

# Confound & Destroy

**The magazine of RAF 100 Group Association**

**Spring 2014**



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

100 Group Association Secretary Janine Harrington: [REDACTED]

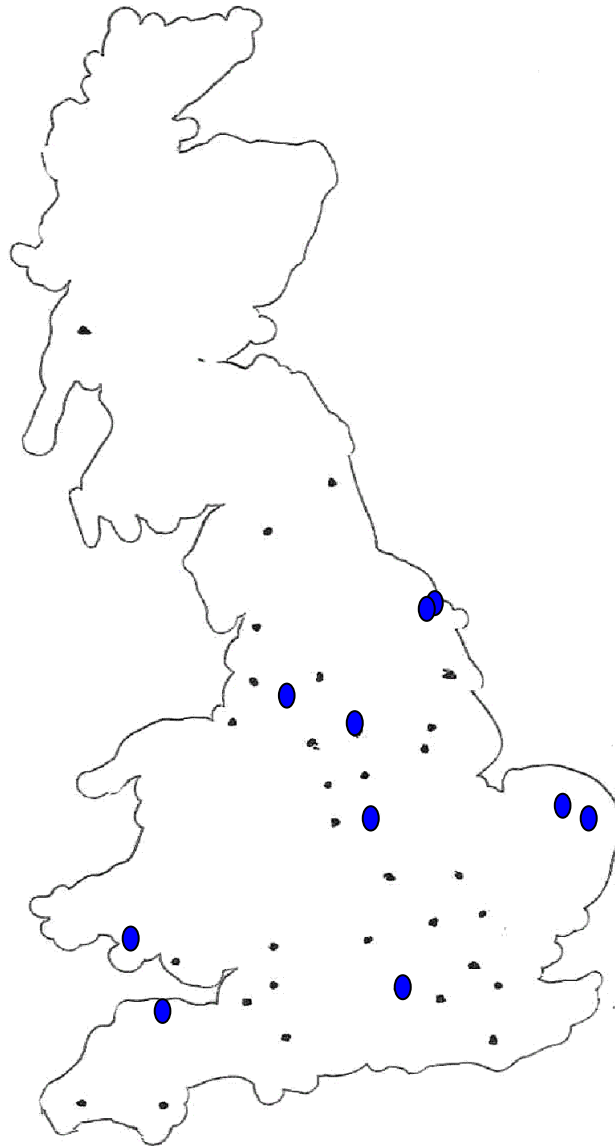
Email: [raf100groupassociation@gmail.com](mailto:raf100groupassociation@gmail.com)  
[www.raf100groupassociation.org.uk](http://www.raf100groupassociation.org.uk)

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

[www.cnam.co.uk](http://www.cnam.co.uk)

# RAF 100 Group Association

## Membership Areas



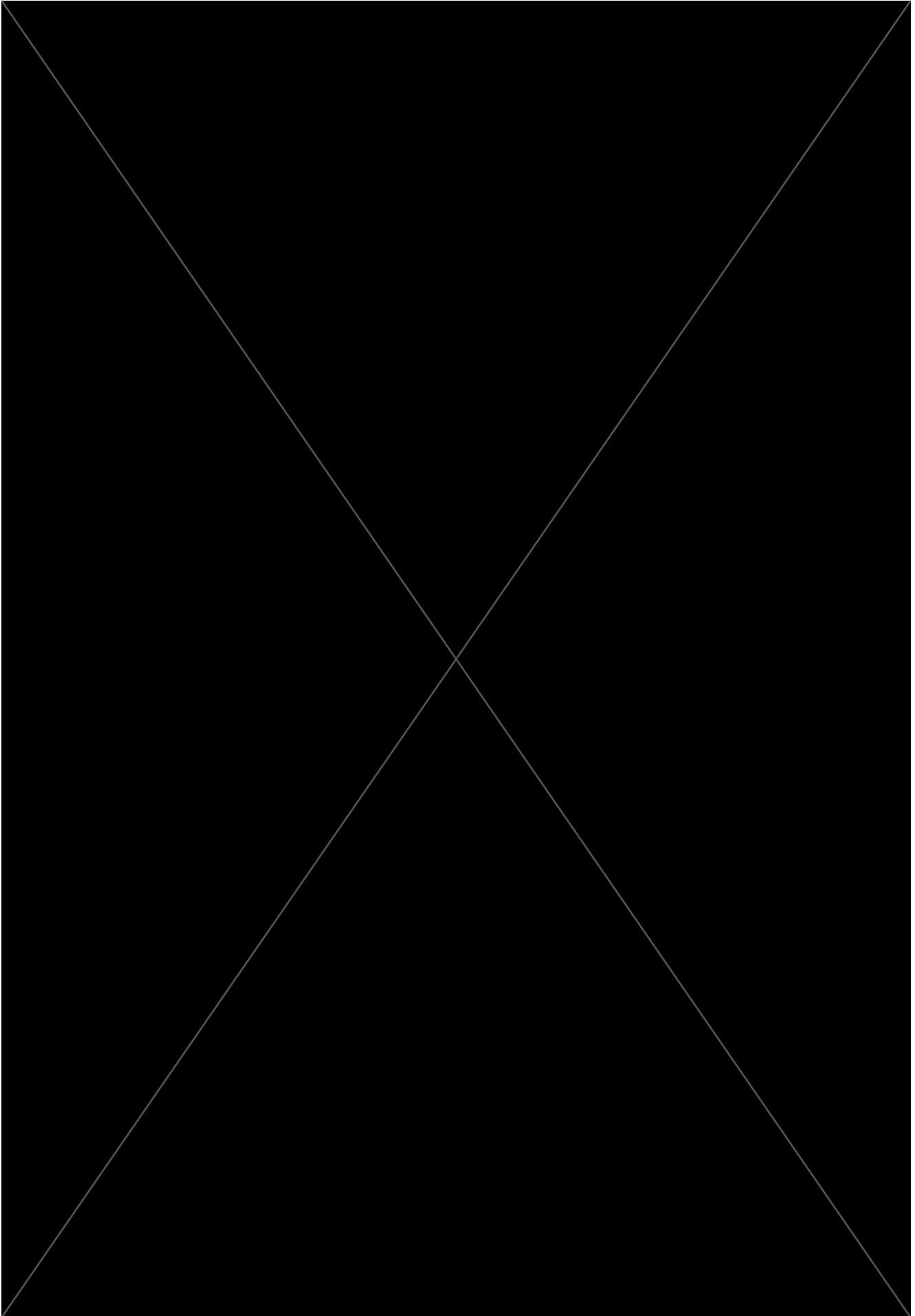
Each dot represents an area where there is a cluster of members  
Big dots show where members of the RAF 100 Group Association Committee live

Members who live abroad are in the following countries:

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

# RAF 100 Group Association

Committee



# EDITOR'S PAGE



*Dear Friends*

A very happy New Year to you all!

Thank you so much to everyone who sent cards and gifts and surprises to us over Christmas. There are far too many to mention you by name, but you know who you are, and I will say that each and every one was valued together with its sender. It really does show what a true Family we are. And there were so many lovely letters written by hand amongst them that I'm still catching up ... so forgive me if you haven't yet had a reply. I promise one is on its way! I also received a card from Horsham St Faith where, each year, we gather for the final event of our Reunion each year, a very special Service of Remembrance with a village tea to follow before saying our fond farewells. The card wished members on the Association a very Happy Christmas, and every happiness for the New Year. However, I do know that there were many members who sadly spent Christmas alone. And you were remembered in their prayers.

Our own Christmas here at home was an unexpected but very wonderful and extra special Christmas, with my daughter Jo and Hrach joining us just as they did at our wedding in September. They remained in England instead of moving back to Armenia where they had been living and therefore made it a truly family Christmas. It's been many years since I've spent Christmas with my daughter. And when they shared the news that they are getting married at the beginning of February, well, it means that Jo, my 'free spirit', is finally ready to settle down. We're now preparing to travel down to Brighton for their Big Day. Somehow we seem to have started a fashion ... getting married, I mean!

One apology before moving on. The Winter magazine carried the life experiences of WAAF Norman Storey's wife. And I need to make a correction in that it was Ruby Mallison who became Chairwoman of the WAAF Association, and not Sergeant Swan, as she was known - Norman Storey's wife! Members may remember Norman writing the first tantalising bit about his early RAF career in the Autumn 2013 magazine. I am delighted to say that more of his writings appear in these pages. He is writing the conclusion of his story for another magazine later this year. Norman also poses a question at the end of his writings in the hope that members might be able to help him.

