newsletter. Some extremely interesting articles and a good read from front cover to back. Particular thanks for the pieces pertaining to my father. I'll keep you in touch with anything that comes from it.

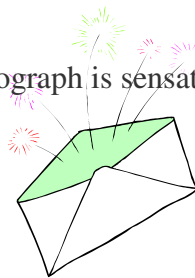
Thanks too for getting permission for me to use the 192 Squadron crest. I will make the appropriate acknowledgements to the RAF. I mentioned my recently acquired membership of 100 Group Association when requesting permission from the IWM to use one of their photographs and they gave me permission and waived the standard £82.50 copyright fee. Thanks again.

I'm sorry to read about the accident in your family and Ian's ill health and hope sincerely that things will soon take a turn for the better for all concerned.

Best wishes

John Powell

P.S. I think the Phil James helicopter photograph is sensational!



Hi Janine

Happy New Year!

Find attached an article on a brief episode that my father was involved in during his time with 192 Squadron. It makes apparent how individual airmen often made major contributions to the war effort without ever knowing how important a part they were playing. I think it encapsulates much of what '192' was all about.

Regarding the website I have created dedicated to my father, sharing his experiences of 192, it has been long finished but going nowhere. I need authorisation to use RAF crests which you were good enough to make enquiries about. It turns out they are the copyright property of OPSI (formerly HMSO). Since 14th November I have been banging my head against their brick wall of inactivity. They keep passing the buck between themselves and the MoD, waiting for each other to do something. Do what? I don't know. The IWM were able to give me permission to use their graphics and waive their normal fee within three hours of my query. It is pathetic and to be honest I've given up.

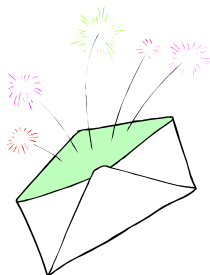
Regrettably I will not be able to make the Reunion in May as health issues continue to be difficult for me.

All sounds a bit negative but life here in frosty Wiltshire is pretty as a picture at the moment. From the window of my study I have a superb view across my garden and over Salisbury Plain which this morning is quite stunning.

Must go feed the birds!

Best wishes

John Powell



Hi Janine

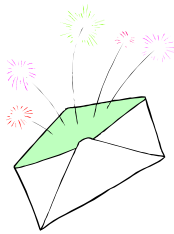
Just a quick addition you may wish to use for the Newsletter article. The crew of Fl/Lt G R Dixon that my father belonged to arrived at Foulsham on 5th April 1944 as a unit of six men recorded at the time as namely Dixon himself, P/O F J Young, Sgt J C McCutcheon, Sgt H Boyd, Sgt J H Carpenter and Sgt J R Powell.

These men became the crew that flew nearly 40 ops together except for Carpenter who was obviously moved to another crew as the Wellington crews numbered only five members. In the photograph used in the previous issue of the Newsletter, the only one I have of my father during his RAF years; I suspect that the last six men in the front row (right) are those above named and the photo is probably marking the completion of their training at RAF Desborough after which they were immediately sent to RAF Foulsham as a crew for deployment.

My father is third from the right and by his more senior appearance I would guess that fourth from the right is probably G R Dixon who had been a Leading Aircraftsman from as early as April 1941 and went on to be acknowledged as mentioned in despatches in Jan 1945. The others may be guessed at by the insignia on their uniforms but your readers may do that better than me.

For this reason I include as an attachment a jpeg excerpt of the six men, five of whom were the Dixon crew, in the possibility that seeing all together as a unit might jog some reader's memory.

