

Confound & Destroy

The magazine of RAF 100 Group Association

Spring 2017



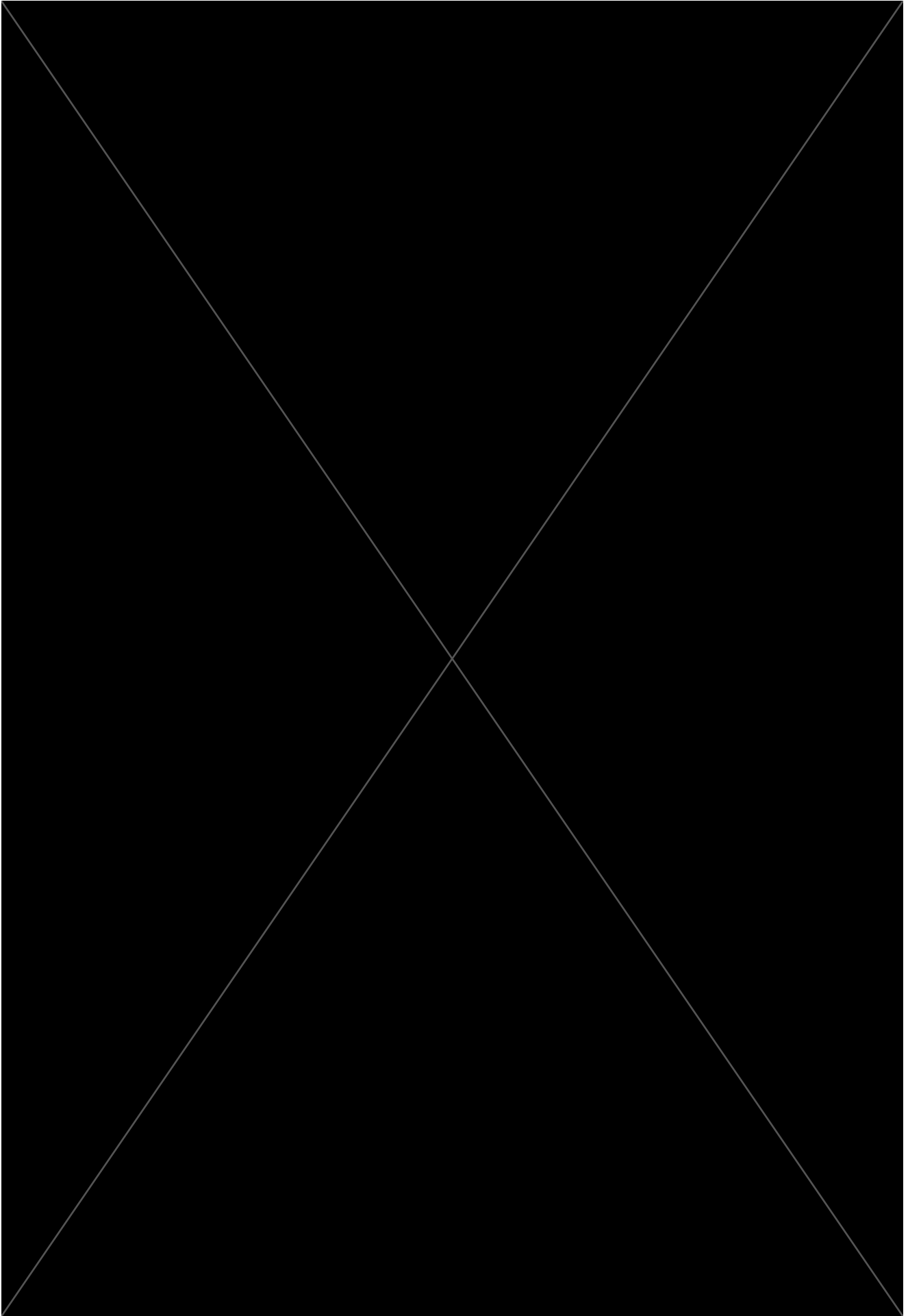
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RAF 100 Group Association



