



Confound & Destroy

The magazine of RAF 100 Group Association

SPRING 2013



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

100 Group Association Secretary Janine Harrington: [REDACTED]

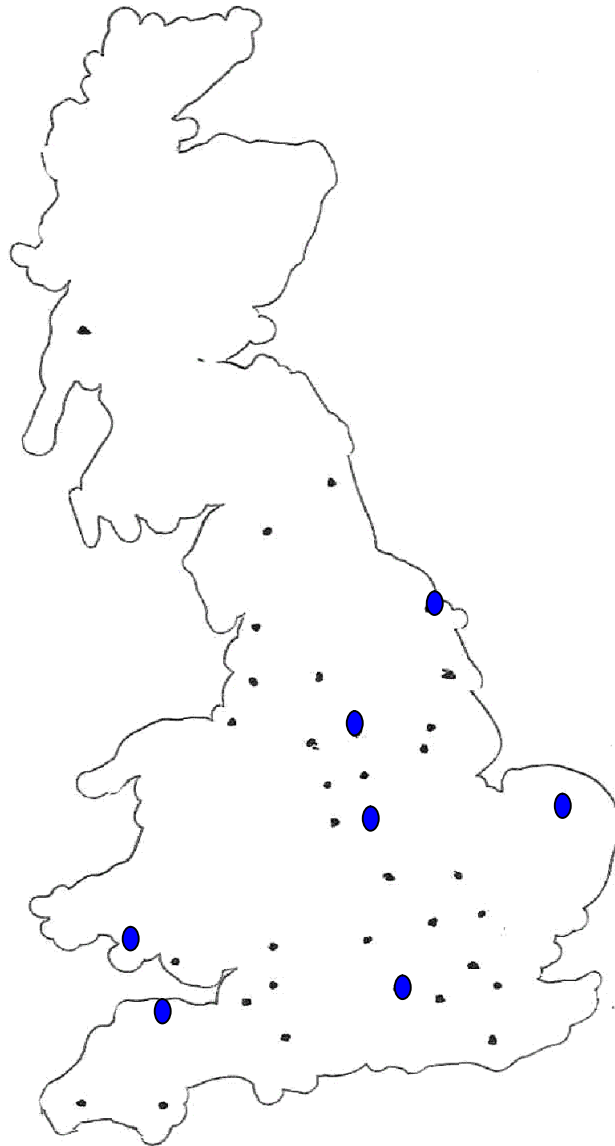
www.raf100groupassociation.org.uk

Home to RAF 100 Group Association
City of Norwich Aviation Museum
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Telephone: 01603 893080

www.cnam.co.uk

RAF 100 Group Association

Membership Areas



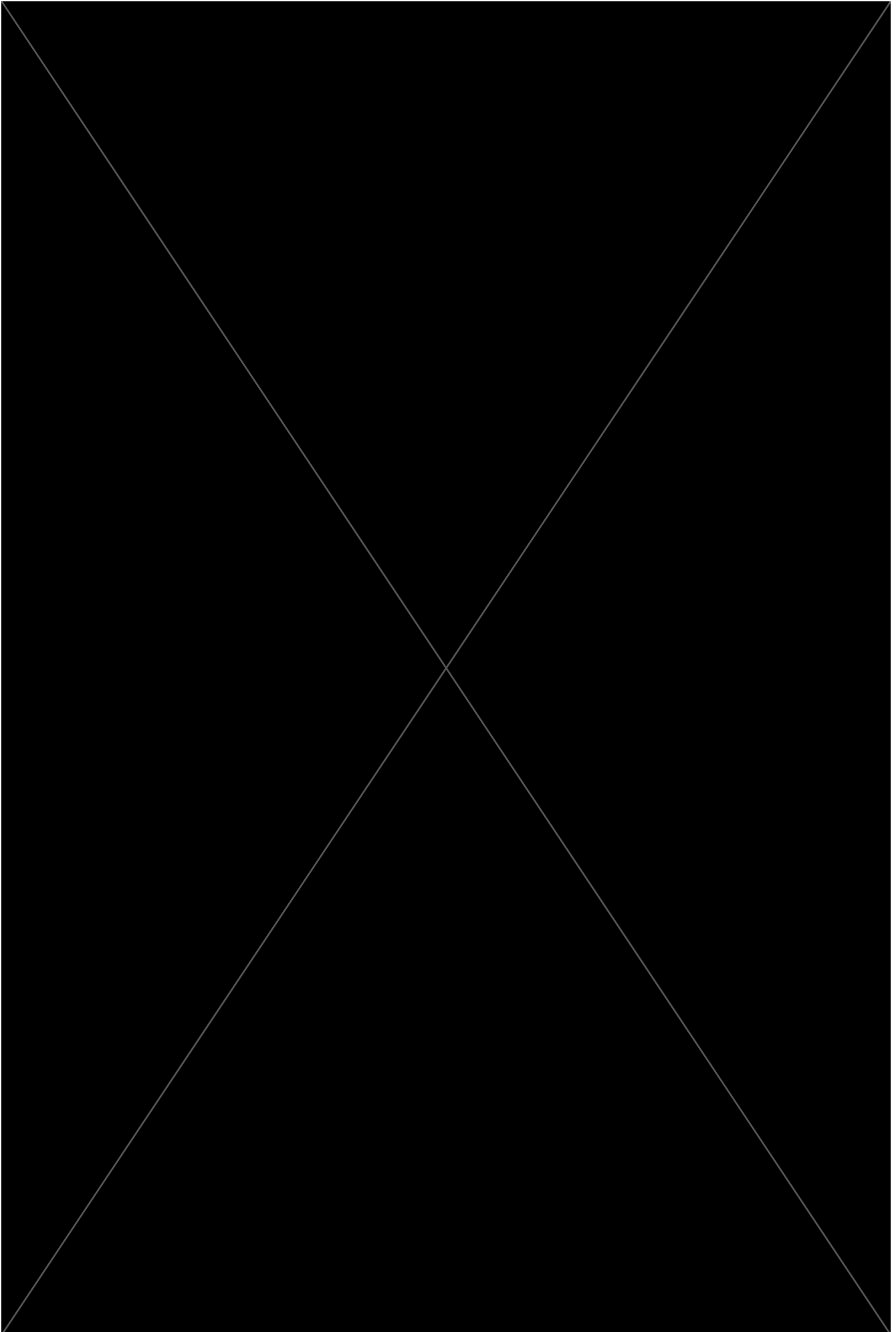
Each dot represents an area where there is a cluster of members
Big dots show where members of the RAF 100 Group Association Committee live

Members who live abroad are in the following countries:

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

RAF 100 Group Association

Committee



EDITOR'S PAGE



Dear Friends,

A very Happy New Year to you all and we do hope you enjoyed the festive season wherever it may be! It came and went so quickly, and now suddenly, we're into a new year. New beginnings ... and with it comes already new members! A very warm welcome to those of you who are enjoying this magazine for the first time! It comes with a full programme for our Reunion 2013, taking place in Norfolk over the weekend of 10 – 12 May. We look forward to seeing you there! And please, if you have paid your subscription and haven't yet received a 2013 membership card, contact me now.

Last year was a bad year for Tony and I as many of you are aware. Tony was out of work since March which definitely wasn't good and had a huge impact on our health. I was devastated to miss my first Reunion ever! However, the good news is that a contract came through just before Christmas ... probably the best gift we could have asked for! Tony began work in London on 14th January and is enjoying the buzz of being part of a team again, staying in The City. Meanwhile, I am Home Alone. It isn't something I do well. I guess I've spent too many years alone in my life. But it just has to be. Tony needs to be where the work is. Thank you so much those of you who have been supporting me, offering so much warmth, encouragement and love. Your words and sharing have been truly valued. It was also lovely to hear from so many of you at Christmas. Thank you for your cards, letters and gifts, each of them considered a treasure and more welcome than words can say. Their sentiments reach to the very heart of what this Association is all about and the wider Family it has become in the truest sense of the word.

Amongst the cards received was one from Horsham St Faith church which is meant to be shared – *'to all our friends and members of 100 Group'*. I would like to offer a personal *'thank you'* to Peter Holness for ensuring our Reunions run smoothly as far as the special Sunday service goes and also our Saturday AGM which this year will be in the Mission Hall across the road, rather than in the church!

Finally, our thanks goes to Iain Forsyth for arranging the wonderful wreath (seen right) which he was kind enough to arrange for us and place at the Bomber Command Memorial in Green Park, London, for Remembrance Day. We are hoping this will become a tradition for the future.



Love & Hugz
Janine
XX

Items for magazine should be sent to:
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Chairman's Report



THE 100 (BOMBER SUPPORT) GROUP ASSOCIATION

LETTER FROM THE CHAIRMAN, JANUARY 2013

Dear Members,

Another Year dawns; may I wish you all the very best of happiness, health and luck through this year.

Janine as ever is striving to complete this Newsletter – where should we be without her time and effort; and of course to prepare for the Reunion in May. I have every expectation that it would be as good as last year.

There is a matter of concern to many of us that I must ask you to read and understand. Our Association and the City of Norwich Aviation Museum have a close and long-lasting relationship which remains as solid today as it has ever been. The concern that I raise relates to the actions and intentions of many members who have already and may in the future wish to provide memorabilia to the Museum. The Museum is an officially registered Museum and must comply with existing legislation. In this context, the provision of memorabilia must be clearly designated in writing as a Donation or as a Loan. Where an item is Donated, then that item effectively becomes a piece of national property and may not be returned to the individual. This applies to any registered Museum and also to The National Trust at Blickling Hall and elsewhere.

It is not possible for the Museum to display more than a small part of the material which is held; but the standard of registration and recording allows the rapid recovery of specific items for viewing on request. By all means feel at liberty to offer memorabilia but please recognise and understand the rules regarding such actions. Just as a single example, The 100 Group Plaque held on public view at Blickling Hall is on Loan to The National Trust and may be removed at our call as we do for the annual Reunions.

During last November (2012) I was again invited to attend a lunch in London at which the other guests were Royal Air Force staff officers and one Canadian Exchange Officer in a variety of senior Electronic Warfare and Intelligence appointments within the Ministry, Air Command at High Wycombe and the Air Warfare Centre at RAF Waddington. My task on this occasion was to deliver a talk on the origins and operations of No.192 Squadron up to the re-numbering to No.51 Squadron in 1958. The history of 100 Group continues to get visibility within today's staff functions and operations.

Please give your thought to the planning of the Reunion and the enormous help that it will be to Janine if you can complete and return to her your registration details and menu choices as soon as possible.

With my most sincere best wishes to all members,

John Stubbington

John Stubbington, Wing Commander, Chairman

City of Norwich Aviation Museum



Dear Members,

At the end of 2012 we can reflect on another busy year at the Museum. Tourism has suffered due to the general economic situation and other factors with most visitor attractions in Norfolk reporting visitor numbers sharply lower than in 2010/11. It is therefore pleasing to be able to report that we have once again welcomed record numbers of visitors to the Museum, reversing both local and national trends. We have however not been completely immune from this situation in July and August; we actually had fewer visitors than last year.