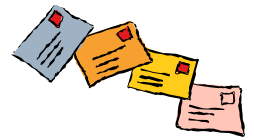
Together with this magazine is a full programme of events for our very special May Reunion 2014, taking place in Norfolk between 9<sup>th</sup> and 11<sup>th</sup> May. It will be almost 20 years to the day when the Memorial at Oulton was dedicated, and we will remember this as we gather this year with many new faces hoping to join us for the occasion. Claire and Nigel at North Creak are offering a special invitation to stay with them which, by showing a current 2014 membership card, will mean a reduction in price for members. You will be made most welcome. More about events being planned for the future at North Creak appear in 'Dates for your Diary' on the back pages. Our Guest Speaker at the main Saturday evening dinner, John Lilley, Project Lead of The People's Mosquito, despite working in China this past year, has been in close contact with myself, and we are hoping to provide some surprises given this year marks such a special Anniversary. More of The People's Mosquito will be attending and it will provide an opportunity to find out more about their Project and ask questions as to what they propose for the future.

We are hoping for a wonderful turn-out for this very special Reunion and Tony and I are looking forward to seeing as many of you there as possible. Please send in your choice of menu as early as possible, together with cheques to cover the cost of your meal ... and please, if you have not paid your 2014 subscription you need to pay it now, direct to me, so that you have your membership card to hand with free entry into the City of Norwich Aviation Museum.

*Love & Hugz*  
*Janine*  
xx

Items for magazine should be sent to:  
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7 Ashley Court, Filey, North Yorkshire YO14 9LS  
Tel: 01723 512544 [raf100groupassociation@gmail.com](mailto:raf100groupassociation@gmail.com)

# LETTERS PAGES



Tony and I have received some absolutely stunning photographs which should be shared with members in this edition. They were all taken around Christmas 2013 in Norfolk. But first, I would like to welcome George Stewart as a new member to our Association. He is a lovely lovely man who has become a true friend through our writings and sharings of which there are many! George, we hope your day was a special one, shared with family and friends:-

Hi Janine & Tony,

Today (14<sup>th</sup> January) is special for me, as I reach 90 years of age. I can't think of a nicer gift from my family, than membership of the 100 Group Association; so count me in! I am honoured to be part of the Group, as a former pilot with 23 Squadron RAF, 100 Group Bomber Support, Little Snoring, (near Fakenham), Norfolk, England, and previously in Aghero, Sardinia.

*George*

George Stewart, Canada



*George Stewart sitting astride the nose!*



Jan

My grandson Matthew's birthday party. His uncle is holding him. Lady in red is his Godmother. Grey scarf is partner of the uncle. I am standing at the back. Lady in pink is his grandma.

Take care

*Rod*

Rod Vowler





Blickling Hall, Norfolk, taken during Christmas 2013 by Chris Lambert



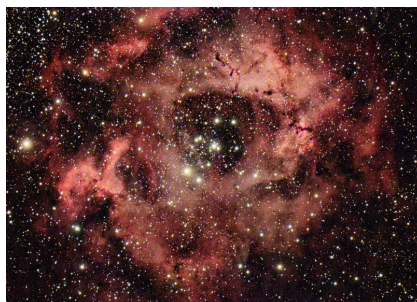
Hi Janine,

My aunt, who lived in Downham Market, used to offer accommodation to airmen during the war. She had Canadian, New Zealand, U.S, as well as British airmen staying with her. All the airmen flew from Downham airfield, some flew Mosquito aircraft I believe. Her name was Miss Rosalind Eva Roberts and she lived at 6, Priory Terrace.

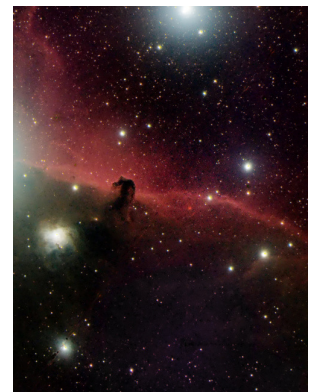
I am happy that you enjoyed my photographs which are taken from the Owl Observatory in my back garden here at Oulton, with a special CCD Astro camera and am delighted for you to share them with Association members. The first is an image of the California Nebula, taken with my 6" aperture telescope and is a stack of 13 images each of 7 minutes duration. Processing was done in StarTools Astro software. The second is the Rosette Nebula, and the third an image of the Horsehead Nebula in Orion.



California Nebula



Rosette Nebula



Horsehead Nebula

*David Jackson*  
[david.jackson13@homecall.co.uk](mailto:david.jackson13@homecall.co.uk)



Menu dated Christmas day 1944, Foulsham

Wondering who was there amongst our members today, and what do you remember?

## GOODBYE TO HORSHAM ST FAITH



Fifty years ago, RAF 12 Group Communications Flight, the last Royal Air Force Unit to be based at RAF Horsham St Faith (now Norwich International Airport) was disbanded prior to the closure of the

station. The last aircraft to leave was an Avro Anson of the Flight which took off on 29 April 1963 marking the end of RAF Horsham St Faith as a flying station of the Royal Air Force, although some of the airfield's facilities were used by other RAF units for the next few years.



12 Group was part of RAF Fighter Command from 1937-1963 and was the command for Air Defence of the Midlands. It was renamed 12 (East Anglia) Sector in 1963 and disbanded in 1968. The Museum has one of the 12 Group Communications Flight hangar signs in its collection. The City of Norwich Aviation Museum is always keen to hear from any RAF veterans who were based at Horsham St Faith who can share their memories of serving here.

*Kelvin*

Kelvin Sloper

City of Norwich Aviation Museum archives



Dear Janine,

Enclosed are photographs of John Foy and the Lancaster crew, the crew names are a separate photograph. Also enclosed is a photocopy of the official notification of his death.

My mother attempted to research details of his last days and found out his remains were laid to rest in a war cemetery in Germany. She remained close to his parents until their deaths and they always regarded me as the granddaughter they would never have, and indeed introduced me as such to people. Although I am not his daughter, I have always taken an interest in him and on the death of my mother, all his medals and documents were passed on to me.

Details from some of the documents I have:-



1230508 SGT JOHN EDWIN FOY  
Flight Engineer  
A Flight, 12 Squadron  
Lancaster III ED820 PH-A

#### Places in Flying Log:

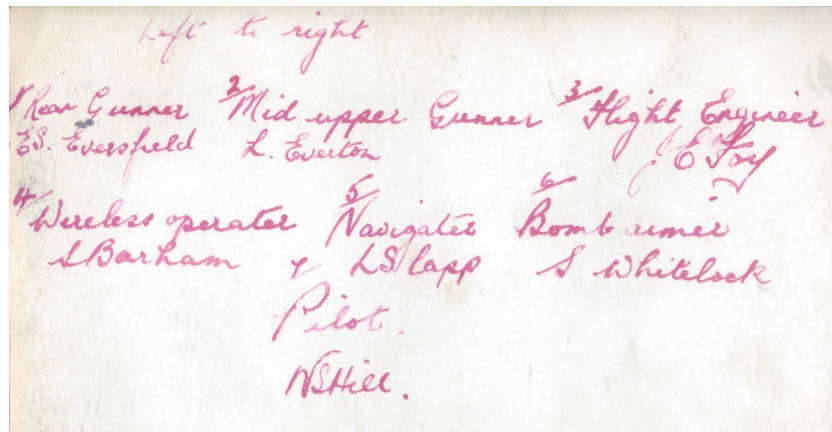
Lindholme 1256 Con Unit  
Wickenby 12 Squadron

#### Final Flight:

Lancaster III JB717 M9 – V  
12 Squadron  
4 July 1943  
'Shot down over Cologne'

Any information would be helpful,  
even given he served in 12  
Squadron.

Hazel & Jim Prentice  
34 Ash Grove  
Kirklevington  
Yarm  
Tee Side TS15 9NQ



## NEWS FROM CANADA

### Special Bar to Commemorate Veterans

A special Bar was created for Canadian Bomber Command veterans to wear on the ribbon of the Canadian Volunteer Service Medal (CVSM). It follows the unveiling of the Bomber Command Memorial in Green Park, London, on 28 June 2012. Jim Fawcett, was one of 42 Canadian veterans of Bomber Command who attended the London ceremony. 'A little late, but better than never!' Nearly 50,000 members of the Royal Canadian Air Force served in Bomber Command operations, many of them in the only non-British group in Bomber Command – the RCAF Squadrons of No.6 Bomber Group. At the end of the war, medals and honours were awarded to veterans, but no special recognition was given to those involved in the perilous operations of Bomber Command.



Bomber Command veterans or their families may contact Veterans Affairs, Canada, online for further information about the Bar and how to apply at [www.veterans.gc.ca](http://www.veterans.gc.ca) or by calling telephone number: 1-866-522-2122.

Jerry Dennison (Canada) sent off on his brother Bill's behalf, one who did not return home from war, and is delighted to finally have something which recognises the sacrifice made by so many, Bill included, who paid the ultimate price. The Bar is burnished silver and the dorsal view of a four-engine bomber (picture above of Pilot Officer Gordon Joshua Dennison medals and Clasp).