Will be in touch
John Powell

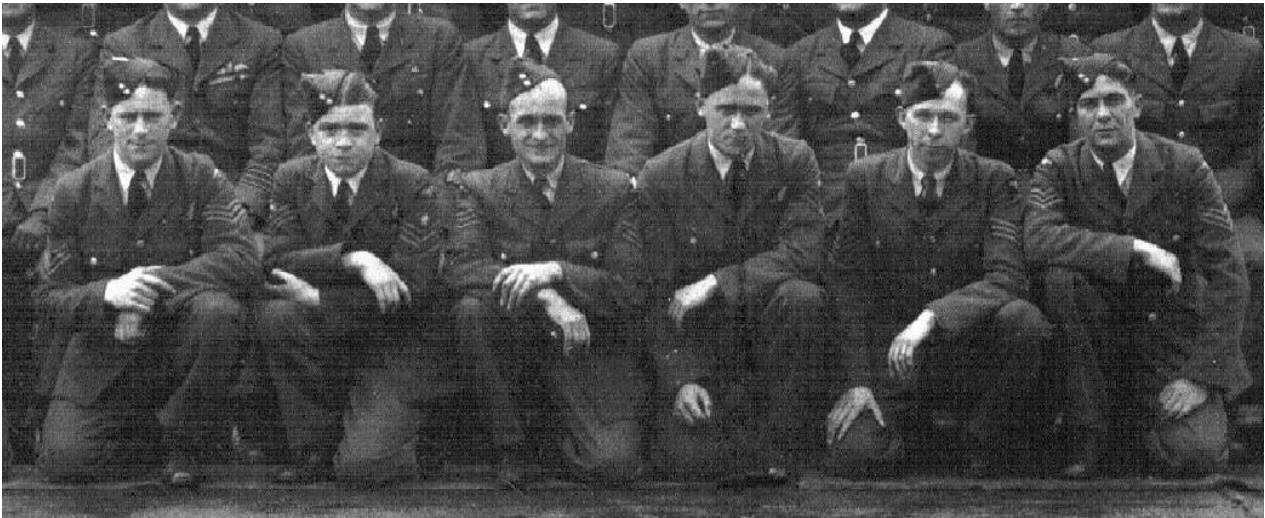


SHARED EXPERIENCES



One of our Junkers has Landed

by John Powell



The crew of Fl/Lt George Russell Dixon
Sgt J R Powell third from right

It is well documented that at 4.25 a.m. on 13th July 1944 a Junkers JU88G-I aircraft of the Luftwaffe's 7.INJG 2 Unit made a wheels down landing at RAF Woodbridge, Suffolk. Its unscheduled arrival on the station's emergency airstrip surprised everyone, not least the Flight Sergeant on duty who, armed only with a flare gun, took the pilot of the JU88, Hans Miickle, and his crew prisoners. The German crew were equally surprised as they thought they were somewhere near Berlin. Somehow they had followed a reciprocal course to the one set and finding themselves hopelessly lost and virtually out of fuel had little choice but to touch down. It transpired that they surrendered themselves and their aircraft to the welcoming arms of the RAF.

It was immediately recognized by the hosts that this was no ordinary JU88 but a nightfighter that was carrying the very latest equipment in radar and radio surveillance. Those in the highest offices of Bomber Command were immediately informed and as the aircraft was flown post-haste to the RAE at Farnborough the best minds in the land with knowledge of the technologies of electronic espionage were summoned.

Calling the shots was Reginald Victor Jones, a brilliant Oxford graduate who had come to the attention of Winston Churchill when he identified the use of navigational beams by German bombers in 1940. He had compiled a map of German radar assets in preparation for the Allied invasion of Normandy that pinpointed the location of radar transmitters to within a quarter of a degree and led the scientific assessment of offensive and counter-measure technologies within the Intelligence section of the Air Ministry. He was instrumental in the deployment of window and instigated a series of scientific and technical initiatives in what has been called 'the secret war'.

Hurrying from TRE (Telecommunications and Research Establishment) head quarters at Malvern to join him were two other outstanding talents in the field of radar countermeasures and all things electronic. Martin Ryle, who was later to become Sir Martin Ryle, Nobel Laureate and Astronomer Royal cut his teeth as a researcher on wartime electronic countermeasures whilst his companion, Derek Ainslie Jackson, was an equally talented Cambridge graduate whose early research work in spectroscopy at the Clarendon Laboratory at Oxford University established him as a precocious talent. At the outbreak of war Jackson, working for the Admiralty, was head-hunted by Churchill and whilst he steered his way through his time in the RAF to become a Wing

Commander the major role he was cut out for was that of research scientist in the field of RCM, especially in the development of window. As early as 1942 he had been made chief airborne radar officer of Fighter Command.

With Air Marshall Sir Arthur Harris and the Prime Minister aware of this stroke of good fortune there was pressure for the earliest possible revelations as to what benefits were to be realized from the fortuitous 'drop-in'. It was nevertheless still surprising by any standards to note that a complete evaluation of the JU88 was produced as a written paper within 72 hours and published on the 16th July 1944. It was published as document No8/151, Serial No 242 of Air Intelligence (2g) and signed by Squadron Leader H.F. King, the Director of Intelligence.

In the short term the boffins had done their jobs with speed and efficiency. There were two most important new findings that when applied to Allied operations would prove to save countless lives. Firstly, the Germans had developed an Airborne Interception apparatus called the Lichtenstein FuG 220 (Model SN-2) that, operating at a frequency of 90 Mc/s, was not jammed by window. Secondly, the aircraft carried an installation designated the FuG 227 Flensburg that was able to home in on radar devices like 'Monica' that were carried by all aircraft of Bomber Command. These two devices were key in enabling German nightfighters to track the paths of bomber streams and target them on approach to and withdrawal from their operational objectives.

Immediately, Jackson initiated a series of test flights at Farnborough to evaluate the accuracy of the supposed findings. His first action was to try the Flensburg against the Monica and the results were shattering. The results demonstrated that the integrity of Monica had been totally compromised as the bearings of RAF bomber streams were clearly apparent to German aircraft using it from a range of 45 miles and possibly as much as 130 miles. Frustratingly, Bomber Command was unconvinced. Jackson then substantiated his evaluation by using the Flensburg 'homer' against a small number of Lancasters with the same results. Bomber Command remained unconvinced.

Enter 192 Squadron in the form of the crew of Flt/Lt George Russell Dixon and Special Duties operator Cooper accompanied by a complement of ground crew to support the Wellington aircraft that accompanied them. In the Squadron diary and ORBs there is no clear written account of why these men were sent on 31st July to the scene of such a top secret operation but it is apparent that:

- They stayed at RAF Ford in West Sussex where 100 Group's recently annexed 23 Squadron had taken up residence on 1st June 1944.
- They 'commuted' to Farnborough to take part in two operations over the south of England to assist in the evaluation of counter measures against the new technologies discovered on the JU88.
- Those counter measures probably did not relate to the SN2 as a solution in the form of a new type of effective window was realised as early as 23rd July.
- Those counter measures probably related to the ongoing investigation into substantiating the effectiveness of the Flensburg in homing on to tail warning sets like Monica - something that Bomber Command was unwilling to accept.

It is not unlikely that the two operations flown by Dixon's crew may have entailed 192's Wellington with Monica attached acting as a foil to the JU88 in the process of ongoing evaluation. Whatever the case, when Dixon's crew and support arrived back at Foulsham on 4th August Bomber Command was still not accepting Jackson's findings.

