

Confound & Destroy

The magazine of RAF 100 Group Association

Spring 2016



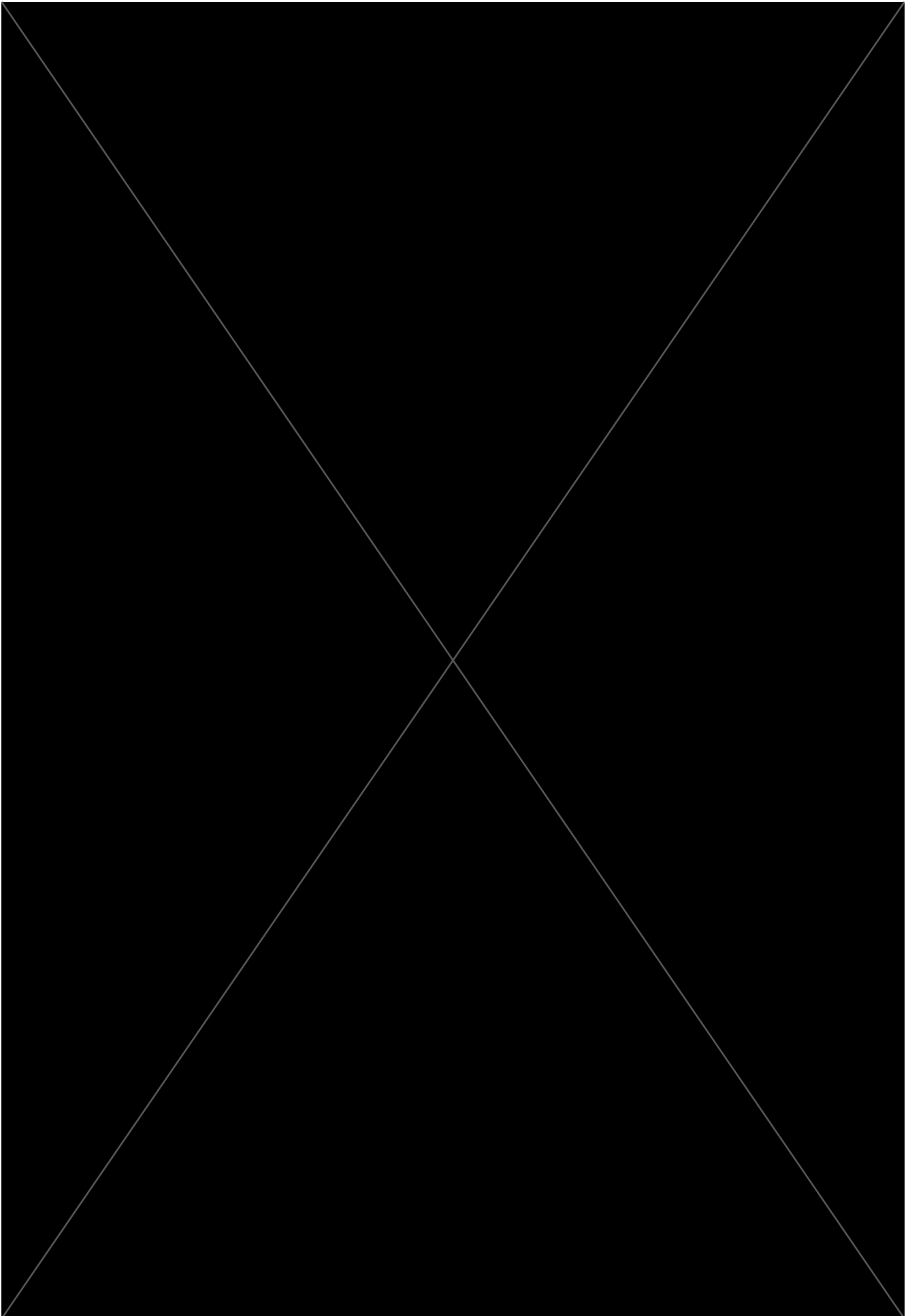
RAF 100 Group Association Chairman Roger Dobson: Tel: [REDACTED]
RAF 100 Group Association Secretary Janine Bradley: Tel: [REDACTED]

Email: raf100groupassociation@gmail.com

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

www.cnam.org.uk

RAF 100 Group Association



EDITOR'S PAGE

Dearest Friends



It is with a warm and loving heart I reach out to you with an all-embracing hug. I feel truly blessed to have you in my life. The seeming endless harsh cruel winter that was 2015 for me was eclipsed by unexpected sunshine and golden rays of love ... and it was you, kindred spirits, who were responsible for the largest number of Christmas cards I have ever received, together with so many wondrous bouquets of flowers, gifts, parcels filled with Christmas fayre and food, and a host of letters which certainly presented a timely reminder that, in truth, I am far from alone. Thank you each and every one of you who became a valued part of my Christmas and New Year!

Otherwise, the one positive feature that shone in my darkness came with the publication of a book which has taken so many years in the making: *RAF 100 Group – Kindred Spirits*. Published by Austin Macauley on 16 December 2015, it is a book which belongs to us all, bringing together veteran voices who served under RAF No. 100 (Bomber Support) Group, Bomber Command and those who flew in partnership, presenting a treasure-trove of stories told by many for the first and only time. It was my promise to bring them together with that same love and pride forged in war ... as people who remain kindred spirits. In this magazine I have shared some of the many reviews and comments because it is a book which is personal to us all. You are a part of it in a very real way, and I still have some of the 100 templates of veteran signatures which make this book a 'Collectable', signed 100 times over by veterans. See later pages in this magazine as to how to obtain a 'Collectable' for yourself. I would also say that publication of this book is bringing in new members, and I'd like to welcome those sharing with us for the first time.

Meanwhile, if anyone would like to contribute memories and experiences through late 1944 and 1945 to the end of the war, and/or was involved in the bombing of Dresden, I would welcome hearing from you. As is the way of publishing these days, I was contracted to write a series of 3 books about RAF 100 Group. Having written the first two and put them in good faith with the publisher, I now learn the series has in truth been reduced to one; focused on 1944 RAF 100 Group operations, the final year, and reasons why RAF 100 Group did not receive the Bomber Command medal due, nor indeed recognition for their courage, commitment and countless acts of heroism, with the very real need to remember.

Moving swiftly on, final arrangements are now being put in place for our annual Reunion held in Norfolk over the weekend of 6th, 7th, 8th May. Phil James MBE, our President, has arranged with [David Nock](#) a Flypast in his [Harvard aircraft](#) (seen right) over our Oulton Memorial. The full 2016 Reunion Programme should accompany this magazine. We look forward to seeing as many of you over the May weekend as possible. I already know of people travelling from Canada, the States and Australia.

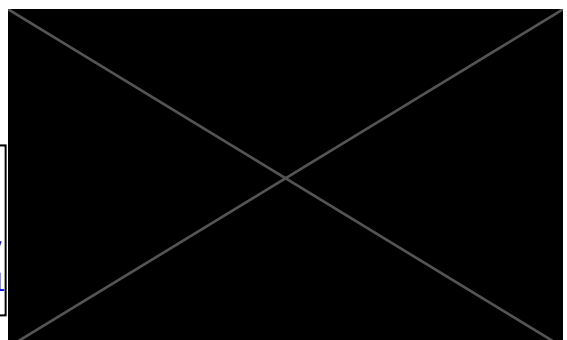


I would also give a timely reminder that annual RAF 100 Group Association subscriptions are now overdue for those who haven't yet paid their £15 yearly cost. We do rely on these monies to run the Association, and to provide the four quarterly magazines, together with free admission into the City of Norwich Aviation Museum on production of your membership card. Membership cards should accompany this magazine, or come direct through the post for those taking the magazine through email. Please let me know immediately if you do not receive one.

Finally, our thanks to Iain Forsyth for placing a wreath on Command Memorial in Green Park on Remembrance Day in

*Love & Hugs All,
Janine^{xx}*

ite
7 Ashley
Tel: 01723 51



LETTER from the CHAIRMAN



Dear Friends,

It is very reassuring to know that some of you read these words. This was highlighted for me by Richard Forder who pointed out the error in my contribution to the last magazine when I attributed the design of the Avro Vulcan to 'Roy Cochrane' rather than Roy Chadwick, who joined Avro in 1911. The other key personality who contributed to Avro's success was a 21 year-old Engineer who joined in 1913, my namesake but not relative, Roy Dobson who became Works Manager aged 28, and eventually, as Sir Roy Dobson, was appointed Managing Director of Hawker Siddeley in 1958. Chadwick and Roy Dobson were known as the dynamic duo. Like my father, Sir Roy Dobson was known universally as 'Dobbie'.

I can possibly attribute my confusion over Chadwick's name to the fact I was writing the piece during a period of time in hospital. This was my first experience of the NHS and I was very impressed by the competence and compassion of the staff. Two weeks confined to a hospital bed gave me some time to reflect on the experience of my father following the crash-landing of his Mosquito DZ535 on September 23rd 1944. Together with pilot *Nobbie* Clark, he was taken by ambulance to Norfolk and Norwich Hospital where he was to spend 3 months before being transferred to the RAF hospital at Ely for a further 18 months. My fortnight's stay seems trivial compared with the 21 months endured by my father.