Thankfully we made a strong start to the year with improved numbers in the first ten months of 2012.

Despite industry and government predictions that the London Olympics would have a positive effect on the tourism trade, we always held reservations that we could expect any type of 'spin off'. Indeed as soon as the Olympics were over, our visitor numbers improved and September (the first month of our financial year) saw a return to the level of visits we expected. Poor weather in October and December did not give good results, but November saw our best ever performance for that month.

Although summer visitor numbers may have been slightly lower than last year, we have seemed to be as busy as ever. Maintaining the Museum site has needed far more of our time this year as high rainfall and mild if not hot weather conditions have been ideal for grass, mowing around our nearly four acre site has been a 'fourth road bridge' operation. As always, volunteer members have found the time needed and we have been able to present the Museum to its best advantage.

Restoration work has continued on aircraft as and when weather and other commitments allow. The Vulcan and Herald in particular received attention. Our aircraft collection expanded in late Spring with the purchase of Ralleye G-ASAT, a light aircraft flown from both Norwich Airport and Swanton Morley by Norwich and Norfolk Aero Club 40 years ago. We are pleased to bring a piece of Norfolk's aviation history back to the county. Our member John Taylor actually learnt to fly in this aircraft.

We have continued to update some displays within the Museum buildings; in particular, the USAAF 8th Air Force exhibition has been completely changed with new display cases and information boards. Some displays have been moved to areas where more display space is available. This will allow these displays to expand and new subjects to be covered in areas they have vacated.

Items arrive for the Museum collection almost daily. When time has allowed, we have added these to our recording system. The number of new arrivals added to the existing backlog of archive work needs more time than has been available during the main visitor season. We will be able to devote resources over the remaining winter months to continue progress made with our archive in the past few years.

Work has already started to increase display areas by bringing into use another large building we obtained from RAF Coltishall on the closing of the Station in 2006. Further movement of large exhibits and improvements we made to the cockpit collection building earlier this year will also enable us to increase display area. As always, we have many plans to improve the Museum.

Looking to our long term future, Derek Waters, our Chairman has had further meetings with Norfolk County Council with regard to the planned Norwich Northern Distributor Road. None of these meetings has been negative in any way, but the time scales involved and the need for funding for construction of the intended road means we cannot report any definite news. We will continue to work to improve the collection and raise funds to put the Museum in the strongest possible situation to take advantage of future opportunities.

Nancy Poskett-Taylor left the Museum's employment at the end of October after a house move to the Norfolk/Suffolk border and the resulting long commute to Horsham St Faith. We are pleased Nancy's family are members of the Museum, so we will be able to keep in touch. Nancy now has a new job nearer home. We thank her for her contribution over the time spent with us and wish her every success in the

future. Daniel Bygrave, who has now worked at the Museum nearly 4 years with his younger brother Jamie will continue with the good work they and Nancy carried out over the past 2 years. In early Spring we will appoint a third employed person in time for the main visitor season. We have already had several expressions of interest from prospective applicants and will use the next two months to ensure we select the right person to complement Daniel and Jamie as well as our willing volunteers.

2013 marks the 30th Anniversary of the City of Norwich Aviation Museum. We intend to mark this occasion during the year. In June 1983 the Museum consisted of a few aircraft, a box of paperwork, a great deal of enthusiasm and not a lot else! Much has changed since the early days and looking back over the years, there have been tremendous achievements with thankfully few disappointments. We would like to add a timeline of our development to the Museum's website to celebrate our progress; this should be in place by the Summer.

Kelvin Sloper

Honorary Treasurer
CNAM

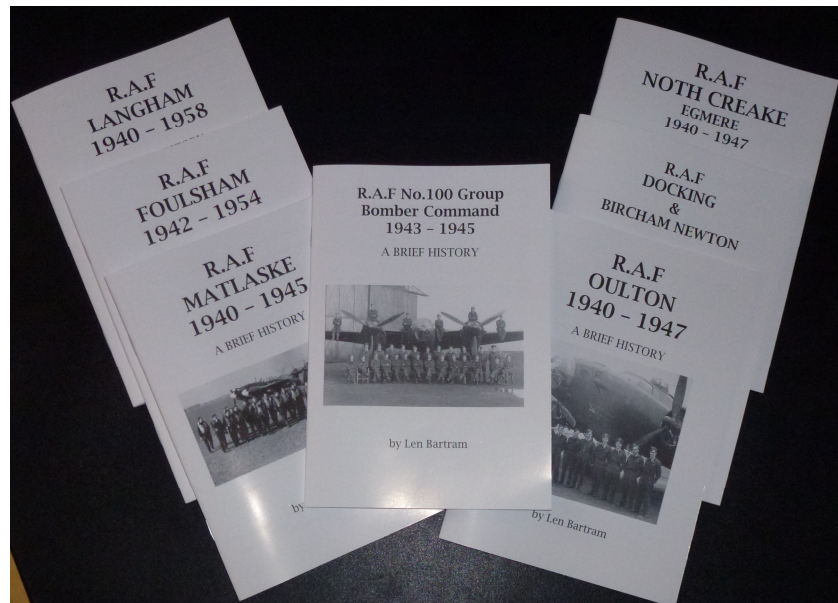
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MEMBERS CHANCE TO HELP

This is an urgent appeal from Janine, Secretary of RAF 100 Group and Editor of this magazine.

With the last Winter edition, I sent out a special supplement dedicated to those members who have passed on, amongst them Len Bartram who was very much a part of the beginnings of this Association.

The supplement spoke about the legacy of wonderful booklets Len left behind, written from his own personal



experiences as a boy, growing up in Norfolk. With the war years came airfields, secret activities and airmen arriving. It caught his imagination, but more than that, as his father became Night Watchman, he accompanied him to work and was able to collect information, keeping a diary of thoughts and tales others shared with him. He was right there as RAF 100 Group began to develop and grow, and these booklets provide a unique insight.

When Evelyn, his widow and a very dear friend, asked if I would re-write and re-produce these booklets it was a huge privilege and honour. It came at a time when Tony and I needed a challenge given the stress of 2012. I am just happy that Evelyn is pleased with the result. A printer bound these fresh writings with white gloss covers each depicting a Squadron that flew from the airfield. The booklets are updated and include a new collection of photographs. My thanks to Stephen Hutton, Gerhard Heilig and Jerry Dennison for help achieve this.

I have now been asked by Evelyn if I will complete the series Len began by creating booklets of the airfields at Sculthorpe, Little Snoring, West Raynham, Swannington, Great Massingham and

Swanton Morley. If any member has photographs, personal experiences, and/or information relating to any of these airfields I would welcome hearing from you.

Each booklet is £5 + pp. All profits when ordered direct from me goes to the Association once printing costs are paid. Members can also order from Trevor Wise (see below) and I thank him for his continuing help and support in selling these booklets further afield. And to Evelyn, I would say a huge thank you for having faith in me and giving me this opportunity to step through a portal into the past. Once there, it is always difficult to return ... and I have learned so much!

Janine Harrington

Secretary: RAF 100 Group Association

Editor: 'Confound & Destroy'

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NOTE FROM TREVOR WISE

Association member

Actively involved in selling Len Bartram's booklets

My whole career has been in sales and marketing, on the road travelling to many wonderful places over the years. But my everlasting love affair has been with Norfolk. Here I came to know all the airfields, not just the RAF stations, but USAAF stations also. Who could have known that in years to come I would join RAF 100 Group Association!

It all started one day when I was in the town of Holt in North Norfolk and, venturing into a second-hand book shop, I discovered and bought Len Bartram's book on RAF Langham. I travelled to Langham airfield one lovely summer's evening to sit and read Len's words. From that day, I knew I had read something truly wonderful.

Moving on some 14 years, with my two children grown and now both working incidentally in aviation; one day I was sorting out my book collection when Len's book on Langham surfaced. It got me thinking. I made a phone call, but with no answer, began to track down Evelyn Bartram to find out where she lived, to speak and talk with her personally. It was the local vicar's wife in Melton Constable who finally passed on her number to me.

It was when we spoke that I learned Len had passed on from cancer some ten years past. But we talked on to discuss Len's series of seven booklets, looking at the possibility of re-publishing, raising funds for charities such as RAF 100 Group Association, as well as RAFA/Help for Heroes/Cancer Trust/ Flixton Aircraft Museum and more.

I want everyone to feel as I did when I first read Len's writings. They are so poignant they paint the picture of the way it was well, evoking the past, bringing images into today in the black and white photographs included in the booklets, with his carefully hand-drawn airfield layouts, giving such a superb account of Squadrons based there, the lives of ordinary people living in extraordinary times, aircraft losses and unique personal stories during those dark days of war.

NO 1 RAF FOULSHAM 1942-1954

NO 2 RAF MATLASKE 1940-1945

NO 3 RAF OULTON 1940-1947

NO 7 100 GROUP, RAF BOMBER COMMAND 1943-1945

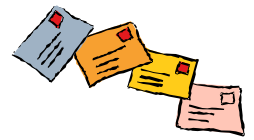
NO 4 RAF LANGHAM 1940-1958

NO 5 RAF NORTH CREAKE 1940-1947

NO 6 BIRCHEM NEWTON

To purchase any of these booklets where profits go to outside charities – Trevor Wise: 01296 696421, email trevorjameswise@tiscali.co.uk Home Address: 1 Sidney Terrace, Wendover, Bucks HP22 6JU

LETTERS PAGES



Hello Janine,

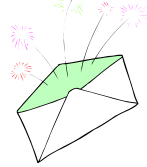
... I am writing to you because, in the December edition of the magazine, there seems to have been an amusing misunderstanding in your description of the photograph of Wing Commander Miller.

It was not me standing with him by his Mosquito in 1944 - I was only two years old at the time and not yet in uniform!

Kind regards,

David Kitching

Note from Editor: Apologies, David. I guess I could have made it a 'Spot the deliberate mistake'?



Good morning,

I have recently acquired an altimeter which is working and perfectly serviced. It is a Kelvin and Hughes Mark 20. I wonder if you or any member with such knowledge might give me any information on this instrument regarding age and types of aircraft to which it might have been fitted?

Thank you

Kind regards,

Dave Moyes

dave.moyes@hotmail.com



Dear Janine,

The other day I picked up an old newspaper and found the article about 223 Squadron. I was a WAAF Sgt and was in charge of the Officers' Mess at Oulton. I had an office in Blickling Hall. I enclose some photos taken when '*The Wicked Lady*' was filmed there. They were taken in the Sergeants' Mess where I moved in 1945. I was hostess to Pat Roc for the night. As there was another Squadron there who flew B17 Fortress' I don't know who is who in the photos.



I don't agree with the fault that was found about the food. Also we were all in the same boat about cold Nissen Huts. I recognised the snaps of the lads by the plane but can't put names to them. It was nice to see Alf Cole got back. It was very upsetting when we lost crews.