EDITOR'S PAGE



Dearest Kindred Spirits,

A very HAPPY NEW YEAR to you all! And a heartfelt THANK YOU for all the wonderful Christmas gifts, flowers, letters and cards I received. Words cannot express how much they mean, just be assured that each and every one of you is truly valued xx

My first challenge of the New Year was changing back to my maiden name ... something of a relief, I have to say. However, it's not as easy as it sounds! The bank clerk when she finally gets to me in the queue, informs me I can't simply think up a new name and expect them to play ball!! But hey, this was the name I was born with? It took a flurry of evidential documents, taxis back and forth into town, and then some, before finally the dastardly deed was done. My second challenge is this year's Reunion. What a challenge it is turning out to be!! Just as I thought it was all prepared, everything sorted, all the balls were suddenly in the air again. However, now, it really is something to celebrate, as it becomes our honour and privilege to be joined by the present-day U.S. Eighth Air Force's 36th Electronic Warfare Squadron, led by Lt. Col. Tom Moore. This is the descendant of the Squadron which flew alongside RAF 100 Group in wartime, known then as the 36th Bomb Squadron, although they carried no bombs. Tom's challenge in turn has been to choose who will accompany him for this historic event. But then that isn't the end of it! We will also have representation from the main RAF, as well as from organisations such as the International Bomber Command Centre based at Lincoln. It becomes vital therefore, that those of you planning to come to our 2017 Reunion in this, our 20th Year; fill in your booking forms, together with menu choices for the Saturday evening meal; and send them back as soon as possible to me. Everyone is very welcome to attend all events. However, The Holiday Inn can only cater for a maximum of 100 people for our main Saturday evening meal. For the first year ever, it is going to have to be on a '*first come, first served basis*'.

Full details of the Reunion Programme are enclosed with this magazine. Within the following pages there follows further news about the Reunion and information about those who have a role.

I should perhaps also make mention of one further challenge I have faced, which is the birth of a book I spent the past year waiting to be published, which, as many of you will know; was originally to have been one of a three-part series. Entitled: *RAF 100 Group – The Birth of Electronic Warfare*, published by Fonthill Media, it came out just before Christmas, with a wonderful Foreword written by Canadian Pilot George Stewart DFC who appeared centre cover of *RAF 100 Group – Kindred Spirits*, sitting astride the aircraft. Thanks George, for your words, your continuing inspiration and encouragement. In addition, I would hope that, by the time of our May Reunion, Jack Hope's book: '*Another Trip to Flak Alley: The Story of B-24 Tail Gunner S/Sgt Jack Hope, U.S. 36th Bomb Squadron, 8th Air Force*' will also be published and available. Over past months, I have brought Jack's writings together as a collective, fulfilling a promise made. It now rests with the publishers. It tells the story of a remarkable man who faced many challenges in his life with fortitude and courage, and his writings are both liberating and inspirational. It has been my privilege and honour to do this as a favour to Jack and his family.

So, there is much to look forward to in the coming year, and I wish everyone much joy, happiness and peace as together, we embrace a new dawn!

Items for magazine should be sent to:

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Love & Hugs, Janine xx

CHAIRMAN'S LETTER



Dear Friends,

I trust that you have all enjoyed a restful festive holiday and that by the time you read this, warmer Spring weather has arrived. I am writing this in Dorset where, in mid-January, we have missed the worst of the snow. At the same time the East Coast including Norfolk is threatened by high tides aggravated by a storm surge.

My holiday involved some fascinating reading prompted by feedback on my last article from our member John (Paddy) Gilpin who corrected my assertion that it was unlikely that a Wellington, Stirling or Halifax could execute a barrel roll. Paddy referred me to a brilliant account of Bomber Command by Canadian Murray Peden DFC. Peden describes his training in Canada and England followed by operations flying Wellington, Stirling and B17 bombers. In addition to conventional bombing, he flew the Stirling on missions, dropping agents and supplies in France. Eventually he joined 100 Group along with 214 Squadron.

The Stirling is probably the 'ugly duckling' of the heavy bombers and has probably been under appreciated. Sadly, no complete examples of this fine aircraft have survived, although there is a project to recreate one from salvaged parts.