On October 1st this year it will be 70 years since Flight Lieutenant Richard Dobson left the RAF. He returned to Pharmacy and developed a very successful business in Manchester. Although his left leg was amputated and his right leg badly damaged, his energy, humour and work ethic were undiminished. Even those who were close to him were often unaware of his disability. There are two memorable anecdotes. The early models of artificial legs were cumbersome. The metal leg was secured by a leather harness tied to the thigh and then by a strap which extended over the shoulder. I do not know why the calf of the artificial limb had a round hole the size of a half crown, but on the occasion of a family gathering my young cousin was inconsolable when her uncle's trousers rode up revealing a gaping hole!

Ironically, for a man with one leg, all his work was done standing; either talking to patients or making up prescriptions in the dispensary, surrounded on all sides by shelves packed with linctus, lotions, ointments and tablets. These extended up a staircase which accessed the first floor office. One day, when he was working with two lady-dispensing assistants, Dad charged up the stairs to pick up the appropriate medicine – but disaster struck. The strap had come undone and his artificial leg fell off with a clatter. Both assistants fainted.

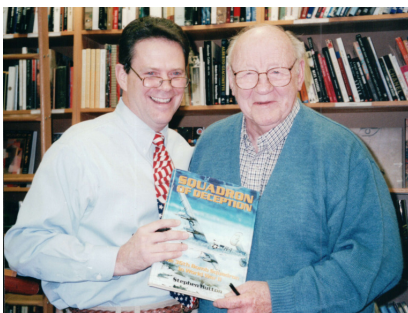
You will be receiving details of our May Reunion with this edition of the magazine. I continue to be in awe of Janine's organisational skills in bringing the complex threads of our Reunion together. I do hope many of you will be able to join us for what I hope will be another enjoyable weekend.



Roger Dobson

8th AIR FORCE REPRESENTATIVE

Stephen Hutton: Association Committee Member



Here is Stephen Hutton's quarterly input to our Spring issue of *Confound and Destroy* on the 8th Air Force involvement with RAF 100 Group.



Sergeant Charles Sanders from Mississippi U.S.A. was an 803rd Bomb Squadron ground maintenance mechanic with the initial cadre of 8th Air Force men that was to form America's first Radar Countermeasure Unit at Sculthorpe. He had been serving earlier with the 92nd Bomb Group.

In his Memoirs Sergeant Sanders recalled flying with Captain George Paris, first Commanding Officer of the 803rd (See Autumn 2015 *Confound & Destroy* for my story on Capt. Paris) and getting the Unit started.

'January 21, 1944 – we are off to Sculthorpe. Captain Paris was our pilot and Lt. Keating was his co-pilot. The rest of the crew was with us. Capt. Paris was the Detachment Commander. Our mission was to teach the RAF how to maintain and fly the B17 airplanes. With Capt. Preuss the Engineering Officer, I would be working under a master sergeant Leo Howton, the line chief. I was Squadron technical inspector and assistant line chief. We had a RAF mechanic or two assigned to each plane along with our crew chief. Our airmen were working with the RAF flight personnel checking them out on flying the B17.'

Regarding use of the B17s and the American help, he wrote:

'I don't know why the RAF thought the B17s would be better for their use rather than the RAF's Stirling which they had been using. The B17s may have a bigger bomb compartment or maybe carried more gas and could stay in the air longer. Whatever the reason, they had them and us to help them. They took all the bomb racks out and built a floor in that compartment, then they installed radar equipment. It was Greek to me but the Units had such names as Carpet, Mandrel, Blinker, S27, and SCA587. I don't know how many more. The English, it seemed to me, were more ahead of the Americans in radar [technology].

The RAF got our [duty] time extended indefinitely. By this time we knew what they were going to do with these planes. They did not want the Germans to know about this operation. The RAF was afraid if they let us go back to our respective bases the word about this project would get out. They did not want to take that chance.'

Sgt Charles Sanders wrote about assisting one RAF pilot with starting his B17:

'I was working and noticed this plane trying to get an engine started, but did not succeed. The propeller would turn but the engine did not start. As soon as I could I went over to see what the problem was. We did not have auxiliary power units so the RAF pilot had run the batteries down. I use the plural for batteries because they had three. I sized up the situation, told the pilot what I was about to do was contrary to everything in the book. But in an emergency you can turn all gauges off and anything else not essential for the engine to run. That I did and carefully went down the rest of the checklist for starting an engine. It started. I idled it back as slow as I dared then turned everything on that was supposed to be on. I watched him start the other engines with power from that engine, then I went out the back of the plane.'

Later Sanders remembered being worried when called into Flight Leader Day's office the next day and wrote:

'Flight Leader Day was the RAF Officer we worked with on a day-to-day basis. He sent for me and of course I went in, saluted, stood at attention and all that Military courtesy because I did not know why he sent for me. He said: "At ease, have a seat." I felt a little better. If he is this nice to me, maybe I have not

done anything too bad. We passed the time of day, etc., then he said: "I hear you threw the book away yesterday and got one of the planes started!" I said: "Yes Sir that is about what happened." He replied: "I knew there was more to it than what was in the books. That is why I wanted you Yanks to help us."

He later recalled getting in the first aircraft and flight crews:

'In what little diary I kept things began to happen in March. Rumors of all kinds had been flying, but on March 21, 1944 the detachment received teletype stating we were to start expanding up to two hundred men and five ships [aircraft]. On March 22 the AAF (American Air Force) detachment got in one plane and expected five more at any time. On March 23 rumor was that we were going to get nine planes. Five planes have already come in. Five partial flight crew came in with the planes.

Line Chief Sgt Leo Howton and I had a bedroom in the building with the engineering office. This was real convenient for us because one of us worked whenever any planes were flying. When the planes came in to us or the RAF, the famous Norden bombsite was to be removed immediately. We did [remove it], but since we had no supply [building] set up yet we stored them in our bedroom. If the Germans had known this they may have paid us a visit.'

In preparing for D-Day, the highly anticipated invasion of Europe; Sanders wrote:

'They had told us for some time that the first maximum effort would be the invasion of Europe. We had gotten a new B17 and supplies to equip for night flying. Capt. Preuss told us that the Colonel [Scott] said many lives depended on us getting these planes in the air as soon as we can. That night we did almost the impossible. We put the flame suppressors on all four engines in about three hours. We had four planes that took off. We all figured this was the big night. I can assure you that it was a long night.

Our planes were flying an assigned area. If a German fighter should see them, they would be a sure target. This was the first time I had sweated out the planes since leaving the 92nd Bomb Group. It was that suspense of hoping everybody would get back with no enemy contact.

June 6, 1944 was the big day. I don't think I have ever heard as many planes as I did that night. They just kept on coming over. We did not know when to look for our planes back. Sometime in the real early morning we had four planes come in pretty close together. I had been up about twenty six hours.

The next day the Colonel told us the 803rd and the RAF Squadrons had saved hundreds of lives. He said we would never know just how many. He also told us that the top Army men had expected about a forty percent loss of men in paratroopers and airborne troops. Due to the radar screen, they had less than a two percent loss. He said the surprise was the difference. The Mandrel [radar jamming equipment] would stop the German radar from picking up activities from England. They told us it was like having a solid fence between us and the Germans.'

* Be sure to see the next upcoming Summer Issue of *Confound & Destroy* for the 803rd Bomb Squadron airmen thrilling eyewitness accounts of the D-Day invasion. For additional information on the American 8th Air Force involvement and partnership with the RAF 100 Group, see Stephen's book titled: *'Squadron of Deception'*.

Stephen Hutton

Author: *'Squadron of Deception'*

8th Air Force Historical Society Unit Contact

36th Bomb Squadron RCM

Website: www.36rcm.com. Email: smhutton@36rcm.com

Address: 4016 Old Sturbridge Drive, Apex, North Carolina 27539 USA

Tel: [919-772-8413](tel:919-772-8413). Cell: [919-413-0876](tel:919-413-0876)



Howton & Sanders

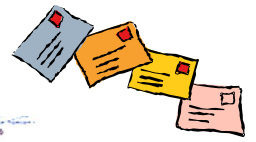


Howton, Sanders, A.W.G. Dowson, Supply Sgt, & Lt. Preuss



Mechanics Charles Sanders & Donat Lafond

LETTERS PAGES



Photograph courtesy of Ivan Thompson

Dear Janine,

On **Remembrance Sunday 2015**, at **Oulton Memorial**, we were fortunate with the weather as, on arriving back to Holt, there had been a heavy storm at 11am.

Best wishes,
Ivan Thompson



Thank you, Iain Forsyth ...

... for laying a wreath on behalf of RAF 100 Group Association at the Bomber Command Memorial in Green Park, London, and for sharing these moments through photographs. The writing accompanying the wreath says:

'In memory of all who took part in Operations with No. 100 Bomber Support Group where so many lives were lost giving invaluable assistance to Bomber Command. Remembered by RAF 100 Group Association raf100groupassociation@gmail.com'



Our wreath is seen resting of the left foot of the first airman on the Memorial statue.