Please excuse my writing. I am 91 years old now. But happy days they were most of the time!

There is a Museum at Blickling Hall for the folk that served there. I helped put it together and have

requests for copy photos by some who visited it.

Yours truly,
Barbara Bradshaw, Mrs
(I was Sgt Kerry)





Patricia Roc

Patricia Roc, born Felicia Miriam Ursula Herold, was a British film actress, popular in the Gainsborough melodramas such as *Madonna of the Seven Moons* and *The Wicked Lady*, though she only made one film in Hollywood, *Canyon Passage*.

Hello Janine

It was very kind of you to let me see the Pat Roc photos (as above). I have seen two of them before. Unfortunately, identification of those appearing in the photos is almost impossible as I think most of those in the photos are ground personnel. However, the curly headed, smiling man standing behind Pat Roc and looking over her left shoulder is almost certainly Sgt A Malone. Malone was a Flight Engineer in S/L R E C McKnight's (OC A Flight) crew. You can see Sgt Malone in the Flt Engineer's photo on Page 115 of *'Special Ops Liberators'*. He also appears in the photo of McKnight's crew that appears on the rear of the dust jacket. I suspect 214 and 223 were on ops on the evening that the Roc photos were taken which might account for the apparent lack of aircrew.

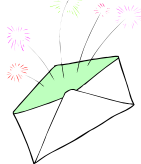
Thanks also for Mrs Bradshaw's address.

Best wishes

Richard Forder

Association Committee Member

Co-Author with Steve Bond of: *'Special Ops Liberators'*, published by Grub Street



Good morning,

My name is Adriano Silva Baumgartner, a former Brazilian Commercial pilot (Survey Pilot) and enthusiast of Military and aeronautical history. Being a former member of several RAF Veterans Associations as well as a member of the Associations of Veterans in the USA, I am writing to ask your help about a Brazilian crew member of 192 Squadron who flew with the RAF.

I am currently writing a book about **BRAZILIANS in the RAF (1939-45)**. One of those very few Brazilians was F/Sgt John Langley Kerr (RAFVR 1801030), who was killed aboard the Halifax - codes DT*O, serial number NA241 - during the night of 23 February 1945 (crew of F/L Mitchell). He was 25 years old when he died.

Do you have any contact with F/L Mitchell relatives? Do you have any photograph of F/Sgt Kerr or his crew? When did he start flying with 192 Squadron? Any information related to this Brazilian airman and his crew will be most welcome on this huge work I am writing. Is there any picture of Halifax NA241?

I would very much like to make contact with the relatives of Sgt KERR in Brazil. I have just managed to find relatives of another Brazilian who joined the RAF and was KIA, flying Beaufighters. They have his Log Book, etc and I am hoping the same will be possible with Sgt Kerr.

I had planned to go last year to England in June, to attend the Mosquito Aircrew Meeting (I was a member of their Association for 5 years) and while there to visit the CNAM Museum at Horsham St. Faith. Unfortunately, my mother's health problems postponed this trip for a year or two. I remember seeing this magnificent Museum in the book '100 Group' by Martin Bowman and saying to myself that one day I would be there ... a lovely country that of yours ... which I visited when I was a kid. I will die with the memory of the White Cliffs of Dover on my heart which I saw when I was 14 years old, remembering the dozens of books about aerial combats over that place I have read. I now have more than 700 books on the subject (RAF, WW2, WWI, etc).

I do thank you very much for the kind attention and patience you gave to this email and do apologise for being direct on this first contact.

May you and yours have a nice week.
In peace and health, most sincerely yours,

Adriano Silva BAUMGARTNER
baumgartner_asv@yahoo.com.br

* * * *

RAAF FATALITIES IN SECOND WORLD WAR AMONG RAAF PERSONNEL SERVING ON ATTACHMENT IN ROYAL AIR FORCE SQUADRONS AND SUPPORT UNITS

415345 Flight Lieutenant MITCHELL, William Hewitt Power

Source:

AWM 237 (65) NAA : A705, 166/27/799 Micro Film No 463 OAFH

Commonwealth War Graves records W R Chorley: RAF Bomber Command Losses of the Second World War, Page 94, Volume 1945

Aircraft Type: Halifax

Serial number: NA 241

Radio call sign: DT – O

Unit: ATTD 192 SQN RAF

Summary:

Halifax NA241 took off from RAF Foulsham at 1610 hours on the night of 23/24 February 1945, detailed to carry out a special duty flight to support the Bomber Command Force attacking the marshalling yards at Pforzheim, Germany. Nothing was heard from the aircraft after take off and it failed to return to base.

Crew:

RAAF 415345 Flt Lt Mitchell, W H P Captain (Pilot)

RAF Sgt F Perkins, (Flight Engineer)

RAF Sgt A K Goodall, (Navigator)

RAF FO Clark, A V (Air Bomber)

RAF Sgt J L Kerr, (Wireless Air Gunner)

RCAF Flt Sgt T G Campbell, (Mid Upper Gunner)

RAF Sgt R N Seager, (Rear Gunner)

RAF PO Powell, R (Special Duties Operator)

A Missing Research & Enquiry team later reported that '*the aircraft was shot down by a Night Fighter and crashed near Mauren on 23/2/1945*'. Mauren is a village approximately 12 miles north west of Stuttgart. Seven of the crew were killed and PO Powell was a safe. PO Powell later

reported 'On being hit by cannon fire from a night fighter, I saw the Mid-Upper Gunner vacate his seat and adjust his chute. I could receive nothing on the intercom, I therefore did likewise (put on chute). I beckoned to the Mid Upper to bale out but he refused to move. I therefore by-passed him. The aircraft seemed to go in a vertical dive as I left by the side door, but as I was about to hit the deck, I saw a sheet of flame and the aircraft burning. The Germans told me that all the others were dead.'

The seven crew killed are buried in the Durnbach War Cemetery, Locality Bad Tolz, Bayern, Germany. Durnbach is a village 16kms east of Bad Tolz, a town 48kms south of Munich.



Hello Janine,

I would like to share with you a story of coincidence.

My father in his late teens moved from Foulsham here in Norfolk to a village in Yorkshire called ELSECAR where he worked in the Gas Works. While there he met and married my mother. In 1930 he came back to Foulsham (his father having died) to run the family's coal merchant business.

During the war he supplied the NAAFI on the airfield, and it was after making a delivery there one day that he came upon two WAAFs walking towards the village carrying their suitcases. He stopped to offer them a lift. I don't think they were too keen to travel in a coal lorry, but they did and he took them to their destination - Foulsham station.

During the short journey he asked one of them where she came from, obviously hearing her accent. She said Yorkshire. He said I know, but where in Yorkshire. She replied '*it's only a little village called Elsecar which you won't have heard of*'. He then told her that was where he had worked for years. She and her fiancé had both worked at Elsecar main Colliery in the offices before they joined the RAF ... the same colliery where my brother had worked as a Bevan Boy.

Her fiancé Maurice was a Pilot Officer not stationed at Foulsham, but he liked to have foggy weather when he returned from an Operation, which gave him an excuse to divert and land at Foulsham which, as you know, was one of the few airfields equipped with FIDO.

After the war Maurice joined the Police Force and was stationed near Doncaster. He then joined the Probation Service and was a Probation Officer in your back yard at Scarborough till his retirement. Sadly Joan, who has been a family friend all these years, passed away last year, so now Maurice who now lives near Stoke and is disabled is on his own. Such coincidences makes you think don't they?

Donald Wright
donniewright@hotmail.com

PS Just a foot note to that story, Maurice Saunders, Joan's husband, piloted aircraft on the Weapons Drop to the Underground Movement in Poland. A few years ago she was flown to Poland with the remaining survivors to be decorated by the Polish President. He said he was very well treated while he was there and there was nothing too much for them!

Hello Janine

I have just finished reading the '*In Loving Memory*' supplement that went out to members with the Winter edition of the magazine. I find all the articles fascinating, but was particularly touched to read Eric Clarkson's. On page 27, he specifically mentions Henry Joseph (Harry) Carley and 'Bob' Sutton. These were two colleagues/friends of my dad's, Jack Ball. I can't believe the coincidence and only wish I had had the chance to speak to Eric before his death. I think it extremely likely that he would have known dad as well. I very much regret that dad never really got involved in Association Reunions and as a result I didn't either! He and mum did visit Jack Short occasionally until his death, and corresponded regularly, but that's about it.

The War Graves website indicates there was a Warrant Officer John Robert Sutton of 192 Squadron, who died on 21 November 1944. His Service Number is shown as 1181273. He is described as a Wireless Op/Air Gunner. He is buried at Durnbach War Cemetery and, as my husband and I often visit friends in Bavaria, we will try and go there. We did manage to go to Harry Carley's grave in Hanover a few years ago. J R Sutton was married to someone called Edna, of Arnold, Nottinghamshire. I wonder if she is still alive?

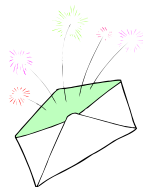
Anyway, just more pieces in the jigsaw!

However, my brother and I would love to hear from other members of the Association who may have information/recollections of our father, Jack Ball.

We haven't managed to get to the Green Park Memorial in London as yet, but certainly intend to do so – we have always felt it a tragedy that these brave men and women never got a Campaign Medal. Dad campaigned really hard to correct this right up until his death. He would have loved to have seen the Memorial himself, but there we are.

Susan Lawford

susan.lawford@btinternet.com



Hi Janine,

The Canadian Government has announced an additional Honour to those who served in Bomber Command. The news was made public when Great Britain unveiled the statue honouring Bomber Command in London last summer. I have been in touch with the Government direct and they say it is a Bar that will go on the ribbon of the CVSM Medal (Canadian Volunteer Service Medal) and will be ready in January 2013.

Anyone wanting to apply for the Bar in Canada should call the 'Honours and Awards Department' on 1-877 995 5003.

Jerry Dennison



Dear Janine,

My name is Philip M Arnold. My late father, Philip A Arnold, served with 192 at Foulsham till the end of the war. I have spoken to Phil James who was there at that time, but unfortunately he did not recall him and suggested I contact you.

My Father told me many stories of his RAF Service from joining in 1937 to the end of his VR Service in 1954. He told tragic stories, but his fondest memories were of 192 at Foulsham.

He was a fantastic Dad and always my Hero. I carried his torch and we spent hours at Air Shows and in his later years I always made sure I put aside ten days to take him to Shows or RAFA trips or Museums aside from other stuff we did together.



He would have loved to meet members at 100 Group Reunions. But the internet was either not invented or as good when he died, so he never had the chance to go.

I would like to meet any 192 guys who are still around who may have known him or just to talk about 192. Dad was a Rear Gunner and flew with Mitchell and knows what happened, why it failed to return so can set that record straight for you.