It was not until the end of August that Harris ordered that Monica be switched off or removed from all RAF Bomber Command aircraft. Jackson finally and unequivocally showed that Monica

indicated to German nightfighters the exact positions and pathways of bombers by a demonstration involving over 70 Lancasters orbiting a route between Gloucester and Cambridge. Flensburg was able to pinpoint individual aircraft with alarming ease and worse than that it had been doing so since the end of 1943. Jackson did not pilot the JU88 on this final evaluation but was on board as the navigator and therefore observed events at first hand.

It was not the first time that Jackson had flown a Junkers aircraft of the so-called *Rafwaffe* over England but the aircraft in question was a large developmental step beyond anything he had accessed previously. Extraordinarily, there are accounts that Ryle and Jackson were not the first at Farnborough to get their hands on the captured JU88 as before they so much as set eyes on it the aircraft had found its way on the morning of 14th July to the Central Fighter Establishment's tactics branch at Tangmere where it was put through a series of partial rolls, tight turns, dives, climbs and wingovers in order to assess its flight characteristics.

The executor of these maneuvers was one Wing Commander Roland Beaumont who as he came to completing his assessment of the JU88's handling saw the opportunity to 'dive upon' an approaching Mosquito. What the pilot of that aircraft must have thought is anyone's guess but it transcended that he evaded the JU88 with a tight turn and there followed a circling dog fight in which the Mosquito turned the tables as Beaumont's lack of familiarity with the JU88 showed. This turned out to be no embarrassment as the pilot of the Mosquito was Squadron Leader Bob Braham, a celebrity in the art of flying twin engine aircraft.

But, one is left to ponder, what kind of disaster would it have been if such dueling had led to the loss of the JU88? On the other hand there are conflicting accounts that state this assessment of flying characteristics did not occur until after the evaluation of the JU88's electronics. Hopefully good sense had prevailed but it is not a matter of conjecture to say that Bomber Command was painfully slow in taking on board Jackson's full findings and laying silent German radar screens.

In retrospect it became obvious why Bomber Command suffered such dreadful losses in the early months of the year in its actions over Berlin and Nuremberg, for example. Germany had had the technology to see them coming and going but with the capture of this single aircraft the balance had tipped in favour of the Allied forces in what Ryle described as 'a mistake of the greatest importance to Bomber Command.' Whether the crew and company of the 192 Wellington had any idea of how important a part they played in advancing the changing fortunes of the RAF over the Luftwaffe in their war of the waves or the high calibre of military office and scientific intellect they had rubbed shoulders with for those few days in August 1944 is unknown.

The German military machine certainly appreciated its significance and was thrown into despair when suddenly in early September their radar screens went blank!

*The Wellington crew and ground support of 192 Squadron who took part in the testing of the capabilities of the JU88 are listed in the Rees & Rees text, *Espionage in the Ether*, as having been Fl/Lt G. R. Dixon (pilot), F/Sgt J. McCutcheon (Navigator), Sgt H. Boyd (Wireless Operator), F/O F. J. Young (Front Gunner), F/Sgt J. R. Powell (Rear Gunner), F/O H. B. Cooper (Special Operator), Cpl C. H. Hoddy, L. Edwards (LAC), C. Hayward (LAC).*

John Powell

An abridged version of a website dedicated to my father, 100 Group and 192 Squadron is published at www.jrpraf.com copyright permissions still pending.

IN MEMORIAM

Squadron Leader Bevis Denton **'BOB' DAVIES AFC RAF**

'Bob' Davies was born on 11th July 1920 at Gravesend in Kent where his father was a Trinity House river pilot on the Thames piloting between Gravesend and the London docks up to London Bridge. Bob's father had served in the Royal Naval Reserves in WWI, commanding a destroyer 'HMS Bevis'. Bob's mother was one of five daughters of a German father and Scottish mother. Although having some German heritage, Bob's father was a British nationalist, but was Court Martialled on some trumped up charges, which result in the marriage of Bob's father being somewhat frowned upon, denying him full recognition of his WWI exploits. However, in WWII, this seeming injustice was rectified when Bob's father, serving again the RNR as a Lt Cdr commanding a flotilla of mine sweepers operating out of Dartmouth and Falmouth, was awarded the DSC.



Bob was christened 'Bevis Denton'; Bevis being the name of his father's WWI ship (and also the name of the Scottish knight in the Court of King Arthur). Denton was one of the names of his father's Best Man – Captain Percival Denton Feathers. However, from a very young age Bevis Denton Davies assumed the Christian name 'Bob'.

Educated at Gravesend Grammar School, he gained a place at the College of Aero & Auto Engineering in Sidney St, Chelsea. While there, following the Munich crisis of 1938, he responded to a recruiting drive and joined No 313 Royal Engineers TA Searchlight Battery. In 1939 he was 'called up' and joined a ten man searchlight team, as the generator and truck driver, located on a cliff site close to Sheerness where he witnessed the aerial battles of the Battle of Britain in the late summer of 1940. In the autumn of that year he volunteered for aircrew training. Just prior to this, one of Bob's friends had lost his life as an Air Gunner in the RAF, so Bob volunteered to replace him. However, at the interview the 'authorities' had other ideas; with his marginal maths capability being rather detrimental for navigator training, he was offered instead training for the category of pilot which he accepted.

He joined the RAF through the Regents Park Aircrew Reception Centre on 17th July 1941 with flying training starting in September at the Watchfield Elementary Flying Training School on the DH82A Tiger Moth. In early 1942 he was selected to continue training as a pilot under the 'Arnold Scheme' in the United States to which he traveled by sea. Bob was awarded his wings and commissioned on 5th September 1942. In recognition of his exceptional flying skills he was selected for a Qualified Flying Instructor course at Maxwell, California, where he flew the Vultee Valiant BTY13a 'Vultic Vibrator'. He was then posted to Shaw Field, near Sumpter, South Carolina where he spent the summer of 1943 as a QFI, training mainly American Aviation Cadets.