Dear Janine.

It is with a heavy heart that I write to tell you that Dad ([Ken Spriggs, seen left and right](#)) passed away this afternoon (20 January 2016). It wasn't unexpected, but that doesn't make it any easier to bear. He fell asleep which is what I wanted for him and had his last 9 days at home ... We were happy to be able to achieve that for him.



I wanted to ask if you had any ideas where I might get an RAF flag to drape on his coffin or Bomber Command flag which would be even better. I hope you don't mind me asking, but I am at a loss as where to start and thought you may have some ideas. I will understand if you cannot help.

I look forward to hearing from you and hope you are feeling much better.

Lots of love

Wendyxxx

wendyspriggs416@gmail.com

NOTE: Ken Spriggs (Warrant Officer, 462 Squadron RAAF) was featured not long ago celebrating his 90th birthday. He will be missed by many, and we wish his daughter all our love at this difficult time. Wendy has now been given a contact at a nearby operational RAF Station by Rod Vowler, our Standard Bearer: Squadron Leader Wilson; who it is hoped will assist Wendy to fulfil her wishes for her father in providing RAF representation at his funeral.



Hi Janine,

We have just read that Biggin Hill Heritage Hangar Ltd are to restore a Mosquito with Avspecs in New Zealand for the UK:

NEWS: *'We are pleased to announce that we have been commissioned in association with Avspecs in New Zealand to restore a de Havilland Mosquito to airworthy condition to be based at Biggin Hill. More details to follow soon.'*

www.bigginhillheritagehangar.co.uk

David Coeshall

djcoeshall@aol.com



John Beeching in New Zealand passes on a light-hearted approach in support of World Mental Health Day, marked each year on 10 October – a day which is about confronting stigma through facts in order to understand more fully patterns of problems with mental health. Just talking and sharing can break down barriers, safe-guard wellbeing, with the right kind of help and support. Everyone has mental as well as physical health. Failing to treat with dignity people with mental health issues can lead to self-stigma, low confidence, low self-esteem, withdrawal and social isolation. One in every four adults and one in every ten children today are likely to experience mental health problems in any given year.

Reading John's letter which follows means you are allowed to laugh ... it certainly cheered me up!

Dear Janine,

I have been in many places, but I've never been in Cahoots. Apparently, you can't go alone. You have to be in Cahoots with someone. I've also never been in Cognito. I hear no-one recognises you there. I have, however, been in Sane. They don't have an airport; you have to be driven there. I have made several trips thanks to my children, family, friends and work. I would like to go to Conclusions, but you have to jump, and I'm not too much on physical activity anymore. I have also been in Doubt. That is a sad place to go, and I try not to visit there too often. I've been in Flexible, but only when it was very important to stand firm. Sometimes I'm in Capable, and I go there more often as I'm getting older. One of my favourite places to be is in Suspense! It really gets the adrenalin flowing and pumps up the old heart! At my age, I need all the stimuli I can get!!

From one unstable person to another, I hope everyone is happy in your head; we're all doing pretty well in mine.

John

John Beeching, veteran 169 Squadron, RAF Great Massingham
New Zealand member



Dear Janine,

Thank you for the card you so kindly sent to me at Christmas, also the magazines which I always look forward to receiving and enjoy reading very much. Being five years old when World War Two started, I was too young to comprehend what it all really meant, so having the magazines mean a lot to me, learning what was happening to the people who were living only a few miles from the small village of Swanton Novers where I was raised. I did, however, know that people were going off to war and not coming back. My family had their own heartaches. I can remember being in the City of Norwich in a daylight raid with my mother and having to run to the shelter. My mother had a married sister and also a married brother living in the city. It was all quite frightening. My mother's name was Minnie Withers and she worked on Little Snoring airfield under Taylor Woodrow.

Love,

Thelma

Thelma Sheales



Hello Janine,

I have just finished reading your booklet: 'RAF Swanton Morley – a Brief History'. I believe my father was stationed there during the war working as an aircraft fitter/engineer. Is there a record at all of all who served there during the war? Or any other way I can trace where he served in wartime?

My father's full name is RONALD HERBERT MICHELL. He was born on 11 June 1911. I don't have further details of his Squadron, etc. but for some reason I have what I think was his number etched on my memory: 1388509 (this may not be accurate!). I do recall seeing photos of him in his RAF uniform, although sadly I don't have any now.

I would love to hear from anyone who may have known my father, or knows anything about his wartime service in RAF 100 Group.

Thanks for your interest,

Regards

Tony Michell

tony.michell@btinternet.com





Dear Janine,

I don't know if members might be interested, but the photograph shows our recently restored Forder Brougham carriage harnessed to a pair of grey Gelderlanders. Taken in August, my brother and his wife were staying with us. We were driving round a beautiful park at Darley Dale, near Matlock, where the Brougham can now be seen in the Red House Stables Working Carriage Museum. The Brougham is a Double Brougham accommodating four persons seated inside in pairs facing each

other. Single Broughams provided seating for two facing forward.

In 1870, the Forder Company advertised Broughams suitable for the medical profession – these smaller Broughams were referred to as 'pill boxes' in the trade. The drive was a very special one for my brother and myself apart from being its first passenger-carrying run for some years. In 1900, Alfred Forder, our great grandfather, was Manager of the London showrooms in Upper St Martins Lane, and he would have sold the carriage to its first owner.

In the 19th and very early 20th centuries, Forder & Co. Ltd and Forder Brothers were internationally famous for designing and building the ultimate and finest versions of the Hansom Cab. They were exported abroad and would have been seen on the streets of UK major cities and towns. They were certainly used on streets here in Sheffield. The Forder Company were Royal Warrant holders and supplied five Hansoms to the Royal Family including the Prince of Wales (later Edward VII), the Duke of York and Queen Victoria. If you see period films/dramas that feature Hansom cabs you will see a Forder-style Hansom or an actual Forder. I say Forder-style because coach builders here and abroad copied the design, although it had been patented. Quite a number of original Forder Hansoms survive and I have traced over thirty that I have found in the UK and abroad, including examples in the USA, Canada, Chile, France, Belgium, Holland, Spain and Germany (at least six). Janice and I have ridden in a genuine Forder Hansom.

When I retired from the RAF in 1994, my colleagues in the MOD arranged for us to be driven from my MOD building to a farewell lunch in Baker Street travelling almost the complete length of Oxford Street – a memorable experience. The Baker Street venue was very apposite as the Forder Company had a London depot in Allsop Mews, just off Baker Street. We would dearly have loved to have owned a Forder Hansom, but surviving genuine examples command a premium. However, we are delighted to have had the opportunity to own the Brougham.

Best wishes,
Richard Forder



Hi Janine,

Vic Flowers has asked me to contact you, firstly to say how much he is enjoying reading your book: 'RAF 100 Group – Kindred Spirits', particularly the chapter on North Creak in which you refer to the wartime camp being constructed by Taylor Woodrow. He wonders if copies of the airfield plans are still in existence anywhere. If so, they would provide information on the location of the Direction Finding Hut he has been seeking for so long.

pp: *Vic Flowers*
David Lang
daveandjanlang@gmail.com

NOTE FROM EDITOR: I have enquired on Vic Flowers' behalf and others who ask the same question as to whether original maps are available to view of airfields built in wartime by Taylor Woodrow. This response comes from Nigel Morter, co-owner with Claire Nugent of North Creake Control Tower which they converted into a B&B:

Dear Janine,

Ahhh ... the Direction Finding Hut! The problem arises from the fact that the only plans that exist (Air Ministry plans followed by contractors such as Taylor Woodrow), are held at the RAF Museum at Hendon and were drawn up in 1942, a year before construction began here at North Creake. The subsequent post-construction plans are missing and a great deal changed in construction (the North Creake plan is notoriously unreliable). It is possible that I have found some plans elsewhere, but I won't know this until late Jan/Feb time. Vic gave me a couple of clues as to the Direction Finding Hut's location (involving AA boxes that have long since rotted away, etc.) so it may involve local searching – certainly nothing of the building remains.

Taylor Woodrow may have an Archive that contains plans and I did think of pursuing this, but the problem is that they were secret at the time, so I imagine copies weren't kept and also, whilst they were the principle contractor; it was actually W. O. Lawrence that erected the buildings and they have long since been out of business (1984 from memory – I spoke to someone who worked there in the 1950/60s).

Len Bartram's maps are very useful but, I'm afraid, not wholly accurate as they seem to be based partly on the 1942 plans (eg: he marks a hangar where it was proposed but never actually built). If you do want the 1942 plans, they are available from Hendon who will dig them out, copy and post them. However, I think Vic has seen these already. We have already had a discussion, and he was relieved to hear they were inaccurate as he was starting to doubt his recollections regarding the WAAF site.

Sorry not to be of more help.

