

Confound & Destroy

The magazine of RAF 100 Group Association

Spring 2015



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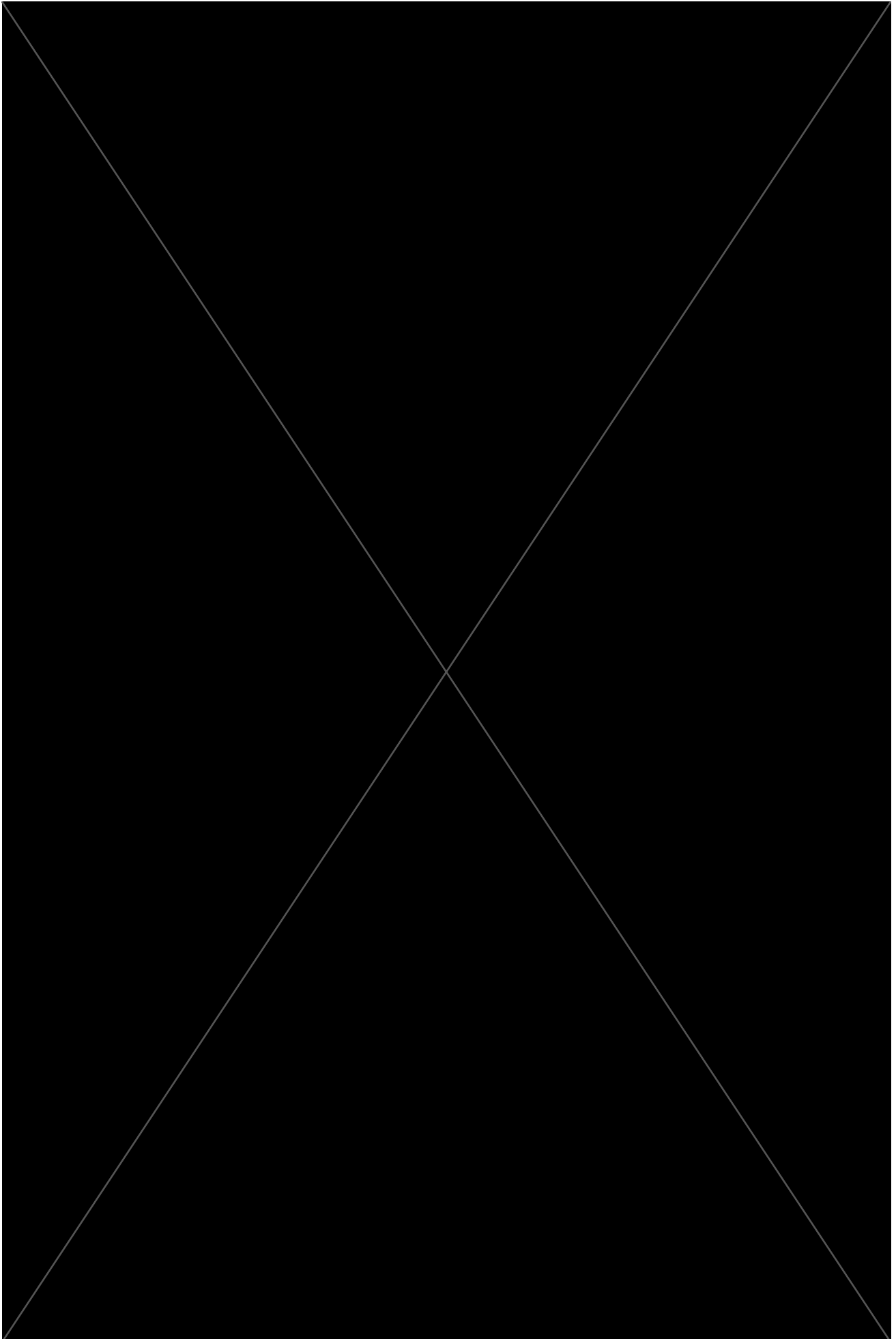
[Home to Memorabilia of RAF 100 Group Association](#)

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RAF 100 Group Association

Committee



EDITOR'S PAGE



Dearest Friends

A VERY HAPPY NEW YEAR to you all! May 2015 bring each one of us joy, laughter, happiness and love, and may the world somehow find its peace.

Thank you for all your heartfelt letters, cards and gifts, together with phone calls and emails, particularly those which share thoughts and feelings about the book: *RAF 100 Group – Kindred Spirits*. I am aware, through its shared experiences, poems, previously unseen photographs, etc. just how much it means to you as well as to me, and my hope is that IT WILL be published this year, and before Remembrance Day. My own feelings run deep in knowing I let you down when it didn't come out as promised last year - those who contributed so much that we might know everyday life shared on RAF 100 Group airfields in wartime, as well as firm friendships forged. The publishing world is now a cut-throat business. There are just so many writings out there. Publishers can pick and choose, others are unscrupulous. Most have no idea just how much this book means, especially as RAF 100 Group received no recognition for all it did to bring an early end to war and the thousands of lives saved. My passion remains that both your history and personal stories and reflections will be preserved for the future, and the names of those who served never be forgotten ... names such as F/O Bob Belton, who sadly passed away 11 January; F/Sgt Earl Skjonsberg, mid-upper Gunner; who died October 2014, the last of Phil James MBE's crew; and 1st Lt. Joe Hornsby who died 19 November 2014. Joe served with the 8th Air Force U.S, Pilot of aircraft 'I'll Walk Alone'.

'We WILL remember them!'

The good news is that over Christmas we have taken on new members, not least from Canada and Australia, and for those for whom this is your first magazine we welcome you into our Family, and hope you will introduce yourselves to us. It was both a surprise and delight to suddenly be contacted by a relative of Jack Fisher. For those of you who don't know, Jack was the Canadian pilot who flew in Mosquito DK292 with Vic Vinnell, my mother's wartime fiancé, and who helped begin my own journey with the Association over twenty years ago. Jack was to have been Mum and Vic's Best Man at their wedding following a secret operation on 26/27 November 1944 from which they did not return. To this day the operation and final resting place remains a mystery. Mum never got over Vic's death as a part of her died with him, and she was never the same woman after. I remain in touch with Jack's six sisters in Canada. But now, to suddenly have contact with another relative, there are no words to describe this 'meeting'. Since his first letter, we have been exchanging emails and photographs, and I am hoping one time soon that Lindsay Tallon and his family might make it from Saskatchewan, Canada, to our Reunion in Norfolk. I know already it's on his 'To Do' list. Welcome, Lindsay, into the folds of this wonderful Family!

In the pages of this magazine are many stories and features, amongst them the noteworthy Re-Memorial in Anglesey, Wales, of 'The Jigs Up' – a huge event attended by many dignitaries from the States as well as the UK. Our thanks to Roger Dobson (Chairman) for representing RAF 100 Group Association on the day, who laid a wreath on our behalf. I would have loved to have attended in person, as would Stephen Hutton. Stephen shares the story behind the Memorial in this magazine, alongside that of 'The Uninvited' which went down 70 years ago in February 1945, as did 'The Beast of Bourbon' ... don't you just love these wonderful wartime names aircraft were given! Stephen is our Guest Speaker at this year's Reunion, and we look forward to meeting up again in May. A full programme of events should be with this magazine, if not, please let me know. And please, can I ask that all forms for those attending, together with menu choices for the special Saturday evening meal; be with me by the end of March to be assured that all requirements are met. Note that the venue has changed this year to **Elm Farm Country House at Horsham St Faith**, which makes everywhere else we visit that much closer.

We look forward so much to meeting you all again over our Reunion Weekend: 15th – 17th May. Not long now!

*Love & Hugs,
Janine xx*

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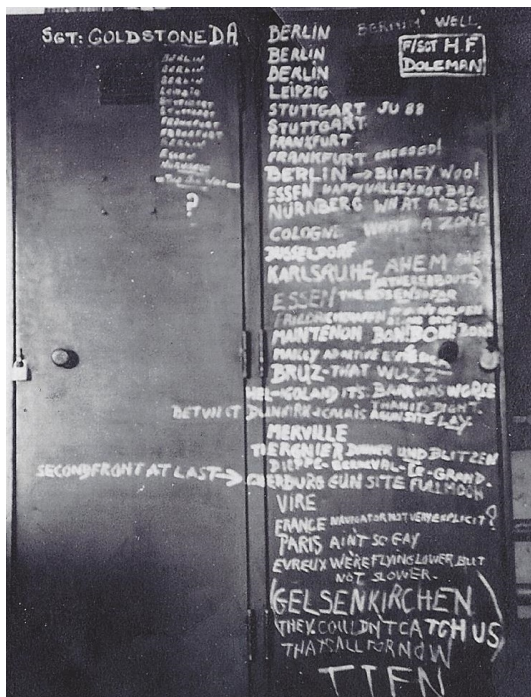
NEWS OF OUR PRESIDENT



Phil James MBE and Dr Hywel Francis MP

What a wonderful picture of our President, Phil James MBE, who has been busy as always; on this occasion meeting Dr Hywel Francis, MP for Aberavon at the Parliamentary Reception for veterans organised by the Older People's Commissioner for Wales in the House of Commons.

Phil also sent in a couple of wartime photographs of his uncle – the first showing Percy James' locker door with listings of all his 'ops', the second with P/O Percy James being helped into his flying suit:



LETTER from the CHAIRMAN



Dear Friends,

I wish you a very happy and prosperous New Year. I hope that many of you will be able to visit Norfolk for our annual Reunion on 15th-17th May. Already Janine, our efficient and hardworking Secretary, is well advanced with planning the event.

I mentioned in the Autumn newsletter that I had visited the Memorial to the crew of B24 Liberator 42-51232 *'Jigs Up'* of USAAF 36th Bomb Squadron, sited in the Holyhead Breakwater Park close to where the aircraft crashed into the sea in 1944.

The 36th Bomb Squadron was engaged in similar work to the electronic countermeasures role of RAF 100 Group. *'Jigs Up'* was returning from an operation probably supporting U.S Forces engaged in the Ardennes Counteroffensive, popularly described as the *'Battle of the Bulge'*. Because of bad weather *'Jigs Up'* and two other Liberators were diverted from RAF Cheddington, in Buckinghamshire, to RAF Valley on Anglesey. Although they reached Anglesey, sadly *'Jigs Up'* ran out of fuel before they could land and whilst all ten crew bailed out, only the two who landed on shore survived. The other two Liberators landed safely.

Twenty plus years ago, local diver and coastguard officer Brendan McGuire raised two propellers from *'Jigs Up'* off the seabed and these now form the centrepiece of Memorials at Holyhead and the U.S National History Museum, North Carolina. The Holyhead Memorial was in a remote part of the Park and had deteriorated with twenty years of Welsh weather. A new impressive replacement has been constructed in a very public position at the centre of the Park but retaining the original propeller.

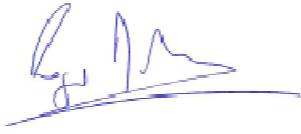
I was privileged to represent RAF 100 Group (Bomber Support) Association at a rededication ceremony held on Sunday, 21st December, the eve of the 70th Anniversary of the crash. This was a remarkable, moving and well attended ceremony. The guest of honour was Colonel Travis Willis, Air Attaché to the American Embassy. At a Flypast by a search & rescue Sea King helicopter, Colonel Travis together with Group Captain Cracroft, Station Commander of RAF Valley, took the salute. Weather conditions prevented the Sea King dropping nine thousand poppies into the sea at the crash site. This duty was successfully undertaken by a detachment of coastguard officers who, in high wind, deployed the poppies from close to North Stack Lighthouse. Amongst the many participants were the Chair of Anglesey County Council, the Mayor of Holyhead, the Member of Parliament and the Assembly member for Ynys Môn together with members of the RNLI, police and Coastguard.

Looking back I am a little envious of our U.S Allies' practice of nicknaming individual aircraft often with associated nose art. *'Jigs Up'* is part of distinguished pantheon. *'Memphis Belle'* and *'Enola Gay'* are well known; but others capture the imagination such as *'Beast of Bourbon'*, *'Strictly Victory'*, *'Lovable Lorena'*, *'Calamity Jane'* and *'Georgia Peach'*.