It was during this period that Bob was first married to a lady some 14 years his senior – Sylvie St Clair, a singer he met in a New York night club. Sadly, the marriage was not to last and after the war there was a mutual parting and divorce. Sylvie later went on to become Vic Oliver's leading lady in his 1947 London production of *'The Pyjama Game'*.

On returning to the UK, he was frustrated to find he needed to go through the whole British retraining process, preventing him joining his Squadron. His frustrations were heightened when he

had to spend a few weeks in the 'bad boys' detention centre at RAF Shedfield for taking an unauthorised weekend off.

After escape and evasion training in Yorkshire, Bob joined No 4 Group's 1658 Heavy Conversion Unit at Riccall, Yorkshire, on the Handley-Page 'Halifax MkII', where he was crewed up and joined 578 Squadron at Burn near Selby in July 1944. Bob and his crew completed 18 day and night operations over a period of 14 months of very heavy losses, losing 48 aircraft and 219 aircrew. Bob was a great believer in 'luck', and in September 1944 a bomb dropped by a Lancaster above them fell right through his aircraft just aft of the top gunner's position. Apart from the tail gunner losing his oxygen supply, the aircraft continued on and they set course for home. But in approaching, although losing height, they decided to try to make Base, the thought of 'Leave' the next day spurring them on. But the weather was against them, forcing a landing at Old Buckenham, south of Norwich.

A man of independent means, Bob did not suffer fools easily. He was also no respecter of rules. As well as a spell in the detention centre, he was also later Court Martialled and admonished for inadvertently wrecking his CO's nearly new 'runabout' aircraft.

Despite this, Bob was promoted to acting Squadron Leader after completing the Junior Management Course at RAF Cranwell; and posted as A Flight Commander to 214 (FMS) Squadron flying the B-17F & G 'Flying Fortress' from RAF Oulton to the north of Norwich. And Bob's luck continued to hold given that as he returned on three engines from one countermeasure operation, he was given priority to land and the aircraft ahead was instructed to 'go round again'. Unfortunately, this aircraft was shot down by a German night fighter intruder. A short time after, the intruder returned to shoot up the de-briefing room just as Bob and one of his crew were leaving, somehow missing them completely.

Bob remained on 214 Squadron until the end of the war, completing some 12 operations, including the Dresden raid, before VE day stopped all operational flying. He was recommended for a DFC by his Sqn and Stn Cdr. It was refused at Group level 'for reasons unknown'. Bob believed he had been considered 'reluctant' in his operational flying following a countermeasure mission, for which he had volunteered, but had turned back because of a complete lights failure in the aircraft.

After the war, Bob wanted to remain flying and was offered and accepted an extension to his wartime commission as a Flight Lieutenant flying the B24 'Liberator'. In September 1945 Bob was posted to the B24 Ground school and in October, joined his 102 Squadron of Transport Command at RAF Bassingbourne engaged mainly in trooping flights to Karachi, Indian, and was to fly the last operational Liberator sortie.

In February 1946 Bob joined 53 Squadron at RAF Upwood on the same aircraft and task, before converting to the Avro 'York' at RAF Waterbeach to join No 242 Squadron at Oakington (previously Douglas Bader's fighter Squadron) flying lengthy trooping flights to Singapore. It was on this route in 1947 with 40 Squadron that he collected his second Court Martial.

He was flying down the Gulf towards Karachi, a familiar route, when he caught up with another of the Squadron 'Yorks' and they decided to do a little unauthorized formation flying – which might have passed unnoticed had there not been a slight collision in a turn to port! Both aircraft recovered to land safely but damage was obvious. Bob returned home under close arrest, receiving a reprimand, loss of his B/VIP flying category and grounded for a period working in Squadron ops, allowed only to fly freighting sorties. However, the other non-commissioned pilot was dismissed from the Service.

But then came the Berlin Airlift in the summer of 1948 and over a period of 10 months with 40 Squadron flying Yorks, Bob flew 330 trips into the city.

After his outstanding efforts on the airlifts, in the summer of 1949, he was posted to RAF White Waltham, as personal pilot to CinC Home Command - Air Marshall Sir Robert Foster, flying the De Havilland 'Dove/Devon'. Dressed in white overalls, Bob and his navigator were exceptional aviators – a necessity in the VIP role. This was demonstrated when, returning to White Waltham, the airfield was covered in very low cloud with poor forward visibility. Bob and his Nav had worked out a procedure for just this eventuality, there being no radar or other landing aids available. The procedure meant flying low following a railway line until, reaching a known point, they would turn on to a specific heading where the airfield runway should be quickly sighted. This they did, however, on landing, they were confronted by their AM. All he had seen from his window was the cloud and poor visibility. He had said nothing during the flight given his wife accompanied him and he didn't want her to worry, but he was shaken. He congratulated Bob and his Nav on getting them down safely. However, he made it clear that he had no wish for them to repeat the procedure again!

It was during this period that Bob met and married his second wife, an ex ATS girl from Gravesend – Ann Simpson.

Throughout the tour at RAF White Waltham Bob clocked up 500 hours with the AM on his recruiting drives. When Air Marshall Sir Robert Foster was promoted to Air Chief Marshall (to become effectively CinC RAF Germany) Bob and his navigator went with him, converting to Vickers 'Valette C2' at RAF Dishforth. Based at Bad Eilsen/Buckeburg, through 1951-3, Bob went on to fly famous politicians/world leaders including German leaders, Conrad Adenauer and Willi Brandt, who rewarded him with a case of Rhine wine. He was awarded his AFC recommended by his ACM, but in his usual stubborn way insisted that if he was to be decorated, then so should his Master Navigator, who was duly awarded the AFM.