Nigel Morter

nigel.morter@phonecoop.coop



RAF 100 GROUP - KINDRED SPIRITS

By Janine Harrington
Published by Austin Macauley

RAF 100 GROUP Kindred Spirits

*Voices of RAF & USAAF
on secret Norfolk airfields
during World War Two*

by **JANINE HARRINGTON**
Secretary: RAF 100 Group Association



Since the publication of my book on 16 December 2015 by Austin Macauley, drawing together the many voices of RAF 100 Group together with those who flew in partnership with them, it has generated worldwide interest. For many, it is the first and only time veterans will share personal memories, work and everyday life based on Norfolk airfields, which made it a huge privilege and honour, and a very humbling experience.

The first 100 copies of this book are Special Edition 'Collectables' signed by the author, with two templates of 100 Group and U.S 36th veteran signatures ready to be stuck on the inside cover of the book. There are also four insert pages of signatures with further details.

For twenty years and more, I have been passionate about preserving the history of this remarkable Group and the stories of its people who received no recognition or reward in bringing the war to an early conclusion, saving so many lives. This therefore represents the fulfillment of a dream ... and I consider it a project shared, not just by those who entrusted me with their wartime experiences and writings, but veterans and families alike who make up RAF 100 Group Association and the kindred spirits we are today.

'Collectable' versions of this hardback book together with enclosures which make them valuable and a legacy to pass down through the family, ensure these *'forgotten heroes'* are remembered. The books are priced at £25.99 including postage/packing in the UK.

The book can be ordered direct from the publisher, Austin Macauley, online through Amazon, or through W. H. Smith, Waterstones, and other high street bookstores. However, 'Collectables' are available only through me. The publishers felt this the easiest option, and I buy them to send out direct with enclosures.

The books are selling fast. There are only ever going to be 100 Special Editions with veteran signatures. Once they are gone it is an opportunity lost. Each veteran put his or her own signature to each of these one hundred templates and sheets of paper which accompany these books, each a kindred spirit, a valued part of a 'band of brothers' which made up RAF 100 Group. Sadly, some veterans died before the book was published, never having that chance to see their words in print, to know their voice would be read by many in the wider world. I know how much they were looking forward to spending special moments with family, finally sharing secrets of what they were actually involved in through the war. So many loved ones still have no idea about those secret operations today, including wives and immediate family. I have received many phone calls and letters which evidence this.

Meanwhile, comments and reviews from those already in receipt of this publication remain positive, powerful, inspirational and moving. I share them here with you because you remain a valued part of this publication. It is also bringing in new members to our Association:

AMERICA

Hello Janine,

My hearty congratulations to you! Job well done!! Now the veterans, their families and the world have the opportunity to savor Kindred Spirits. Again, fond congratulations to you and your new 'baby'! You've carried a heavy weight for a very long time. Now you have a most beautiful new birth to celebrate. My hat's off to you for your grand and most worthy efforts.

With my best regards,

Stephen

Stephen Hutton

<http://www.36rcm.com>

AUSTRALIA

Janine, finally the publication of this book is absolutely great news! I want to be among the first to congratulate the proud Mum!! A nervous and anxious wait, but very rewarding in the end. Well done, Janine! You have every right to feel proud and be emotional. I guess the whole project was like a pregnancy ... with that anxious wait at the end, but with a joyful 'birth', and the opportunity to hold your creation in your hands. I understand the relief and that warm satisfaction.

Stuart Borlase

Living History Film Productions

NEW ZEALAND

Oh Janine, what can I say? 'Kindred Spirits' is a WINNER!! It arrived here (New Zealand) a couple of days back and today I had time to sit in the car and start reading. I have devoured the first fifty pages so far and declare it is the best book, by far, I have read about Bomber Command, not just 100 Group. It is a phenomenal read and must enjoy the very widest circulation. How can we ensure this happens? Who writes the surveys and reviews? How are bookshops and libraries made aware of its existence? I am sure this will have to be a best seller! Don't forget that I am a critical reader and I know what sort of books attract readers. I was stunned by the size of the book, expecting a slim, paper-covered volume, not this all-embracing, marvellously researched record of a little known section of airborne Intelligence. Great stuff!

John xx

John Beeching

Veteran: 169 Squadron, RAF Great Massingham, Norfolk.

CANADA

Janine, the book is absolutely PRECIOUS!! YOU HAVE IMMORTALIZED ME!!! Thank you and GOD BLESS YOU! I am thrilled!! What more can I say, except to see this at 4am I had to reply instantly. WOW!!!!!!!!!!!!!!!!!!!!

Yours in your 100 Group MAGIC

Always your kindred Spirit

George and Marion

Canadian veteran pilot George Stewart DFC, served with 23 Squadron at RAF Little Snoring, Norfolk. On the cover of the book is the iconic photograph where he sits astride the nose of his aircraft, his Squadron below.

UK

Just to let you know that I have finished reading your book! What a wonderful, informative, enjoyable read (had to go back and re-read several pages again) for all the info they contained. It is an excellent reference source and first-hand accounts are invaluable. I had no idea of the sheer scale of the Project you'd undertaken. You have created a piece of history for future reference and are to be congratulated for your determination and perseverance. Thank you for the signature plates (which make this book a Collectable). These go towards making a unique item to be treasured. Thank you again. You should be very pleased and proud of what you have achieved.

Best wishes,

David Coeshall

PS I have sent emails to all my Mossie (Mosquito) contacts worldwide as well as www.Mossie.org Forum telling them about this book and its availability.

* * * *

Jan, the new book arrived today. What a lot of hard work! You put into it often twelve hours a day, and I can believe it. Over 500 pages in total! You amaze me how you can get so much information, then put it into a readable format. I found the part about my Uncle, and thank you for including it. Take care...

Rod Vowler

RAF 100 Group Association Standard Bearer

* * * *

Dear Janine,

Just wanted to thank you for the veteran signatures, (making my book a 'Collectable'). It is very kind of you and I will treasure them.

I found out about RAF 100 Group from my father in my teens and my interest has remained ever since. He bought 'Confound and Destroy' and 'Instruments of Darkness' when they were published because he was part of the Signals Flying Unit who used Short Stirlings based at RAF Honiley during the war ... Now this book is proving to be a goldmine, difficult to put down. Deep into the 36th USAAF with so many things I didn't know, such as swapping B17s for B24s, and that they also participated in the Mandrel screen on D-Day. I am thoroughly enjoying reading it and 100 Group is coming to life more than in other books I have read, offering a real 'feel' to the lives of veteran's stories. Well done Janine!

This book to my knowledge represents the first comprehensive record of 100 Group veteran experiences.

REVIEW: *This book is clearly a 'labour of love' by the author. The reminiscences are written with great enthusiasm by both the author and 100 Group veterans. They share stories both sad and funny. The passage of time means that fewer and fewer would be able to reveal memories without this book. A lot of documents are apparently subject to a 100 Year Rule restriction, so none of us will be here by that time. It is a tribute to all members of this secret Group of RAF airmen, both past and present, who will have saved many other RAF crews (unaware of the impact of their support), soldiers and sailors. They lost their share of comrades and friends as a result of their operations over Germany. Their missions were crucial to the success of Bomber Command in the latter part of the war, but are not as well-known as the Guy Gibsons and Leonard Cheshires of that time. Due to the secrecy, I suspect they did not earn the same medal as their counterparts and many not awarded the Clasp to reflect their contribution.*

I might well join the Association as I am fascinated and have most of the direct 100 Group books in your Bibliography.

Shaun Newton

New Member to RAF 100 Group Association

Dear Austin Macauley (and Janine),

Many thanks for your email and for the blurb on the book. We would certainly like a copy to review and may well be interested in selling the book, not only at our Events, but within our online shop where we have a wide range of Bomber Command related books: www.internationalbcc.co.uk/shop

It is also worth noting that we do run Events where the authors sign copies and speak about their findings and we have veterans alongside doing signings.

I would be very interested in looking at running something along these lines on 100 Group with Janine and some of the veterans. We normally get about 100 guests to these Events, plus extras if we have veterans signing. These Events are promoted through our social media streams (10,500 likes on Facebook), website and also through our network of partners such as the University of Lincoln, Aviation Heritage Lincolnshire, Lincolnshire County Council and Visit Lincoln.

I would be grateful if you could let me know whether this is something you wish to investigate further.

Kind regards,

Ms Nicky Barr

Director

International Bomber Command Centre

* * * *

If you want to know the story behind the picture on the right featuring [Stan Forsyth DFC displaying his 'Lucky Pound Note'](#), he is one of many featured in: 'RAF 100 Group – Kindred Spirits'!

If you would like a 'Collectable' hardback book, you need to contact me (Janine) without delay before they are all gone.

The book represents the biggest challenge of my writing career and took many years in the making. I offer a huge hug and THANK YOU to dear Stan Forsyth and all veterans and their families who contributed wartime experiences, many for the first and only time, never having spoken about it before, not even to loved ones and family.



I salute all veterans of RAF 100 Group, and those who flew in partnership with you. This book was written as a tribute to all, and as a Memorial to the many, such as my mother's wartime fiancé Vic Vinnell with pilot Jack Fisher; who did not return from war. My hope is that I have done you justice, and brought your many voices out of the shadows and into the light where so many people today, of all ages, can listen and learn from you. You came to me as a gift over twenty years ago. Now I feel humbled and yet proud to be able to share this gift of friendship and love, as kindred spirits, with the wider world.