A request from the de Havilland Museum near St Albans that we contribute a Storyboard on the Mosquito role in 100 Group has caused me to wonder how many Mosquitoes were employed by RAF 100 Group. Martin Bowman's book on RAF 100 Group (Bomber Support) reports that Mosquitoes flew with 192 Squadron at Foulsham, 141 and 239 Squadrons at West Raynham, 515 and 169 Squadrons at Little Snoring and Great Massingham, 157 and 85 Squadrons at Swannington. 23 Squadron also was based at Little Snoring. If anyone knows the answer or knows how we can find out please let me know.

There seems no end to what we can learn about events which took place 70 years ago. Richard Forder in his researches discovered that the Mosquito DZ535 in which Nobbie Clark and Richard Dobson (my father) crashed was no ordinary aircraft. De Havilland delivered it to Vickers, not the RAF; and it appears to have been used in the development of a variation of the Barnes Wallace bouncing bomb called *'Highball'*. This weapon was intended to sink major units of the German fleet, particularly the *Tirpitz* which frustratingly failed to put to sea. In the absence of targets some of 618 Squadron's Mark IV Mosquitoes were adapted for carrier operations and sent to the Far East; but DZ535 was transferred to

192 Squadron in 1944. My Father was a fan of Barnes Wallis and I well remember standing at the back of a crowded cinema with him in 1955 watching the film, 'The Dambusters'. He would have been tickled pink to know that his aircraft was associated with the bouncing bomb.



* * * *

City of Norwich Aviation Museum

Dear Friends,



The winter months gives us the opportunity to prepare for the main visitor season and for the eagerly anticipated Spring. Volunteers can be found at the Museum working on various projects whenever we are open and despite the cold and dark evenings, our regular Tuesday evening work parties continue all through the winter months. We did take a break for the Christmas and New Year holiday period when we were closed for visitors, but even then some of our members couldn't stay away and several days were spent progressing various projects.

In addition, homework on behalf of the Museum was undertaken by some volunteers and one result of this was the movement of our internet site to www.cnam.org.uk from its previous co.uk address to better reflect the not-for-profit and charitable aims we have. This is the first stage of a general modification of our internet site which will be taking place over the following months. The City of Norwich Aviation Museum was the first UK based Aviation Museum to have its own internet site. Our first appearance was in the early 1990s and since that time, the internet has become an important part of our publicity efforts to attract visitors and interest in the Museum. More traditional forms of publicity have not been neglected and apart from revising the advertisements we place in carefully selected Tourist Guides, we will have a new leaflet available for distribution in the Spring.

We should also have another display building open by the Spring. 'Shed 6' will contain, amongst other items, a replica section of Lancaster fuselage which has been built from scratch by a team of our members. This will let us display both rear and mid-upper gun turrets that we have in the collection in a form that will allow visitors to see the conditions that Bomber Command Gunners operated in. We have a large collection of other various aircraft armaments that will support this display. The Lancaster will be marked for an aircraft that crashed landed at RAF Coltishall to give a local connection.

Another team of members braved the cold to fully recover the roof of our tea-room which had been damaged by a period of high winds we experienced in early January and they completed a fine job in difficult conditions.

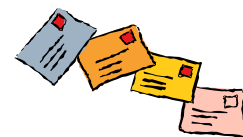
In common with RAF 100 Group Association, January is subscription payment time for our members and Daniel and Jamie are busy with processing payments as well as continuing with the ongoing task of updating records for our smaller exhibits and administering the arrival of new. We have also entered the market of e-bay selling and raised monies to create a fund that we will use to buy smaller items that will benefit the collection.

We look forward to seeing you all again in May!

Kelvin

Kelvin Sloper
Treasurer, City of Norwich Aviation Museum

LETTERS PAGES



Hello All

Members will be very sorry to learn that Bob Belton has just died. The family contacted me to say that he passed away in Kingston Hospital on the 11th January after a short illness. His funeral was held on Wednesday 4th February at All Saints Church, Kingston-on-Thames.

Like me you will remember him as a good friend of the Association, and was a regular attendee at our annual Reunions. Sadly, we only knew him for about four or five years as he only became aware of us comparatively recently. A real gentleman, and a pleasure to spend time in his company. I certainly looked forward to seeing him at the Reunions, and in his Christmas card he said that he was looking forward to May's events this year.

Flying Officer Robert O. 'Bob' Belton was posted to 1699 Flight at Oulton in April 1945 where he formed his crew and converted to the Fortress prior to joining 223 Squadron. Ops had finished by the time he arrived on the Squadron and so he was restricted to training flights in the dying days at Oulton until the Squadron was disbanded in July 1945.

Best wishes

Richard

Richard Forder

Association Committee Member



Dear All,

News recently came in of another RAF 100 Group death from Phil James MBE, our President. I asked if Phil would please share the other names of his crew, as this death makes Phil the only surviving member, and they should all be remembered.

Flight Sergeant Earl Skjonsberg, mid-upper Gunner, RCAF; was part of Flight Lieutenant George Ward's crew, a pilot and DFC, RCAF. He died in October 2014. Alongside him, served:

F/O Al Schorn, B/A RCAF

F/O Bert Taylor, Navigator, DFC, RCAF

F/Gt John Yakimchuck, Canadian Red Indian (*who shot himself, unable to cope with civilian life, leaving his wife and child*)

F/Gt Jim Merriman, Tail Gunner, RCAF

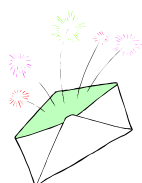
F/Sgt Art Burgess, Special Operator, RAF

Earl lived in a place called Caroline on a stump farm in a trailer (a stump farm is an acre that has been cleared of trees and the stumps remain). He loved horses and always rode them when possible. He worked as a Park Ranger at Revelstoke. He would search for people in trouble in the snow. I have a photo of him dangling from a helicopter with his dog across his knees, a German Shepherd. One of his sons worked up in a Park in Alaska. He was a real tough nut. I thought he would live forever ...

Phil

Sgt P. A. E. James, F/Engineer, RAF

President: RAF 100 Group Association



Death of F/Lt Alastair 'Alec' C. Lawson DFC
Died Boxing Day 2014, aged 94/95



Alec joined the RAF on 14 August 1939 under the Short Service Commission Scheme. In April 1943, he joined 605 Squadron as a Flight Lieutenant and with 'B' Flight operated a couple of times at night. Then he was posted to 23 Squadron in June 1943. 23 at this time were intruding from Malta and between June 1943 and February 1944 Alec successfully completed 35 sorties with them. He shot down three Huns and became a Flight Commander before returning to England. He was awarded the DFC for this tour of ops, but unfortunately had to relinquish his acting rank of Squadron Leader on his return. For the next few months, he instructed at an O.T.U. where he taught future Mosquito pilots all he knew about handling this aircraft (*and he knew plenty!*) and in November 1944, he re-joined 605 at Hartford Bridge when they were in the throes of changing over to 2 Group's night interdiction role. Between that date and the end of the war, he successfully completed a further 30 sorties and was with the Squadron at their disbandment,

having acted as Deputy Flight Commander (B Flight) during this period. 'The Baron' and Alastair Lawson (Alec) can be seen above. He was brave and modest to the end.

Pierre Lagacé

<http://no23squadron.wordpress.com/author/mpierrela/>



Dear All,

News was shared in the Winter 2014 edition that Foulsham Memorial has been restored. As an Association, we join in thanking the local people of Foulsham village for doing this on our behalf ... namely, undertaker Richard Hendry who contacted local Stonemason Paul Miles of Shakespeare Way, Taverham, who in turn undertook to clean and paint in silver the wording on the Foulsham Memorial free of charge.

Those attending the Reunion in May will see it in all its glory, hopefully spot-lit by a warm glowing sun! In the meantime, for those members who won't have that opportunity, this is a photograph of the Memorial. I'm sure members will be delighted with the finished product, and a heartfelt thanks again to all those involved in the restoration project.

This is just one way in which we can ensure that the name of RAF No. 100 (BS) Group lives on, and that all who served are remembered for the future. Foulsham continues to play a key role in our Reunions each year, and we look forward to sharing tea with villagers in May.



Dear Janine,

Always lovely to receive the magazine and still feel in touch. Once a month about eight or nine ex WWII WAAFs meet up for a coffee at The Grapes Pub in Sutton, and I seem to be the only lucky one to have such a personal connection to my old RAF Unit. I love to see the old photographs. Many thanks for all your hard work ...

Sincerely,

Peggy

Peggy Pollard



Dear Janine

The mag was received yesterday and what a bumper edition, thank you. I haven't consumed half the contents yet ... however, it was on reading Kelvin Sloper's letter on page 19 of the Autumn 2014 edition that I admit I had to read it a second time as my memory went into overdrive by what was stated. (*Jamie (CNAM) had noticed the article attached to the magazine in a September 1940 edition of 'Aeroplane Magazine' whilst archiving, and the article referred to was entitled: 'Flight of the Mosquito'.*)

Let me explain. I was eleven in 1940, living in London and since those frightening and hectic days, I have collected books and photos, mags, written to pilot, so the research goes on. Therefore, to read about '*The Mosquito in 1940*', in the public domain, calls for a response and I think you will get quite a few letters on this subject. Firstly, there was no mention in newspapers, mags or books until well after 1940 that the Mosquito was in existence. Could I ask Kelvin please to have another look at the article, if the date is clear then it is a misprint?!? The confirmation of what I am saying is the text of the article. The story is of a civil flight after buying the 'plane. From memory, I could turn up mags and books on the subject. The Mosquito had flown in the film: '*633 Squadron*' and along with others, they were sold off. If the photo above the article was the actual aircraft that crossed the Atlantic – then the codes displayed are the ones you see in the film. They are false as no wartime Mossie Unit used them. The film was released in 1964, which again confirms that the 'plane arrived in the States well after WWII. Sorry to be blunt, but once 'facts' are in print, someone will repeat them.



Another puzzling thing that hit me. The statement '*no trap door*'. To get in and out of the Mosquito was by a small door and a ladder was used. The cockpit cover could be jettisoned if needed for a quick exit. So how could the crew get aboard in the fighter version? By the only door, and I have been down to our library to illustrate my point with copy of photo (*left*) showing Sise (far left) with his Bauff Wing Navigator Ray Price in 1945. This is a Fighter version with entrance door open and ladder in position.

Finally, every Aviation Historian knows of the Confederate Air Force as they have kept the public in the USA fully aware of the marvellous wartime 'planes that gave us victory. Now called '*Commemorative Air Force*', they even fly a Super-Fortress (where does the money come from?).

Can I move on to page 29 again of the Autumn edition, as another statement hit me in the eye? It sounds as if I've joined the nit-pickers union, I promise not to make a habit of being a 'know-all'. It has been established in the last few years that Gibson ran out of petrol over Holland, folks on the ground

confirmed this. After being the Master Bomber, he left the target and wandered around for at least an hour with his companion, and he hadn't taken notice when shown the various taps for changing to another tank.

Now some good news. Reference the listing on page 30 (Autumn edition). I have a picture of the Mossie at Oshkosh and it is under cover and *not* rotting. Displayed indoors, but it might not have a certificate for flight. I'm sure Kermit would not let it rot as he loves these lovely old kites. Again, photograph which bears witness, with the writing that goes with it:

'Hops & Props'

March 3, 2007, 6.30pm

The EAA AirVenture Museum in Oshkosh, Wisconsin, cordially invites you to Hops & Props, a fine-food and beverage tasting event. Sample more than 100 unique beverages provided by microbreweries and distributors from across the region. Learn about the brewing process and history, and become a discerning beer taster ... Activities begin at 6.30pm. Great music from several live bands will add to the evening's entertainment ...



The picture shows an evening of delights, but more importantly RS712 on loan from Kermit Weeks.

Ron

Ron Durand

(information from Eric Hart)



Dear Janine,

I would like to thank Norman Storey for the final part of his series about life at RAF Oulton. It brought back so many memories of the Station. Reading his words brought back so easily names and faces of all those men. I remembered a crew that had gone missing ... then they returned, still one short. One evening, I was on duty and suddenly caught in a bear hug. It was such a shock to discover it to be the man they thought was lost. He had been through several different hospitals, but finally returned, and was joyous to see someone he recognised, someone he knew. That night, he took me out to dinner to celebrate his homecoming. It was just a feeling you can't put into words ... seeing crews go off ... then come home ... and when they don't return, that awful sinking in the stomach.