In early 1955 Bob returned to the UK to RAF Dishforth to join the Transport Command Examining Unit, where he qualified to examine pilots all over the world.

It was in this period that Bob's second marriage ended in divorce – largely due to an extra-marital affair with a lady whom Bob met on a visit to the jewelers, Aspreys, where she worked. But then, in 1956, through the divorce proceedings, he met his third wife, Eunice, who shared a flat with the lady involved and they went on to be married in 1961 and to share the rest of his life together.

In 1958 he was posted to his first real ground job as a Flight Commander at the Officers Initial Training School. His final posting was to the Personal Dept of the Air Ministry in Theobalds Rd. In the summer of 1963 he retired under the then Queens Regulations at the age of 43.

His RAF career spanned 23 years of which 20 were spent in the cockpit. He'd flown 23 different aircraft and types. He'd flown 30 wartime operations and 330 flights on the Berlin Airlift. In the process he flew a total of some 7315 hours, of which 4300 were on multi engine aircraft.

Bob's other two great passions were his beloved Bull Terrier dogs, of which he had nine over 45 years; and cars, particularly large American cars and driving them. On leaving the RAF he went back to North America and bought a van to spend a couple of months driving from Toronto to Los Angeles and back. On returning to the UK, he tried a job in insurance working for Legal and General, but lasted only 3 days. Finally, he became a chauffeur – first running his own business for a couple of years until he went broke, then as a freelance chauffeur, then as a company director's personal chauffeur where he was overworked and had his employment come to an abrupt end with an accident with their Rolls Royce.

In the early 1970s Bob became personal chauffeur to a Bahrain business man, until he was sacked for driving the man to the tradesman's entrance of his destination instead of to the front! Finally, from the earlier contact he had made, he became a chauffeur with the Bahrain Embassy for whom he worked for the ensuing 13 years until his final retirement in 1990 at 70 years of age.

Bob was a survivor. In overcoming alcoholism, he became a supporter of Alcoholics Anonymous. Failing eyesight forced him to give up his love of owning and driving large American cars. When his eyesight deteriorated to the point where he couldn't read, he became a fan of 'talking books'. Always, his dry sense of humour came to the fore. He embraced life to the full and was much cared for and loved by his loyal wife, Eunice.

Bob passed away nearing the end of his 87th year on Sunday 3rd June 2007 in St Mary's hospital, Paddington, from multiple organ failure.

Perhaps Bob would have been the first to say 'my time has come'.

Our thanks to 214 Squadron Association for permission to use the abridged memorial piece taken from 'Nightjar', their Association Newsletter.

Our thanks also to Rod Vowler who brought this to our attention and helped in collating information about Bob. Rod adds –

There has been no mention that Bob went all over the world photographing RAF graves. He did my Uncle's crew in Hanover. I cannot remember who put me in contact with him, but I rang him. The very next Saturday he was in Hanover taking the pictures. He wouldn't ever take any money for them. Of course I bought him a few drinks. We used to have long chats after that,

Rod



Bob Davies & his Halifax crew at No 1658 Heavy Conversion Unit, Riccall. L-R
Sgt R E Burn RCAF, *Nav* Sgt S Brown RAF RG, *Flt Lt B D (Bob) Davies RAF P*,
Sgt W Scarf RAF FE, Sgt Hayworth RAF TG, FO R Corbett RCAF BA, Sgt Tither RAF WOP

214 (Federated Malay States) Squadron Royal Air Force

DEDICATION OF 214 SQUADRON MEMORIAL & ANNUAL REUNION 18 JULY 2009

Members are invited by 214 Squadron Association to share in a ceremony at the National Memorial Arboretum at Alrewas, near Lichfield, Staffordshire on 18th July.

The aim is to establish a permanent Memorial to the Squadron commemorating the long, varied and dedicated service by members of No 214 (FMS) Squadron over the whole period of its existence: 1917 - 1977 as opposed to the existing Memorials relating to specific bases. Any public mention of No 214 Squadron is usually limited to '*sharing honours*' with other Squadrons on station memorials at Stradishall, Chedburgh and Oulton and relates only to the Squadron's active roles during WWII.

The Memorial will be a block of rough-hewn natural granite with a slightly raised, 2ft x 3ft, smooth central panel within a rustic edge. The aim is one of simple elegance and low maintenance with the wording:

214 (FMS) Squadron 1917 – 1977

(full listing of bases and aircrafts)

Commemorating the distinguished record of 214 (FMS) Squadron in
the bomber, radio countermeasures, transport,
and air to air refueling tanker roles.

Remembering all who served on the Squadron
and especially those who gave their lives in both war and peace.

'Ultor in Umbris' (Avenging in the Shadows)

The unveiling and dedication of the Memorial will take place at the National Memorial Arboretum on Saturday 18 July 2009 around midday, followed by a buffet lunch at the Arboretum. The Annual General Meeting and Reunion Dinner will take place on the same day at the Midland Hotel in Derby, twenty miles away by road. People are invited to attend with a connection to the Squadron whether or not they are actually members of the 214 Association.