Alas, too late I fulfilled our joint dream of owning and flying an ex RAF jet and this year I am displaying at Farnborough. If any

ex 100 Group members are at an Air Show where we are displaying, I, along with the other guys involved in the Provost and Hunter; will be more than pleased to show you round the jets close up and introduce you to all the other pilots and make a fuss of you. A Flight would be possible, but I appreciate you may not be as agile to actually get in let alone stand up to the G's or ejections if required. But maybe you would still welcome the opportunity to sit in on the ground. I can get you on the Vulcan with Martin Withers if you can give me some notice.

You guys are so appreciated by air crew today, RAF and Civvies and in memory of my late father its least I can do. I am just sad he's not around any more. He was the best father a son could have, my best friend and Hero.

Yours sincerely

Philip

amadeus_wolfy388@hotmail.com



Hello,

On researching my Great Uncle Harry's history, I came across an online newsletter from 2011 with a letter featured in it of someone looking for more information on a Lancaster which had crashed near the village of Nieuwdorp, South Beveland, mentioning they are searching for relatives for more information.

Would they still be looking?

The original letter was this –

'On 20th March 1945 a Lancaster crashed near the village of Nieuwdorp, South Beveland. All the crew members died in this crash and were first buried near the crash location. In August of this year some constructors found one of the engines of the plane and this was given to our local war Museum. Since that day we are searching for relatives of the crew to find out if they could provide us with information of the crew members and/or the plane.

The engine and props found were of a Lancaster MkIII, serial no: PB667 MG-Q. The crew members were all from No 7 Squadron, 8th Group Pathfinder Force.

With the help of people all around the world and by looking in archives we've already traced relatives of 2 of 7 crew members. We now need to find the remaining five. We are looking for information about the following crew members ... '

The names given included that of –

Sergeant Harry McClements, (Flight Engineer)

Hillsborough, Sheffield

- *RAFVR 1592648*
- *Parents: Harry & Elsie McClement*

Liana Morris

* * * *

Dear Janine,

Thank you for your response to me. I've now been in touch with Hans (the author of the letter) and various family members. It seems another relative has spent a long time looking into Harry's story. This has been a wonderful surprise and it's fantastic that the research into Harry's Story has in its own way brought us all back in touch.

Nigel (Harry's Brother) tells me he has medals, records and various photographs which we all hope to share. I know he has asked Peter to write a bit about Harry's life before the RAF too. Meanwhile, I've found some basic facts from Pat (Harry's sister, my grandmother) and here they are:

Elsie and Harry (Senior) got married and moved in with Elsie's parents at Wisewood, Rotherham. She gave birth to Harry Junior aged 16, then Peter at aged 17, followed by Lewis aged 18. Later, she went on to have Pat nine years later. Sadly, Lewis died of double pneumonia aged five, so my Grandmother never knew him.

Harry had been in ATG Cadets since he was 14/15 years of age, but was so keen to volunteer for the RAF that he lied about his age and joined aged 17. There is a story he had a sweetheart. On

Leave, he brought home Barbara, a Welsh girl. Whether they were engaged or not it seems no-one knows, but I understand they agreed not to marry before the end of the war.

When Pat was five years old, Harry Senior (Harry's father) left Elsie. Harry decided to stay living with Elsie's parents in Rotherham whilst Elsie took Peter and Pat to live with their Aunt. But he would often see them. Not long after, Harry Senior brought the telegram to Elsie in which she found out he was missing in action, presumed dead. Pat says she remembers her sobbing on the stairs: 'My lad, they've took my lad!' Peter happened to be on Leave from the Navy at the time and was due to leave the next day. Unfortunately, he wasn't permitted to stay.

Pat believes he always wanted to be in the RAF and was very proud of his uniform. She believes had he survived he would have returned to Rotherham to look after his Grandfather who had become a father figure to him, and maybe he would have married Barbara. Everyone who knew him loved him and she quoted Peter as saying 'They always take the good 'un's first!'

That's everything I have for now. I've told Nigel and Hans as soon as I make it over to my Grandmother's home, I will photograph the wings and his portrait on the wall she has and share them.

Liana Morris

lpmorris@hotmail.co.uk

hansvandam@zeelandnet.nl



The photo - left to right Sgt H Crow, Jack Fisher, F/Lt C Clarke (later lost both legs in a Mosquito crash), F/O W Crimmin, F/Lt M W O'Brien, F/Lt R Burgess, F/Lt J Cartwright - all Mosquito pilots circa mid 1944.

John Rees

Co-author of '*Espionage in the Ether*'

Hello Janine

We thought members would like to know that plans have been submitted to turn 100 acres of North Creake airfield into a solar power and anaerobic digester plant. These developments will almost obliterate the view to the runway from the Control Tower which we have converted and made our home. We are trying to mobilise against this locally, but I know that many members of RAF 100 Group Association will also be gravely concerned about these plans.

If you can help please get in touch – 01328 821574, thecontroltower@phonecoop.coop or write to your MP to outline your concerns.

We have now started an online petition:

<http://www.change.org/en-GB/petitions/stop-the-overdevelopment-of-the-historic-north-creake-airfield>.

If you can sign this, then please do. Every signature and comment will be emailed to the Planning Officer in charge of the two planning proposals. We feel the historic importance of North Creake goes far beyond the local area of Egmore and therefore veterans, their families and all of us who care about what happened here are a part of the North Creake community.

Thank you,

Claire & Nigel

The Control Tower, North Creake Airfield

* * * *

16th November 2012

To whom it may concern.

Our family wish to express their dismay and concern over the proposed 'Plans being submitted this week to turn 100 acres of North Creake Airfield into a solar power and anaerobic digester plants.' These developments will almost obliterate the view to the runway from the Control Tower.

We understand there are objections against this locally, but as Members of 100 Group Association, we are united in our objection and gravely concerned about these plans. In memory of my brother 'Bob' Robert Jones who was Rear Gunner in the missing Fortress 'P' Peter, on 21 March 1945, we feel sites of the Airfields from which they flew should be preserved as far as possible for those of the future generation who will be inspired to see and feel the dedication and sacrifice of those that lost their lives for us.

The proposed project conflicts with everything that we are trying to preserve. Please ensure that this proposal be turned down, now and in the future.

Roger Jones & Family

Eastbourne, Sussex

* * * *

Janine,

I have every sympathy with Nigel and Claire. We too, as you know, still have the proposal of a wind turbine hanging over us at Oulton and a digester and a solar farm. The developers only have one party in mind to benefit and that is themselves, nobody else. They are all trying to get in applications before the subsidies are reduced in March next year. Nigel and Claire should ask for help from The Protection of Rural England and keep fighting these proposals where they are totally inappropriate but easy money for land owners with no consideration for others close by.

Best regards

Chris Lambert

Oulton Representative

* * * *

Greetings All,

I am very sympathetic to the awful situation that Nigel and Claire are facing. It must be a ghastly threat to their residence and life style.

I fear that the so-called progress driven by people with different agendas will always be a threat. I have long been reconciled to the fact that whenever the RAF vacated an airfield, perhaps because they thought it would be consistent with downturns in the Defence Budgets, then the Army promptly moved in and it became a Barracks. So stalemate in the overall Defence Budget; but Game, Set and Match to the Army. The RAF never did understand that possession of territory has prime importance.

Now we face not dissimilar threats from Society and the aspirations of minority interests. I fear that the creation of the facilities now proposed for North Creake may be irresistible; they presumably have to go somewhere in our 'green world' - whatever that may mean. Self-evidently, these 'green facilities' are by no means 'green' in their impact on the neighbourhood.

I do emotionally support Roger's argument, but I offer the pragmatic view that real estate has prime importance and the use of real estate will change over time.

I do believe and support the view that the Association as a Body should resist the proposed development, but sadly I do not have much confidence in the weight of our collective opinion in the overall argument. The Association has such wide geographical distribution of its membership. I feel that it will be local views that carry more weight and hopefully influence with the local and county authorities.

John Stubbington,

Chairman

NOTE: We trust that Claire and Nigel will keep the Association up to date with what happens at North Creake for the future.



ELY CATHEDRAL

RAF 100 GROUP MEMORIALS

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



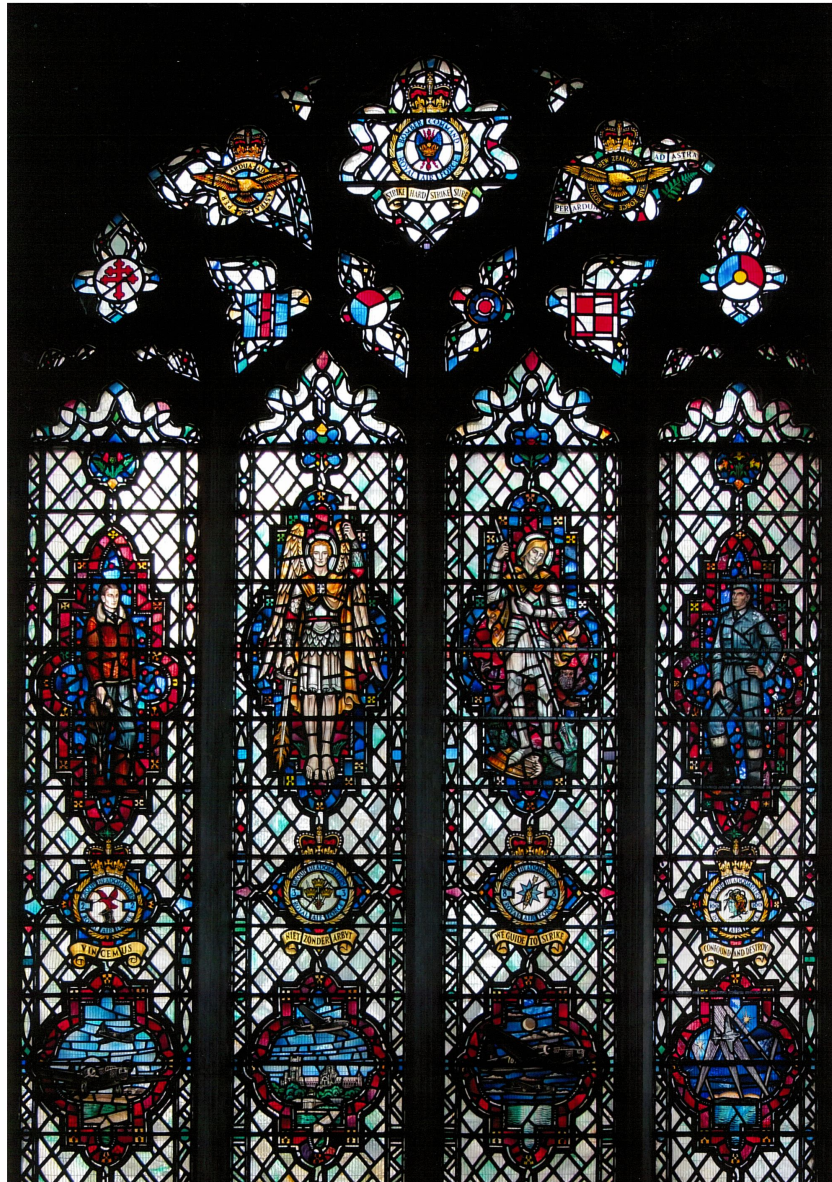
The Memorial Window was unveiled by Air Vice Marshal McKee, CB, CBE, DSO, DFC, AFC. The stained-glass window consisting of four panels is installed in the North Choir Aisle. The right-hand light shows the figure of an airman above the Badge of No. 100 Group. The right-centre light portrays St. George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

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

At the bottom of the two centre lights is written:

'In honour and memory of the members of Nos. 2, 3, 8 and 100 Groups who served in the Ely district during the Second World War, 1939-194'.