I was stationed at Blickling Hall for a while in the Officers' Mess. It was a bit of a shock when first I arrived at Oulton, coming from a Fighter Command pre-war Base to find Nissen Huts, being issued with a bicycle to get to work. We were in Blickling Park, the airfield about a mile away. But I soon transferred back to the Sergeants' Mess because I was so much happier there, and amongst people I knew who became firm friends.

The highlight of the year was when *The Wicked Lady* was made at Blickling Hall. Pat Roc came to the Sergeants' Mess for an evening and I was her escort for the night. She was so charming. I spent the last ten months of the war in charge of the Sergeants' Mess, and well remember the night of that last raid. I had stayed on duty that night to see them off and welcome them home. Then, after war ended, I was shown around the B17 and the Liberator, shocked at how the boys had stood such uncomfortable

conditions for so many long hours, then being so cheerful after. I went to the RAF HQ in Paris where the Adjutant was Flight Lieutenant Tabor who had been at Oulton, then a F/O.



Barbara Kerry in charge of the Sergeants Mess during the era Norman Storey was writing, can be seen in the centre of the top right picture, looking over Pat Roc's right shoulder.



Courtesy: Barbara Bradshaw (nee Kerry), Mess Stewardess



PLEA TO MEMBERS FROM JOHN BEECHING

169 Squadron, Great Massingham

Good to receive a letter from Harry Reed down in Cromer, Norfolk, who agrees that he, Doug Waite and I are the only remaining aircrew left of 169 Squadron. It would be lovely to have a list printed of other aircrew/ground crew under their various Squadrons to know we are not completely alone in the world.

Perhaps members would agree to their names being printed in the next magazine?

Anyone who does not wish this to happen (and I promise no details will go out) please contact Janine as soon as possible, otherwise a list of members headed by their Squadrons will appear in the next edition.

Janine

I can fill in the names of the two people that Beryl Griffiths didn't identify shown in the Winter magazine - on the left is [Frank Harbord](#) and on the right, [Arthur Kirk](#).

Frank Harbord wrote a book on his military career, *'Familiar Voices'* in 1998 which we sold for him for several years. The photograph we have in the Museum collection which you reproduced in the newsletter appears in *'Familiar Voices'* and is captioned *'four airman of 18 Squadron, RAF Oulton, May 1941'* and gives the names now confirmed.

Frank Harbord passed away in January 2010, aged 92 years. I would imagine that all four pictured were members of the RAF Oulton Association, the forerunner of the present RAF 100 Group Association.



[Frank Harbord](#), [George Milson](#), [Jim Moore](#), [Arthur Kirk](#)

Thanks

[Kelvin](#)

Kelvin Sloper
CNAM



Dear Janine,

Thank you so much for writing to me. I received your parcel just as I was leaving the house to go shopping, but stayed to open it straight away and was delighted with the contents. I found your kindness quite amazing! But the icing on the cake is the wonderful book telling the love story of your mother and to have it personally signed by yourself is absolutely wonderful, thank you.

My mother's story is that, although never working with any aircrew or aircraft, she did work on Little Snoring airfield between 1942 and 1943. She was employed by Taylor Woodrow Construction Ltd. I was just a child growing up through the war. We lived as a family in the village of Swanton Hovers, two miles from Little Snoring. My Mum with a few other ladies, would be collected by a very nice Irish man, Mr Morrissey (also local builder) in his small lorry. It was fitted inside with fixed wooden seats covered with tarpaulin to keep out the elements. On arrival, the ladies would hang their small metal disc with their works number on it, onto a blackboard beside their name. No clocking in, in those days like now! They were employed to lay the runways. In my holidays from school, Mum would take me with her. Dad being at work on the forestry. I would play happily by myself, and sometimes be allowed into the bungalow which would later be demolished.

My days at the airfield sadly came to a drastic end. On arrival one morning I was attacked by a very powerful bull Mastiff dog. It belonged to one of the Irishmen who worked and lived on site. Mr Morrissey with the help of other men, managed to get the dog to let go of my leg. Its jaw was wrapped tightly round my right leg. He then drove me into Fakenham to visit the doctor where poison had to be removed before the stitches could be put in. All very frightening for me! I was only seven years old at the time. Mum did keep all her pay packets, all 88 of them. I still have them all, but no diaries I'm afraid. I came to live in Little Snoring with the family in the spring of 1950. We moved into one of the Nissen Huts which had been taken over by the Council; very cosy they were. Lots of the people named in your brief history of Little Snoring booklet I came to know. The nearby pub was The Bell which has long gone. A Council Estate was built in 1965 is known as Bell Close, in memory. The Sick Quarters site was sold and the Parker Family bought it and still live there today. We moved from the Nissen Hut in 1954, they were slowly closing lots of sites down, moving people into Fakenham. We were moved to the Croft to live in the WAAF Quarters,

all very nice, didn't want to leave but The Oaklands were built in 1948 and when the WAAF Quarters were due to be demolished in 1965 we were given a Council house where I still live today. I can look out of the bedroom windows and watch what's going on, on the airfield as my house only has a field and a small road dividing it. Many changes have I seen, also tragedy. Today there is a factory and potato depot on there.

I enclose one of my Mum's old pay packets for you to see. She worked very hard for very little money, and she was 47 years old when the Second World War started in 1939. All the work she did was men's work and not easy for her at that time.

Thelma

Thelma Sheales



Hi Janine,

I picked up a copy of FLYPAST today and would like to bring members attention to the well-written and illustrated article starting on page 52 entitled: 'Spooks'. It is on the Liberators of 214 Squadron and RAF No. 100 (BS) Group is mentioned along with 223 Squadron. It also gives a good account of John Hereford of 214. I don't think it's likely we are going to find out anything we do not know already from this article. However, for those just beginning their journey on discovering what RAF 100 Group is all about, it makes good reading, and may attract the attention of someone else with information on crews or operations. At least it goes a long way in bringing the name RAF No. 100 (BS) Group into the public domain, get people talking about it, asking questions, wanting perhaps to discover more about its origins and purpose ...

Best Wishes

Ian

Ian Wolff

(father was in 223 Squadron)



Hello All,

I understand from Janine that there has been a huge amount of interest in the Captain Maps included in the last edition of the magazine, and I thought members might like an update.

It looks like Anthony E. L. Morris was the original owner of the maps. Anthony Edward Lloyd Morris was a Canadian citizen born 7 October 1920 in Monoton, New Brunswick, Canada. He lived in Laguna Beach, CA, with his father Harry L. Morris, graduating from the University of California, Los Angeles with a degree in Geology in 1942/43. He then served in the Royal Canadian Air Force, returning to his father's home on 15 October 1945. According to the U.S Social Security Death Index, Anthony Morris, born 7 October 1920, died on 16 June 2005 in Laguna Beach. His father was born in England. His mother, Julia Cecilia Morris was born in Canada.

Be aware that on some of the maps the year is incorrect. A. E. L. Morris' first flight was 28 September 1944, and last mission on 10 April 1945. I believe the dates were put in after the fact.

Regards,

Karen

Karen Hatten-D'Asero

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Janine & Karen,

If the dates were added later, it might explain why the maps which should relate to the Dresden raid of 13/14 February 1945 show routes nowhere near Dresden – although it may be that he was part of a diversionary force to draw the fighters away from the main target.

Flying Officer Anthony Edward Lloyd Morris (J36951) was awarded a Distinguished Flying Cross in September 1945. His Service No. indicates that he was Canadian as has already been established, and (for those with a computer) information regarding access to his Service Record can be found at:

<http://www.bac-lac.gc.ca/eng/discover/military-heritage/Pages/obtain-copies-military-service-files.aspx>

Best wishes,

Peter Elliott

Head of Archives
Royal Air Force Museum
Hendon
London

* * * *

Dear Janine,

... I am very familiar with the Captains of Aircraft maps sent to you by Karen Hatten-D'Asero and have copies of them here. The maps were produced by the aircraft's Navigator to give aircraft Captains the route details for each operation they flew. Handed to the aircraft before take-off, this particular set were produced by Andrew Barron who no doubt will get in touch. He was able to borrow them some time ago from the family of Tony Morris who made copies for both of us. I never met Tony Morris who was an American, although serving in the RCAF. I did correspond briefly with him many years ago. Sadly, Andrew and his Canadian WOP, Rex Arnett, are the only survivors from the Tony Morris crew. The crew were eventually allotted B-24 Liberator B-24H TS530(G). The crew christened it '*Gremlin Heaven*'. TS530 had already seen a lot of service with the USAAF 8th Air Force, and Tony was not very impressed with the number of engine problems he encountered. The aircraft's USAAF Serial No. was 42-94981. It served initially with the 850th Bombardment Squadron of the 490th Bombardment Group coded 7Q-B. It then passed to the 833rd Bomber Squadron of the 486th Bombardment Group coded 4N-O and named '*Noble Effort*'. It survived the war and was eventually sold to International Alloys on 12 March 1947 and reduced to scrap.

I am delighted that the original maps survive and hope that they go to a good home. I would suggest to Karen that, to ensure their survival, copies be displayed with the originals stored to avoid fading.

Best wishes

Richard

Richard Forder
Association Committee Member

* * * *

Hello All,

In regards to the maps, even though I was the one who found them after all these years, I never considered them 'my maps'. My objective was to get them as close to their original home as possible, not knowing where that might be. We all did our part in piecing together the story of the maps, and I believe it is a miracle that Andrew Barron, who is the source of the maps, is alive to tell us more about them. It seems he lent them to Tony Morris, and Tony probably did not intend to give them away along with all his geological maps and books. They were in a tube, the same one I sent the maps to Janine, no name on them. If Andrew wants them to go to RAF Hendon, then I respect his wishes ...

Respectfully, *Karen*

Dear Janine,

Re the very interesting letter from Karen Hatten-D'Asero and its accompanying maps. It is a strange feeling to see one's handiwork of 69 years ago staring out of the page. They are two of the Captains of Aircraft maps which I drew for Tony Morris who kept them as a souvenir of his Operational Tour.

Captains of Aircraft Maps were drawn up by Navigators for their Captain/Pilot for every Operational Sortie. Their purpose was basically to give the Captain enough information to enable him to carry on in the event of the incapacity of his Navigator. *A pious hope!* Apart from the route, courses, times, heights, speeds etc. what else was included was up to individual crew requirements. I would include the position at which 'Special Equipment' (Jammers) had to be switched on and off (*usually a Longitude*). The positions at which 'Window' was to be dispensed, with the type and rate (*red and blue lines in my case*). Other useful information, as in the case of the chart for 21 March (actually 22nd as Take-Off was after midnight) - the sortie was a 100 Group Decoy with no Main Force Ops so we 'attacked' Bremen. A force of Mosquitoes from 8 Group dropped TIs and Flares 9 minutes ahead of us; that went onto the chart. I used to show the Battle Line wherever I could on the principle that if you had to bail out and were lucky enough to be able to decide 'when' it was obviously preferable to do so over Allied-held territory than into the unwelcoming hands of the Germans (*Hitler Youth, in particular, were very fond of dealing summarily with 'Terror Fliegers'*).

The chart for the 4 April (*actually it was the 2nd, blame Tony's writing, he dated the charts*) was also a 100 Group decoy operation, Bomber Command being stood down that night. The markings on it follow the same pattern with the exception of the rectangle formed by the parallels of latitude 53N and 54N and longitude 3E and 4E. If you enlarge the picture you can see there is a little drawing of a Liberator. Above the cockpit is a 'balloon' with the words 'The Boss', below the nose another contains the words 'The Lad' and under the tail are the words 'The Boys'. I don't know what prompted that witticism (*drawn before take-off as the chart was handed to Tony as soon as I was on board and that was the last I saw of it*). According to my Log Book it was my 29th Op (*only one to go!*) but many years later I discovered I'd made a mistake in my reckoning and it was my 28th! But it was April. We all knew the end was in sight so who knows! We went on to fly three more ops including Bomber Command's last Op of the war in Europe, a *Window* to Schleswig, which cost the lives of two Halifax and one Mosquito crew!