The Midland Hotel at Derby is located opposite the railway station and easily accessible by rail. There is also ample parking at the hotel. The cost of the hotel is £70 per person per night for the Reunion Dinner, bed and breakfast on the Saturday night. For those wishing to stay in the hotel on the Friday and/or Sunday nights, the cost will be £64 per person per night for dinner, bed and breakfast. If there is sufficient demand, we plan to lay on a coach or coaches to convey those attending the dedication ceremony from the Hotel to the Arboretum on the Saturday morning and to return to the Hotel in time for the Annual General Meeting in the late afternoon; the cost of the coach would be around £10 per head. In particular, we hope this will allow those who wish to travel by train to attend both the dedication ceremony and the Reunion Dinner.

The Arboretum stands on a 150-acre site within the National Forest and contains a large number of trees and Memorials dedicated to British military units, including many to RAF Squadrons. A new Armed Forces Memorial commemorating British service personnel killed on duty or by terrorist action since 1948 was dedicated there in the presence of The Queen in October 2007. The Arboretum is run by the National Memorial Arboretum Company Limited which is part of the Royal British Legion Group.

Booking forms for both the Dedication Ceremony and the Reunion Dinner will be available for those with access to a computer on the 214 Squadron website (*see below for details*) and in '*Nightjar*', the 214 Squadron Association Newsletter. For planning purposes, an early indication of numbers attending each event and the numbers requiring the use of the coach would be appreciated.

Members and non-members planning to attend are requested to complete the proforma enclosed with '*Nightjar*' and to return it as soon as possible. It is accepted that indicating your intention to attend one or both events at this early date does not represent a firm commitment, but some indication of numbers will help enormously with planning.

For further information about this event or to make contact by post or to contribute to the Memorial fund, contact the Treasurer direct: John Gulliver, Chucky's, Swains Lane, Bembridge, Isle of Wight, PO35 5BT. Cheques should be made payable to 'No 214 (FMS) Squadron Association' and crossed 'A/C Payee'.

Email enquiries to:

214 Squadron website email address raf214squadron@yahoo.com

www.214squadron.org.uk

Any difficulties with this, please let us know and we will be happy to deal with your problem.

REMEMBRANCE DAY 2008



OULTON

We had a nice gathering at the memorial today mainly the people from the village but also one or two outsiders. Approx thirty people attended in all.

Sidney Pike ex Flt Sgt 214 Sqn spoke the words '*for the fallen ... they shall grow not old*' etc. George the younger brother of Charlie, played *The Last Post* and *Reveille*. The poppy wreath was laid on behalf of the village by Elizabeth Killingback. I said a few words and we also had three Readings. The weather held although windy. We also, of course, had 2 minutes silence at 11.00 in quiet remembrance.



Photographs will appear as usual in the near future on the seven churches website.

Chris Lambert, Oulton
www.sevenchurches.org.uk

The Cenotaph, LONDON



In September last year my son and his wife moved to London.

In November he told me a friend's father, who had also served in the Army, was attending the Remembrance Day Parade at the Cenotaph on Sunday 8th November 2008. I had never contemplated taking part in this Parade, not really knowing how to go about it.

I am a member of the National Malay and Borneo Veterans Association and contacted them to see if they had a contingent going. They had, but it was by 'ticket only'. They duly sent me a ticket.

I had to be at Horse Guards Parade between 8.30am and 9.15am to form up with columns of six by 10am, and to look out for '*Column F*' to join my contingent in that column.

The atmosphere was already building as hundreds milled about finding and getting into their position and column and dashing off to the loo hoping there was still time - the queue for the loo was nearly as long as the parade! It was a cold morning.

We had eight Gurkhas in full uniform leading our contingent. They had travelled up from their Barracks especially to lead us. When we stood on Whitehall waiting to move off, we talked to the contingent of ex Gurkhas in the column next to us.

I don't know if any other Association member has ever attended this Event or indeed, may think about doing so for the future. It is a very long morning!

At 10.15am we started to march off Horse Guards, turning left through the arch onto Whitehall and marching up towards Trafalgar Square. We halted out of sight and some way from the Cenotaph. Whitehall is a dual carriageway. There were two columns of six our side and a further two the other side. The wide screen TV was set up at the side of the road near to where we were so we could see exactly what was happening at the Cenotaph as wreaths were laid.

We stood till 11.15am. Then the column next to us started marching off. As each column marched off in turn, the column next to it clapped and cheered them on. It must have been a further 10-15 minutes before finally our column started to move. Columns on the other side of the road immediately began clapping and cheering us.

As we drew nearer the Cenotaph we noticed more people standing on the pavement, every one of them clapping and cheering. This part, I discovered later, wasn't shown on television. The film crew seemed to concentrate on the march as it passes the Cenotaph. But the atmosphere was absolutely fantastic as we passed by.

However, the surprise came as we continued to march down Whitehall. The pavements were *packed* with *hundreds* of people, *all waving and cheering* as we marched by, putting a swagger in our step and a lump in our throats.

At the end of Whitehall we turned right then right again to march back up to Horse Guards. This was where there were the most crowds. And it really is hard to explain just how overpowering it was emotionally to have these *hundreds of people cheering and clapping* as we went by.

It is an experience I will never ever forget.

As we entered Horse Guards again, Prince Andrew stood on a dais and took our salute as we marched past. It was 12.30pm when finally we '*fell out*'

I never did meet up with Robert's friend's father. He must have been one of the many hundreds that took part. As soon as you get onto Horse Guards you are just taken over by it all.

It was certainly a day I will always remember ... *with pride!*

Ian Kirk

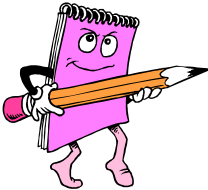
* * * *

Rod Vowler shares his own day out:

The plane is a Harvard T6 based at Rochester Airport. I have had a flight in it for 40 minutes flying around the countryside. Pilot's words '*we beat up the local airfield flying low along the runway*'. The weather was brilliant, we could see for miles. Flew around the Kent countryside, visited a castle, the channel tunnel rail link, the Thames and around Chatham and Maidenhead.