The choice of Ely for such a ceremony was appropriate, for it was from Stations around Ely and East Anglia that the Squadrons of these Groups flew out against the enemy. No better or more glorious setting could be asked for a Memorial to those of their number who did not return.



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



The RAF No.100 Group Association acknowledges the permission from Ely Cathedral to use this image of the Memorial Window, for which Copyright rests with the Cathedral.

An earlier article on these Memorials at Ely Cathedral may be seen in the Association Newsletter, Spring 2007.



John Stubbington

Wing Commander, Chairman

FOUND IN GERMANY

After 70 Years: the lost Lancaster Bomber Crew



The remains of five missing British airmen have been discovered inside the wreckage of their Lancaster bomber after 69 years with the help of an eye-witness who saw the aircraft crash on its return from a World War Two raid.

The lost Lancaster Bomber crew members (L-R): Pilot FO Alex Bone, PO Bruce Watt, Sgt Cyril Yelland, Sgt Norman Foster, Sgt Raymond White and Sgt Ronald Cope Photo: BNPS

The discovery was made following the work of a team of German historians. Volunteers spent hours digging a muddy field looking for the RAF crew after the witness guided them to the site near Frankfurt.

A Rolls Royce engine and landing gear of the Lancaster bomber was found followed by 'hundreds' of fragments of human bones in what would have been the cockpit. The dig was questioned by some locals who could not understand why the team were searching for British airmen who bombed their cities. Uwe Benkel, who led the search, said they felt obliged to find the missing men and bring comfort to their families who knew nothing of how or where they died. Some of the relatives have now expressed their gratitude to the amateur historians and are hoping to finally bury their loved ones seven decades after their deaths.

Mr Benkel, 51, said: "A lot of people couldn't understand what we were doing and said things like why were we digging up British airmen who bombed our cities and killed our people? Our view is that this is past and history, it was 70 years ago. We are another generation. We do research on missing men who are still in the ground. It doesn't make a difference if they are German or British; they were young men who fought and died for their country for which they deserve a proper burial in a cemetery. We do it for the families. For them, it is a bit like reading a book with the last page missing. When we find the bodies, we are writing the final page for them."

The seven strong crew - Pilot Alex Bone, Flight Engineer Norman Foster, Navigator Cyril Yelland, Wireless Operator Raymond White, Bomb Aimer Raymond Rooney, Air Gunner Ronald Cope and Air Gunner Bruce Watt - died in April 1943.

Lancaster ED427 was one of 327 bombers that took part in a raid on the Skoda armaments works at Pilsen, Czechoslovakia. On return to their base at RAF Fiskerton, Lincs, they came under fire from German anti-aircraft flak.

Eye-witness Peter Menges saw the plane on fire before it crashed into a field outside the village of Laumersheim, near Frankfurt and explode into a fireball. It was one of 36 bombers which failed to make it back to Britain that night. The impact of the crash created a large crater in the ground. The German military recovered two bodies from the wreckage - thought to have been Sgt Cope and Canadian Pilot Officer Watt - and buried them.

After the war, the British Air Ministry tried to find the final resting place of the crew but with no success. It was assumed their aircraft had crashed in the sea and their names were added to the Runnymede Memorial in Surrey dedicated to 20,000 servicemen with no known grave.

Mr Benkel, a health insurance clerk by day, began researching military plane crashes 25 years ago and now leads a voluntary recovery group that has examined 400 crashes and recovered the bodies of 38 airmen. He recently began looking into ED427 and found Mr Menges, 83, culminating in the dig that took place last Saturday. Mr Benkel said: "Peter lived in the next village. He saw the plane coming down on fire and saw the explosion. His parents didn't allow him to go and see the plane that night. He went the next morning and the German military were there. From what he saw the majority of the parts were on the surface and taken away. There was a big crater in the ground, within a couple of days it was filled in with rocks and dirt and was covered up for the next 69 years. Peter showed me the site and we used metal detectors and radar photos to examine it."

The team dug five metres deep in a 100 square metre area and found sections of the fuselage, cockpit, landing gear, a tyre, a burnt parachute, tools and ammunition. Mr Benkel believes the remains they found are those of F/O Bone, Sgt Foster, Sgt Yelland, Sgt Rooney and Sgt White as these men would have been in the cockpit at the time. Sgt Foster's daughter Hazel Snedker was three years old when her father was killed aged 22. Mrs Snedker, now aged 72 and from Leamington Spa, Warks, said: "I have no memory of my father whatsoever. The only memory I have is of my mother fainting when she received the telegram saying he was missing. My mother died from tuberculosis when I was six years old and I was bought up by my paternal grandparents. I know that they quietly hoped that there would be some news of their son. But in those days very little was spoken about it and you just carried on. When something like that happens you either get bitter and twisted about it or you just get on with it. And now, after all these years, it has all come to light. It is a great relief to know what did happen to him and where he is. At least he will now have a grave with a headstone. My father had two sisters who are still alive. I know my auntie Joan is very pleased. She wanted to know what happened to her brother."

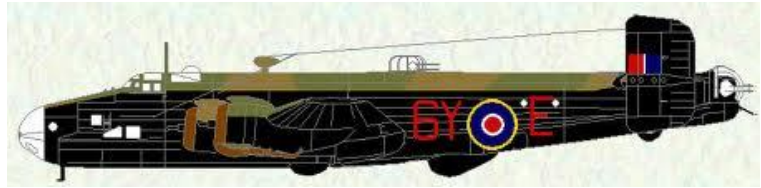
The British Embassy in Berlin has been made aware of the discovery. It is thought the remains of the men will be buried in the same coffin in a single grave at a Commonwealth War Graves Cemetery in Germany. Mr Benkel said: "I think it is right they share the same grave. These men flew together and died together. They should now rest together."

Reported in The Telegraph, 21 September 2012

Sent in by *Rod Vowler*

171 SQUADRON

(From: The National Archives, Air 14/2911)



1. When operations against the enemy were reaching a climax, it was decided by Air Ministry to supplement the already powerful Bomber Support weapon of Bomber Command by forming No. 171 (Bomber Support) Squadron, under the command of Wing Commander M. W. Reneax, DFC within Headquarters No. 100 Group. Accordingly, No. 171 (B.S.) Squadron came into being on 7th September 1944 ... on paper anyway. The work of the Squadron was to be 'Special Duties', and the aircraft to be operated were to be Halifax Mark III. Pending the allocation of 20 U. E. Halifax III aircraft, the Squadron was initially formed with Stirling Mark III aircraft and crews, and in order to make a good start, one Flight of No. 199 Squadron was posted in.
2. The first operation took place on the 15th September 1944, when two Stirling aircraft took off on a Special Mission which they completed successfully.
3. Shortly after this time, fourteen Halifax crews were posted in from Squadrons under the operational control of Headquarters No. 4 Group, but we could not operate these crews as our Halifax aircraft were held at St Athan for some considerable time undergoing various technical modifications. The installation of Mandrel equipment and Window chutes proved to be rather a large job, and as a result of this, we continued to operate on Stirlings until the 21st October 1944 when, for the first time, Halifaxes took part as Windowing aircraft. However, no sooner had these aircraft become airborne, when the operation was cancelled and aircraft were recalled. It would appear, however, that one of the aircraft had failed to receive the recall Signal and had pressed on to the target where it was erroneously plotted by the Hun controllers as a force of some thirty heavy bombers approaching The Reich – a successful if an unintended start for the Squadron!
4. Gradually the Squadron's effort included more and more Halifaxes, though the Stirlings stayed with us until 21st November 1944 when their last operation with the Squadron was completed. By this time, the crews who had been flying Stirling aircraft had all been converted at No. 1659 Heavy Conversion Unit, Topcliffe, and during this period the Squadron continued to produce an appreciable effort with the Halifax crews from Headquarters, No. 4 Group at their disposal. Coupled with this came the difficulties with administration, brought about by the inability of the Record Office to post in sufficiently Orderly Room Staff.
5. At the outset, the serviceability of the aircraft on the Squadron was good considering that all our ground crews were strangers to Halifax aircraft; in fact, the majority of them had been posted in from Wellington O.T.U's.
6. During November 1944, the Squadron's first two recommendations for Honours and Awards were submitted in respect of Captain of aircraft – Flight Lieutenant Sturrock, a New Zealander;

and Flight Lieutenant Cattell, an Australian; for gallantry in operations which were subsequently approved in the award of two Distinguished Flying Crosses.

7. During December 1944, several crews were posted in from No. 1669 Conversion Unit, Langar. These crews – all on second tour – had not operated on Halifax aircraft, their first tour having been carried out on Wellingtons. In order not to jeopardise the future operational effort of the Squadron, steps were taken immediately to convert these crews using two of the Squadron's dual aircraft.

8. The Squadron's good fortune in incurring no losses since its formation was broken on December 9th when an Australian, Warrant Officer Powe and his crew failed to return from a Window operation on Coblenz. Nothing has been heard of them from that day to this.

9. During this period, the efforts by the Section Leaders to train their personnel for their particular part in special operations, although not spectacular were, nevertheless, essential and opportunity was taken on all possible occasions – particularly when operations were cancelled through adverse weather conditions, to give undivided attention to the many aspects of Signals and Navigational technique.

10. At the start of the New Year 1945, most of the Squadron's minor difficulties had been overcome and we began to produce a more substantial operational effort, coupled with a correspondingly lower percentage of early returns and aircraft failures. This was very noticeable in February when the number of operational hours and successful sorties were higher than any other heavy Squadron within the Group.

11. It was during the month of February that we had to unwillingly say goodbye to our veteran 'A' Flight Commander Squadron Leader Keith Eddy, who had completed a most successful tour of fifty sorties and who had given so much valuable guidance, particularly in the early days of the Squadron. Squadron Leader Eddy, an Australian, was awarded the D.F.C for his gallantry and leadership before being posted to 21 O.T.U as an Instructor. The vacancy was then filled by Squadron Leader G. M. Robertson who came to us after completing a successful tour of main force operations with No. 51 Squadron, 4 Group, and who has since proved to be a most useful Flight Commander.

12. The month of February also saw the Squadron dropping bombs for the first time, as well as Window. This new departure was met with great enthusiasm amongst the crews, as they felt – and rightly so – that they were hitting the Hun - if only in a limited way, instead of flying over his territory and protecting the main force – indeed a most important job, but one which does not give the same feeling of satisfaction as that of destroying enemy installations.