Anyway I'm glad that the charts turned up in the care of someone who realised their value as historical documents. My opinion is that they should go to the RAF Museum at Hendon where they would complement the copies of my Logs and Charts which they made some years ago and where the originals will ultimately reside.

Andrew Barron,

Navigator(B)

in the crew of Flt Lt Anthony E L Morris DFC



Dear Janine,

I thought you may like to share this image. The gentleman on the right is [Angus Cameron, ex-214 Squadron W/Op](#). I went out to Australia in 2010 to do some research and to attend a Bomber Command commemoration ceremony in Canberra. I was fortunate enough to sit next to Angus at lunch, he was wearing a Fortress lapel pin unlike most of the rest sporting Lancasters. Angus is still well (or he was when I last heard in the summer) and attends as many Reunions as possible, a real Gentleman.



[Dene Evans, 150 Sqdn w Angus Cameron, 214 Sqdn](#)

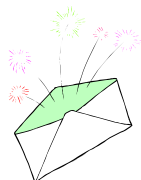
Angus' companion (shown left in the picture) is Dene Evans of 150 Squadron. He flew on the operation on 25 April 1945 to bomb the Berchtesgaden, Hitler's 'Eagles Nest' chalet atop the mountains - a very tricky target he explained because of the position, mist and snow making it difficult to identify the target. For Dene, I seem to remember, and most of the aircrews this was their last operation of the war.

Personally, I am especially interested in any of 100 Group's operations on the night of 3 March 1945 in support of the Ladbergen and Kamen attacks. That night of course has become notorious for 'Operation Gisela' and as far as 100 group is concerned the loss of a 214 Squadron Fortress as she was landing.

Maxwell Williams

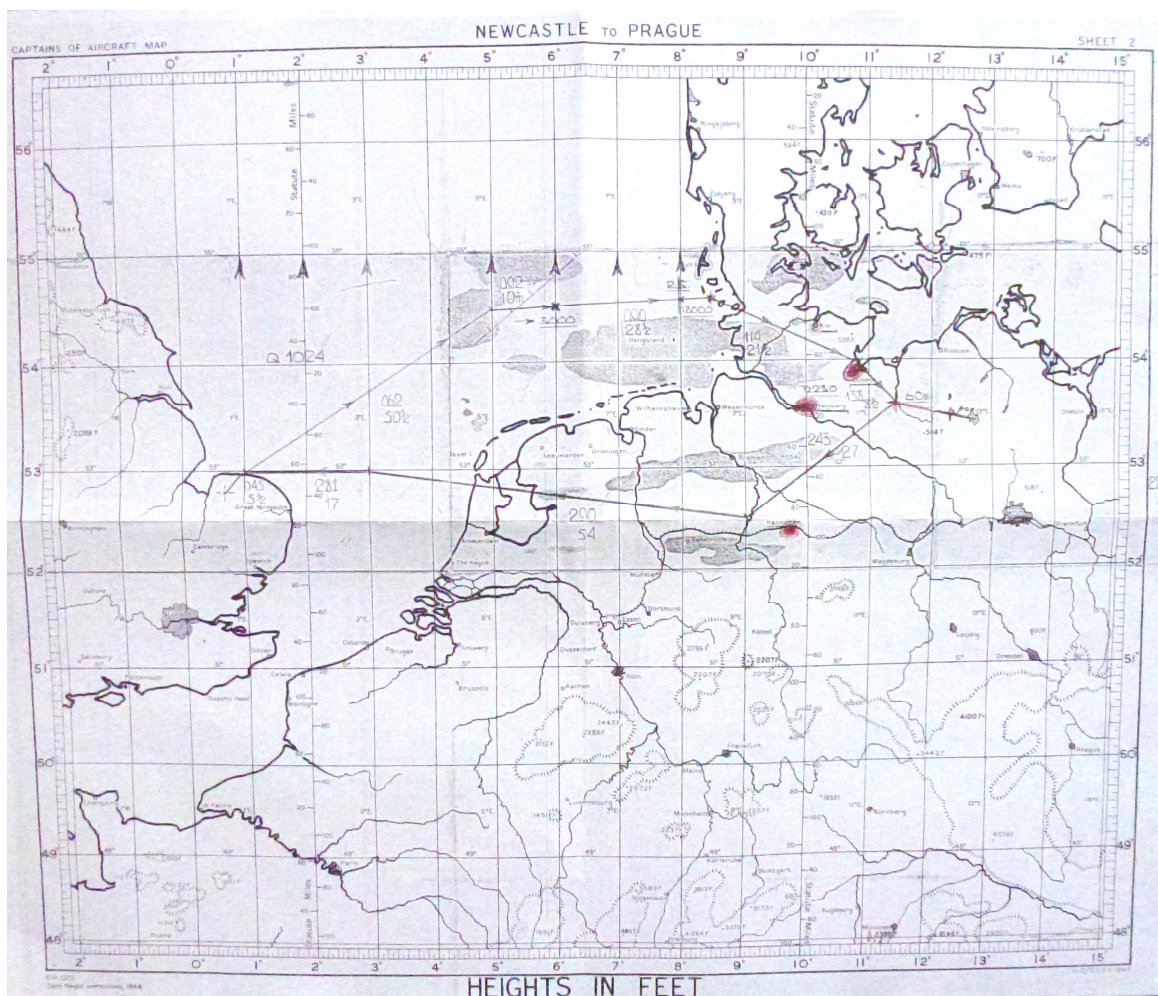
maxw467@gmail.com

www.ordinarycrew.co.uk

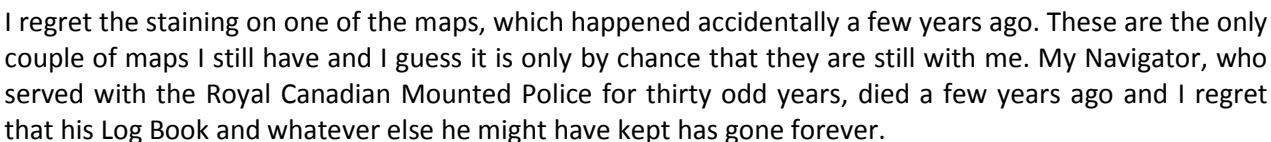


NOTES TO ACCOMPANY TWO FURTHER 'CAPTAINS OF AIRCRAFT' MAPS

These following two documents are copies of actual 'Captains of Aircraft' maps used on 100 Group Bomber Support flights during the early part of 1945, by Flight Sergeant John Beeching and Navigator Flight Sergeant Fred Herbert, while serving with 169 Special Duties Squadron, Great Massingham, Norfolk. The details on these maps show planned tracks to Bomber Command intended targets, times to each turning point, altitudes at which to fly and times of actual raids. Courses to fly were plotted by the Navigator, as wind directions and velocities had to be taken into consideration, so figures on the accompanying maps could not be accepted verbatim. Most of our operations involved patrols near the target area in the vicinity of Luftwaffe night-fighter stations. The first map showing tracks to eastern Germany was to a town called Plauen, south-west of Dresden. This target was attacked only once by Bomber Command on the night of 10/11 April 1945 and over a thousand tons (1344) of bombs was



The second map covers a Bomber Support operation to northern Germany, showing an obvious patrol line, but I do not know the date or where the target might have been, but incline to the view that it would have been Schwerin. The starting point in each case was Great Massingham, although on a couple of occasions we were diverted to alternative airfields upon return because of bad weather or some other cause, so detail on these maps may not be accurate to the letter.



John Beeching

Friends,

I feel sure that you will be aware of the financial crisis at the [Imperial War Museum](#) (*shown right*); yet another consequence of our elected representatives and their collective blindness. Government cuts are causing the Imperial War Museum considerable pain and it now has a 4 million pound shortfall. Therefore there are plans to cut 60 – 80 jobs, trim education services, AND close the library! I am not sure whether you will have seen any mention of this and we do



not have long to try and reverse this decision. The IWM Library was established in 1917 and is a unique collection of printed and published materials that are very heavily used by both the staff and the public. It would be very much appreciated if you could add your signature to an online petition to stop this happening:

<https://www.change.org/p/rt-hon-george-osborne-mp-urgently-reverse-current-and-future-cuts-to-the-uk-imperial-war-museum-s-annual-operating-grant-in-aid-so-that-it-can-maintain-services-and-preserve-its-standing-as-an-international-centre-for-study-research-and-education>

Please do spread the word about this. The Library is the intellectual heart of the Museum and it would be a cultural disaster for the Nation to lose this. I would most seriously ask that you forward this link to as many friends who are able to access it online and to add their name.

Best wishes,

John Stubbington



D-Day 70 – Award of The Legion D’Honneur

To mark the 70th Anniversary of the Normandy landings, the Government of France wishes to award the Legion d’Honneur to all surviving veterans; not only of the landings, but also the wider Battle for Normandy; the Invasion of Provence (Operation Dragoon); the Liberation of Paris and the Liberation of France.

This applies to any veterans, not only troops that landed, but also Royal Navy and Royal Air Force personnel who operated in support of the landings, who have not already received this award from the French Government, or have not been identified to take part in award ceremonies during the events in Normandy.

If this is relevant to you and you would like an application form, please contact Anna MacLeod, on 020 8685 5781.



via Haig News

BOMBER COMMAND CLASP

Ken J. White M.B.E.

I am writing to ask members' help and support in a matter which concerns my father. Now aged 89 years old, he served with the Royal Air Force, first being allocated a Service No. in March 1943, being called to full-time service in May 1944. Following training, he was posted to what would now be called an 'Electronic Countermeasures' Squadron of Bomber Command, No. 214 Squadron, and served 3 operational sorties over Germany on 19/20 April 1945, 23/24 April 1945, and 2/3 May 1945. The latter date was the last Bomber Command operation in the European Theatre. It would seem that one aircraft in his Group was lost about this time, which is testament to the danger even at this late stage of the war. During these operations my father was 19 years old.



It was with delight that he read of the announcement by the Prime Minister in December 2012 indicating that those who had flown in a Bomber Command operation in WWII would be at last recognised. The Prime Minister's announcement was confirmed by The Minister of Defence Personnel, Welfare and Veterans in February 2013.

Regrettably, in my father's case, the undoubted intentions of the Prime Minister and his Ministers have been thwarted by what can only be described as bureaucratic red tape. The independent advisor to the Ministry, Sir John Holmes (no doubt not appreciating the injustice this would cause to such as my father) decreed that the 'new' Bomber Command Clasp be worn with the 1939-1945 Star. My father has not received this Star as more than 60 days service in his Squadron prior to 8 May 1945 was a pre-requisite for this Award. It has therefore been decreed that he is not entitled to the Bomber Command Clasp. This seems both ludicrous and unfair to my father and the other brave men who served their country on bombing operations with Bomber Command at the very end of the war in Europe. The Ministry will not divulge how many are affected by this apparently arbitrary ruling. However, at no time did the Prime Minister indicate that it was necessary to hold the 1939-1945 Star in order to be entitled to the Clasp. Indeed, those who flew a single sortie over Germany are otherwise entitled and my father flew 3!!

Dad is now the sole surviving member of the bomber crew with which he flew. He remained in touch with them during their lifetimes, and since their deaths has remained in contact with their families, some from far-flung parts of the Commonwealth. (*He is also a long-term member of this Association.*) This matter is of considerable importance to him as you will understand and as a family we will continue to pursue the matter after he has gone, but how much better if this apparent wrong can be righted during his lifetime. I am sure the Prime Minister would be surprised to hear that one who flew on 3 sorties with Bomber Command has been refused the recognition that it is clear Mr Cameron intended him to have.

I would urge all members to read my father's writings which follow, and be grateful if you would do all in your power to ensure that this patently unfair situation is corrected swiftly.

With thanks for your help

K. J. White M.B.E.

I have written to Mr Willetts, Member of Parliament for Havant, sending copies to Phil James MBE, Janine Bradley, Peter Walker: Secretary 214 Squadron Association, Douglas Radcliffe MBE: Secretary Bomber Command Association, about what I consider to be an injustice to, as well as a discrimination against persons who flew more than one operation with Bomber Command during the 1939-1945 war, yet are not considered to be entitled to wear the Bomber Command Clasp ...