## OLDEST EMPLOYEE IN NEW ZEALAND



*90 year old 'fixit man' John Beeching, centre, with fellow Cawthron Institute staff members Steve Molnar, left, Ron Fyfe and David White in Mr Beeching's workshop*

John Beeching during the war years flew with 169 Squadron from Great Massingham. His navigator/radar operator, Fred Herbert, was the only one who flew with him on the Squadron and he died in Canada only a year ago. He was just 14 days older than John. They crewed up at Operation Training Unit, Cranfield and flew together until war's end, and for a further year as Instructors on blind landing systems, which required a two man crew, flying Airspeed Oxfords and Avro Ansons. John was released from the R.A.F aged 23 years old with just under a thousand accident-free flying hours in his Log Book. He moved to Canada where he first trained in 1942, living there for seven years before ultimately settling in Nelson, New Zealand in 1953 where he has been ever since.

However, he has recently been heralded as the oldest employee in New Zealand!

The Nelson Science, Research and Development Institute is proud of its 90 year old oldest employee. Senior Technician, Steve Molnar, who has been at Cawthron for 30 years, Technical Consultant David White, who has been there for 28 years, and Section Head of Microbiology Ron Fyfe, who has been employed there for 20 years; all joined to celebrate John Beeching's 90<sup>th</sup> birthday and his 26 years at Cawthron. He has fixed everything from vacuum pumps and chain saws, to small watches, seat belt mechanisms, cameras, turntables, electric kettles, a refrigerated centrifuge, has glued the soles back onto boots, picked locks, and even fixed a colleagues bread-maker. His colleagues reckon he has saved the Cawthron hundreds of thousands of dollars in the years since he started as a woodchip tester, testing the dry weight of the chips for the Japanese market.

A recent newspaper article featured the main photographs with his friends and workmates and proved a remarkable achievement of a very remarkable man. John says he could never have imagined his life now, when the bombs rained down on his London home in the Blitz of 1940-41, and times he ducked death in a bomber over Europe.

*Wishing you and Wendy well, John, for the New Year ahead!*



### **RAF SWANTON MORLEY A Brief History**

Written by Janine Harrington, this 12<sup>th</sup> booklet completes the series about Norfolk airfields during WWII, including North Creak, Swannington, Foulsham, Oulton, West Raynham, Great Massingham and more. They can be ordered direct from the author: £5+pp

Dear Janine,

When reading your Winter Magazine 2013, I wonder if, on the Editor's Page, when you mention the 214 Ground Crew (with the photograph featuring Sergeant James Burton) -



RAF 214 Squadron, Oulton, 18<sup>th</sup> June 1945  
Sergeant James Burton, Far right, 2<sup>nd</sup> from back

you are referring to this flight in my father's logbook? It is the first flight shown here of 18 June 1945:-

|      |    |         |                |                          |       |
|------|----|---------|----------------|--------------------------|-------|
| June | 18 | Leobrun | Self 1st       | Ruhr area                | 6.10  |
|      | 6  | Mich    | Self           | To Lutterich & Lutterich | 2.15  |
|      | 6  | "       | "              | at Lutterich             | .20   |
|      | 7  | "       | "              | To Waddington            | 1.30  |
|      | 8  | "       | "              | To Oulton                | 1.30  |
|      | 14 | byford  | 8c Hyscock     | To Cranwell              | .50   |
|      | 15 | byford  | "              | To Oulton                | 1.10  |
|      |    |         | 13 hrs 45 mins |                          | 14.55 |

My Dad – Group Captain Thomas Charles Dickens, RAF Oulton Station Commander 1944/45 - was always keen to involve Ground Crew and others as he found staff who had been in the RAF for many years had never been up in an aircraft. When he had a staff car he used to take the drivers for a flight also.

This is the only long flight he did over Germany and I am sure this could be the one you refer to.

A Squadron Logbook is free to view at the National Archives at Kew and you can now buy, at a reasonable price, a digital copy of it.

There is another line which comes to mind now that you have been concentrating on Ground Crew. We were very friendly with Madeline Wareham, who was Senior WRAF Officer when my Dad was Station Commander at RAF Oulton. We stayed in contact with her until she died in a Nursing Home in The Circus, Bath. We used to know her as 'Auntie' Madeline. When she left the RAF at the end of the war, she worked for the florist Constance Spry in Sloane St, London. She had a flat in the Albert Hall Mansions just outside the Albert Hall. She was the buyer for the florist shop and would get up at 5am to go to Covent Garden Market to order the flowers. As teenagers, we would go and stay with her when we needed somewhere to stay in London.

| (16) DECORATIONS AWARDS<br>M. IN D. ETC. |            |
|------------------------------------------|------------|
| DECORATION ETC.                          | AUTHORITY  |
| M in D                                   | LG 1/ 1/45 |
| M in D                                   | LG 14/6/45 |

I also have a query. Does anyone know how to find details of why someone was 'Mentioned in Dispatches'? My father,

Group Captain Thomas Charles Dickens, was mentioned twice while he was at RAF Oulton. The above is an extract from his Service Record. I have looked through Records at the National Archives and contacted the Records Section at RAF Cranwell, but they have no record of this. The events that gave rise to these M in D (Mention in Dispatches) will have taken place a few months before these dates.

When I'm next passing, I will try RAF Museum at Hendon, but I don't think they will have more information.

### *Getting a Copy of an RAF Service Record*

You can obtain a copy of a parent's RAF Service Record if they are no longer alive, or indeed your own Service Record if you have left the RAF. Only certain people can obtain these copies, so even if you don't want the copy, other family members may like it, either now or in the future. More details are on this website, and be aware that a cheque for £30 is required:

[http://www.veterans-uk.info/service\\_records/raf.html](http://www.veterans-uk.info/service_records/raf.html)

the main information being:-

*'Service Records for Officers and Airmen that served after these dates are retained by the Royal Air Force. RAF Service Records are retained by Service Number, Rank and Full Name, and will also contain the Date of Birth. It is important that as much of this information as possible is provided to assist in locating the correct Record.'*

Enquiries about RAF-held records should be made as follows:

#### **From Current/Former RAF Personnel**

A [Subject Access Request](#) (SAR) form needs to be completed and sent to:

RAF DPA SAR Section  
Room 220  
Trenchard Hall  
RAF Cranwell  
Sleaford  
LINCS NG34 8HB  
01400 261201  
Ext 8175  
Ext 8172  
Ext 8173

#### **From Family Members and Other Authorised Individuals**

A [Certificate of Kinship Form](#) needs to be completed and sent to:

RAF Disclosures Section  
Room 221b  
Trenchard Hall  
RAF Cranwell  
Sleaford  
LINCS NG34 8HB  
01400 261201  
Ext 6711  
Ext 8161/8159 (Officers)  
Ext 8163/8168/8170 (Other ranks)

Best wishes, Eric Dickens - [edickens@virginmedia.com](mailto:edickens@virginmedia.com)



171 Squadron: PETER SCLAVERANO, right end of 4<sup>th</sup> row  
FRANK O'HARA from Leeds, Bomb Aimer, second left; LES FULTON from Scotland, Navigator, third left

Dear Janine,

Thank you so much for the 171 print. My father is on the back row, second from left, with the bushy-looking hair. He was 26 years old. His Bomb Aimer, Frank O'Hara from Leeds and Navigator Les Fulton from Scotland are on the front row - second and third from the left. Les is the man with the blonde hair!

We are settling in at our new home at Dalton and it is so good to be back in God's county. I have got the site and airfield plans and it covers all buildings in the village. I am really pleased because there are still a lot of buildings about and we can walk the dogs all over the airfield even though it is an industrial estate. There is still a lot of RAF buildings on it, and 106 Squadron flew Halifaxes from here. So I am well chuffed!

Kind regards

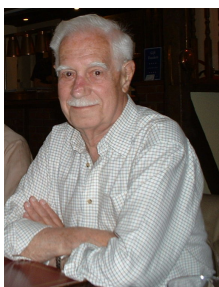
*Peter*

Pete Thompson

[HalifaxPete690@aol.com](mailto:HalifaxPete690@aol.com)



### *Personal Update from Gerhard*



Monday 16<sup>th</sup> December 2013

*When I came home from hospital in early September, my expectations were measured in days rather than weeks. I am now into my fourth month, it is just over a week to Christmas and I am still very much alive and kicking, though the latter only metaphorically so. Little has changed health-wise, I still need a lot of rest with my afternoon sleep, I have no discomforts and I enjoy regular visits from family and friends. Although the Grim Reaper may of course turn up at any moment to claim his due, present experience makes it appear that he is exercising commendable patience and grants me some time yet to enjoy what life still has to offer. So keep watching this space, who knows what yet remains to be told. Meanwhile as with all, family and friends, I trust you enjoyed a Merry Christmas and here's to a Happy and Prosperous New Year.*

# SHARED EXPERIENCES

*'The only Things I have ever Regretted  
are the Things I have not Done!'*

by  
Gerhard Heilig



I was living in Vienna when, in March 1938, Austria became part of Nazi-Germany. Within 48 hours my father was arrested by the Gestapo and was to spend 13 months in the concentration camps of Dachau and Buchenwald. He had been a prominent and well-known anti-Nazi journalist. Although just 13 years of age, I was fully aware of the perils all Jews would face under this new regime and I did not expect to see my father again.