13. Towards the end of February, it was obvious from events on the continent that a still greater air effort was going to be demanded from the Squadron. This was made quite clear from the Air Staff branch at 100 Group, when information was received that the only stand-downs would be through adverse weather conditions, which would render operational flying impossible.

14. The month of March, therefore, saw the Squadron's greatest effort – indeed, it was the highest ever seen in the history of 100 Group. In all, we completed 195 successful sorties, involving a total of 1,200 hours. Only one aircraft was lost - the pilot of which - Flight Lieutenant Stone – has since returned to this country.

15. It was during the month of March that the enemy attempted to make his presence felt in the way of intruding upon our aircraft returning from operations, and on the night of the 3rd, one of our aircraft, being flown by Squadron Leader Proctor, the 'B' Flight Commander, was attacked with cannon fire. The aircraft lost control, and the entire crew baled out at around 1,000 feet and landed safely. The Mid-Upper Gunner sustained a broken ankle, from which he has since recovered. The Flight Engineer – Flight Sergeant Laking – apparently under the impression that there was no hope of survival and anxious to save time and money in transportation, glided into a cemetery!

16. A piece of good news was received during the month to the effect that Flight Lieutenant Stone had been reported as safe. His wife was the first person to receive the news. Stone eventually arrived back at the unit and was barely recognisable. He had been captured by the Huns who had removed his hair in one fell swoop and it was obvious that he had been given only very scant food rations. Stone had a good tale to relate on his treatment by the Huns, and this information must have proved very useful to the Air Ministry, by whom he was interrogated on arriving in this country.

17. After preparations at very short notice, we had our first Squadron party on the 4th March. Through the medium of this happy event, the aircrews were able to show their gratitude to the ground crews, who had been giving cheerfully and unfailingly so much of their time to the essential job of keeping the aircraft in a fit state for the arduous work they were required to perform.

18. In April, the pressure of operating began to slacken off considerably owing to the increasing number of daylight operations undertaken by Bomber Command, and this Squadron, in common with others in 100 Group, was engaged chiefly upon spoofing the Hun without the backing of main force attacks. A number of these spoofs were very successful, especially those made in the Heligoland area as, at this time, the Huns were living in fear of an airborne landing in Germany. During this month, we claimed and had confirmed, our first enemy aircraft destroyed. This was a F. W 190 destroyed by the Gunners of Flying Officer Higgins' crew. As the month drew to a close, Germany was so split up, and all our best targets were being occupied so quickly, that it became increasingly difficult to find suitable targets for our type of work, and it was on the 2nd May that the final operation against Germany in this war was undertaken. Thirty nine aircraft became operational from this Station, eighteen of them from this Squadron, against Kiel. The Air Officer Commanding, Air Vice Marshal E. B. Addison C.B, C.B.E, was present during the take-off and expressed satisfaction at the size of our final effort.

19. And so, with the complete and utter disintegration of Nazi Germany, our work came to an end, and although this Squadron was not formed until the final phase of the battle, contributed a fair share towards the ultimate defeat of our oldest enemies.

20. Of the future we know little, but it can be assumed that so long as Japan constitutes a menace to our Empire and the territories of our allies, then this Squadron will be ready to do its part in whatever capacity it is most needed.

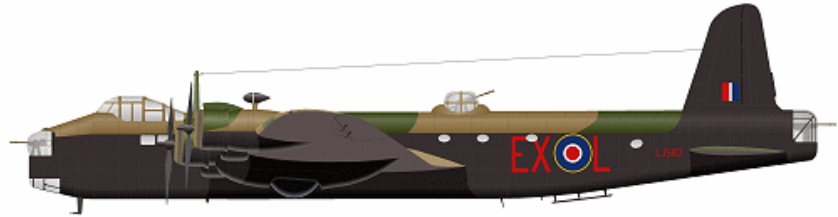
Sent in by:

John Stubbington, Wing Commander
Chairman: RAF 100 Group Association

199 SQUADRON

Let Tyrants Tremble

[From The National Archives, Air 14/2911]



1. After five years eight months of the bloodiest struggle in history, the Second European War terminated in May 1945 with Victory for the Allied cause. In looking back on the long years of hard and unrelenting strife, 1942 stands out as a bright period in the history. It was in this year that the RAF Bomber offensive was mounting in fury and showing itself as a weapon which was destined to play a gigantic part in the Allied cause.
2. More and more squadrons were being hurled into the air war against the enemy and because of increasing demands, 199 Squadron was formed on 7th November 1942 at Blyton, under the command of No.1 Group, Bomber Command. The squadron was gradually equipped with Wellington III aircraft and exactly one month after its formation it carried out its first night operation against the enemy's war machine.
3. During a period of three months the squadron operated from its base at Blyton and, in February 1943, it moved to RAF Ingham. From here it continued to assist in the important task of a Night Bomber Group. For four months the good work went on but the squadron was again destined to move and on 21st June 1943 it arrived at RAF Lakenheath, still to play the role of night bombing but enjoying the conversion to Stirling III aircraft and joining No.3 Group. The conversion of air and ground crews went on and in late July the squadron was again able to fly operational sorties.
4. Over the next four months the Bomber offensive grew in intensity and the squadron, along with other squadrons in 3 Group continued to play their part. The German night defences however were taking a heavy toll on the Stirling aircraft, handicapped as they were with a low ceiling. Losses increased and on 22nd November 1943 with the attack on the German capital, the squadron took part in the last Stirling raid on a major German target.
5. From this time an extensive programme of precision sea mining was carried out and attacks were also made on French rail and other military targets. Other useful work was done in the carrying out of Air Sea Rescue work and in February 1944 a great task was allotted to the squadron, namely that of supplying occupied territories in Europe with vital supplies, of food, ammunition and other necessities. This work went on during the months of March and April, 1944, when the squadron was stood down from all operational work in view of a further change in operations.
6. This time the squadron was moved to RAF North Creake and joined No.100 Group, in order to take part in the struggle against the enemy's Radar Defences. Training for this new job went ahead and on the night of 5th June 1944 we proudly took part in Operation OVERLORD and covered the airborne landings in Normandy. The result of this operation was highly successful and the squadron was then allotted the task of operating as a Bomber Support Squadron. It was our task to provide cover for the Main Bomber Force and as a result the Stirling Mandrel Screen

was born. The value of the work performed by the squadron and the Group as a whole was by this time beyond all doubt and the Stirling aircraft were used to operate with the new 'Mandrel' equipment.

7. The history of 199 squadron from this time to the final defeat of the Luftwaffe is a story of mounting confusion amongst the enemy's Early warning defences and the Night Fighter control. From the time of full scale operations by No.100 Group, Main Force losses were cut by 80% and one or two aircraft missing from a total Main Force attack of several hundred aircraft on a major German target became increasingly typical of the protection which was being given to the Bomber Force.

8. After the enemy had been pushed back on the Continent, the scope of the squadron was increased to incorporate 'Spoof' attacks carried out by a small number of aircraft issuing large quantities of Window. But the operational limitation of the Stirling had become apparent and it was decided that the squadron should undertake a further conversion, this time to Halifax III aircraft. This conversion went through very quickly during the months of January and February 1945. At the beginning of March, without ever having ceased to operate, the squadron was ready and able to play its part with the new Halifax aircraft.

9. The scope of the squadron was further extended to incorporate 'Spoof' bombing attacks and in some instances providing a Mandrel protection to the Main Force bombers when they were the target area. This became necessary when the Allied advances into Europe led to the increasing disruption of the enemy's Early Warning radar system and so deprived the Mandrel Screen of its full use. The squadron operated with increasing tempo during the closing days of the European war and is proud of the fact that it participated in the last attack on the night of 2nd May 1945.

10. On this note the summary of the operational history of No.199 Squadron is concluded. The squadron took part in many types of operations; the losses were comparatively slight; and lived up to the best traditions of Bomber Command which played such a great part in the Allied victory over the Third Reich.

Sent in by:

John Stubbington, Wing Commander

Chairman: RAF 100 Group Association

SHARED EXPERIENCES

DON FRANCIS

From Bernelli to Blue Streak



Don Francis is an Exmouth man who started work in the aircraft industry in 1935 and remained there until retirement in 1981. He is also Founder of East Devon Branch of the Aircrew Association.

Don's introduction to the world of aviation came in 1935 when he became a Junior Clerk in the Drawing Office of Handley Page ... *'Even going to the toilet meant clocking on and off with toilet paper rationed against wastage and 'no smoking' was a strictly enforced company rule'*. The company were developing the Hampden and Harrow aircraft, the former being built to an Air Ministry specification which also saw Vickers competing with the Wellington. Despite the same specification, their appearance was totally different and although the Hampden was some 30mph faster than its competitor, it was the Wellington which eventually became the mainstay of Bomber Command during the early days of the war.

But Don was looking for further progression, and he took the opportunity of joining Scottish Aircraft & Engineering as a Junior Draughtsman. He purchased his first motorcycle for 40 shillings and the vendor threw in a gallon of petrol to get him to work - to Scottish Aircraft who commenced development of an unusual aircraft known as the *Bernelli*, designed as a twin-engine commercial aircraft capable of carrying 15 passengers in an aerofoil-shaped cabin located between a twin-boom fuselage. In many respects, ahead of its time, the company ran into financial difficulties and although the unique design of the *Bernelli* was bought by the Cunliffe-Owen Company and eventually flew, it was not a commercial success.

For Don, it meant redundancy. However, he soon found employment with a Swiss company, Scintilla, which developed and manufactured parts, including magnetos for the motor industry.

Once again, a window of opportunity opened. Don returned to Handley Page to work on the development of the Halifax bomber, where his principle role was weight control and calculations

in respect of the aircraft's centre of gravity. It was in this period he decided to join the Royal Auxiliary Air Force and found himself mobilised during the 1938 crisis when he spent most of his time in North Weald ... painting fighter aircraft in camouflage!

War clouds were gathering!

Handley Page petitioned the Air Ministry to release employees who, in their eyes, would be more useful building aircraft than flying them. If war broke out, Don had said he didn't want to spend his time in a factory and on a subsequent business visit to London, in February 1939, his chance came. An RAF recruiting poster caught his eye. He was astonished to find that, within the space of a couple of hours, he was leaving the Recruiting Office having passed the Medical, the written exams, and been accepted as one of their own.

After training as a Navigator, he was posted to 23 Squadron, Little Snoring, engaged on low-level 'Special Duties'. These included flying deep into Germany to attack special targets such as enemy airfields and communications networks. After 35 successful ops, he was posted as an Instructor on Night Fighter techniques. When war ended, he was given the opportunity to re-enlist, but decided instead to return to Handley Page where he was quickly promoted to head of a new section formed to deal with the logistics of converting the now redundant Halifax bombers into commercial aircraft.