Your message is clear ... there is *nothing* to be gained from war.

The world still needs to know how to live in peace, to become balanced, whole, One United Family just as RAF 100 Group Association stands as a living example today.

I would also add my thanks to all who helped, guided and supported me through last year, and into 2016. It was your many messages, phone calls, daily emails, letters, gifts, flowers, photographs and inspirational words which brought me through the awful aching lonely darkness to the dawn of a new day.

THANK YOU My Wonderful and very Remarkable RAF 100 Group Association Family.

I love you ...

Janine xxx

Unveiling of IBCC Memorial



John Gilpin (214 Squadron) & Stan Forsyth DFC (192 Squadron) with families

John Gilpin and Stan Forsyth DFC were two of 312 veterans who attended the International Bomber Command Centre Memorial unveiling event on 2 October 2015 where the sun spot-lit the scene below. One veteran commented: *'Bomber Boys' souls shone down for this unveiling'*.

The 2,600 guests were treated to a fantastic celebration with the inaugural performance of *'Strike Hard, Strike Sure'*, an anthem specifically commissioned by the IBCC Trustees, composed by Tom Davoren, one of the most dynamic young composers in the UK today.

Charlotte Mellor, one of the Royal British Legion's Poppy Girls in 2014, performed her newly-released song: *'If you Hadn't Done What You Did'*, composed and produced by Jim Dooley of 70/80s band *'The Dooleys'* and IBCC Media and Fundraising Consultant.

Other music was provided by the RAF Cranwell College Band and the Lincolnshire Massed Male Voice Choirs incorporating the Louth, Lincoln and Orpheus Choirs.

Music of a different kind was to be heard from the skies as tributes were paid to those on the walls by aircraft from the RAF's past and present. All aircraft taking part had a connection to Bomber Command including the Vulcan, Blenheim, two GR4 Tornados, Three Hawks and the current MacRobert's Reply. Sadly, the BBMF Lancaster, City of Lincoln, was not able to make the day, but was represented by the Flight's Dakota.

The University of Lincoln Drama Group put on a fabulous performance incorporating texts taken from diaries and letters donated to the IBCC Digital Archive and poems. They were responsible for a large number of tears amongst the audience, so moving was the piece.

Dan Snow compared the whole Event, and the Unveiling was officially undertaken by The Earl Howe, representing the Government.

'There are few more deserving Projects in the UK than the International Bomber Command Centre. Lincolnshire needs a proper Memorial to the Service personnel who faced appalling conditions as they did their bit to liberate Europe from fascism. There is no other Centre in Britain or any other country where the history of the bomber offensive can be preserved, gathered, curated, studied and debated. This Centre will be a World Leader.'

'Having a Centre devoted to telling and explaining the story of the bomber offensive in the Second World War is long overdue.'

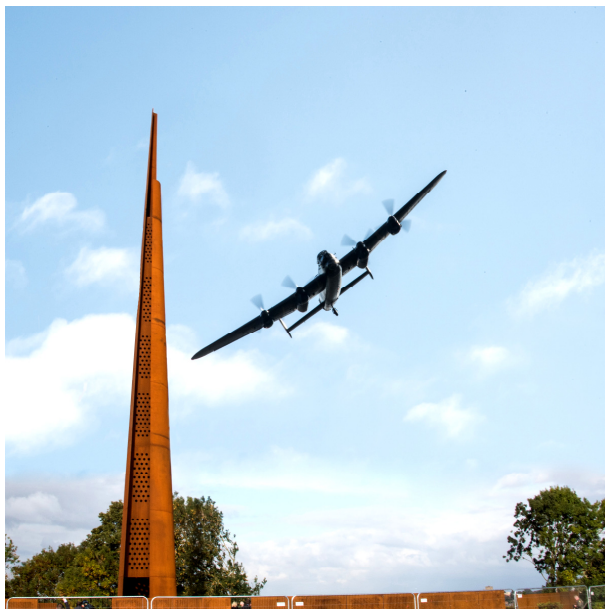
Dan Snow

'The unveiling will come at a time when the Nation and our Commonwealth and Allied friends will be remembering the sacrifice of those who fought, hoping that the 70th Anniversary of the ending of the Second World War will engender a new spirit of reconciliation between old enemies who are today friends.'

John Sergeant, TV & Radio Presenter

After the Ceremony, veterans and international guests were treated to a traditional Lincolnshire Lunch, all sourced from the County and cooked by the RAF's 3MCS Unit from RAF Wittering.

RAF support was staggering, with 147 volunteers from the County's Bases giving up time to help set up the Event, looking after veterans and guests during the day, clearing down after. Every single letter from the veterans and their families following the day has mentioned how grateful and honoured they were at the care given by these teams. One other favourite comment from a veteran of the day was that the highlight had been that a Wing Commander had helped him to get to the toilet!! The Trust would like to extend thanks to every volunteer on site, as the RAF teams were joined by 45 IBCC volunteers. The day could not have happened and certainly not been the success that it was without their support.



Jim Dooley BBMF Lancaster over Lincoln Memorial Spire, credited to IBCC

Credited to IBCC:

Ms Nicky Barr

Director

International Bomber Command Centre

13 Cherry Holt Road

Bourne

Lincolnshire

PE10 9LA

01778 421420

07789 790457

www.internationalbcc.co.uk

FUTURE EVENT AT LINCOLN

International Bomber Command Centre

SATURDAY 27TH FEBRUARY 2016

Spring Ball at The Petwood

On 27th February, the IBCC will be holding a Spring Ball
at the beautiful Petwood Hotel, Woodhall Spa

The Event will be hosted by John Sergeant of BBC News and '*Strictly Come Dancing*' fame, who is an IBCC Ambassador.

Other guests include Captain Eric '*Winkle*' Brown CBE DSC AFC, renowned for having flown in more types of aeroplane than anyone else; George '*Johnny*' Johnson DFC, the last British Dambuster; and veterans Syd Marshall, Maurice Snowball and Reg Payne, amongst others.

An Auction of fantastic Lots will also be run on the night, including a VIP tour round the Vulcan, a VIP trip to the Red Arrows, a two-night stay in a World War Two Control Tower and a residential brewery experience at the Batemans Brewery Headquarters.

Guests will be entertained by 1940's singer Sarah-Jane who helped entertain guests at the IBCC's Unveiling Ceremony in October.

This Black Tie Event starts at 7:00pm for a Drinks Reception with Dinner, Auction and Dancing to follow. Carriages at 12:30am.

Tickets are £80 each and can be purchased from:

www.internationalbcc.co.uk/events-ticket

The International Bomber Command Centre
13 Cherry Holt Road, Bourne, Lincolnshire PE10 9LA

For further information or queries:
Ms Nicky Barr
Director,
International Bomber Command Centre
nicky@internationalbcc.co.uk

MOSQUITO PROTOTYPE UNVEILED



As we approach our 2016 Reunion, it is worth being reminded for those of us who are Mosquito enthusiasts, of a restored prototype of a World War Two Mosquito unveiled to the breath-taking delight of spectators gathered for the occasion, including Association members Dave Coeshall and Neil Hutchinson. To mark this particular Mosquito's 75th Anniversary, it was wheeled out of the hangar at The de Havilland Aircraft Museum in London Colney, Hertfordshire, at 14.45 GMT, the exact time when Geoffrey de Havilland Jnr, the manufacturer's son, first flew this aircraft on 25 November 1940.

Alan Brackley, the Museum Chairman, declared the unveiling to be a '*wonderful day*'! Scores of volunteers had spent five years working on the overhaul after an inspection revealed areas of concern. Today '*it looks absolutely superb*'!

Largely made of plywood and balsa, the aircraft had been re-assembled and repainted in the same colours as when it was decommissioned by the RAF in 1943. Designed and made on the site of the Museum at Salisbury Hall, it made its maiden flight from de Havilland's factory hangar at Hatfield. Chairman Alan Brackley believes '*it looks better than when it was rolled out of the hangar in 1940! I've been here since 1979. Starting off as a volunteer, I helped look after the prototype and would wash it. Volunteers worked for the love of it, and when I came here I felt privileged to just be able to touch such an historic plane.*'

The prototype, number W4050, is said to have been the fastest of all Mosquitoes. Used to test engines and not laden with the armoured plates of battle planes, it could fly at more than 400mph. As veterans who flew these aircraft during the war will testify, the Mosquito was regarded as the most versatile war plane and used for fighting, bombing, reconnaissance, and Pathfinder operations. This test aircraft which is no longer



airworthy, has been on display since 1959 when former Royal Marine Major Walter Goldsmith bought Salisbury Hall. *The Mosquito prototype is pictured above before its restoration was complete.*

70th ANNIVERSARY of FINAL OPERATION



Edward Emsley, far left, in photograph taken at RAF Downham Market, 2 May 1945

In time to mark the 70th Anniversary of the last Bomber Command raid on Germany during World War Two, this photograph was discovered by Brian Emsley, from Welwyn Garden City, whose father Edward Emsley is shown in the photograph. His father had kept this historic picture in an old album which was found by his son. The date on which the picture was taken is chalked significantly on the side of the bomb, and shows ground and aircrew preparing for a final bombing raid against the Kiel Canal. This was Bomber Command's final raid of the war.