In December 1938 I was on the first of several children's transports, a trainload of some 600 Jewish children which would take most to the safe haven of England. There I had the good fortune to be taken, along with three others, by a Quaker school in Yorkshire where, as day boys, we lived with families in the village. This experience turned out to be the foundation of my development which helped to make me the person I am now.

By the summer of 1940, having reached school-leaving age and funds for my maintenance run out, my formal education came to a sad and premature end. I was offered a place at a training centre in Leeds where the likes of myself could learn a trade. I qualified as an electrician and in March 1942 I joined my father in London. My mother had got his release from the concentration camp by subterfuge and I shudder to think what might have happened to her if she had been found out. My father had arrived in England two weeks before the outbreak of war, but before my mother was able to follow him, hostilities had put a stop to all civilian travel. She was en route in Italy and remained there for the duration, unable to re-join my father until 1947.

My father was living in a bed-sitter in the basement of a large block of flats in Bayswater and similar accommodation was found for me there. I soon found a job with a small telephone company specialising in office and factory intercom systems. I had become very interested in aircraft while still at school in Yorkshire, first on the design side; but by now I had decided that what I really wanted to do was to fly. I, and others like me, were legally classed as *enemy aliens*, as such could not be called up and any volunteers limited to the Pioneer Corps, the so-called '*Pick and Shovel Brigade*', a far cry indeed for a would-be bold aviator.

One day in January 1943 I noticed a recruiting office while passing along the Euston Road. On the principle of *if you don't ask, you don't get*, I marched boldly in where I was greeted by a very friendly Sergeant (would they all be so nice?) who asked what he could do for me. "*I want to volunteer for aircrew*," I replied. "*Oh, you've come to the right place, sign here.*" On explaining the problem he said that all that had changed, there were no longer any limitations for the likes of me, but each case would be treated on an individual basis. I would have to write a letter to the Secretary of State for Air, explaining who I was, and I would get a decision in about six weeks' time. I did just that, was accepted, and in mid-March I presented myself at the aircrew selection board. I wanted to be a pilot of course, but in the end I had to settle for wireless operator. This was very disappointing, but in fact turned out to be a blessing in disguise. Pilot training was a lengthy business and, much of it being done in kinder climes such as America and Rhodesia involving extensive travel with its inevitable delays and bottle-necks, I may not have qualified before the end of the conflict had brought it all to an end. As it turned out, I left the Service with useful experience for entering civil aviation.

Many well-wishers chided me for sticking my neck out instead of staying safe at home, to which I would reply – where is safety? How many housewives lost their lives in their own kitchen? There were still

bombs dropping on London, I used to take my turn fire-watching on the roof of the block of flats and the buzz-bombs and V2s were still to come. Years later someone said to me – *“If there’s something you really want to do, go ahead and do it”* and *“the only things I have ever regretted are the things I have not done!”* I have always found these to be very good principles indeed.

The end of June 1943 found me at ACRC, the Aircrew Reception Centre at St. John’s Wood, then on to Initial Training Wing at Bridgenorth in Shropshire and at the end of September at No. 4 Radio School Madley, near Hereford. This was a dismal place, the usual widely dispersed camp where we seemed to spend as much time marching from one instructional site to another as actually being instructed in one of them. I found the technical part of our training interesting, but as for the practical – 4 hours a day, 6 days a week for 6 months getting our Morse speed up to requirements felt like being chained to an oar in a pirate’s galley. About mid-October, a call went out for German speakers. This seemed like a call for a more congenial existence and I lost no time putting my name down, but then nothing more was heard of this and I continued minding my dits and dahs.

My course should have finished at the end of March, but by the beginning of the month the previous intake were still struggling to complete their flying and there was no sign of us even starting. Then out of the blue Johnnie Hereford and I were told to report to the Chief Instructor’s office who informed us that we had been posted with immediate effect to a Squadron. We were told to do our tests, then we would have priority to get our flying done. A couple of days later, it was Wednesday 15 March, six years to the day since my father had been arrested by the Gestapo, that we received our Signaller’s wings and Sergeant’s stripes and two days later we joined 214 Squadron at Sculthorpe near Fakenham in Norfolk.

214 Squadron, having been transferred from 3 Group to 100 Group, was still converting from Stirlings to Flying Fortresses to operate in its new role of radio countermeasures. While the British bombers’ under-floor bomb bays were ideal for carrying the largest bombs, the American mid-wing fuselage ones were better suited for the installation and maintenance of the radio equipment we were to carry. Our tasks would be the disruption of enemy radar and radio transmissions, especially those which were used for the direction of night-fighters to our bomber stream. These would be operated by Special Duty Operators, of which Johnnie and I were among the first to arrive on the Squadron and it was all so secret that even the Commanding Officer had not been informed what it was all about. So that call for German speakers had not been in vain and I was pleased at the prospect of getting at least some of my own back to that Nasty MAN Adolf. In fact, the Squadron’s first operational flight was on 20<sup>th</sup> April, Hitler’s birthday, and I revelled at delivering my worst regards in person.

The equipment we carried was ABC, Airborne Cigar, which consisted of a small cathode ray tube covering the German night-fighter frequency band. Any transmission would show as a blip, we would tune one or more of our three transmitters to it to drown it in a horrible cacophony of sounds. This had been pioneered by 101 Squadron in October 1943, hence that call for German speakers, and they continued this as a side-line to the end of the war. In time, more sophisticated and powerful equipment came into use, but that was after my time on the Squadron.

For quite some time there were not enough Specials to go round, we had not yet received our full complement of aircraft and so we had to fly with whoever happened to be on the battle order. Towards the end of July we were at last able to continue with a crew of our own, I had become particularly friendly with Jackson’s, when Johnnie and I were posted away to 101 Squadron in Lincolnshire. We struggled and fought to remain with our friends, but it was to no avail and we had to go. Apparently 101’s need was greater than 214’s and we had been picked to fill the gap. In fact this probably saved my life, for Jackson’s crew were shot down on their very last flight of their tour.

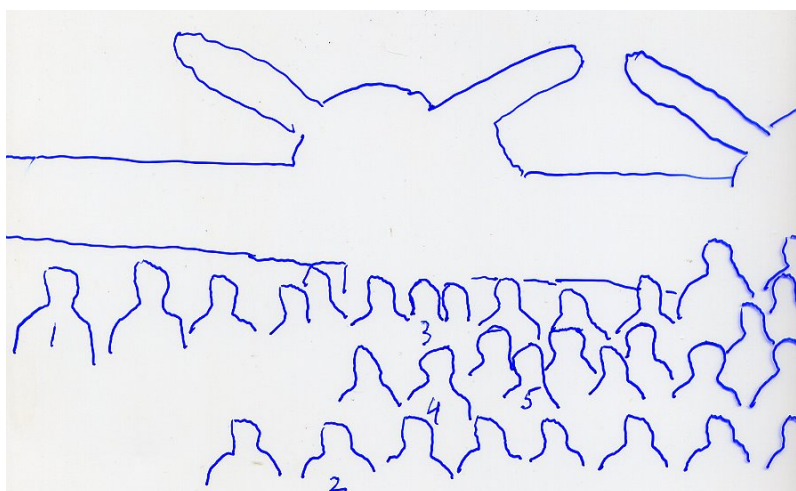
I’d flown 10 operational flights with 214 and completed my tour of 30 with 101 towards the end of October. Though my Lancaster had suffered occasional damage by enemy flak, none was of a really serious nature



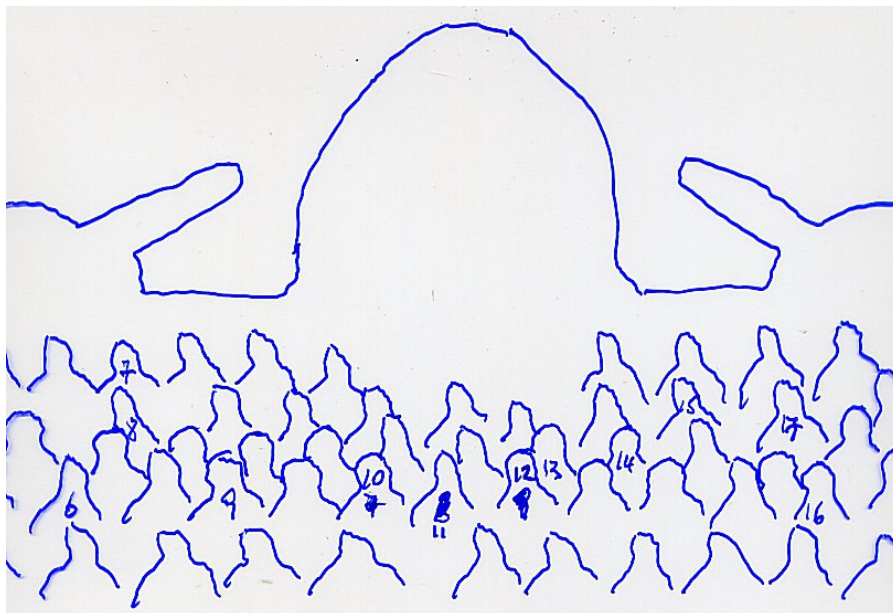
and I came through it all unscathed. In fact the nearest I ever came to losing my life was on my very own doorstep while on leave in London, when a V2 exploded prematurely a few hundred feet directly above my head. Just goes to show – sticking out my neck by volunteering might have turned out to be the safest way after all.