Short Stirling Bomber N6101

Unlike the Lancaster and Halifax, which were developed from two engines designs, the Short Stirling was the first four engines bomber to enter the RAF in May 1939. Some 2071 were built by Shorts at Rochester and Belfast, and by Austin Motors in Birmingham. The original design shared many components with the Sunderland Flying Boat, but the Sunderland wingspan of 114ft was reduced by the Air Ministry to 99ft. There is a theory that this was because of the pre-war size of hangars. However, the reduced wingspan resulted in slower cruising speed (200mph) and lower ceiling (16,000ft) which made the Stirling more vulnerable to flak and fighters. They also were very difficult to handle on take-off and landing with a tendency to veer to starboard and run off the runway resulting in many accidents. Maintaining position on the runway required power being applied unevenly to the engines, with one pair of throttles advanced before those on the other side. This was even more complicated because early versions of the Stirling had hydraulic throttle controls which required frequent re-pressurising. But when the Stirling was in the air it was very manoeuvrable and proved popular with crews. But could the Stirling execute a barrel roll?

Murray Peden's book provides an account of one of his fellow Canadians, Jake Walters, on a mission to drop mines. Mine laying was usually less risky than conventional bombing, with mines being dropped from low level. Unfortunately, on this occasion Walter's Stirling flew right over a flak ship which, hearing approaching engines, was ready for them. The impact of the flak blew the aircraft upside-down. Jake, through desperate fight with the controls and fortuitous use of throttles, applied power to only one side and enabled the aircraft to keep rolling and resume level flight. In addition to this account we also have the recollection of Paddy Gilpin who was a member of Jake Walter's crew on that mission. Paddy reports: *'On one scary night, especially it being on our very first operational trip and our first Gardening trip, up by the Frisian Islands on July 28/29, 1943, we were shot upside down by Flack, carrying a full load of mines at just over 600 feet ... I still think it was a miracle to this day how we ever got out of it. May I add that, although we couldn't get the height of all the other big Bombers, the old Stirling could fly rings around them. Funny how we all loved the Old Stirling, although may I state, I have also flown many hours in Lancasters.'* Thanks to the skill of the pilot and his crew, the robustness of the Stirling and a healthy measure of luck Jake's crew returned safely.

I am indebted to Paddy Gilpin for putting the record straight. We now know that the Stirling could manage a barrel roll, albeit in this case unintentionally. I wonder if we are going to discover similar feats for the Lancaster and Halifax!

I can't recommend Murray Peden's book enough. I found another interesting passage where he describes meeting Marshal of the Royal Air Force Viscount Trenchard in August 1944. After an inspection, Trenchard perched informally on the edge of a table and beckoned the assembled aircrew around him. He turned to a navigator and asked: *'What is your service number son?'* The navigator replied with a number in the millions. Trenchard with a boyish smile said: *'Mine is ONE'*.



I must confess that I knew very little about Hugh Trenchard. This was remedied over Christmas when I happened upon a biography of Trenchard: *'Boom – The life of Viscount Trenchard. Father of the Royal Air Force'* by Russell Miller. This is another great read. From a very modest start, just scraping into the Royal Scots Fusiliers, his career was one of remarkable achievement in the Boer War and pacifying Nigeria where he won the DSO. He was taught to fly by Tommy Sopwith in 1912 and by 1915 was Commander of the RFC in France. Without Hugh Trenchard there would likely have been no RAF and No 100 Group. But perhaps more of Trenchard in the next edition.

I hope many of you will be able to attend our Reunion this year. Thanks to the efforts of our tireless Secretary it looks as though we will have an even more interesting and enjoyable event than usual. Behind the scenes, we have been drafting a constitution for the Association which I hope to circulate in advance of the AGM.