Then sadly back home again.





NOTICEBOARD

A place where members can keep in touch

 **Anthea Iveson** was our hostess last year at Bylaugh Hall, providing a wonderful welcome to those of us who visited and shared a specially cooked lunch. Also a fountain of knowledge, she gave us a guided tour of the Hall, telling of its secrets and history backed up later with a plentiful supply of information to take away. It was in planning this year's Reunion including a special ceremony and unveiling of a RAF 100 Group plaque following a two course lunch at the Hall, that John Stubbington (Association Chair) discovered and passed on to us Anthea's devastating bereavement. In the first week of January her husband, Tony, passed away suddenly. We would therefore ask for your thoughts and prayers to be with her at this sad time. A card has been sent to her on behalf of the Association with all our sympathy and love and to let her know she is in our hearts and minds. And we look forward to meeting up with her again in May.

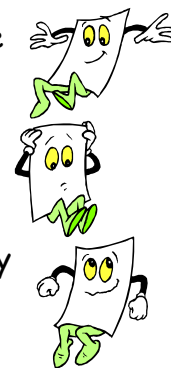
 **Shirley Whitlock** writes following her stay in hospital for a hip replacement: *'I have made rather slow progress after my hip operation, my leg having been so swollen. Only since last week have I been able to put a shoe on (& then not done up !!!) It is ten weeks now. I have to see the surgeon again in two weeks time, so will hear what he has to say about it then. It is now a year since I saw Bob in hospital, I do miss him - 2008 has been pretty much a write off for me anyway.*

 **Dorothy Hudson, Ian Kirk and Janine Harrington** also seem to be keeping the NHS busy!

 **Helen Jones** had to miss last year's Reunion due to a cancer operation. She has just had her one year check-up and we are happy to report that all is well. Thanks Roger, for your letters and the card at Christmas. Our love and very best wishes to you Helen, you remain in our thoughts and prayers.

 It is excellent news that membership of our Association is continuing to grow and four new members have joined us the end of last year and one at the beginning of this. One new member has booked a party of seven for lunch at Bylaugh Hall, and another four are joining us for the weekend. We look forward to meeting you and seeing you there. We trust for all of you it will prove an enjoyable experience, and well worth booking again for a repeat performance next year!

 Congratulations, **Rod Vowler**, on becoming a grand-dad! *Dah-da!* Fanfare of trumpets please ...! Rod had a grandson born just before Christmas, however, the grandson spent the festive season poorly. We do hope you are all doing better now.





Final Postings

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

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

Founders of RAF 100 Group Association – remembered with love.

192 Squadron	George Ward DFC Sqd/Ldr; Phil James' Canadian pilot
192 Squadron	Kenneth 'Paddy' Passmore: DFC Flt/Lt; a Canadian pilot who flew Halifaxs with Phil James; died 2005.
192 Squadron	John Cooke left a bequest to the Museum's building fund & collection of aviation books & memorabilia to the archive collection.
192 Squadron	Ron Phillips passed away in late 2005.
192 Squadron	Ted Gomersall passed away on 30 th November 2004,
192 Squadron	Hank Cooper DSO, DFC passed away in 2005.
192 Squadron	Michael Simpson W/Op and F/O passed away on the Isle of Man.
192 Squadron	'Richie' Richards, Rear Airgunner mainly flying in Wellingtons passed on.
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 December 2006. Chair of RAF 100 Group Association until 1996.
192 Squadron	W.O (later P/O) A G McEachern RCAF died 15th August 2007 at home in Lanigan, Saskatchewan aged 85.
192 Squadron	Mr Harris, Ground Crew, passed away on 15 th August 2007. His grandson, James Kerslake is now a member of the Association.
192 Squadron	Wing Commander David Donaldson passed away on 15.1.2004.
192 Squadron	Wilhelmson, F/O Sander Willie Raymond (J10026). Distinguished Flying Cross. Home in Elbow, Saskatchewan.
192 Squadron	Flight Lieutenant Richard (Dick or Dobbie) William Dobson, died in 1996, remembered by his son, Roger and daughter Susan, both new members.
192 Squadron	W/O John Rhys Powell, a rear gunner flying Wellingtons, died in 1992 and is remembered by his son John Powell.
192 Squadron	Sgt George Richards was posted missing on the evening of 4th/5th July 1944. He was a tail gunner and is remembered by niece Cheryl Cairns nee Colgan and sister Agnes Colgan (nee Richards).
199 Squadron	F/O Ed Emmerson, Navigator to Flt/Lt Paddy Passmore DFC, a Canadian Pilot, has passed away.
199 Squadron	Arthur Fitch, 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.
171 Squadron	Joe Brogan, Halifax pilot, who finished the war at North Creak; passed away 2004, and is remembered by his widow Sheila who can no longer attend Reunions and has donated £100 to the Association.
171 Squadron	Arthur Adcock passed away in February 2008 and Syd Love, Canadian crew member, passed away April 2008. <i>'Friends to the end!'</i>
214 Squadron	Geoff Liles, pilot, passed away 4 March 2006.
214 Squadron	Mr J Creech passed away in April 2006.
214 Squadron	Don Austin has passed on and remembered by Les Bostock.
214 Squadron	Air Vice Marshall Jack Furner passed away on 1 st Jan 2007.
214 Squadron	Squadron Leader/Flight Commander Bob Davies passed away June 2007.
214 Squadron	Bill Howard passed away October 2007.
214 Squadron	Flt Lt Blair passed away in Sept 2007.
214 Squadron	John Hereford, Spec Op, has passed away.
214 Squadron	Robert Moorby W/Op passed away January 2008. His two sons presented memorabilia to the Museum on his behalf in May and he is sorely missed by Shirley Whitlock, Association Member and friend.
223 Squadron	Flt Lt A E L Morris (Tony) died mid-June 2005. He is remembered by Andrew Barron, his skipper from Oct 44 – 1945.
223 Squadron	Tom Butler nicknamed 'Bishop', passed away and remembered by Peter Witts, who grew up with him like a brother.
223 Squadron	C. L. Matthews (Les) was a rear gunner, and Peter Witts nose gunner in the crew of Flt/L Stan Woodward DFC before Peter went on to 214 Squadron. Les' painting can be seen at the Museum.
223 Squadron	Arthur Anthony, Flight Engineer, passed away May 13 th 2006. He was a member of our Committee at the start of the Association.
223 Squadron	F/Lt Jack Brigham DFC passed away aged 91 in 2008. He was the original Captain when 223 reformed. With his crew he flew mainly Liberator TS 524, 6G-0, completing 36 ops. He is remembered by Len Davies, Waste Gunner in 223, the only surviving member of his crew.
88 Squadron	F/Lt Len Dellow passed away Christmas/New Year 2006-7; a veteran of 88 Squadron, 2 Group & rear gunner/wireless operator on Bostons.
49 Squadron	Len Bradfield passed away Nov 2005. Len & pilot Johnny Moss both survived to be taken as war prisoners when their Lancaster ED625 was shot. Len returned to Britain with injuries sustained in a frustrated escape attempt, nursed back to health by Nora, who he married.
462 RAAF Squadron	F/O H.R. Anderson DFC 'Andy' passed away on 6 th April 2008 at home in New South Wales with his family around him.