Early in the New Year I was posted to Transport Command, first to a Dakota Operational Training Unit near Carlisle, then in September to the Far East. First to a supply-dropping course in Baroda, then to 215 Squadron, soon to be renumbered 48, in Singapore. Here fortune had again favoured me for our job was the carriage of Service personnel throughout the area as far as Rangoon and Hong Kong in the north, and Java and Sumatra in the south. Here my work as Wireless Operator was the same as I was to find later in civil aviation and the 800 hours I logged there the very experience I needed for my later career.

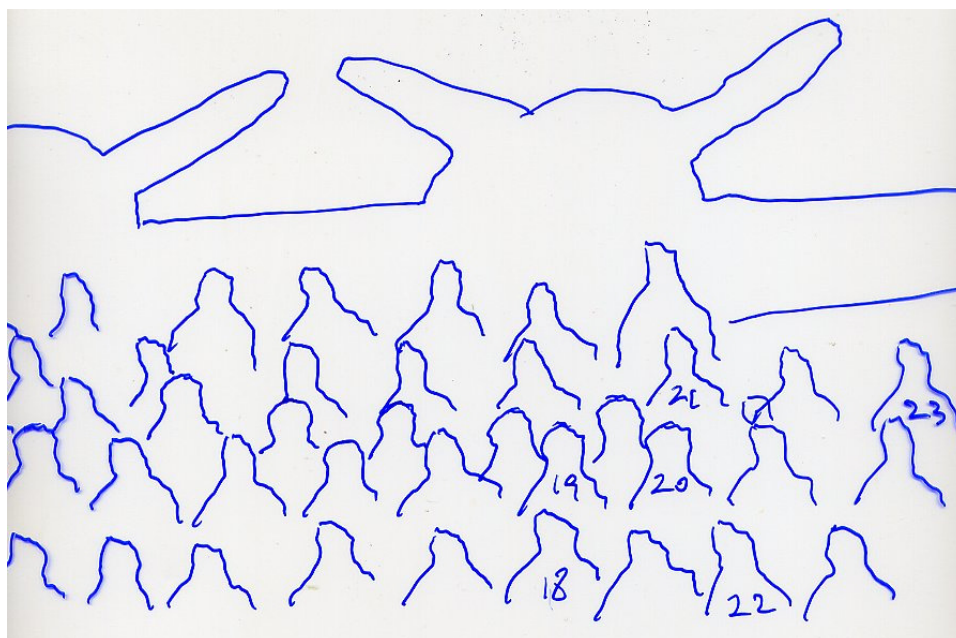
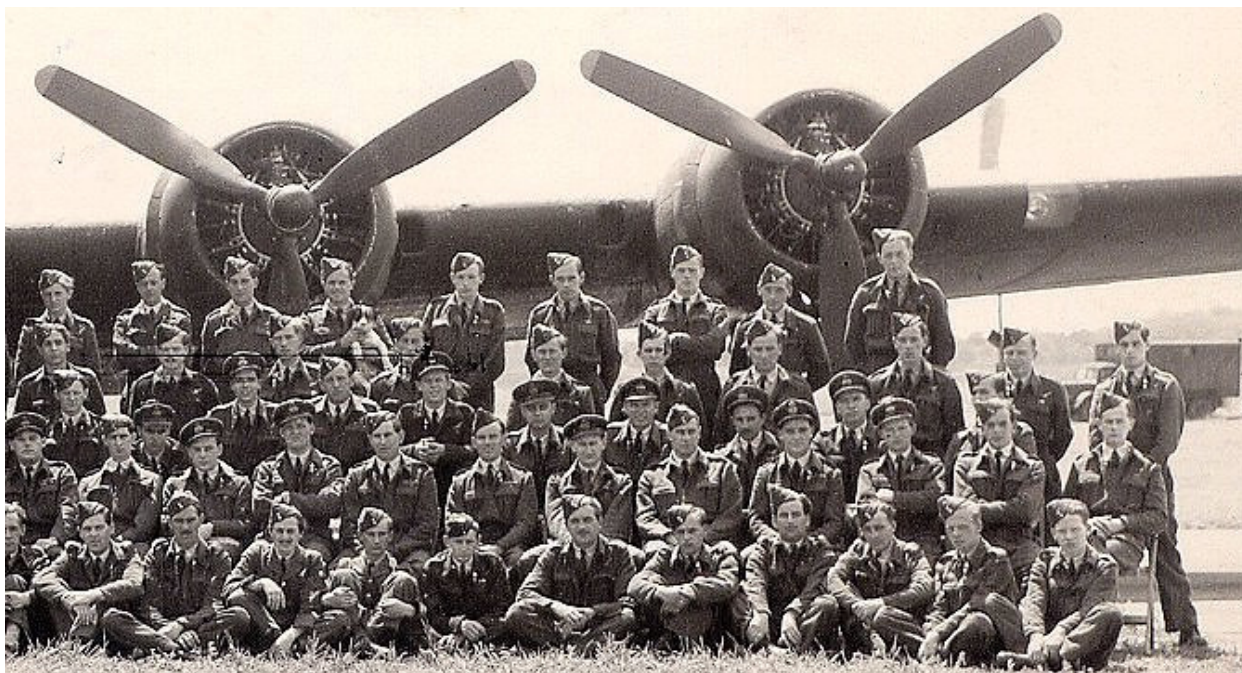
I left the Service in May 1947, flew as Radio Officer with several companies, qualified as commercial pilot in 1954 and got my first command three years later. But that's another story.



1. Sgt Macnamara – Special Operator
2. Sgt Williams – Gunner
3. Sgt Lander – Special Operator
4. F/Lt Furner – Navigation Leader
5. F/Lt Puterbough - Pilot



6. F/Lt Collins – Special Signals Leader
7. Sgt Pollard – Wireless Operator
8. Sgt Hereford – Special Operator
9. F/Lt George Wright – Adjutant
10. W/C McGlenn – CO
11. G/C Dickens – Station Commander
12. S/L Day – Flight Commander
13. F/O Hovers – Navigator
14. F/O Thomas – Bomb Aimer
15. Sgt Picciano – Gunner
16. F/Lt Doy – Signals Leader
17. Sgt Glick - RAAF



- 18. W/O Moore – Gunner
- 19. F/O Walters – RCAF
- 20. F/O Jackson – Pilot
- 21. Sgt Hardie – Gunner
- 22. Sgt Stelling – Special Operator
- 23. Sgt Gerhard Heilig

*Gerhard Heilig,*  
November 2013

# SHARED EXPERIENCES

## MYSTERY IN YORKSHIRE

Contributors: Dave Berry, John Beeching, Janine Bradley



SMITH John Benjamin Joseph  
124796, Flight Lieutenant  
169 Squadron, 100 Group  
Royal Air Force Volunteer Reserve  
Killed in action 8.2.1945  
Aged ?

On the night of Wednesday 7 February 1945, a Mosquito VI, Serial No: NT 176 of 169 Squadron, part of 100 Group, took off from Great Massingham, Norfolk, at 2226 hours bound for the ancient German Rhineland town of Bonn. The Mosquito was carrying out a BS (Bomber Support) operation and its Squadron identification code, painted on both sides of the fuselage, was VI-C. The aircraft carried a crew of two, the pilot Flight Lieutenant John Benjamin Joseph Smith, and his Navigator Flying Officer Kenneth Russell Goldthorpe, both members of the Royal Air Force Volunteer Reserve.

The Mosquito was probably on a high-speed reconnaissance/special objective run to Bonn as the town had been subjected to a major air raid by heavy bomber Squadrons on the night of 4/5 February. 238 aircraft had taken part in the operation – 202 Halifax, 20 Lancasters and 16 Mosquitoes. This was not a successful attack as the majority of bombs fell to the south of the target or over the Rhine in the Beuel area. 19 people were killed in the raid and three Lancasters and a Mosquito were lost with their entire crews, a total of 21 men.

At some time during the early hours of Thursday morning on 8 February 1945, Mosquito VI-C crashed between Terlinden (Limberg) and Hoogcruts, two small hamlets almost on Holland's Belgium border and approximately 13 kilometres south east of Maastricht. (Exact time, cause and if outward or homeward bound are unknown.) Unfortunately, F/Lt Smith and F/O Goldthorpe were killed outright either before, or when, the aircraft impacted.