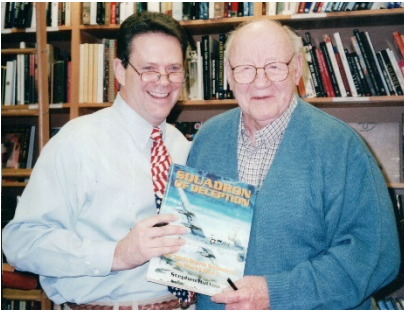
Very best wishes,

Roger Dobson

Tir A Môr Uchaf, Cemaes Bay, Isle of Anglesey

8th AIR FORCE REPRESENTATIVE

Stephen Hutton



Dear Friends,

In this issue, I write from America concerning an episode of the 36th Squadron Gremlins participation during the Battle of the Bulge.



Joint operations between the 36th Squadron and the RAF were being scaled down at the beginning of November 1944, and 8th Air Force Headquarters ordered new and different missions for the 36th. Starting late in December, new Squadron-jamming operations were undertaken, directly supporting American ground forces. This was the first operation of its kind undertaken in the European theater. The Gremlin airborne jamming equipment used for these operations was nicknamed JACKAL (AN/ART-3). This equipment was designed for jamming German tank communications.

The first JACKAL mission was undertaken on 28 December during the time of the Battle of the Bulge. Another took place on 31 December. The air route to the battle area tracked to southern Belgium where the 36th Squadron Liberators were dispatched for the JACKAL operation. The weather over the battle zone was not favorable. On 28 December, heavy snow fell, and on 31 December there was dense fog. In each case, still the Liberators flew.

The 8th Air Force Headquarters Field Order of 28 December ordered three Squadron B-24 aircraft equipped with JACKAL jammers dispatched to arrive over the target area of St. Hubert, Belgium at 1000 hours and to orbit within a ten-mile radius until 1600 hours. Also, one B-24 search aircraft or Ferret ship equipped with search receiver (S-27) was dispatched to operate with the jammer aircraft, orbiting around designated coordinates approximately ten to twenty miles outside of the orbiting circle of the jamming aircraft. All aircraft orbited at an altitude of 15,000 to 20,000 feet.

The 36th Squadron JACKAL B24 aircraft and aircrews dispatched on this date were:

- B24 #42-50665, R4-K -- *Lady in the Dark* -- Flight leader pilot Lt. Ralph Angstadt.
- B24 #42-50622, R4-N -- *This is It Men* -- Pilot Lt. William Neller piloting the search aircraft.
- B24 #42-51230, R4-E -- *Lil Pudge* -- Pilot Lt. Joseph Brookshire
- B24 #42-50385, R4-H -- *Beast of Bourbon* -- Pilot Lt. William Bright



Lil Pudge

On this first mission, *Lil Pudge* (seen left) developed trouble in the JACKAL Unit and abandoned operations at 1100 hours, while the *Beast of Bourbon* (seen next page) lost number four engine at 1530 hours. The B24 Liberators *Lady in the Dark* and *This is It Men* (both seen next page) completed the mission.

All B24s returned to Cheddington airbase safely.



Beast of Bourbon



Lady in the Dark



This Is It Men

Besides the JACKAL missions of the 28 and 31 December, additional missions over the Bulge were flown on 2nd, 5th, and 7th January 1945.

Pilot Lt. Brookshire in *Lil Pudge* may have had to turn back due to equipment problems on the 28 December mission, but he remembered flying another JACKAL mission:

"Well, first they brought civilians in and they loaded three B24s with all kinds of electronic equipment in the bomb bays - about two tons in each ship. They sent me and two ships, one on each of my wings, out to fly to Bastogne and to circle over Bastogne. Our mission was to jam the communications of the German tank forces. So, we got out over the British English Channel and the guy on my right wing said he was losing engines for some reason or other so he turned around

and went home. When we got over Bastogne they were shooting junk at us. We made several circles over Bastogne and the guy on my left wing said he was losing oil pressure, so he went home. I stayed over the damn place for ten hours not even knowing whether we did any good or not. I didn't know if one plane could do it or did it take all three."