As you are no doubt aware, all flying personnel in the Royal Air Force were volunteers. In my own case, I volunteered when seventeen and a half years of age and after medicals and aptitude tests, was selected

for training in the Pilot, Navigator and Bomb Aimer categories. On 8 March 1943, I was allocated my Service No. (1852517), took the Royal Oath ... and then informed training in these categories was over-full and I was put on Deferred Service. I resumed my civilian occupation and voluntary duties with Civil Defence, as well as continuing my membership of the local Air Training Corps.

I was later notified that as training in the Pilot, Navigator, Bomb Aimer categories were still full, I was offered a choice of remaining in the RAF in another trade, transferring to the Royal Navy, Army, or electing to work down the mines. I chose to stay in the RAF and subsequently was called to full-time service on 27 May 1944, when after further aptitude tests, I was selected for training as an Air Gunner. After various courses, I completed my training at RAF Dolcross (?) on 12 January 1945 with an above average pass, and then promoted to a Sergeant Air Gunner, going on a short Leave.

Following Leave, I was posted to a Senior NCO's course at Whitley Bay, this I think was of about 6 weeks duration. At the conclusion of this course, members were paraded to receive Leave passes prior to postings to Operational Training Units. On this Parade, a number of us were called out, informed we were not going on Leave, and told we were to be posted at once to RAF Oulton to join Squadrons stationed there. On arrival at RAF Oulton, we found two Squadrons based there as part of 100 Group, Bomber Command, on Special Duty Bomber Support, using Radar, electronic equipment and Window to confound German fighter aircraft and German Radar.

The two Squadrons were 214 (FMS) using Flying Fortress aircraft and 223 flying Liberator aircraft. The reason for these aircraft being that some of the electronic equipment had to be kept upright and was too tall to fit into Halifax or Lancaster aircraft bomb bays. Both American aircraft required additional Air Gunners and Specialist Signal Operators to use the secret equipment. Therefore, we had missed out the experience of Operational Training Units which other members of crews joining the Squadrons had undergone.

I was crewed up as one of a ten-man crew of a Flying Fortress as Part-Waist Gunner under our pilot Flying Officer K. Kennett. We then undertook training as part of 1699 Training Flight, this including flying and switching from .303 Browning guns as trained on at Air Gunnery Schools, to .5 Browning as fitted to Flying Fortress aircraft. Duties as a Waist Gunner also involved at times when instructed by the Navigator to drop types of Window at a specific ratio.

I do not have the exact date of my posting to RAF Oulton, but my Log Book shows the first flight with 1699 Training Flight was 23 March 1945 and the last on 8 April 1945.

On 9 April 1945, with my crew, we transferred to 214 (FMS) Squadron on the same Station. My first flight with 214 being on 18 April 1945, a Night Fighter Affiliation. The first operation in which I was involved was on the night of 19/20 April over the Schleswig - Halstein area of Germany. The second operation on the night of 23/24 April 1945 was the Traverunde – Lubeck area of Germany. My third operation on the night of 2/3 May 1945 was the Schleswig Luft Keil area of Germany. This was the last Bomber Command Operation in the European Theatre of war. According to an item in a 100 Group Association magazine in Autumn 2013, a Halifax aircraft of 199 Squadron (in the same 100 Group as 214 Squadron) failed to return from Keil on 3 May 1945).

At the time of these operations, I was 19 years of age, prior to the first having only 47 and a half hours daylight flying experience and 19 hours 40 minutes of Night Flying experience.

Following the end of the European Theatre of war, I continued flying with 214 Squadron on domestic and continental flights until the end of July 1945 when the Squadron was disbanded and I and many others were deemed redundant. I was then trained as Clerk/Provisionary, and although still entitled to be regarded as a Sergeant because of my Air Gunner qualification, had to work to qualify for any trade promotion in the Clerk/Provisionary branch. I was posted to RAF Headquarters in Delhi, India, and there, subsequently promoted to Corporal, Acting Sergeant, Paid, with trade proficiency as 'Superior'. Eventually being released under Class 'A' on 20 September 1947.

In December 2012, it was announced on the radio and in the press that persons who had been involved in Arctic Convoys during WWII, and those who had flown in operations with Bomber Command, should at last be recognised. Indeed, the Prime Minister on 19 December 2012 stated these awards would be made in recognition of the great bravery of those who contributed to those two significant campaigns of WWII. No period of service was suggested with regard to the Arctic Star, nor indicated as a necessary qualification for the Bomber Command Clasp.

On 26 February 2013, the Minister of Defence, Personnel, Welfare and Veterans, Mark Francois, announced that all details for the Arctic Star and Bomber Command Clasp had been confirmed and the application process was opened. As requested, he said: 'All those who served our country in Bomber Command and on the Arctic Convoys deserve nothing but the utmost respect and admiration from us. That is why I am delighted that these special individuals will in the next few weeks begin to receive the Bomber Command Clasp and Arctic Star that they have so long deserved. I am also pleased to announce that the families of these no longer alive will also be able to apply for these awards in recognition of their loved one's bravery.'

He then disclosed that the period of qualification for the Arctic Star is any length of service as crew members of the three Services, as well as the Merchant Navy who served north of the Arctic Circle in WWII. As regards the Bomber Command Clasp, the criteria required prior qualification for the 1939-1945 Star to which it was to be offered, with the additional requirement to have flown at least one operational sortie with a Bomber Command Operational Unit, or completing a tour of operations between 3 September 1939 and 8 May 1945.

A Clasp being deemed more appropriate to Bomber Command by Sir John Holme's independent medal review, as in the case of Bomber Command, aircrew had already received either the Aircrew Europe Star or the France and Germany Star and another medal would have constituted 'double medalling' for the same Service. He also decided that as the 'Battle of Britain Clasp' previously awarded to the brave pilots of Fighter Command was to be worn on the 1939-1945 Star, the Bomber Command Clasp was to be worn on the same medal. He therefore placed a necessary length of service in Bomber Command on the Clasp.

Following the end of WWII, I was awarded the France and Germany Star, Defence Medal and War Medal. Obviously now not receiving the 1939-1945 Star due to less than 60 days service on 214 Squadron prior to 8 May 1945.

I completed a form of application for the Bomber Command Clasp, which I submitted to the Ministry of Defence Medal Office, Innsworth House, Imjin Barracks, Gloucester GL3 1HW (08457-800-900) the answer 'No' to whether or not I had been awarded the 1939-1945 Star was given. The other questions on the form were answered and attached to the Application were copies of '214 Squadron Operation Record Book' clearly showing that I had indeed flown in the three operations previously referred to in this letter.

Hearing nothing in reply, I endeavoured to phone the Medal Office on a number of occasions only to receive automated answers stating due to the high number of applications there was considerable delays. Eventually, I received a letter dated 8 July 2013 thanking me for my application regarding the Bomber Command Clasp and stating that, as a veteran, I would be given priority in the process. It further stated due to the high volume of applications received, it may be a while before my application is assessed.

I next received a letter dated 15 August 2013 from the M.O.D.M.O apologising for the long delay and informing me that they could find no evidence my service met the eligibility criteria for the Bomber Command Clasp. Stating this criteria included the fact that aircrew of Bomber Command must have served for at least 60 days, or completed a tour of operations on a Bomber Command operational unit and flown at least one operational sortie on a Bomber Command operational unit from 3 September 1939 to 8 May 1945 inclusive.

The letter further stated that if I had any further official military evidence of my service that they had not seen, such as a Log Book, to forward a copy and my case would be re-examined (I had not forwarded

photocopies of my Log Book in the original application form, although including handwritten details in the form, thinking photocopies of 214 Squadron Operational Record Books would be sufficient!

On 1 September 2013 I replied to the letter of 15 August 2013 enclosing photocopies of my RAF Log Book, asking for my case to be reconsidered and in doing so, the following matters should be taken into consideration.

The criteria for the Award was not, in the first instant, clearly given to the public. It did not in my view, when disclosed, seem to correspond with the statements of the Prime Minister on 19 December 2012, nor of the Minister of Defence Personnel, Welfare and Veterans on 26 February 2013. The Awards being overdue and strongly supported by a vast majority of residents in this country.

Those in the criteria for the Arctic Star requiring no length of service in vessels operating in the Arctic Circle, whilst those criteria relating to the Bomber Command required 60 days service on an operational Squadron with one operational sortie carried out. The 60 days requirement because the Clasp was to be worn only on the 1939-1945 Star as had been decided on the Battle of Britain Clasp in prior years.

I pointed out that it was possible in some cases for a person who had served 60 days on an operational Squadron and only flown one operational sortie to be entitled to wear the Clasp, whilst others who had been involved in more operations but with less than 60 days service on an operational Squadron were not entitled to.

It appeared to me that either Sir John Holmes or his Advisors were not alert to this position, or had been misinformed that in setting the criteria were barring people such as myself from the Award of the Clasp. Either that, or although we took the same risks as all Bomber Command crews, we could be ignored or regarded as second class members of Bomber Command and discriminated against.

I did suggest in the letter, all that was needed was for someone to use a grain of common sense and get the 60 days condition altered, so the Clasp could be worn on the France and Germany Star to those awarded this medal for more than one operational sortie over Europe. I also made a formal request under the Disclosure of Information Act to be informed as to how many persons were in a similar situation as myself with regard to the Award of the Clasp. (There were, of course, ten of us in the crew with which I flew, sadly only myself still living.) I stated that I looked forward to an early reply, having regard to delays over my original application. The letter was sent by Recorded Delivery and it has been confirmed by the Post Office that it was delivered on 3 September 2013.

Having no reply by 4 February 2014, I rang their number, to be informed they had no trace of my letter, but suggesting I rang another number for the Medals Office (0800-085-3600). This I did, to find it was in Glasgow. A helpful lady, after a search, informed me the last record showed as their letter of 15 August 2013 and no indication of my letter of 1 September 2013. I asked to speak direct to someone in authority and was informed there was no telephone number to contact and that I must use email or write again.

I suspect that, as a result of my call, something happened behind the scenes, as I received a letter dated 11 February 2014 from M.O.D.M.O Innsworth, turning down my Appeal and making it clear that as I had only served 30 days with 214 Squadron, this was not enough to qualify for the Award.

There was no mention of my request for information under the 'Disclosure of Information Act'. I therefore again wrote to them on 4 March 2014 acknowledging receipt of their letter and pointing out my request had not been referred to. I stated that I had obviously made an error in my earlier correspondence by referring to the 'Disclosure of Information Act' whereas it should have been the 'Freedom of Information Act', requesting the information previously asked for now be dealt with as a request under the correct 'Freedom of Information Act'. I asked that the receipt of 4 March 2014 letter be acknowledged and if possible, I would be informed as to when I could expect to receive the information requested. This letter was posted on 5 March 2014 by Recorded Delivery and delivered by the Post Office on 7 March 2014. To date, I have received no acknowledgement of any kind. I do not use a computer so am unable to make contact by email and having regard to previous delays, feel that writing again would be a waste of time.

I am writing now to see if there is anything that might be done to put right what I consider an injustice and discriminatory act to myself and many others in the same situation. I feel that the comments on 19 December 2012 by the Prime Minister were not made with the intention of discriminating against any member who had flown operations with Bomber Command. Nor did the general public expect any such discrimination. It was expected by all that any person who had taken part in operations would be awarded the Bomber Command Clasp. There was of course, no certainty of completing 60 days on operations, or completing a tour of 30 operations. You could be killed either on your first sortie or any time including your 30th sortie.

I consider that Sir John Holmes, in tying this Clasp in so closely to the Battle of Britain Clasp, was either ill-advised, or overlooked the fact that the next of kin of those who were killed within 60 days were not recognised by the country for having lost a loved one. Further, than in cases such as my own where entry into aircrew had been volunteered for as soon as possible, we were unable to complete 60 days on operational Squadrons due to the end of the European Theatre of War on 8 May 1945.

I also wonder whether the same 60 days qualification for the 1939-1945 Star applied to the many young and inexperienced pilots of Fighter Command who lost their lives during the Battle of Britain. Or were their next of kin ignored for their loss?