Both crew members were originally buried in a United States Military cemetery at Margraten. At some time after the war, they were finally laid to rest side by side in Venray War Cemetery, Limburg, Netherlands.

The ongoing mystery unfolds as John Beeching, Dave Berry and Janine Bradley enter into correspondence. Dave writes to John:-

*'... we were up in York some weeks ago and visited the old RAF airfield/Museum at Elvington, just around York, we were staying in Harrogate.*

*Strangely and interestingly in the hangar they had a Mosquito under re-construction/re-build from salvaged? planes but I was not, due to time, able to take down details... however, one important thing of note is that it had VI-C painted on the side!! There was no one there to ask. It was my intention to write to the field and team/enthusiast to question them on the relevance of that but to date have not done so.'*

John's response added more weight to the mystery:-

*'I get the impression at Elvington that this is a Project taken on by enthusiasts to bring this Mosquito up to scratch/working order and that some parts have been salvaged ... to facilitate the build ... My knowledge is limited, but I remain intrigued at the use of VI-C on the fuselage..'*

John Beeching served in the same Squadron as Flight Lieutenant J Smith and Flying Officer Goldthorpe. He had been flying on A.I training that same night and was not on operations, so he is very interested to unravel the mystery and to find where it leads. There is also a mystery surrounding what actually happened to the aircraft to cause it to crash, as both men were originally buried in a U.S.A military cemetery at Margraten before being moved to Limberg in The Netherlands.

John Lilley, of *The People's Mosquito Project*, was asked whether he knew about the Mosquito at Elvington. And his response adds further pieces to the puzzle evolving:-

*'A great story of huge interest. Thanks for sharing it. The Mosquito at Elvington is a bit of a hybrid of other Mosquitoes and re-manufactured new bits. It has been largely hand-restored by the owner, Tony Agar, over 25 years!! They aim to have it ground running soon. It is an NF.II – early Night Fighter/Intruder and in terms of the markings, I think he wanted to base it on a Mosquito Squadron in Yorkshire/Night Fighter Unit. I don't believe it is the original airframe.'*

Does any other member have any knowledge of this aircraft or have anything to offer. We would love to hear additional information if so.



# Mosquito

DE-HAVILLAND MOSQUITO  
NFII HJ711

**LIGHT BOMBER  
AND NIGHT FIGHTER**

|            |                                            |
|------------|--------------------------------------------|
| Designed   | 1939                                       |
| In service | 1941 – 1953 (British)                      |
| Crew       | 2, pilot and navigator/radar operator      |
| Engines    | Two Rolls Royce Merlin liquid cooled V12   |
| Speed      | 400 mph (644 km/h)                         |
| Range      | 900 miles (1500 km)                        |
| Armament   | Four 20mm cannon, four .303in machine guns |

**Fast and versatile, the Mosquito was mostly made out of wood. It served with the RAF as a light bomber, night fighter and photo-reconnaissance aircraft.**

**HISTORY**  
The Mosquito night fighter used radar to find its targets. The Mk IV Airborne Intercept radar had an arrow shaped transmitter aerial in the nose of the Mosquito and receiver aerials in the wings.

**DID YOU KNOW?**  
Known as the 'wooden wonder', the Mosquito was built with new manufacturing methods using plywood and glue. After the war some of these plywood wings were used in the construction of furniture and in the construction industry.

**THIS AIRCRAFT**  
This Mosquito has been skilfully reconstructed from original parts from a number of different aircraft. The first parts came from Pinewood film studios and a crash site on the North Yorkshire Moors. It owes its survival to years of dedicated work by Tony Agar and a team of helpers.

# SHARED EXPERIENCES

## ***'On a Wing and a Prayer' continued***

**NORMAN STOREY**

**214 Squadron**

I shared the first part of my writings in the Autumn edition of the magazine, and in the last issue included my wife Audrey's experiences as a WAAF. However, I return with the second part of my own story, to be concluded in the next or a future issue. I hope it is of interest.

It was 18 November 1943 and our baptism of fire ... three raids on Berlin in six nights!

We were to do a further 7 ops to Berlin, bringing our total to 10. The crew was now visited by a reporter from a Lincolnshire newspaper, questions were asked and a photograph taken of us with our aircraft – D-Dog (I will go on to mention the photograph later). We were never told the reason for this visit, but can only imagine it was for propaganda purposes and a moral boost for their readers.

During the winter of 1943-44, the losses were horrendous and Bomber Command wiped itself out – *'The Lost Command'*. When we had completed 11 ops, we were the leading crew on the Squadron. We had been on all the heavy loss raids including a Berlin and a Leipzig raid when the losses of each was well into the seventies. The Nuremburg raid when Bomber Command received its highest losses was about 95 aircraft. I remember on our return the interrogating officer asked the usual question: *'How many aircraft do you think we lost tonight?'* My reply was: *'A hundred'*. He refused to accept my estimate and said: *'I am not entering that on this report!'* I said: *'That is up to you, Sir. But I am not changing my estimate.'* I often wonder what he thought the next morning when the newspaper headlines were 96 – 97 – 98 aircraft lost.

Soon we were to switch to French Targets in a softening up programme ready for the invasion. In its wisdom *'The Powers to Be'* decided French targets were to count only as a third of an Op. That was until the Mailly-le-Camp raid on 3 May 1944. Pre-war, this had been a French military camp, but was now being used by the Germans for tank training.

We were circling over two German Fighter aerodromes, waiting for instructions to bomb on the flares. It was absolute chaos. Pilots on RT were asking when we could go in to bomb. The reply was always the same: *'Don't bomb ... wait!'* Aircraft were being shot down all around us and our Skipper decided to go in on a bombing run. On the way in, the order was received to bomb on the flares. I believe we must have been the first to bomb. We had an aiming-point photograph. We were later informed that we had probably killed 200 Germans much to the delight of our Bomb Aimer who had recently lost his brother in Italy.

49 aircraft were lost, over 11% - similar percentage to the losses on the Nuremburg Raid.

We were allocated a hut to a crew and when Len was commissioned there was just the six of us. On returning from the raid, we found a young Air Gunner had been billeted in our hut. I say young as by this time I was an old man of 19 years old. He popped his head over the sheets and said: *'How was it tonight?'* Ron replied: *'Bloody terrible. We lost four on the other side and one back here'*. I can only imagine what the new boy must have thought: *'I wonder what I've let myself in for?'* I would wager he had no further sleep that night.

After two or three days, he came to me and said: *'As you are the Senior Air Gunner on the Squadron, I wonder if you can give me any advice?'* My reply was: *'First of all, you need 95% luck. Then perfect your corkscrew evasive action, see the fighter first and immediately put into practice your evasive action. Finally, one tactic I use, is when over a target and it is near daylight, I close one eye then when we leave the target area, I open it immediately. By doing this, I have night vision when we are most vulnerable instead of being temporarily blinded.'* I could give him no further advice and tragically he was lost on his first Op.

When we had completed 28 Ops, we were informed we were being screened. We were never told the reason for our not having to complete the thirty Ops. I can only imagine the moral of the Squadron being so bad they were frightened we would be lost on our last two Ops. By screening us, it proved it was possible to complete a Tour. The next senior crew was captained by a Canadian and they were lost shortly afterwards on a French target.

Our last Op was on Hasselt. 3hrs, 50mins. We were on the Aulnoye raid, 10 May 1944, when 7 Lancasters were shot down all by the same pilot, Hauptmann (Flight Lieutenant) Helmut Bergmann. He was awarded the Knights Cross in June 1944. After many more successful combats, he was finally shot down by a Mosquito and killed on 7 July 1944.

One unfortunate event was that about the same time we arrived at Elsham, a new Squadron Commander was also posted to Elsham. He was a Wing Commander from Training Command with no operational experience. Hardly the sort of man to offer encouragement and help moral! One of his first ideas was to get all aircrew to change into their gym kit and follow him for a run round the perimeter track. He pranced off with the aircrew following and soon after, we started to peel off back to our lockers, changed and went back to the Mess. I would like to have seen his face when at the end of the circuit he looked behind him to find only five or six runners still with him! The exercise was never repeated. He was posted after six months to the relief of those still serving on the Squadron.

A good well-run ship needs a good Captain, something lacking during our stay with 103 Squadron.

After our screening, we were all given Leave, and on our return we were posted to various O.T.Us. I went as a Ground Instructor to Wymeswold where I spent the next five and a half months. My next posting was to 214 Squadron, Oulton, Norfolk ...

... to be concluded.

One question I would like to offer members is whether anyone can remember the name of the Adjutant who I remember well and for whom I had great respect, but after all these years cannot recall his name?