On the 7 January mission a considerable amount of enemy R/T traffic was monitored. A Special Operator who flew with the Ferret ship logged several German transmissions during the time JACKAL was operating, which indicated that the enemy ground stations were unable to understand each other during this same period. In spite of some occasional equipment and aircraft problems on previous missions, a study of the Special Operator's Log on this date indicated that the jamming equipment disrupted the enemy's tank communication system to a considerable degree. It was also significant that, before JACKAL was operated, the enemy experienced no difficulties with its inter-communications. It was therefore concluded that JACKAL accomplished its purpose successfully.

General Doolittle at the 8th Air Force Headquarters surely recognized the potential importance of these Battle of the Bulge missions when he wrote in an internal secret message:

"It is believed imperative that adequate fighter cover be provided on missions in which the JACKAL jamming aircraft are employed over enemy territory."



Lt. Brookshire

But on one mission [Lt. Brookshire \(seen left\)](#) witnessed:

"When I got back to the base I asked [the powers that be]: "Where was my fighter escort?" He said, "You had them". I said, "Well, I never saw them". And I had P38s for escort, he told me, and they got a number of German planes, I don't remember how many; that were trying to get at us. But, I never saw them. Once in a while, we would hear a little shrapnel hit the fuselage from the anti-aircraft. [However,] It wasn't bad."

***Note:** Look for more details on the missions and adventures of Lt. Joseph Brookshire and his crew in the upcoming book: *ANOTHER TRIP TO FLAK ALLEY - The Story of B-24 Tail Gunner S/Sgt Jack Hope, U.S. 36th Bomb Squadron, 8th Air Force*, by Jack Hope with Janine Harrington, Secretary: RAF 100 Group Association.

Stephen Hutton

Author: 'Squadron of Deception'

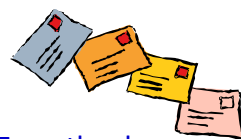
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36th Bomb Squadron RCM

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LETTERS PAGES



On behalf of all Association members, I would like to offer a huge thank you to Iain Forsyth who placed a wreath at the Bomber Command Memorial, Green Park, London, on Remembrance Day.

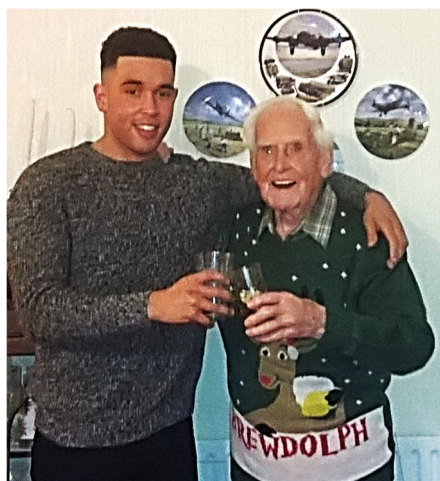


It's wording:

For 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



And I make no apology for including this wonderful photograph (left) of veteran Stan Forsyth DFC celebrating Christmas with his grandson Cory – *love the jumper Stan!*

His daughter Linda writes:

Hi Janine,

Dad wanted to send you this as a 'thank you' for the Special Edition 2017 RAF 100 Group Calendar. He loves it!!

Hope you are enjoying Christmas with your daughter Jo sharing it with you. See you in May, and hope 2017 brings you all you dream of. Much love ...



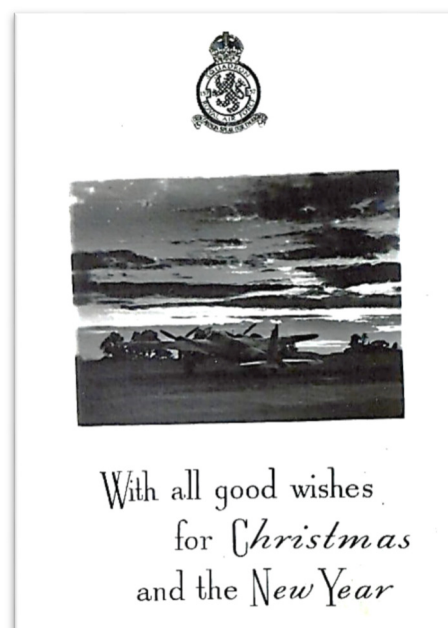
One of the many many Christmas cards I received came from a time out of Time:

... Thought you might find this copy of the official 1944 157 Squadron Christmas card interesting!