LUCK

I suppose they'll say his last thoughts were of simple things,
Of April back home, and the late sun on his wings,
Or that he murmured someone's name
As earth reclaimed him sheathed in flame.

Oh God! Let's have no more of empty words,
Lip service ornamenting death!
The worms don't spare the hero,
Nor can children feed upon resounding praises of his deed.

'He died who loved to live', they'll say.
'Unselfishly so we might have today!'
Like hell! He fought because he had to fight,
He died, that's all. It was his unlucky night.

Wing Commander Dennis McHarrie

*One of Bob Davies favourite poems
which sums up his somewhat irreverent philosophy on 'Luck'*

Dates for your Diary



2009



15th/16th/17th MAY



2009 RAF 100 Group Association Reunion at The Plough including a very special ceremony at Bylaugh Hall, HQ to 100 Group during WWII in the unveiling of a plaque in memory of all those who served. Start booking yourself in at a place nearby if you haven't already done so. This promises to be an event not to be missed ... *See you there!*

1st JUNE

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

18th JULY

Dedication of 214 Squadron Memorial & Annual Reunion
National Memorial Arboretum, Alrewas, Staffordshire
followed by Reunion Dinner at the Midland Hotel

End of August

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

Mid October

Deadline for inclusions in Winter issue of Newsletter due out in time for Christmas.

No 100 GROUP MEMORIAL PLAQUE

being unveiled at Bylaugh Hall
15th May 2009

If any member who feels they would like to make a contribution towards this historic No 100 Group plaque keeping alive the memory of those who served, please send a cheque made out to RAF 100 GROUP ASSOCIATION

Secretary of 100 Group Association:
Janine Harrington
'New Dawn', 7 Ashley Court, Filey, North Yorkshire YO14 9LS

100 Group Order of Battle

SQD	AIRCRAFT	1st 100 GROUP OPERATION	BASE	SORTIES, LOSSES ROLL
192	Mosquito, Halifax Wellington Lightnings	Dec 1943	Foulsham	2171/5 Losses Electronic Intel/Elint
141	Beaufighters, Mosquito	Dec 1943	West Raynham	1214/11 Losses 80 EA, 58 Trains, 7 Ships Dest
219/239	Mosquito	Jan 1944	West Raynham	1394/9 Losses 51 En AC Dest
515	Mosquito	March 1944	Little Snoring	1366/21 losses 29 En AC Dest
169	Mosquito	Jan 1944	Little Snoring, Great Massingham	1247/13 Losses 25 En AC + 1 V1 Dest
214	Fortress	April 1944	Sculthorpe, Oulton	1225/13 Losses Electronic Jamming
199	Stirling, Halifax	May 1944	North Creaque	1707/6 Losses Electronic Jamming
157	Mosquito	May 1944	Swannington West Malling	1336/6 Losses 37 En AC +39 V1 Dest
85	Mosquito	June 1944	Swannington West Malling	1190/7 Losses 71 En AC+30 V1 Dest
23	Mosquito	July 1944	Little Snoring	1067/8 Losses 18 En AC Dest
223	Liberator Fortress	Sept 1944	Oulton	625/3 Losses Electronic Jamming
171	Stirling, Halifax	Sept 1944	North Creaque	1583/4 Losses Electronic Jamming
462 RAAF	Halifax	Jan 1945	Foulsham	621/7 Losses Jamming/Windows
36 & 803 BS	Boeing B-17F P38	Jan 1944	Sculthorpe, Oulton	1211/0 Losses Electronic Jamming
857 & 858 BS	Consolidated B-24G	Jan 1944	Oulton	280/2 Losses Electronic Jamming

A stylized yellow flame graphic with several tongues of fire rising from a base.

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