*Norman Storey*

RAF No.100 Group: 214 Squadron



## WHY REUNION 2014 IS SPECIAL



RAF 100 Group Association Founders:  
Martin Staunton & sister Eileen Boorman

With this Spring edition of the magazine comes the Reunion 2014 programme. Our May Reunion this year marks the 20<sup>th</sup> Anniversary of the Dedication of the RAF 100 Group Memorial at Oulton to which we return year after year after year to remember. It is a time when the villagers of Oulton join us, not just in providing a wonderful tea in one of their farmhouses gardens, but also by taking an active role in the brief Memorial Ceremony that follows. Those of us who can, return to the Memorial on Remembrance Day, and always, there is a tsunami of crosses stretching out in rows with the names of those who passed on.

Memorable moments.

Now as we once again prepare to converge on Norfolk, slipping through the portal into a past era, the spirit of those who went before are ready to welcome us back into the fold, surrounding us with their love, guiding us through the annals of history, reminding us of the sacrifices it took to give us the freedom we enjoy today.

*'We will remember them.'*

There have been so many new members since the Association started and Oulton Memorial was dedicated, that I thought it an appropriate time to learn of why the Memorial became important as the first task of the Association and how it came into being.

RAF 100 Group Association was started by Eileen Boorman and her brother Martin Staunton, two people so familiar to those who were around when the Association was in its infancy. Both were wonderful caring, giving people, keen to retain that same comradeship and kindred spirit which had been at the core of 100 Group during the war years. There were others also involved, including Len and Evelyn Bartram.

The history behind the Memorial at Oulton began years before, when Eileen's husband was a Signaller in the last aircraft lost by No. 214 Squadron. His aircraft was lost over Hamburg on the night of 21/22 March, 1945. The aircraft was stationed at RAF Oulton. In 1989, Eileen and brother, Martin, visited the site only to realise that, within a short time, nature would reclaim the RAF buildings that remained. There would be nothing remaining to mark where No. 214 and No. 223 Squadrons had been based. They visited Blickling Hall, where the photograph was taken of them both above. The administrator gave them names and addresses of ex-Oulton personnel who had visited the Hall in recent years. Many people were contacted and all stressed the importance of doing something to commemorate those who died while serving at RAF Oulton.

A committee was formed, consisting of Chairman: Eric Phillips, Gunnery Leader on No. 214 Squadron, Eileen Boorman, Martin Staunton, Arthur Anthony and Hazel Southgate, an MT driver, who married Jimmy Southgate, a Rear Gunner on No. 214 Squadron, and Len Bartram: Historian; with Air Vice Marshall Jack Furner as President.

A gradual build-up of members followed and in 1994 a Book of Remembrance was established in Blickling church. The church was full for the service which followed, attended by representatives of the Commonwealth Air Forces and the United States Air Force. The American Air Force was invited because American Unit, the 803<sup>rd</sup> Bomb Group had served at Oulton also.



In the afternoon at Oulton village the Memorial was dedicated. The Bishop of Lynn officiated together with the Chaplain from RAF Coltishall. The American Air Force Base at Lakenheath sent a Colour Party to stand with Standard Bearers from the Royal Air Force, Aircrew Association, Royal British Legion, and other local organisations. At the end of the one minute silence a low flying light aircraft dropped British Legion

poppies over the Memorial, followed by poems read by representatives of the different Squadrons who served at the Station.

Above shows Ms Alison Shaw, the Bishop of Lynn, with the various standards being presented, while to the right is Air Vice Marshall Jack Furner surrounded by veterans who were stationed at RAF Oulton.



After the Memorial Dedication, refreshments were taken in a marquee at Oulton Hall. The owner, Bolton Agnew, very graciously permitted us to put the marquee on his lawn and use facilities in the Hall. One difficulty encountered was the European regulation concerning the handling of food! On hearing this, the ladies of Aylsham British Legion immediately volunteered and handled the catering arrangements superbly.

From that time to the present day we have found the people of Norfolk to be giving, loving and supportive in every way, welcoming us each time we return to the place where, for so many, it became Home during the war years. It is with local villagers that we are able to gather and join to give thanks to the men of RAF No. 100 Group who gave their lives for the freedom we enjoy today.

However, it was also during this early period of the Association it was discovered that very few men who flew in the Main Force aircraft knew of the efforts made by No. 100 Group to protect them. The work of the Group could be split into two main parts - the Radio Counter Measures Squadrons which detected transmissions from radar and fighter controllers, using powerful transmitters to jam these German defences; while the other section of the Group were Mosquito Squadrons which conducted high and low level intruder patrols, protecting the Main Force aircraft at high and low level to attack German airfields, preventing fighters from taking off or landing. These efforts obviously required many Squadrons and airfields in Norfolk.

Having gained the expertise of establishing the Memorial at Oulton, the committee decided to continue in their quest to provide a 100 Group Memorial Room. Finding a suitable venue proved very difficult until a letter was received from the City of Norwich Aviation Museum offering a newly-built room at no cost to the committee. The rest, as they say, is history. The Museum fitted out the room to the high standard we see today. They had even found a Lloyd-Loom chair from the Officers' Mess at Blickling Hall!

In 1997 we had an Opening Ceremony attended by a lot of people who had served on 100 Group. In the evening we had dinner at the Wroxham Hotel. It was a thoroughly enjoyable day which set the tone of our Association with the Museum ever since.

With the exception of 1998 we have had a Reunion in Norfolk every year. Despite the change in pattern which was to go to RAF Coltishall on the Friday afternoon until RAF Coltishall closed in November 2006, our membership goes from strength to strength, with new generations getting actively involved, and Reunions continue to be a not-to-be-missed experience. On the Saturday morning we still gather at the Museum for a chat, while the AGM outgrew the Museum Tea Rooms and is now held at the Mission Hall at Horsham St Faith; bringing people up to date with all that is happening, and plans for the future. This is still followed by a buffet lunch at the Museum. We used to have a coach laid on to airfields where we laid wreaths on what was once the main runways. I for one still remember the extraordinary thrill as veterans urged the coach driver to speed up on the runway as if preparing for take-off while regaling us with tales of the unexpected, and how it had been all those years ago! It was a wonderful atmosphere of camaraderie, retaining the spirit of those yester-years. And you can still feel that connection today during Reunions which is what makes them so special. I spend the rest of the year celebrating those memories. However, today there is no coach although we still lay wreaths in memory, remembering all who have passed on. And Foulsham villagers now also gather on a Friday at the start of our Reunions to provide a wonderful tea in welcome.

We do hope that as many members as possible will come to Norfolk to make this Reunion 2014 a truly special occasion. And we look forward to meeting old faces and new. Meanwhile, we are laying on a few surprises over the weekend to give it that celebratory feel as we come together.

Please look at the programme accompanying this magazine and complete the form, sending it back to me as soon as possible to book your place at the evening meal on Saturday. As a further point of interest, Claire and Nigel are also offering something extra this year with a special deal to paid-up members, together with news of an event taking place on 7/8 June commemorating the 70<sup>th</sup> Anniversary of D-Day and the first operation from RAF North Creake, combined with the Official Opening of the newly renovated North Creake Tower into a B&B.

*Janine Bradley*

Secretary: RAF 100 Group Association

**Perfect for a flying visit**

**B&B Opening Spring 2014**

Stay in The Control Tower at former RAF North Creake home to two Squadrons of RAF 100 Group. Set in two acres of wildflower gardens



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Today you can relax in our newly renovated art deco living room and bedrooms with period en suites



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DISCOUNT***

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membership  
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[!\[\]\(9f2eb39b5cb6ca001ddfe685f3184b1d\_img.jpg\)](#) @ The Control Tower (old North Creake Airfield)



Picture credited to Paul Macro – Camrovision Photography

# THE NORTH CREAKE CONTROL TOWER

## Bed & Breakfast

### REVIEWS

*Situated on the B1105, just four miles from Wells-next-the-Sea in the village of Egmere, lies one of the most unique and friendly places to stay in the country. In the middle of north Norfolk, with its big skies and rolling countryside full of wildlife and history (Holkham Hall and Walsingham are just minutes away). The Control Tower B&B sits proudly overlooking the WWII airfield of RAF North Creake.*

*North Creake was a Class A bomber airfield, built in 1942-43. Most famously used by 199 Squadron and 171 Squadron, flying Stirling III and Halifax III aircraft. Of the many bomber stations built during WWII, North Creake was very unusual as its aircraft supported bomber raids on enemy territory by means of counter measures (Window and Mandrel). The station was closed in 1947 but many buildings from the war period remain and can be visited with the permission of the owners.*

### Staying at the Control Tower

*In 2011, Nigel and Claire bought the existing Control Tower (or Watch Office) and have since transformed a tired 1980s house conversion into a shining example of its original 1943 glory. It is truly something to see the long labour of love and effort that Claire, Nigel and friends (with the aid of local craftsmen) have invested to bring the Control Tower 'back to life'.*