As referred to in my communication with MODMO, it only needs a small amendment to the criteria to allow this Clasp to be worn on the France and Germany Star where it was awarded for Bomber Command operations, for injustice to be righted. Politicians' comment referring to ALL, would then include ALL! I cannot quote figures as to numbers involved, due to lack of information from M.O.D. but feel it must be considerable overall.

My apologies for the length of this letter, but I felt the full circumstances should be placed before you, as well as the rudeness of the M.O.D in failing to acknowledge communications or requests.

Yours sincerely,

Ken

*Kenneth W. J. White
Ex-Sgt 1852517 RAF*

NOTE FROM SECRETARY/EDITOR: Phil James, our President, and I have both spoken with Ken direct. Phil has since written on his behalf to the Prime Minister. In turn, I have said I would include his letter and that of his son in our Spring magazine, and ask if any members identify with Ken's position and fall short of the criteria for being awarded the Bomber Command Clasp, we would appreciate hearing from you. It would go some way to at least be able to clarify how many people are in this same situation. You can write direct to Ken at the following address if you have anything you can share with him, or feel you can help and support him in any way. He would deeply appreciate hearing from you:

Ken White: 5 Katrina Gardens, Church Rd., Hayling Island, Hants. PO11 ONW. Tel: 02392 461747



SHARED EXPERIENCES

ELVINGTON MUSUEM

by Janine & Tony with Tony Agar



HJ711 meets last UK flying Mosquito, 1991

Courtesy: Tony Agar

It isn't often that Tony and I go out for the day, hardly ever if the truth be known! He works in London three days a week, comes back after an exhausting drive on a Wednesday after work, spends the next couple of days leaving the strain of City life behind and relaxing into the green fields which surround us (*well, almost white at present, with a heavy frost and snow forecast!*) before he's changing gear to drive back down south on Sunday for an early start Monday morning. Meanwhile, I hardly set foot outside the house at present, watching steam coming out the keyboard of the computer as I slave away over rehashing writings and bringing together letters and creations ... not to mention the magazine I'm doing now. (*Don't you know, I love it really!*)

But it was the date with PROBUS that did it! In November I gave a talk to a group of over-sixties retired professionals, with a plethora of publications and the backdrop of an exhibition based around the work of RAF No. 100 (BS) Group. However, the highlight of the day was the model Mosquito I took with me. They were fascinated even before I'd begun ... going into all sorts of technicalities and questions, loving its smooth lines and craftsmanship as it wasn't made of wood. I'd bought it a while ago for Tony as a Christmas gift, and it was a flying bird, only the controls didn't work ... if only! I'd love to have seen their faces light up if I could have lifted it into the skies ... However, unbeknown to me, sitting in my audience was June Kilsby, mother-in-law of [Tony Agar](#) (*seen right in photograph inside the hangar at the Museum*). Afterwards, it was just as if we were already firm friends, and her husband has since visited us at home a couple of times. She urged me to visit Elvington Museum and to see and speak to Tony Agar in person, and understand first-hand the work he had put into 'The Spirit of Val' these past 20 years.

It wasn't that good a day to visit, not weather-wise at least. But never mind that, it was the Mosquito and Tony we had come to



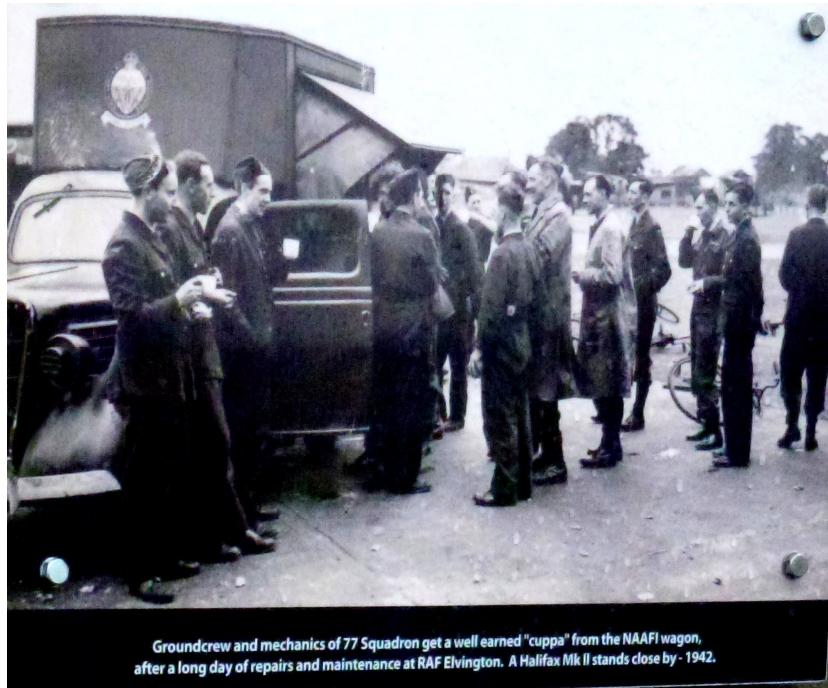


see. We wandered into the tearooms, asking where he might be, assured by June he was always around. This was his second home! We followed a pointing finger towards a hangar, and the first person I saw I asked where we might find Tony ... to which, with a twinkle in his eye, the man replied: *'Well, he's not that far away!'* And that was it; that was our introduction. We followed Tony through the hangar, weaving in between various aircraft, wondering how they could all fit in, and how on earth they got them out. But then, right there, was The Dream. It spread its wings proud, showing off its colours in all its glory. I couldn't take my eyes from it, thinking at the same time about Vic and Jack and how it might have been for them. *'Can we see it up close? I mean, can I see right into the cockpit?'* Oh yes, no problem at all. He could sense our excitement, kindred spirits. He got the ladder, and it was Tony who went up to take pictures, but already I could see just how cramped it really was, and how men might have to fold themselves into the confined space ... Pilot on the left, climbing in

first; Navigator/Spec Op on the right and to the back, shadowing his pilot's every move, plotting the path ahead, sensing danger, working as a team ... Pilot, Navigator, Mosquito in flight.

We shared tea with Tony, and as we talked it was like stepping through a portal into another world. We could almost hear the tea wagon pulling up outside and we were lost in a long while as he spoke with deep and obvious love for his craft. I think it represents a lifetime's work for him. He's so humble, and yet the passion almost consumes him such is the life that the Mosquito brings and carries with it into his heart.

It was dusk when we left. Everywhere they were shutting up, winding down for the day, and yet there was just so much more to see, to discover, to learn about, suddenly driven by the sights and sounds that makes up this wonderful out-of-this-world experience. (courtesy: [Elvington Museum](#))



Groundcrew and mechanics of 77 Squadron get a well earned "cuppa" from the NAAFI wagon, after a long day of repairs and maintenance at RAF Elvington. A Halifax Mk II stands close by - 1942.

Up close and personal, it is impossible not to feel emotion welling up, just realising how much this aircraft means to this man. In photographs which his in-laws Ray and June slipped through our door, we see the Mosquito rolled out for the first time with the last surviving one flying in for the occasion, in 1991. We catch sight of Tony's wife Val who sadly died from cancer and after whom this aircraft is named, talking with one of the team, obviously just as passionate, just as involved. Finally, the aircraft fronted by Tony, Val and the team who made this project possible ... leaving Tony now alone with his thoughts, as he perfects the machine which has taken hold of his life and which, he hopes one day to see take to the skies. Everything needs to be authentic and perfect. It will take a lifetime to achieve, and then some.

But thank you, Tony, for spending time showing us around, talking about your passion, passing the time. It was truly an honour and a privilege and we carried away with us the feeling that somehow, we had shared in a very real way, a part of your Dream.



'The Spirit of Val'
 Courtesy: Tony Agar



Val talking to a team member, with others in the background
 Courtesy: June & Ray Kilsby



Team members who helped Tony in the early days
 Courtesy: June & Ray Kilsby



'Semper Aggressus'
'Having always attacked'

Badge: an eagle preying on a falcon – approved by HM King George VI in April 1937

INVITATION

5 September 2015
Doubletree Hotel, Lincoln, UK
Black Tie Dinner

To celebrate the Centenary of the Squadron's formation on 1 September 1915, No. 23 Squadron Association is holding a formal black tie dinner at the Doubletree Hotel in Lincoln, UK, on 5 September 2015. President, Air Chief Marshal Sir William Wratten will be present, as will a number of former Squadron Commanders.

If any ex-23 Squadron members or family would like to join them, they would be very welcome.

Chairman: Dai Whittingham says that they would be especially pleased to hear from any of the Mosquito generation! Sadly, Dai Whittingham is unable to be there in person.

The best contact for anyone interested in attending is Matt Tunaley, who can be reached via matt.tunaley380@mod.uk.

This invitation has been sent to No. 23 Squadron readers and family members.

As a footnote, Dai has added this about an exceptional pilot ...

'On a sad note, the Association was represented at the funeral last week of Flight Lieutenant Alastair Lawson (Alec, as he was known by colleagues). I am told that the pages of his Log Book recording that he 'shot down 1 Ju-88 and 1 He-111, witnessed 1 EA shot down by flak' are being preserved in a frame with Alastair's photograph above his favoured spot in his favourite London pub – The Churchill, in Kensington Church Street, London. It is good to know that his deeds will be brought to the attention of the customers there and, who knows, it may even spark some interest in the Squadron as well as in the man himself'

Pierre Lagacé

<https://no23squadron.wordpress.com/>

IN MEMORY

NEW 36th Bomb Squadron RCM MEMORIAL



New 36th Bomb Squadron RCM Memorial at Breakwater Park in Holyhead, Wales, With wreaths honouring the Lt. Boehm crew of the 36th Bomb Squadron

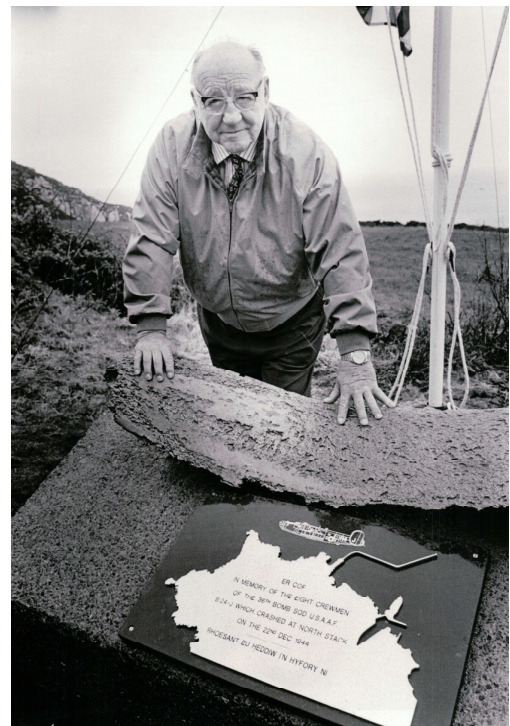
This is my Report concerning the recent Wales ceremony and activities honoring the Lt. Boehm crew and the 36th Bomb Squadron B24 Liberator nicknamed 'the JIGS UP' with a new Memorial. From all information received from my Welsh friend Brendan Maguire, Breakwater Park Ranger Will Stewart and Royal Air Force 100 Group Chairman Roger Dobson, the entire occasion was a terrific success both with Brendan's presentation on the evening of December 20th 2014 and the Memorial ceremony service the next day!

It seems all this began when a fellow North Carolinian named Bill Edsel and his wife CC on an ocean cruise stopped in Holyhead last summer and met Will Stewart, the Holyhead Breakwater Park warden and also the Town Crier and former Holyhead Mayor Jeff Evans. Once there, Bill and CC visited the 36th Bomb Squadron Memorial to the Lt. Boehm crew located along the pathway to Holyhead Mountain. It was there that my father unveiled that Memorial back in 1993.

(Picture right shows Iredell Hutton, Stephen's father, unveiling the Memorial to the crew of (the JIGS UP')

During their visit Bill and CC were told by Will that there was another exhibit on display here in North Carolina.