Other aircraft projects followed, but these were constructed as commercial aircraft from the start and included the RAF's Hastings and its civil version, the Hermes, both capable of carrying over 50 people at speeds approaching 300mph. However, another twist in his career came in 1947 when he saw an advertisement for De Havilland Propellers. Having had experience of variable pitch and constant speed varieties, he applied and found himself employed as their modification draughtsman at a greatly increased salary!

Technology was advancing rapidly in the world of aerospace. Guided missiles were being seen as an answer to manned aircraft. In 1951, Don was invited to join English Electric as their Assistant Chief Draughtsman engaged in missile design. By 1953 he had become Chief Draughtsman. And in 1954, there was a technical alliance between the UK and the USA.

Although some development had already taken place on the '*Black Knight*' project, in 1955 De Havilland Propellers were awarded a Government contract to develop an intercontinental ballistic missile (ICBM) known as the '*Blue Streak*'.

Don was now their Chief Draughtsman with a prestigious office in London's West End and was asked to assemble a drawing office team of up to 80 members. De Havilland Aircraft, a separate company at that time, was to build the structure whilst Rolls Royce would be responsible for the propulsion motors. The enormity of the project was best illustrated by the fact that by the time it ended, his team numbered 364 and that was in the Drawing Office alone!

Woomera, in South Australia, was selected as the main test site. It was here in 1964 that '*Blue Streak*' made its first launch. It was successful and nine further launches were made during the 1960s. The missile was designed to carry a nuclear warhead and was nearly 70 feet in length with a diameter of 10 feet. Its casing was made of mainly stainless steel approximately four mm thick whilst its fuel system, which included 12,000 gallons of liquid oxygen; would be exhausted in a burn-time of only 155 seconds.

In 1972, the launch site moved from Australia to French Guiana in South America, and the following year the British pulled out of the project altogether, leaving it to the French. Don says there are a number of reasons for the decision – some Military, others political. On the Military

side, it was felt that the fixed silos, although underground, could be vulnerable to a pre-emptive strike by an enemy and also the preparation time prior to launch was too long. Politically, there was a case for buying American weapons, in this instance, the newly developed Polaris missile.

Don has his own views on this, particularly as under the Exchange of Information pact much of their research had gone into the development of American missiles and also that on pulling out of *Blue Streak*, and freely handing over all the research to the French, we had scored an own goal. The French used our technology to develop *Arianne* which today is the most successful launcher of commercial satellites in the world.

On a personal note, Don said that the abandonment of *Blue Streak* meant he had to make 187 members of his staff redundant and he saw each one of them individually.

With the *Blue Streak* project abandoned, De Havilland now undertook research for other companies, including the European Space Agency and ELDO – the European Launch and Development Organisation. They also worked on projects such as the *Blue Steel* missile which was capable of speeds up to more than three times the speed of sound. It was used operationally for six years, its design function being originally the protection of the RAF's V-bombers from enemy ground-to-air missile attack. Later, it was considered as a potential satellite launcher, although this aspect was not ultimately pursued.

Towards the end of his long career in the British aerospace industry, Don became De Havilland's Chief Procurement Engineer, responsible for the team writing specifications for, amongst other things, the RAF's Short Range Air-to-Air Missiles. He was also involved in the development of underwater launch missiles such as *Harpoon* and terrain-following weapons, although he was quick to concede that not all developments actually entered military service. Invariably the research on one design helped that of another.

By the 1980s there was considerable consolidation in the aerospace industry as companies merged and British Aerospace emerged as the country's premier aerospace company. It was as a member of B Ac that Don finally retired from the industry in 1981.

In 2001, Don was presented the Aircrew Association's top award of a Presidential Commendation. Granted by its President, Air Chief Marshal Sir Andrew Wilson KCB AFC, the citation reads: '*As a mark of esteem and appreciation for the outstanding contribution made in promoting comradeship among military aircrew and the development of the Aircrew Association*'. The award of the framed certificate was made by the Aircrew Association's National Chairman, Air Commodore Jack Broughton DL, during a visit to the West Country.

The Journal, Clubs & Societies, 26 August 1999

Exmouth Journal, 20 April 2000

The Journal, 19 April 2001

One of Don's 23 Squadron Operations is described in full in Martin Bowman's book: 'The Men Who Flew the Mosquito', Chapter 11: Night Intruders; published by Pen & Sword.

NOTE: Don, thanks for all the information and wonderful telephone calls shared. You are one of life's true Gentlemen and I have nothing but admiration and praise for all you have achieved in your lifetime. You have told me you are 93 years old. But your journey isn't over yet. Remember that. You still have much to offer. We're happy you are over your illness, and please don't hesitate to get in touch at any time. You will always be very welcome.

Janine xx

THE PEOPLE'S MOSQUITO

Patron, Air Chief Marshal (Retd) Sir John Allison, KCB, CBE, FRAeS, RAF

Happy New Year and Happy 1st Birthday TPM!

UPDATE

Formed in December 2011, The People's Mosquito has a simple vision - to restore a de Havilland DH.98 Mosquito to flying condition and return it to the skies. Individuals behind the People's Mosquito project all have one thing in common – a passion for aircraft. They are united by a love of aviation history and a desire to see one of the Second World War's most distinguished aircraft fly again. The project is a non-profit and benevolent one reflecting the public movement during WWII when many aircraft were funded by the people - companies, towns, villages and organisations. The aim is to replicate that model by asking the people of the UK to help restore to airworthy condition this magnificent flying memorial, capturing the spirit, pride, design brilliance and above all the courage of our nation.

RAF 100 Group Association is just one body affiliated to this ambitious project.

* * * *

On 17 July 2012, The People's Mosquito became a Charity – an important move which raises the credibility of the project and will help to secure the all-important funding and sponsorship for the future.

On 10 September 2012, a formal preliminary meeting took place between Project Lead, John Lilley and Engineering Lead Ross Sharp, with the UK Civil Aviation Authority. The meeting at Aviation House, Gatwick, was chaired by CAA's Head of Aircraft Certification Department, and involved representatives from Structures, Propulsion and Materials Sciences.

John Lilley introduced the Project to the meeting, giving a brief history, its raison d'être and discussing the Project's efforts to date. Ross Sharp then presented the technical part of the presentation. Following a wide-ranging discussion, a broad consensus was reached as to how TPM could achieve its goal of a fully-restored, flying, DH98 Mosquito.

TPM promised a comprehensive exchange of information as and when required so that the CAA's Safety Regulation Group (SRG) be kept informed as to the status of the Project, allowing it to fully exercise its statutory obligations.

After the meeting, CAA furnished The People's Mosquito with an approved list of approved Contractors – many of whom they have since made constructive contact with. The Project continues to build great relationships with aviation-related organisations around the world, many of whom have joined as Affiliates.

Contact: [Nick Horrox](#),
The People's Mosquito PR

Mobile: 07966 482770

Email: press@peoplesmosquito.org.uk

Website www.peoplesmosquito.org.uk

NEW DVD

HEILIG

by Steven Hatton, Electric Egg



Electric Egg are delighted to announce not only a new release on DVD but also the beginning of a new documentary project and for this we need your help.

After completing my debut documentary, *Into the Wind*, I directed a film about Jewish Hungarian born Kindertransport refugee, Gerhard Heilig. The film, entitled *Heilig* was shot on location in Vienna and tells the moving story of Gerhard's escape from Nazi Austria and of the imprisonment of his father, Bruno, an Austrian political journalist. Bruno was sent to Dachau and Buchenwald concentration camps shortly after Germany's Anschluss of Austria in 1938. Realising the impending danger to her family, Gerhard's mother, Hilda, made the heartbreaking decision to send her youngest boy to safety in England. At no point in this process did Gerhard or his mother know whether they would be reunited. *Heilig* concentrates on Gerhard's formative years and ends with his escape to the United Kingdom. It is a moving story told in Gerhard's own words. The film has shown at film festivals across the world and picked up several awards en route. I have kept back many of the extraordinary plot details so as not to spoil the film for those who wish to view it for themselves.

However the dramatic story of Gerhard Heilig doesn't end there. We are currently working on a longer feature length film with the hope gaining a UK television broadcast as *Into the Wind* did earlier this year, and broadcast in other countries. This new, extended film will go beyond the Kindertransport journey, taking up the story to the end of the Second World War. Having arrived in England in December 1938, Gerhard learned English, spent time growing up in Yorkshire and when he was old enough, he joined the Royal Air Force and flew with Bomber Command as a German speaking Special Operator with 101 Squadron in Lincolnshire. The new film will continue

themes explored in *Heilig*, looking at the importance of memory and experience and also at how an Austro-Hungarian refugee's identity was shaped through his time in England.

With this in mind, we are releasing *Heilig* on DVD not only to be enjoyed in its own right but also to allow us to raise funds for the new film. At Electric Egg we fund our own personal projects through commissioned work we undertake across the UK. Our ambitions for the next film are such that we plan to film on location in four different countries, in the UK, Austria, Germany & Hungary. We began filming in September this year at the Lincolnshire Aviation Heritage Centre, East Kirkby, and are currently trying to raise funds to complete the filming. All our own time is given freely but we do need to raise funds for associated costs that go with making a film such as this. All profits from this DVD will go towards the production of the next film - a truly remarkable story that deserves as wide an audience as we can muster. We will also be launching a crowd-funding campaign for the new film in the New Year where there will be the opportunity to further support the film and have your name in the credits as well as picking up exclusive gifts and perks.

Heilig is approximately 17 minutes long. The DVD is priced at £6.99 including postage. For those who wish to purchase a film and as a present, two DVDs with postage are available for £11.99. A series of options are available for international shipping. The DVD is not region locked and the film is in PAL format, the TV format used in the UK, Europe, Australia, New Zealand, thus it will play in any DVD player in these territories, as well as and on any DVD player / TV in the rest of the world that will accept the PAL format. The DVD also will play on all computers and laptops with a DVD drive worldwide. The DVD is available from www.electricegg.co.uk



September 1944
RAF Ludford Magna



September 2012
Lincolnshire Aviation Heritage Centre, East Kirkby

Gerhard during a break from filming during a 4 day shoot conducted in September. Gerhard recreates a pose from his photo album at the Lincolnshire Aviation Heritage Centre.

Steven Hatton,

Director - *Into the Wind & Heilig*

IN MEMORY

Flight Officer REGGIE WADE

by Richard Forder & Ron Simmons



Top Row: Alex MacMillan, Unknown, Dixon or Dickson (Visiting Ferry Command aircrew)

Middle Row: 'Soapy' Hudson, Reggie Wade, Ronnie Simmons, Phillip Morris, Bob Nash

Sitting on the floor: Peter Buckland

Picture courtesy of Ron Simmons

This brings the sad news that we have lost another of our 223 Squadron veterans.

F/O Reggie Wade was Navigator in the crew of Squadron Leader Carrington, 'B' Flight Commander. Sadly he passed away on Christmas Eve.