*Mike Parr*

### Staying at the Control Tower

*My wife Richenda (non-airfield enthusiast) and I were 'guinea pigs', booking to stay at a partially completed WWII Control Tower B&B. The experience for both of us was, quite frankly, a revelation. As hosts, Claire and Nigel are natural. It wasn't long before we felt completely at ease. The period furniture perfectly complements the surroundings – this is very much a home and we were made to feel very welcome. Every step you take inside this unique building is an engagement with history. The décor is cool and in keeping with the period. Our bedroom was spacious and well-appointed with a comfortable bed, real tea and coffee facilities, digital radio and period features. The art deco en-suite bathroom contained the best shower we have ever used! We felt that no expense had been spared to make our room as special as possible. After a full day sightseeing, we relaxed in the former Meteorological Office, now a comfortable living room equipped with period furniture and a roaring real fire.*

*After a relaxing night's sleep, we awoke to a scrumptious home-cooked vegetarian breakfast. Later we were taken on a personal tour of the old airfield itself. Come and see and stay at the Control Tower yourselves. Step back in time and walk in the footsteps of heroes ...*



## **A DEDICATION**

*How can we praise the brave young men  
Who flexed their new and untried wings  
And flew, like eaglets, free and bold,  
No fettered slaves or underlings?*

*How can we tell of loyal men  
Who worked long hours upon the ground,  
In drizzling cold or tropic heat,  
To serve their crews in honour bound?*

*How can we laud the gentle girls  
Who nursed them, fed them, mastered arts  
Of radar, plotting, ground control,  
And tender care of engine parts?*

*How can we honour those who came,  
Through hardship, danger, fear and pain,  
From Europe's crushed and bleeding lands,  
To spread their wings and fight again?*

*How can we show our gratitude  
To those who, of their own accord,  
Came from our far-flung Commonwealth  
To help us wield our shining sword?*

*How can we thank the men who crossed  
The great Atlantic, deep and wide,  
And left their New World far behind,  
To fight for freedom at our side?*

*A generation, selflessly,  
Gave up the flower of its youth,  
A sacrifice so quietly made  
That we might live in peace and truth.*

*All tears were shed long years ago  
But memories last for all our days,  
And so, with pride, we make our vow  
To keep our faith with them always.*

*Audrey Grealy*

1989



## Final Postings

*Death will be 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 30<sup>th</sup> 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 26/27<sup>th</sup> 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.
- 192 Squadron** Flight Sergeant John Eggert (2202199) aka 'Shorty'. Passed away 28 April 2006
- 192 Squadron** Sgt Hugh Holm, Radio Mechanic, is remembered with love by Phil and Vera James, especially for his kindness to them while holidaying with him in Canada.
- 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
- 169 Squadron** Fred Herbert, Navigator/Radar, passed away on 15 October 2010, remembered by his friend, colleague & pilot John Beeching
- 169 Squadron** Flt/Lt Bert Vine, former Navigator of Sqdn/Ldr. James A. Wright, 'A' Flight Commander, both of whom are no longer with us, remembered by 169 pilot John Beeching
- 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', passed away Nov 2009 age 87. Rear Gunner, Eric Morrison's crew, 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 2<sup>nd</sup> 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** [George Fisher, Navigator](#) with No. 214 REM & No. 206 Squadrons 1942-1946 sadly passed away with a heart attack on 25<sup>th</sup> Sept 2012
- 214 Squadron** Flying Officer [William 'Bill' Foskett](#) passed away 21.12.2011. Sadly missed by wife Pauline, 2 sons, 4 grandchildren, good friend Tony Cooper.
- 214 Squadron** 'Doug' Douglas, Tail Gunner on Fortresses and ex POW, died in Nelson, New Zealand, last year.
- 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 as 223 reformed. Flew Liberator TS524/6G-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** 2<sup>nd</sup> 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** Flying Officer [Reggie Wade, Navigator](#), passed away Christmas Eve 2012. Reggie served in the crew of Squadron Leader Carrington, 'B' Flight Commander.
- 223 Squadron** Air Gunner [John McLaren](#) passed away 31.3.2013, leaving wife Margaret and son Graham.
- 223 Squadron** F/Lt Navigator [Ron Johnson](#) passed away August 2013. Remembered by Richard Forder.
- 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.
- 23 Squadron** 'Bud' [Badley](#), passed away beginning of 2013
- 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



**\*\* 2014 Renewal of Membership now overdue! \*\***

## 2014 RAF 100 GROUP ASSOCIATION REUNION

9<sup>th</sup> – 11<sup>th</sup> May 2014

Guest Speaker at main Saturday evening dinner!



**MR JOHN LILLEY**

**Project Lead for The People's Mosquito**

*followed by*

### **AUCTION**

Limited edition 1 of 35 Phillip West Mosquito print from an original painting signed by 12 ex-Mosquito Aircrew. Veterans attending are also asked to sign.

Funds raised are to be divided between Association Magazine costs & various Mosquito Projects.

This kind offer comes from David Coeshall (The People's Mosquito)

+

Copies of an Open Ed Print to purchase at £25.00 each

+

Veterans attending are also asked to sign 'The Aircraft of 100 Group' which is not for sale but will eventually be donated to the Mosquito Museum for their library



## **7/8 June 2014 Event at North Creak Tower**



Commemorating 70<sup>th</sup> Anniversary of D-Day & first operation from RAF North Creak

+

Official Opening of the newly renovated North Creak Tower into a B&B

On the Saturday, veterans and family members are invited to North Creak to relive memories of The Control Tower and North Creak's past over a cuppa and cake from 2-4pm. Nigel will do a tour for those who would like to at 4pm.

On the Sunday we hope to have a 40's Street Party Event with Vintage Fair in the Nissen Hut. This is open to everyone to help celebrate the future of the Control Tower.

# 100 Group Order of Battle

| <b>SQD</b>                              | <b>AIRCRAFT</b>                                                                | <b>1st 100 GROUP OPERATION</b>    | <b>BASE</b>                            | <b>SORTIES, LOSSES ROLL</b>                         |
|-----------------------------------------|--------------------------------------------------------------------------------|-----------------------------------|----------------------------------------|-----------------------------------------------------|
| 192<br><br>USAAF<br>7 <sup>th</sup> PRG | Mosquito II, B.IV,<br>B.XVI, Halifax IV<br>Wellington B.III<br>Lightnings P-38 | Dec 1943<br><br>Aug 44 – March 45 | Foulsham                               | 2171/5 Losses<br>Electronic Intel/Elint             |
| 141                                     | Beaufighters VI,<br>Mosquito II, VI, XXX                                       | Dec 1943                          | West<br>Raynham                        | 1214/11 Losses<br>80 EA, 58 Trains, 7<br>Ships Dest |
| 219/239                                 | Mosquito II, VI, XXX                                                           | 20 Jan 1944                       | West<br>Raynham                        | 1394/9 Losses<br>51 En AC Dest                      |
| 515                                     | Mosquito II, VI                                                                | March 1944                        | Little Snoring                         | 1366/21 losses<br>29 En AC Dest                     |
| 169                                     | Mosquito II, VI, XIX                                                           | 20 Jan 1944                       | Little Snoring,<br>Great<br>Massingham | 1247/13 Losses<br>25 En AC + 1 V1 Dest              |
| 214                                     | Fortress II, III                                                               | April 1944                        | Sculthorpe,<br>Oulton                  | 1225/13 Losses<br>Electronic Jamming                |
| 199                                     | Stirling III, Halifax III                                                      | May 1944                          | North Creak                            | 1707/6 Losses<br>Electronic Jamming                 |
| 157                                     | Mosquito XIX, XXX                                                              | May 1944                          | Swannington<br>West Malling            | 1336/6 Losses<br>37 En AC +39 V1 Dest               |
| 85                                      | Mosquito XII, XVII                                                             | 5/6 June 1944                     | Swannington<br>West Malling            | 1190/7 Losses<br>71 En AC+30 V1 Dest                |
| 23                                      | Mosquito VI                                                                    | 5/6 July 1944                     | Little Snoring                         | 1067/8 Losses<br>18 En AC Dest                      |
| 223                                     | Liberator VI,<br>Fortress II, III                                              | Sept 1944                         | Oulton                                 | 625/3 Losses<br>Electronic Jamming                  |
| 171                                     | Stirling II,<br>Halifax III                                                    | 15 Sept 1944                      | North Creak                            | 1583/4 Losses<br>Electronic Jamming                 |
| 462<br>RAAF                             | Halifax III                                                                    | 13 March 1945                     | Foulsham                               | 621/7 Losses<br>Jamming/Windows                     |
| 36 & 803<br>BS                          | Boeing B-17F P38                                                               | Jan 1944                          | Sculthorpe,<br>Oulton                  | 1211/0 Losses<br>Electronic Jamming                 |
| 857 &<br>858 BS                         | Consolidated<br>B-24G                                                          | Jan 1944                          | Oulton                                 | 280/2 Losses<br>Electronic Jamming                  |

Created by Janine Harrington

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