Upon returning back to the States, Bill found out about me on the internet and visited my home to learn more about the background and significance to the 36th Squadron and its North Carolina connection. During their visit, I related to him the story of the tragedy to eight airmen of the Lt. Boehm crew after parachuting from 'the JIGS UP' thinking they were over land only to perish in the Irish Sea after trying to land at Valley, Wales, on the evening of 22 December 1944. 'The JIGS UP' was my father's regular ship. However, fate would have it that he, with Lt. William 'Mac' McCrory, were not in the B24 they nicknamed that dreadful day. This tragedy inspired me so much so that it led to the Wales and Fort Fisher, North Carolina Memorials plus others, as well as my subsequent book: 'Squadron of Deception' and website at www.36rcm.com. Bill was most intrigued to learn about the Gremlins of the 36th and while visiting me he purchased four of my books, one for Jeff, one for Will, one for the local Holyhead library and one for himself. Within days Bill went on to visit the Fort Fisher, North Carolina Memorial to the Lt. Boehm crew.



Shortly thereafter, my books reached Jeff and Will and the town library. As for Jeff, upon seeing the approaching 70th Anniversary of the tragedy, he had the wonderful idea to relocate the existing Memorial from the mountain pathway to a more prominent location – to the area of the Breakwater Park Visitors Center for greater public and visitor visibility. Jeff quickly connected with Brendan and they encouraged the people of Holyhead, plus local and national officials, and the Military to create a new and more appropriate Memorial to honor the American airmen.

I learned of these efforts on 23 November, just days before Thanksgiving; and immediately sought to notify Donald Burch, Lt. Boehm's surviving co-pilot, and sisters of the lost airmen, and the Commanding Officer of the 36th Electronic Warfare Squadron about the new Memorial.

I sent Brendan and Jeff a personal statement to be read during the Anniversary occasion and so did Lt. Col. Jubeck, the Commanding Officer of the 36th Electronic Warfare Squadron. The Anglesey, Wales 'Daily Post' ran a news article on 17 December 2014 and the BBC in Wales produced a news story of 21 December 2014. Here are some photographs from the memorial ceremony:



My Welsh friend Brendan Maguire shaking hands with Col. Travis Willis, U.S. Air Force Attaché from the American Embassy in London.



Roger Dobson, representing the RAF 100 Group Association shown after presenting a wreath

Adding a most special touch in remembrance at 5:30pm on the evening of Dec. 22, 2014, exactly 70 years after the tragedy, Brendan returned to the new Memorial with his violin and played a tribute – the song ‘Danny Boy’ in tribute to the service and sacrifice of the American airmen.

How it thrills my heart and soul to see the airmen of the Squadron – Gremlins of the 36th being honored with a new Memorial and ceremony. Yes, it was in 1992 that my Welsh friend Brendan Maguire along with two of his diver friends pulled up two propeller blades from ‘the JIGS UP’ from 40 feet under the Irish Sea that make up both the Wales and North Carolina 36th Squadron Memorials. And now with fantastic help from Brendan, Bill Edsel, Jeff Evans and Will Stewart see what a wonderful thing the Welsh have done - *again!* My deepest thanks go to them!

Most sincerely,
Stephen Hutton
January 2015

NOTE: Colonel Willis shown in the photograph on the previous page shaking hands with Brendan was the American Attache to the American Embassy in London who delivered the 36th Electronic Warfare CO’s message of thanks to the Welsh for honouring the lost American airmen.



70th Anniversary of the loss of the ‘JIGS UP’ and crew

HIGHLIGHTS SHARED BY JEFF EVANS

When I initially met with William Edsel and went to view ‘the JIGS UP’ Memorial in Breakwater Park, little did I realise what this would progress into, and even after meeting with Brendan and discussing hosting a 70th Anniversary Service, little did I know the Service would develop into one that would stimulate interest at Holyhead, Anglesey and Wales, and throughout Britain, the USA, resulting in 400+ people joining the Service and singing a hymn on the mountainside, whilst Colonel Willis, of the American Embassy, laid a wreath.

It was such a pity that you were unable to attend the Service in person, Janine, as it was Stephen; for it was one, I am assured, that met all aspects of the aims and objectives of dedication/memorial, and a lasting tribute that is visible, accessible and allows all to offer silent words of thanks and remembrance.

With a 4.5 tonne slate rock, placed in a prominent position in the Park, a new slate lists the crew's names, together with a further Memorial slate that all can witness who visit the Park. A new path hewn out of overgrown rough ground, together with Memorial fencing and tree bark surround, what a pleasure it was to view the British Legion lifting and lowering their Standards, forming an honourable archway. Then a schoolgirl lit a Memorial Remembrance candle to coincide with the same happening in North Carolina.

Colonel Willis, Air Attache and the Station Commander of RAF Valley, proffered a salute to the Sea King Sea & Air helicopter which circled the Park after flying over the last known resting place of the crew. Colonel Willis laid wreaths, as did Members of Parliament and the Welsh Assembly Minister, while the Mayor of Holyhead invited the youngest son of Colonel Willis to join him in laying a wreath on behalf of the Council. Wreaths were placed by many, many organisations – the British Legion, Coastguards, Lifeboats, North Wales Police, together with many other groups and Associations including wreaths sent on behalf of the Military and families from the U.S.A.

The service was led by the Reverend of St. Cybi's and the Nuns of the Le Bon Sauveur Order of Nuns, with the National Anthems of Wales and Britain sung by Holyhead Male Voice Choir. Two 15 year old girls from the High School sang the U.S.A National Anthem.

Accompanied by the [five Brodyr Magee Brothers \(seen right\)](#) and Casey Jones, it was so wonderful to listen to the 400-strong community joining in the singing of the hymn: 'The Old Rugged Cross'. On this cold afternoon it was impossible not to have been warmed as the hymn was sung and the lost remembered.

Those with the opportunity to speak, shared words to reflect the tragedy, and why our U.S.A Allies were with us, fighting for freedom and liberty on 22 December 1944. Another of Colonel Willis' sons read out a U.S poem, a favourite poem of one of the lost crew.



Viewing the Memorial stone, draped in a Welsh, British and U.S Flag, brought a tear to one's eyes, especially as 5,000 poppy leaves were thrown off the cliff onto the sea, creating a wave of 'blood', such a tribute to those whose bodies remain within our sea forever.

The Park service ended with a tribute sent by Carwyn Jones, First Minister, Welsh Assembly Government:

*'Wales holds a debt to those who gave their lives during the Second World War. We honour the American Airmen who died in this tragic accident, acknowledging their commitment, bravery and service. This Memorial stands as a promise – **we will not forget them.**'*

Following the ceremony, a Reception was held within the Sea Cadets Unit where the Brodyr Magee Brothers sang their own written, haunting song: 'The Toy Soldiers' and all reflected on a day and ceremony that will be etched on people's memories forever.

Life has so many twists and turns, and the legacy of the crew of 'the JIGS UP', has passed on 70 years. Now 5 brothers from Holyhead are linked to the tragedy by their involvement and support. Who would have thought that 5 young lads would have been singing the 'Old Rugged Cross' on a mountainside, remembering and honouring the lost U.S aircrew! These 5 brothers also have a link to the U.S.A as Colonel Travis Willis also has 5 sons - one laid a wreath at the service, another read a famous U.S poem on behalf of the family of one of the lost crew. Colonel Travis Willis also gave one of the Magee brothers a NFL cap, and he's so proud of it.

It's already been noticed how many people have been to the Park and seen the Memorial. I'm confident that many, many more will do so as years progress.

It will be such a privilege and an honour for me if I ever manage to visit Fort Fisher, North Carolina, to see the Memorial placed there. I know Brendan has visited it in the past and what an honour it would be to meet the family of those whose remains will lay in our waters forever.

Our small island of Holyhead, just 2.5 miles v 2 miles, linked through this tragedy with the most powerful country of the world. I hope those who read these words will know how much we care.



Courtesy: Brendan Maguire

Best Wishes

Jeff Evans

Former Holyhead Mayor

NOTE: There is a likelihood that the Magee Brothers will join with us at our May Reunion this year. The words of their poignant song will be shared with the membership in the Summer magazine, with their permission.

IN MEMORY

Remembering the 36th Bomb Squadron Radar Counter Measure Unit losses during February 1945 on their 70th Anniversary



Lt. John H. McKibben Crew lost on 5 February 1945 in B24 'The Uninvited'
Courtesy: Stephen Hutton

During February 1945 the 36th provided a VHF screen for 8th Air Force heavy bombardment operations. This was only type of operation the 36th employed during the month. The British codebreakers, also known as the 'X' service located at Bletchley Park; learned by monitoring the German control stations that the VHF screen performed by the Gremlins jammed the German long range warning radar devices to a certain extent, although the Squadron's primary function was to screen 8AF VHF radio transmissions. The purpose of this 8AF screen was to screen the bomber divisions during assembly. It was designed to prevent the enemy from monitoring VHF radio traffic of the 8AF bombers and also prevent them gaining valuable information regarding the size of the Force, the route to be flown, the bombing altitude, possible bomb targets, and related information. It had been learned from captured enemy signal personnel that valuable information regarding 8AF operations was gained by the enemy monitoring VHF transmissions during assembly. The 36th Squadron Gremlins flew these VHF Screen missions supporting the 8AF during February 1945, but at a cost.

On 5 February the 36th Squadron suffered its greatest single loss of life when Lt. John H. McKibben and his entire crew of ten failed to return from their assigned mission. Lt. McKibben and crew were flying in aircraft #42-51239, R4-C, nicknamed *The Uninvited* and assigned to station No. 2 at 5246N-0335E. When nothing was heard from the aircraft it was presumed that it had crashed in the North Sea with all crew members lost. Those missing were: Pilot Lt. John W. McKibben, Co-Pilot Lt. Gaylord Moulton, Navigator, Lt. Eugene H. Junkin, Engineer S/Sgt Raymond P. Brecht, Radio Operators: Sgt Bruce E. Gist and S/Sgt Galen A. Brooke, and Gunners: S/Sgt Robert G. Brass, Sgt Max W. Oettle, Sgt Harold E. Eckert, and Sgt Paul W. Frantz.

The Missing Aircrew Report stated that the crew was last seen at take-off. The intended destination had been 5246N-0335E being the orbit location for VHF Screen mission. The weather had cloud layers up to 27,000 feet and the visibility unlimited between layers. The crew and their Liberator were believed lost at sea due to icing conditions.



*Lt. McKibben and crew
Courtesy: Stephen Hutton*

IN MEMORY



*Three airmen of the Lt. Louis McCarthy crew perished: 19 Feb. 1945 in B24 'Beast of Bourbon'
Courtesy: Stephen Hutton*

Assigned an orbiting Station for the VHF Screens over the North Sea, on 19 February only No. 1 Station was occupied. Squadron Liberator #42-50385, R4-H, nicknamed *Beast of Bourbon* piloted by Lt. Louis McCarthy and his crew were assigned to Station No. 2 when the B24 *Beast of Bourbon* crashed on take-off. The other Stations were cancelled prior to take-off. The crash was attributed to instrument failure. Of the ten crew members aboard, three were killed, two were moderately injured, and five slightly injured. Killed were S/Sgt Carl Lindquist, Private Fred Becker, and Private Howard Haley. S/Sgt Robert MacAdam also received moderate injuries and was hospitalized. Aside from the regular McCarthy crew members, Lt Victor Pregeant and Lt Robert Foreman, Pilot and Navigator of new crews, were on this

aircraft for a check ride. Lt Pregeant escaped injury, but Lt Foreman, Navigator on Lt Pregeant's crew suffered a broken hip and was grounded indefinitely. The *Beast* was a total loss.



Louis McCarthy's crew
Courtesy: Stephen Hutton

The Crash Report stated that at the time of the accident the weather had ground fog up to 400 feet, the surface visibility was 30 yards and the wind was south-southeast at 2mph. The temperature and the dew point were the same at 45 degrees Fahrenheit -- perfect weather conditions for England's infamous dense fog. It was determined that the cause for the take-off accident was instrument lag in the flight indicator and airspeed indicator, plus extremely poor visibility.

BLESS THEM ALL!!!

Taken from excerpts of his book: *'Squadron of Deception'*
by Stephen Hutton



NEWS FLASH ... NEWS FLASH

MOSQUITO DVDs for sale

'DH98 Mosquito - A Wooden Wonder Restored'

First flight of Mosquito built in Auckland, with over 2 hours of awesome video footage. Features Air Show displays, air-to-air and on-board footage, and dual-audio tracks.