Rod Vowler and I first had contact with Reggie in the 1990s and I had kept in touch with him through the years. His co-pilot Tom Wallis also remembers him with respect, and I have been in touch with Ronnie Simmons who has kindly penned some memories of Reggie which are reproduced below. This is most appropriate as they were great wartime pals. I have also attached a photograph taken at 111 (C) OTU, Nassau in 1944 (above). It shows a number of the personalities, including Reggie, that Ronnie mentions and was taken on the occasion of the latter's 21st birthday celebrations.

With the exception of Dixon/Dickson all were destined for 223 Squadron. All except Bob Nash were Navigators. Bob Nash was the Co-Pilot for Squadron Leader R E C McKnight, OC 'A' Flight. Alex MacMillan was in F/L Stan Woodward's crew. 'Soapy' Hudson flew with F/L 'Jock' Hastie, Ronnie with F/L Mark Levy, Phillip Morris with F/O F T Sellars. Peter Buckland flew 5 ops with F/O Tim Noseworthy as 2nd Navigator and was then posted across to 214 Squadron, where sadly he lost his life with the crew of P/O Robertson RNZAF in Fortress HB796 on 8 February 1945.

'At the outbreak of WW2, Reggie was in a reserved occupation, namely the Police Force. Release from such an occupation was allowed by volunteering for Special Services in the Armed Services, such as RAF aircrew, which he elected to do. He was categorised for pilot training ending up in a lease-lend flying station in the USA such as many of us did. Unfortunately, a number of us did not fit the final expectation required for pilots, and were sent to Canada to be aircrew reassignment. I first met Reggie, and many others, in similar circumstances at Trenton, the main air base in Ontario, where we were to be re-categorised. The others included such people as 'Soapy' Hudson, Alex MacMillan and Peter Buckland etc. In a group discussion we all elected to apply for Navigation/Bomb Aimer status for which, after a test, we were all accepted for.

Our first Course together was at 31 Bombing and Gunnery School, Picton, Ontario, where Reggie was elected to be our Course Leader. At this point he was affectionately named 'The Old Sod' because he was a few years older than the rest of us. We all passed then to Navigation School, 9 Air Observers School, at St Johns, Quebec. Whilst there, we spent our short Leaves together in the City of Albany, New York, USA where we were adopted by a wonderful American family.

We all graduated together as Navigators/Bomb Aimers and, after a short Course in reconnaissance at Summerside, Prince Edward Island, we transferred to 111 (C) OTU at Nassau in the Bahamas. We crewed up in Nassau training initially on B-25 Mitchells, followed by B-24 Liberators and expected to be joining Coastal Command. On returning to the UK, after just a few days we were telegraphed to report immediately to 223 Squadron in 100 Group, Bomber Command. Reggie became the Navigator for Squadron Leader 'Lofty' Carrington, 'B' Flight Commander and successfully completed a tour of operations. He was always a father figure to us younger fellows, was always affable and could take many of the jokes that were played on him. We all parted company at the end of our respective tours and I later discovered that Reggie completed his RAF career as Officer I/C Passenger and Freight, RAF Shaibah, Iraq Transport Command.

Some 60 years later I was contacted by Richard Forder, unknown to me at the time but now a very good friend, who had traced me to my Canadian home. Richard was able to give me Reggie's telephone number in Glastonbury. I rang the number and on hearing a male voice I said 'Are you the old sod?' He immediately replied 'Is that Ronnie Simmons?' As a result of these contacts I attended the 100 Group Reunion for the first time in May 2005 with my wife and two daughters. Whilst in the UK we visited Reggie who had arranged a real reunion with cake and champagne and the pleasure and joy of meeting his daughter Debbie.

I will never forget the wonderful moments of times together and say a farewell, dear friend, Reggie.'

Ronnie Simmons

Sent in by *Richard Forder*

Reginald Wade of Glastonbury who was also a Sergeant at Glastonbury, retired in 1972 and passed away at West Mendip Hospital on Christmas Eve, 2012, aged 94 years young.

A Quiet Corner



Once a SOLDIER



ALWAYS a SOLDIER

PER ARDUA

(Dedicated to those who gave their lives to England during the Battle of Britain and left such a shining example to us who follow.)

They that have climbed the white mists of the morning;
They that have soared, before the world's awake,
To herald up their foemen to them, scorning
The thin dawn's rest their weary folk might take;

Some that have left other mouths to tell the story
Of high, blue battle – quite young limbs that bled;
How they had thundered up the clouds to glory
Or fallen to an English field stained red;

Because my faltering feet would fail I find them
Laughing beside me, steadying the hand
That seeks their deadly courage – yet behind them
The cold light dies in that once brilliant land ...

Do these, who help the quickened pulse run slowly,
Whose stern remembered image cools the brow –
Till the far dawn of Victory know only
Night's darkness and Valhalla's silence now?

The last poem written by the Pilot Poet: John Magee
(‘Per Ardua Ad Astra’ was the motto of the Royal Canadian Air Force)



Final Postings

Death is but a pause...

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

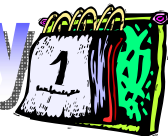
Founders of RAF 100 Group Association – remembered in love

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

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

- 214 Squadron** Flying Officer Reginald Coates completed whole of 2nd Tour of Ops as Bomber Pilot in March 1945. Died 10 Nov 1963. Remembered by son.
- 214 Squadron** Bomb Aimer Les Bostock in Don Austin's crew died just before Christmas 2010. Remembered by M/U gunner C A Piper, 'Pip'.
- 214 Squadron** Flight Sergeant George V Cox passed away 21 July 2011. Flight Engineer in crew of Squadron Leader Miller DFC.
- 214 Squadron** Squadron Leader William 'Bill' Doy DFC passed away 28 November 2011.
- 214 Squadron** P/O Peter Witts 223/214/462 RAAF, Airgunner, commissioned after the war. 1925 – 2011. Missed by family and friends, remains in our hearts, a Legend.
- 214 Squadron** Flying Officer William 'Bill' Foscett passed away 21.12.2011. Sadly missed by wife Pauline, 2 sons, 4 grandchildren, good friend Tony Cooper.
- 223 Squadron** Flt Lt A E L Morris (Tony) died June 2005. Andrew Barron's skipper: Oct 44 – 1945.
- 223 Squadron** Tom Butler 'Bishop'.
- 223 Squadron** C. L. Matthews (Les) rear gunner, Peter Witts Nose Gunner in Flt/L Stan Woodward DFC crew before Peter went on to 214 Squadron.
- 223 Squadron** Arthur Anthony, Flight Engineer, passed away May 13 2006.
- 223 Squadron** F/Lt Jack Brigham DFC passed away 2008. Original Captain when 223 reformed. Flew Liberator TS 524, 6G-0; 36 ops. Remembered by Len Davies, Waist Gunner, only surviving member of crew.
- 223 Squadron** F/L/Sir John Briscoe passed on a few years ago.
- 223 Squadron** 2nd Pilot Mervyn Utas, Canadian in late Tony Morris's crew, passed away 8 Nov 2010.
- 223 Squadron** James Edward Bratten: 26.11.1922 - 16.11.2001. Andrew Barron's crew.
- 223 Squadron** Mick Stirrop passed away in March 2012.
- 223 Squadron** Flight Officer Reggie Wade, Navigator, passed away Christmas Eve 2012. Reggie served in the crew of Squadron Leader Carrington, 'B' Flight Commander.
- 23 Squadron** Flight/Lt Johnny Rivas, passed away on 2 January 2013.
- 23 Squadron** Wing Commander Phil Russell passed away last week in November 2012.
- 88 Squadron** F/Lt Len Dellow passed away Christmas/New Year 2006-7; veteran of 88 Squadron, 2 Group & Rear Gunner/Wireless Operator on Bostons.
- 49 Squadron** Len Bradfield passed away Nov 2005. PoW with pilot Johnny Moss when shot down in Lancaster ED625. Nursed to health by Nora, who he married.
- 462 RAAF Sqn** F/O H .R. Anderson DFC 'Andy' passed away 6 April 2008 in New South Wales.
- 462 Squadron** Donald Hulbert passed away October 2009.
- 462 Squadron** Pilot Bruce Drinkwater passed away 2 May 2010. Peter Witt's Skipper.
- ?** Flt Lt Eric Atkins DFC* KW* died 22.11.2011. Blenheim pilot with 139 Sqn flying from Horsham St Faith & Oulton in 1940/1. Flew Mosquitoes with 2 Group.
- ?** Corporal Charles 'Fred' Savage passed away 18 Dec 2011. Fred was a Wireless Operator, serving in No 2 Heavy Mobile W/T Section in France, 1940.

Dates for your Diary



2013/2014

2012 RAF 100 Group Association Reunion

Put these dates in your diary now. We look forward to seeing you there!

* * * *

10th – 12th May 2013

**Guest Speaker at main Saturday evening dinner:
John Rees, co-author of 'Espionage in the Ether'**

John will be speaking about the RAF career of Wing Commander Edmund Fernbank, DFC, who joined the electronic war in 1940 with the Blind Approach Training and Development Unit at Boscombe Down, eventually becoming Temporary Officer Commanding No 192 Squadron, Foulsham in 1944. To that time, he was involved in every major investigation carried out by the variously designated units. John feels that Wing Commander Fernbank is often lost in the fog and his massive contribution to signals investigation overlooked. His daughter, Christine, is delighted for this to happen and has indicated her intention to attend.

This promises to be a Reunion not to be missed!

9th – 11th May 2014

**Guest Speaker at main Saturday evening dinner:
Bill Ramsey, current QFI and Vulcan display pilot,
Former BBMF Lancaster & Dakota pilot, Tutor display pilot,
Wing Commander for 4 years of The Red Arrows**

* * * *



Summer 2013 MAGAZINE

We are hoping for the future that members who receive the magazine by email can download their own copy at home from the Association website –

www.raf100groupassociation.org.uk

Please visit the website and familiarise yourself with its contents. You need to create a log-in name and then simply browse. There are clear signposts to wherever you want to go, and whatever information you might be looking for, including MAGAZINES to go to past issues.

The next magazine is focused on the Reunion, out in July 2013.

100 Group Order of Battle

SQD	AIRCRAFT	1st 100 GROUP OPERATION	BASE	SORTIES, LOSSES ROLL
192 US RCM	Mosquito, Halifax Wellington Lightnings	Dec 1943 Aug 44 – March 45	Foulsham	2171/5 Losses Electronic Intel/Elint
141	Beaufighters, Mosquito	Dec 1943	West Raynham	1214/11 Losses 80 EA, 58 Trains, 7 Ships 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 Creak	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 Creak	1583/4 Losses Electronic Jamming
462 RAAF	Halifax	Jan 1945	Foulsham	621/7 Losses Jamming/Windows
36 & 803 BS	Boeing B-17F P38	Jan 1944	Sculthorpe, Oulton	1211/0 Losses Electronic Jamming
857 & 858 BS	Consolidated B-24G	Jan 1944	Oulton	280/2 Losses Electronic Jamming

Created by Janine Harrington

A huge thank you goes for the printing of this magazine to
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