'The Bomber Command War Diaries', by Martin Middlebrook and Chris Everitt, shows there had been no attacks by Bomber Command for several days before this final raid, believing Germany defeated and the war over. However, concerns were raised about ships gathering at Kiel, presumed to take German forces to Norway to continue the fight on. It was two days after the death of Adolf Hitler. Nazi forces in Berlin were formally surrendering to an advancing Soviet Army. However, Mosquito bombers were sent to attack the airfields around Kiel, carrying out two raids against the port itself ... and within thirty-six hours, the town was occupied by Allied forces.

On 4 May, Field Marshall Montgomery took the surrender of all German forces, including naval ships, in north-west Germany, Denmark and the Netherlands. The final unconditional surrender of all forces was delivered on 7 May 1945.

Edward Elmsley was in a reserved occupation at the de Havilland aircraft factory in Hatfield, Hertfordshire as war began. He volunteered to join the RAF in 1941, it is believed because many local people were killed at the Hatfield factory when a German bomber made a lone raid that struck the paint shop.

No-one else in the photograph has been identified, and if anyone can shed further light on this photograph, or indeed were on this final operation and would like to share their wartime experiences, we would be delighted to hear from you.

Final words go to Edward Elmsley's son: *'My father wouldn't have enjoyed the idea of bombing. He was a peaceable, decent man. But he would have loathed tyranny and, by the courage of RAF aircrew whom he supported, totalitarianism in Europe was avoided'*.

With thanks to Sean Coughlan, BBC News Education Correspondent

MID-AIR COLLISION

Between B-17 and German Fighter



*Navigator - Harry C. Nuessle
Bombardier - Ralph Burbridge
Engineer - Joe C. James
Radio Operator - Paul A. Galloway*

*Ball Turret Gunner - Elton Conda
Waist Gunner - Michael Zuk
Tail Gunner - Sam T. Sarpolus
Ground Crew Chief - Hank Hyland*

A mid-air collision on February 1, 1943, between a B-17 and a German Fighter over the Tunis dock area, became the subject of one of the most famous photographs of World War II. An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded Pilot, then continued its crashing descent into the rear of the fuselage of a Fortress named 'All American', piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the Fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through, connected only at two small parts of the frame; and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the Top Gunner's turret.

Although the tail actually bounced and swayed in the wind, twisting when the plane turned, with all control cables severed except one single elevator cable which was still working, the aircraft still flew – miraculously! The Tail Gunner was trapped because there was no floor connecting the tail to the rest of the plane. The Waist and Tail Gunners used parts of the German Fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart. While the crew was trying to keep the bomber from coming apart, the Pilot continued on his bomb run and released his bombs over the target.

When the bomb bay doors opened, the wind turbulence was so great that it blew one of the Waist Gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the Tail Gunner, the tail flapped so hard it began to break off. The weight of the Gunner added some stability to the tail section, so he went back to his position.

The turn back towards England had to be very slow to keep the tail from twisting off. They covered almost 70 miles to make the turn home. The bomber was so badly damaged it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me-109 German Fighters attacked the '*All American*'. Despite the extensive damage, all machine Gunners were able to respond to these attacks and soon drove off the Fighters. The two Waist Gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The Tail Gunner had to shoot in short bursts because the recoil was causing the plane to turn.

Allied P-51 Fighters intercepted the '*All American*' as it crossed over the Channel and took one of the pictures shown. They also radioed to Base describing the empennage was waving like a fish tail and that the plane would not make it, asking they send boats to rescue the crew when they bailed out. However, the Fighters stayed with the Fortress taking hand signals from Lt. Bragg, relaying them to Base. Lt. Bragg signalled that five parachutes and the spare had been 'used' so five of the crew could not bail out. He made the decision that if they could not bail out safely, he would stay with the plane and land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.



When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the Tail Gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed onto the ground. The rugged old bird had done its job.



Sent in by *Rod Vowler*

AIRMEN'S BAR SIGNATURE PROJECT



Lavenham is a village in Suffolk, England, noted for its 15th century church, half-timbered medieval cottages and circular walk. Set in the heart of this beautiful medieval countryside village is '*The Swan*', a romantic 15th century 4-star Hotel & Spa, steeped in history.

During World War Two, it became a popular haunt for servicemen and woman of both the UK and U.S Forces. Many of the personnel who took time out in this delightful setting, signed their names on the walls of the bar. It became a regular practice taken up by many. Today, inspired by VE Day 70th Anniversary events in May 2015, *The Swan* began the task of identifying as many signatures on the walls of the Airmen's Bar as possible. It became a Project now being undertaken in partnership with the 8th in the East Organisation and Stour Valley Community Archaeology Group.

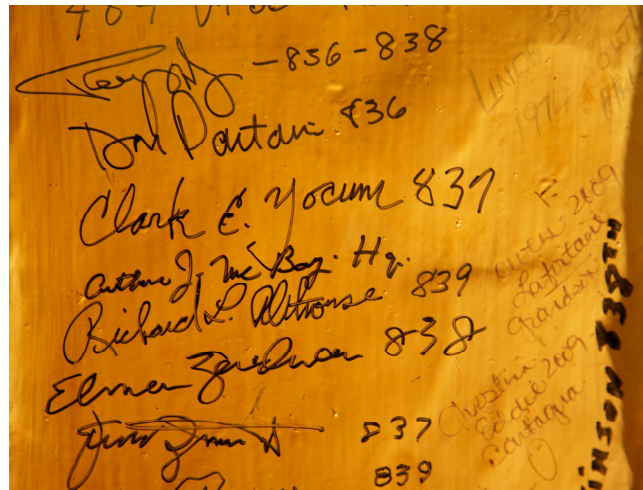
Detailed photographs of the signatures were taken by local Lavenham photographer Bryan Panton and enlarged in order to decipher the writings, many of which belong to U.S personnel stationed in Lavenham during the war. The 487th Bomb Group 8th USAAF has its own Facebook page online and has been told about the Project. As a result, many relatives in the U.S are in contact with *The Swan* ready to identify signatures and share unique stories from the war.



Courtesy: The Swan, Lavenham

The Project offers the chance to identify and share stories about individuals who visited the Airmen's Bar during World War Two. One signature belongs to Maurice St John Howe who served with the Royal Army Service Corp (RASC). Peter St John Howe recently visited *The Swan* to share stories about his father:

'When he arrived in Suffolk as a fresh-faced young First Lieutenant, a rather humorous thing occurred. My Grandfather had a great pal who was Chairman of Trust Houses. Hearing that Maurice was to be billeted in a TH Hotel, he rang his friend and it was arranged (unbeknown to my father) that Maurice would be 'looked after' and indeed he was. Arriving at the chosen Hotel, he was surprised to find a porter seizing his baggage. Brushing straight past the Colonel, my father was shown up to the best bedroom. Still puzzling over this unexpected turn of events, he heard muffled conversation outside his door. The door then opened briskly, and a red-faced Colonel marched in, remarking: 'there has been a mistake St John (as my father was known) ... this is MY room!'



The renewed enthusiasm for discovering about individuals who signed the walls resulted in *The Swan's* role in co-ordinating events for the 70th Anniversary of VE Day in Lavenham. A video taken at the time shows a 487th Bomb Group Pilot talking about his father, while towards the end of the video, a 487th Bomb Group veteran, Olen Glenn Lacy, can be seen signing the wall of the Airmen's Bar during his visit to *The Swan* for the 70th Anniversary of VE Day in May 2015.

The Signatures Project has offered the opportunity to reflect and to remember people from across the world, touched by the events of World War Two. A Remembrance Sunday Church service was held at Lavenham's Church of St Peter at St Paul on Sunday 8 November last year. Meanwhile, those who are involved in the Project remain very excited about its future, working with two local organisations to discover as much as they can.



We Will Remember Them

<http://www.theswanatlavenham.co.uk/hotel-blog/the-airmens-bar-signatures-project/>

Jane Larcombe

Business Development Manager – The Swan, Lavenham Hotel & Spa

Tel: +44 (0) 1787 247477

Email: jane.larcombe@theswanatlavenham.co.uk

The Swan at Lavenham Hotel & Spa | High Street | Lavenham | CO10 9QA

USAAF 36BS CHEDDINGTON

Carpetbaggers Lecture

by

The Eighth in the East Organisation



Captain Norman Landberg & Crew

As members of the RAF 100 Group Association, myself (Heda Kootz) and partner Chas Jellis were pleased to be invited to attend the Cheddington & Wiggington Historical Societies Bedfordshire Lecture by David Cain, Director of *'The Eighth in the East Organisation'* on 18 January this year.