A deal has been worked out with a UK duplication facility to get copies produced in the UK

Price: Mosquito DVD £20.00 + pp

CONTACT JANINE BRADLEY for further details

All profits divided between The People's Mosquito & Association

REVIEW:

First, a confession. This reviewer is not normally a follower and watcher of aviation DVDs, being normally found with nose in magazine or book. He sees little point in vicariously watching somebody else's version of, say, an Air Show when experiencing the real thing is so much more exciting. But this DVD is different. Having watched in wonder as Mosquito KA114 took to the air at Ardmore in September 2012, the result of vision and hard work by a large number of people, I welcomed the opportunity of reliving some of that thrill on my TV screen. Does this DVD capture the moment, do it justice? Indeed it does! Whether it was a cunning ploy on the part of the New Zealand rebuilders that it needed lots of testing, or sheer generosity shown by owner Jerry Yagen, KA114 was seen in a fair number of North Island locations and took part in two Air Shows and displays – and most of that appears on this DVD.

Weaknesses? It would have been nice to see the odd glimpse of the Mosquito as it progressed through the build stage, and Glyn's fuselage moulds, referred to at one stage, would also have added to the atmosphere. Seeing only the finished product doesn't quite do justice to the scale of the whole enterprise. Minor quibbles however. As a permanent reminder of a once-in-a-lifetime experience of seeing this magnificent aeroplane put through its impressive paces, this DVD would be hard to beat.

It's definitely been worth the wait!



... NEWS FLASH ... NEWS FLASH ...

F FOR FREDDIE FILM ARCHIVE

Members might like to know that a DVD of the restoration and flight of Bob Jenn's 'Mossie' is now available.

Members interested in obtaining a copy can either contact Janine -- Association Secretary - in the usual way, or make contact with me (Dave Coeshall) direct and I will be happy to provide further information.

The idea is that, if more than one member would like a copy, we can build up a bulk order, which saves individual costs and makes things cheaper.

We look forward to hearing from you.

Best wishes

Dave Coeshall

djcoeshall@aol.com



ODE TO WILLIAM SEARLE VALE

Once again young men stood tall:
Carried the torch, answered the call.
Had faith in good defeating hell
Even though they died and fell
Not in vain, but for us all.
On land or sea and in the air,
The smell of fear was everywhere.
Yet brave and true they faced the night,
Their futures risked on reaching light
And victory's glint their answered prayer.
Mosquito pilot, willing to yield.
Duty done, his fate was sealed
That moonlit night; while flying low
He died in a Flanders field.
And now my vision's a high speed dream
Nightmare, blood rush, piercing scream:
Reality of war; the terrible cost.
Awake. Red tears of my uncle lost –
A hero rests, his sacrifice supreme.
Vale William.
Sleep, never forgotten
While ever poppies bloom.

© *Helen Rankin*

4th July 2012

I realised after asking where Bill's plane came down in Drieslinter that it is actually a part of Flanders, Belgium. I was rocked to the core! After reading afresh the John McCrae poem '*In Flanders Fields*' I wrote this poem like a sequel.



*Oulton Memorial: November 2014
Courtesy: Chris Lambert*



Final Postings

Death will be but a pause...

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

Founders of RAF 100 Group Association – remembered with love

- 192 Squadron** George Ward DFC Sqd/Ldr; Phil James' Canadian pilot
- 192 Squadron** Kenneth 'Paddy' Passmore: DFC Flt/Lt; Canadian, died 2005
- 192 Squadron** John Cooke left memorabilia to the Museum archive collection
- 192 Squadron** Ron Phillips died late 2005
- 192 Squadron** Ted Gomersall died 30 November 2004
- 192 Squadron** Hank Cooper DSO, DFC died 2005.
- 192 Squadron** Michael Simpson W/Op & F/O died on the Isle of Man
- 192 Squadron** Richie' Richards Rear Air Gunner, flew Wellingtons. Son, F L Richards, died in August 2009.
- 192 Squadron** Air Commodore Vic Willis, C.O, RAF Foulsham, died 30 July 2006.
- 192 Squadron** Group Captain Jack Short died December 2006. Association Chairman 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 died 15 August 2007: Grandson James Kerslake is Association member.
- 192 Squadron** Wing Commander David Donaldson, DSO*DFC died 15 January 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. Roger Dobson – Association Chairman from May 2014.
- 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 Chessall & her daughter Janine Bradley, Association Secretary.
- 192 Squadron** P/O Jack Glen Millan Fisher with Royal Canadian Air Force, posted missing 26/27 Nov 1944. Remembered by sisters Audrey and Gloria and his family.
- 192 Squadron** Flight Lieutenant Albert Victor (Vic) Parker died November 14 2010. Remembered by daughter Ann Felsky.
- 192 Squadron** Spec/Op (Wop) John Henry BALL, Association member for many years, died 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 died 27 May 2011. Initially flew ops with 1473 Flight during Battle of the Beams, 1941, then as part of No. 80 Wing. Missed by daughter Anne, and Association members who knew him.
- 192 Squadron** Eric Clarkson, Wireless Operator/Navigator, died beginning of 2012. Remembered by daughter Jenny Bentley & friend Dennis Wildman.

- 192 Squadron** Squadron Leader Cecil William Cornish, died 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'. Died 28 April 2006
- 192 Squadron** Sgt Hugh Holm, Radio Mechanic, remembered with love by Phil and Vera James, especially for his kindness while holidaying with him in Canada.
- 192 Squadron** Macdonald, Kenneth Wynne CD, Colonel, Stan Forsyth's Skipper, died 12 February 2014. Missed by his family and all who served with him.
- 192 Squadron** Squadron Leader Christopher Gordon (Nobbie) Clark DFC, killed in a flying accident at Aeroplane and Armament Experimental Establishment, Boscombe Down, 25 Nov 1952. Remembered by Goddaughter Susan Eccles (nee Dobson) & Roger Dobson
- 192 Squadron** F/Sgt Earl Skjonsberg, mid-upper Gunner, part of F/Lt George Ward's crew, pilot, DFC, RCAF died in October 2014. Remembered by Phil James MBE now only survivor who served with him.
- 199 Squadron** F/O Ed Emmerson, Navigator to Flt/Lt Paddy Passmore DFC, Canadian
- 199 Squadron** Arthur Fitch, former RAF Bomber, died July 2006
- 199/171 Sqn** Group Captain George Cubby, MBE, FRMets died 2005. Remembered by Roy Smith, only surviving member of his crew.
- 171 Squadron** Joe Brogan, Halifax pilot died 2004, remembered by widow Sheila
- 171 Squadron** Arthur Adcock died February 2008 & Syd Love, Canadian crew member, died April 2008. 'Friends to the end!'
- 171 Squadron** Len Fanstone died 13 January 2010. Missed by Harry Freegard & wife.
- 171/102 Sqn** Ken Ratcliffe Nav/Bomb Aimer died March 8 2010 age 86. He flew Halifax & Lancasters, in touch with his crew all their lives.
- 171 Squadron** Flight Engineer Andrew Melvin Robertson died 1998. Remembered by son Colin, Association member.
- 171 Squadron** Wop/Ag Wilf Thompson died 1991. Remembered by son Peter, Association member.
- 171 Squadron** Warrant Officer Edwin Moore died 15 May 2014. Remembered by son Ian & family.
- 171 Squadron** F/Lt Charles 'Chuck' Warner, Edwin Moore's pilot, died 6 July 1965.
- 157 Squadron** Bryan Gale Flt/Lt died 2 January 2009. Missed by daughter Valerie & son Chris
- 169 Squadron** Fred Herbert, Navigator/Radar, died 15 October 2010, remembered by 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, died 4 March 2006
- 214 Squadron** Mr J Creech died April 2006
- 214 Squadron** Don Austin, remembered by Les Bostock
- 214 Squadron** Air Vice Marshall Jack Furner died 1 Jan 2007
- 214 Squadron** Sqdn Leader/Flight Commander Bob Davies died June 2007
- 214 Squadron** Bill Howard died October 2007
- 214 Squadron** Flt Lt Blair died Sept 2007
- 214 Squadron** John Hereford, Spec Op.

- 214 Squadron** Robert Moorby W/Op died 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 died 6 June 2009
- 214 Squadron** Warrant Officer Gordon Wing, 'Howie', died Nov 2009 age 87. Rear Gunner, Eric Morrison's crew, Stirlings/Fortresses; Founder member of Air Gunners' 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 died 21 July 2011. Flight Engineer in crew of Sq/Ldr Miller DFC.
- 214 Squadron** Squadron Leader William 'Bill' Doy DFC died 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, died from a heart attack on 25 Sept 2012
- 214 Squadron** Flying Officer William 'Bill' Foskett died 21 December 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, 2013.
- 214 Squadron** Sergeant Gerhard Heilig, Special Duty Operator, became Warrant Officer & Pilot Officer post-war RAFVR, died 24 October 2014. Remembered with love by wife Sissy and Association members. One of life's true Gentlemen.
- 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, died 13 May 2006.
- 223 Squadron** F/Lt Jack Brigham DFC died 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 died a few years ago.
- 223 Squadron** 2nd Pilot Mervyn Utas, Canadian in late Tony Morris's crew, died 8 Nov 2010.
- 223 Squadron** James Edward Bratten: 26.11.1922 - 16.11.2001. Andrew Barron's crew.
- 223 Squadron** Mick Stirrop died March 2012.
- 223 Squadron** Flying Officer Reggie Wade, Navigator, died Christmas Eve 2012. Reggie served in the crew of Squadron Leader Carrington, 'B' Flight Commander.
- 223 Squadron** Air Gunner John McLaren died 31.3.2013, leaving wife Margaret and son Graham.
- 223 Squadron** F/Lt Navigator Ron Johnson died August 2013. Missed by wife Betty & Richard Forder.
- 223 Squadron** W/Mechanic Desmond Pye, Ground Crew, B Flight died 3/4 May 2014, remembered by daughter Virginia Cranfield and family

- 223 Squadron** Flying Officer Robert Belton, pilot based at Oulton, Norfolk, died 11 January 2015. A regular attendee at Reunions, Bob will be missed by all who knew him, especially son & daughter Patricia and Richard.
- 23 Squadron** Flight/Lt Johnny Rivas, died 2 January 2013.
- 23 Squadron** Wing Commander Phil Russell died end of November 2012.
- 23 Squadron** 'Bud' Badley, died beginning of 2013
- 23 Squadron** Don V Francis, Navigator, died 5/6 June 2014, 2 weeks before 95th birthday.
- 88 Squadron** F/Lt Len Dellow died Christmas/New Year 2006-7; veteran of 88 Squadron, 2 Group & Rear Gunner/Wireless Operator on Bostons.
- 49 Squadron** Len Bradfield died 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' died 6 April 2008 in New South Wales.
- 462 Squadron** Donald Hulbert died October 2009
- 462 Squadron** Pilot Bruce Drinkwater died 2 May 2010. Peter Witt's Skipper.
- Bylaugh Hall** Mrs J Cannon, Signaller Radar – RCM Section died 21 March 2014
- ?** 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 died 18 Dec 2011 - a Wireless Operator, serving in No 2 Heavy Mobile W/T Section in France, 1940.
- USAAF** 1st Lt. Joseph 'Joe' Hornsby, Pilot of 'I'll Walk Alone' aircraft, died 19 November 2014
- 36th Bomb Sqdn**

Dates for your Diary



2015 Reunion

Friday 15th – Sunday 17th May 2015

FULL PROGRAMME OF EVENTS

If you don't receive one with the magazine please let Janine know immediately.

CHANGE OF SATURDAY EVENING DINNER VENUE & TIME

Elm Farm Country House, Horsham St Faith, with dinner starting at 7.30pm.

SPEAKER

Stephen Hutton, author of '*Squadron of Deception*'

FLYPAST

Weather permitting after the Memorial ceremony at Oulton, approx. 5pm!

YEARLY SUBSCRIPTIONS

Annual subscriptions are now due. £15 gets a lot for your money, plus FREE admission to the City of Norwich Aviation Museum with 10% off purchases.
Don't miss out!

100 Group Order of Battle

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

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