It was a full house and we met our friend Roger Watts, who flies his Pulsar plane out of Cheddington. We took two mannequins with full USAAF uniforms and flight kit to display, and also our friend: B24 Tail Gunner George Aberwine's A2 jacket *'Essential Business'*. We also brought photos taken by our friend Captain Norman Landberg, a B24 Pilot who was based at Station 113 Cheddington between 1944 and 1945.

David talked about how the USAAF 36BS (The Gremlins) worked secretly alongside RAF 100 Group, jamming enemy Radar and radio signals. This enabled the RAF to fly some of their Lancasters into German airspace undetected during night-time bombing raids.

The 36th Bomb Squadron did not drop bombs, but delivered Radar Countermeasure (RCM) support. The 406 NLS dropped propaganda leaflets. So Cheddington Station 113 and its aircraft were not publicly listed like other USAAF airfields. They worked closely with nearby Bletchley Park, home to The Codebreakers. David spoke about relationships the U.S airmen formed with the locals. In turn, Cheddington residents recited stories about their family's friendships with the young Americans so far from home. He also spoke about their mascots, one was a live bear, as shown on this 8th in the East postcard...



David recited how, on a Lecture Tour in the U.S. last August at Pennsylvania State University, he met Cheddington 36th Bomb Squadron veteran: Pilot Art Brusilla. David asked us all in Cheddington Church Hall:

'Has anyone ever met Art?'

'Yes, yes, yes!'

Chas, Roger Watts and myself replied, along with quite a few others! Small world, eh? We told David that when we dedicated a Memorial to the 36th Bomb Squadron in 2011, Art came over from the States for the ceremony and actually **TOOK OVER THE CONTROLS OF ROGER'S PLANE** as Roger took Art and another veteran, Des Howarth, for flights over their old airfield.

That's *'Kindred Spirits'* for you ... linking friends across the globe!!

In the photograph below is, left to right: Art's daughter Kristin, Roger, Art and Des at The B24 *Beast of Bourbon* Memorial, May 2011. On the right, Art Brusila gives a thumbs up in the Pulsar cockpit!



If you have a computer, you can watch the videos by clicking on the links:

<https://www.youtube.com/watch?v=ShVTTsUSXn8>

<https://www.youtube.com/watch?v=TxQarJA2m1Y>

The Talk made for a most interesting and pleasant evening. We all learned new facts about Cheddington Airfield, the 36th Bomb Squadron and their work with the RAF.

Many thanks to John Smith and the Cheddington and Wiggington Historical Societies.



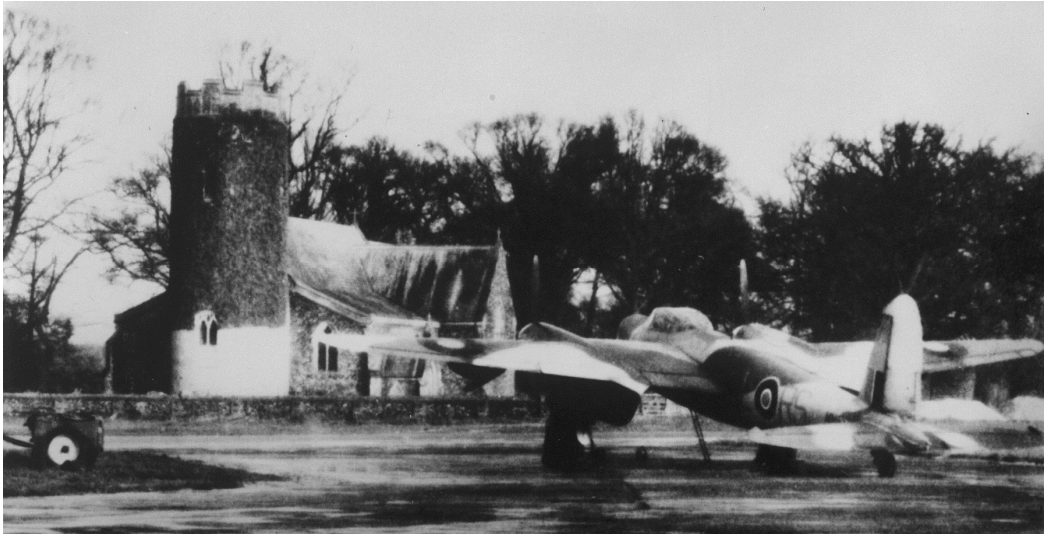
Written by
Heda Koots
19 January 2016

SHARED EXPERIENCES

RAF SWANNINGTON

A Story of Two Men, a Mosquito, & Other Memories

Courtesy: Norman & Richard Bothway Howard



Mosquito outside Haveringland Church

Flt/Lt Richard ('Dickie') Tannatt Goucher (103593) RAFVR, and Flt/Lt Charles Howard Bullock (116116) RAFVR served in 85 Squadron at RAF Swannington, Norfolk. The two Officers were Pilot and Observer respectively of a Mosquito aircraft detailed for a sortie one night in January 1945. During the operation they shot down two enemy aircraft. In the second of these fights, they pressed home their attack to the extent that their own aircraft was showered with debris as the enemy aircraft exploded in the air. Much damage was done, with one engine put out of action. Nevertheless, the Pilot flew to an airfield in Allied territory. Flt/Lts Bullock and Goucher invariably displayed high qualities of skill and courage in their attacks and destroyed five enemy aircraft.

As reported in the London Gazette, 13 March 1945.

Flt/Lt Charles Howard Bullock DFC, known as 'Tiny'; returned to Swannington airfield every year until his death on 10th December 1998.

* * * *

Richard Bothway Howard's father, Norman (1904 – 1972) was a Master Builder from M.D. Howard & Son, Cawston, Norfolk. The business was started in 1886 by his great Uncle, W.A. Howard, who lived at Church Farm, Brandiston (in the middle of Haveringland Airfield).

Norman was to lead a procession of RAF mourners, seen in the photograph as the gentleman in the top hat in front of the RAF Funeral convoy:



RAF mourners from RAF Swannington follow the lead of Undertaker, Norman B. Howard to the Church



Photographs kindly sent in a while ago by Norman Howard via Richard Bothway Howard, opens a window into a past age, and an airfield at Swannington that now lies abandoned and neglected, yet still carries the echo of airmen who once filled its buildings, the noise of engines roaring overhead as aircraft take off on yet another operation on the enemy ... while all around you can sense a stillness in the air, as if waiting still for those who did not return.

It would be interesting to hear what memories these pictures evoke in veterans who served at other airfields in Norfolk at the time.

Our thanks to Norman and Richard Howard for this precious glimpse into forgotten moments from the past.

SWANNINGTON					
"HUN"					
SCORE BOARD					
✦ ME. 110. W/COM. MILLER. D.F.C. 2 BARS -	F/O SYMON	11 JUNE	85	SORN	
✦ ME. 110. F/LT PHILLIPS.	F/LT SMITH	12	85		
✦ JU. 188. F/LT BENSON. D.F.C.	F/LT BRANDON	12	157		
✦ JU. 88. F/LT TWEEDALE.	F/O CUNNINGHAM	14	157		
✦ JU. 188. F/LT BURBRIDGE. D.F.C.	F/LT SKELTON	14	85		
✦ JU. 88. F/LT THOMAS.	P/O HAMILTON	14	85		
✦ ME. 110. S/L GONSALVES	F/O BUCKETT	15	85		
✦ JU. 188. F/LT MATTHEWS.	W/O PENROSE	15	157		
✦ ME. 110. F/O KENDALL. D.F.C. & BAR	F/LT HILL	16	85		
✦ JU. 88. F/LT BURBRIDGE. D.F.C.	F/LT SKELTON	23	85		
✦ JU. 88. F/LT MATTHEWS.	W/O PENROSE	12 JULY	85		
✦ ME. 110. LT SANDIFORD	LT THOMPSON	14	157		
✦ JU. 188. S/L BURBRIDGE. D.F.C.	F/LT SKELTON	D.F.C. 11 SEPT	85		
✦ JU. 188. S/L BENSON. D.F.C. & BAR	F/LT BRANDON	D.F.C. 11	157		
✦ JU. 188. S/L BENSON. D.F.C. & BAR	F/LT BRANDON	D.F.C. 11	157		
✦ ME. 109. F/LT KENDALL. D.F.C. & BAR	F/LT HILL. D.F.C.	12	85		
✦ ME. 110. F/LT DOLEMAN.	F/LT BUNCH. D.F.C.	12	157		
✦ ME. 110. F/LT HOUSE.	F/SET M'KINNON	13	85		
✦ ME. 110. F/O OWEN.	F/O M'ALLISTER. D.F.M. 17		85		
✦ ME. 110. F/O OWEN.	F/O M'ALLISTER. D.F.M. 17		85		
✦ ME. 410. F/LT VINCENT.	F/O MONEY	29	157		
✦ JU. 188. F/LT PHILLIPS.	F/LT SMITH	28	85		
✦ ME. 110. F/LT MATTHEWS.	W/O PENROSE	7 OCT	157		
✦ JU. 88. S/L BURBRIDGE. D.F.C.	F/LT SKELTON	D.F.C. 14	85		
✦ ME. 110. F/LT NOWELL.	W/O RANDALL	15	85		
✦ JU. 188. S/L BURBRIDGE. D.F.C.	F/LT SKELTON	D.F.C. 19	85		
✦ JU. 88. S/L DOLEMAN.	F/LT BUNCH. D.F.C.	19	157		
✦ JU. 188. F/LT GOUCHER. D.F.C.	F/LT BULLOCK	D.F.C. 12 JAN 1945	85		



A PSALM OF LIFE

What the heart of the young man
said to the Psalmist

Tell me not, in mournful numbers,
Life is but an empty dream!
For the soul is dead that slumbers,
And things are not what they seem.

Life is real! Life is earnest!
And the grave is not its goal;
Dust thou are, to dust returnest
Was not spoken of the soul.

Not enjoyment, and not sorrow,
Is our destined end or way;
But to act, that each tomorrow
Find us farther than today.

Art is long, and Time is fleeting,
And our hearts, though stout and brave,
Still, like muffled drums, are beating
Funeral marches to the grave.

In the world's broad field of battle,
In the bivouac of Life,
Be not like dumb, driven cattle!
Be a hero in the strife!

Trust no Future, howe'er pleasant!
Let the dead Past bury its dead!
Act – act in the living Present:
Heart within, and God o'erhead.

Lives of great men all remind us
We can make our lives sublime,
And, departing, leave behind us
Footprints on the sands of Time;

Footprints, that perhaps another,
Sailing o'er life's solemn main,
A forlorn and shipwrecked brother,
Seeing, shall take heart again.

Let us, then, be up and doing,
With a heart for any fate;
Still achieving, still pursuing,
Learn to labor and to wait.

Henry Wadsworth Longfellow (1807-1882)

First published in the *Knickerbocker Magazine*, October 1838.

It appeared in Longfellow's first published collection: *'Voices in the Night'*, and also in
Henry Wadsworth Longfellow: *'The Complete Poetical Works of Longfellow'*, Boston: Houghton Mifflin Co. 1893.



Final Postings

Death will be but a pause...

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

Founders of RAF 100 Group Association – remembered in love

- 192 Squadron** George Ward DFC Sqd/Ldr; Phil James' Canadian pilot
- 192 Squadron** Kenneth 'Paddy' Passmore: DFC Flt/Lt; Canadian, died 2005
- 192 Squadron** John Cooke left memorabilia to the Museum archive collection
- 192 Squadron** Ron Phillips 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 Airgunner, flew Wellingtons. Son, F L Richards, died August 2009, both Association members.
- 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 15 August 2007, Saskatchewan aged 85
- 192 Squadron** LAC Harris, Ground Crew died 15 August 2007. Grandson James Kerslake: 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 with love by son, Roger & daughter Susan. 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 & daughter Janine Bradley, Association Secretary.
- 192 Squadron** P/O Jack Glen Millan Fisher, Royal Canadian Air Force, posted missing 26/27 Nov 1944. Remembered by sisters Audrey, Gloria and family.
- 192 Squadron** Flt/Lt 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. Flew with 1473 Flight during Battle of the Beams, 1941, then as part of No. 80 Wing. Missed by daughter Anne, and Association members.
- 192 Squadron** Eric Clarkson, Wireless Operator/Navigator, died beginning of 2012. Remembered by daughter Jenny Bentley & friend Dennis Wildman.
- 192 Squadron** Sqn/Ldr Cecil William Cornish, died 19 August 2011. Flt/Sgt at Foulsham. Initially with 98 Squadron, he was a survivor of the sinking of TS Lancastria.
- 192 Squadron** Flt/Sgt John Eggert (2202199) aka '*Shorty*'. Died 28 April 2006
- 192 Squadron** Sgt Hugh Holm, Radio Mechanic, remembered with love by Phil & Vera James, especially for kindness to them while holidaying in Canada.

- 192 Squadron** Macdonald, Kenneth Wynne CD, Colonel, Stan Forsyth's Skipper; died 12 February 2014. Missed by family and all who served with him.
- 192 Squadron** F/Sgt Earl Skjonsberg, mid-upper gunner on DT.O, in crew of Phil James MBE and remembered by him. Died October 2014.
- 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 wife Betty and 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, in touch since his return to Canada in 1946.
- 171/102 Sqn** Ken Ratcliffe Nav/Bomb Aimer died March 8 2010 age 86. Flew Halifax & Lancasters, in touch with crew all their lives.
- 171 Squadron** Flight Engineer Andrew Melvin Robertson died 1998. Remembered by son Colin Robertson, 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 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 & Robin. Also Shirley Whitlock.
- 214 Squadron** Ft/Sgt 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 Airgunners' Association.
- 214 Squadron** Robert Louie William Darracott, Navigator, died May 8 2010, 94 years
- 214 Squadron** Flying Officer Reginald Coates completed 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** [Flt/Sgt George V Cox](#) died 21 July 2011. Flight Engineer in crew of S/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, Air Gunner](#), 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 25 Sept 2012
- 214 Squadron** [Flying Officer William 'Bill' Foskett](#) died 21 December 2011. 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** [Sgt Gerhard Heilig, Pilot Officer in post war RAFVR](#); died 24 October 2014 in Austria. Loved and missed by wife Sissy, together with all who knew him. A true Gentleman!
- 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 Utah](#), Canadian in late Tony Morris's crew, died 8 Nov 2010.
- 223 Squadron** [James Edward Bratten](#): 26.11.1922 – 6.11.2001. 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, Commander of 'B' Flight.
- 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 & family.
- 223 Squadron** [Flt/Lt John R. Maunsell DFC, Navigator with Flt/Lt Allnutt crew](#), died beginning of 2015.
- 223 Squadron** [Flt/Lt Robert Oliver Belton, Pilot](#) died 11 January 2015. Remembered by his family with love.
- 23 Squadron** [Flt/Lt Johnny Rivas](#), died 2 January 2013.
- 23 Squadron** [Wing Commander Phil Russell](#) died November 2012.
- 23 Squadron** 'Bud' Badley, died beginning of 2013
- 141 Squadron** [Flt/Lt Doug Gregory DFC, Pilot](#) died 2015 aged 92 yrs. Missed by wife Liz, son & daughter.
- 157 Squadron** [W/Cdr K. H. P. Beauchamp DSO*, DFC](#), Commanding Officer 157 Squadron, Swannington, died 1996 aged 80 yrs. Missed by son Paul, Association member.
- 515 Squadron** [Flt/Sgt Reg Fidler, Navigator w Townsley crew on Mosquito](#) died 4 August 2015. Remembered with love by daughter Jenny & husband Martin, with stepsons David & Laurie.
- 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 w pilot Johnny Moss, 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.
- 462 Squadron** Warrant Officer Ken Spriggs died peacefully at home 20 January 2016. Loved and remembered by Wendy, his daughter, his family, and by all who knew him in RAF 100 Group
- ? 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 - Wireless Operator, serving in No. 2 Heavy Mobile W/T Section in France, 1940.
- USAAF 36th BS** Sergeant Aubrey 'Bill' Whitworth, Nose-Gunner for Lt Soderstrom crew died 11 August 2015. Missed and loved by daughter Kim and family & all who knew him.

Dates for your Diary



2015: 16 December – 'RAF 100 Group: Kindred Spirits' by Janine Harrington, published by Austin Macauley, bringing together the voices of RAF and USAAF who flew in partnership.

2015: 31 December – Membership subscription of £15 due now!!

2016 REUNION – Friday 6, Saturday 7, Sunday 8 May

NORWICH HOLIDAY INN, Norwich North for main Saturday evening dinner 7th May 2016. 10 rooms have been put aside on first come first served basis. Cost of 3-course meal is £25. Rooms are £80 B&B.

THE HALIFAX SUITE with our own private bar and a dance floor is reserved. Be prepared those who have the urge to get up and dance! The room is spacious, and they are laying on a lot of extras free of charge, so we might finally have found our home for the future. They pride themselves on their aviation history, and decoration reflects this. Those with cars, there is plenty of free parking.

CONTACT DETAILS: Jade Fromings, Conference & Events Supervisor, Holiday Inn, Norwich North, Cromer Rd., Norwich NR6 6JA. Telephone: 01603 410544. Email: events@hinorwich.com

Mention you are with the RAF 100 Group Association Reunion Weekend.

* * * *

PLEASE NOTE that this is the final year that Geoff West will be producing a DVD of our Reunion Weekend. He has dedicated his time each year to share with us our emotive gathering, trying to capture on camera/film the essence of everything we are, everything we bring in the way of friendship, shared experiences, memories, greeting strangers who quickly become friends, stepping through a portal into a time when Norfolk was alive with action and sound compared to the sleepy little villages we pass through today.

We would share in giving Geoff a huge THANK YOU for giving up his time, quietly moving around in the background, and ultimately bringing together a wonderful memory of times shared.

Thank you, Geoff. You will always be welcome at our Reunions as a kindred spirit, an already invited guest.

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

My heartfelt thanks goes to David Mortimer and his team
for continuing to support our Association in the printing of this magazine:
Tracey & David Mortimer, Prontaprint, Scarborough, North Yorkshire