Very best wishes,

Paul & Kate Beauchamp

(Paul's father was W/Cdr K. H. P. Beauchamp DSO*, DFC, Commanding Officer of 157 Squadron at Swannington from September 1944 – August 1945)



Hi Janine,

November 2017 will see the 70th Anniversary of the closure of RAF Swannington which is just a couple of miles from the City of Norwich Aviation Museum. Planning is in progress to mark the occasion with an Exhibition about the RAF and of the Mosquito Squadron there during that era. The Exhibition will be held at St Peter's Church which sits on the airfield site. There will also be a Remembrance Service, and hopefully a Window dedicated to RAF servicemen and women who served at the Base during the war years. The church window is purely at the permission-requesting stage, but we have hopes that we can get that permission.

I am writing in the hope that the CNAM/100 Group may be aware of archives or memorabilia available which could support this Exhibition. If there are any members of those organisations who have memories or family recollections of that time on the Base, I would be grateful to hear from them. I am already in touch with various organisations – The People's Mosquito, 85 Squadron Association, RAFA and RBL – willing to let me have information and literature, etc. for the Exhibition. As I only live a couple of miles away, I will be attending the Reunion this year, and hope for the chance of discussing the matter in more depth as to how CNAM and RAF 100 Group Association might get further involved. Meanwhile, I am sending you copies of 1944 Air Ministry plans for Swannington airfield, showing runways, dispersals and buildings, of interest.

Kind Regards,

Mike Hillier

Haveringland, Norfolk

m.hillier091@hotmail.com



Dear Janine,

Reading through your magazine (Winter 2016 edition) I was particularly interested in a section of the Chairman's letter, and forwarded this cutting of it to the son of someone who had served in RAF 100 Group:

'It is gratifying that some of you read my contribution to the magazine. I have had some feedback on the last edition when I referred to Aviation pioneer: Captain E. E. (Ted) Fresson OBE and recommended the autobiography of Squadron Leader Joe Patient DFC: 'Pilot – A Tale of High Adventure'.

My friend Dick Fresson corrected a reference to his father. He writes: 'The only error was the first Ambulance flight which was taking an old lady from North Ronaldsay to Kirkwall and when they landed at Wideford Airport just to the south of Kirkwall, she refused to get into the ambulance as she had never seen a car before and the local farmer had to get his horse and trap out to convey her to the Balfour Hospital. This occurred in Sept 1933, and there was no charge.'

It was one of those chance referrals, so I was delighted when he replied:

'A film recorded this event. If you go to www.panamint.co.uk there are a series of short films called: 'One Continuous Take' by Kay Mander. One in particular is called 'Highland Doctor' made in 1943. Disc 2: Kay Mander on Social Issues – Highland Doctor (1943) is about the life of a doctor in the Outer Hebrides and the facilities of the Highlands and Islands Medical Service, which includes an account of the sitting of the Dewar Committee of 1912. The price is £12.99 (on offer) and constitutes a document of social history.

Best wishes,

Phil phil@avr.org.uk

Hello,

My neighbour was Sgt Fred English, Rear Gunner on Stirlings and Halifaxes, flying out of North Creak (I knew it as Egmore). His Pilot was ? Jepson (I think). He told me a 'Boffin' flew with them, joining the crew before take-off and going into his closed 'Office' for the whole flight, with no contact with the crew. He went off after landing. At times while 'Windowing' they carried supplies for Titos Partisans. I met an Albanian ex-Partisan who received supplies – one crate of Sten guns had no firing pins. I served at Foulsham with 99MU – 1953 and at Watton with 116 – 527 – Dev Squadron; Lincolns, Washingtons, Varsitys, Hastings. I now live near West Raynham, now covered in Solar panels!

99MU supplied vehicles including Commer preheater vans after the 1953 floods. One was used to dry out my Aunt's flooded S Lynn home. Bedford S Tippers and QL Troopers were sent out as well for reclamation work. Commer pre-heater vans burned paraffin and heated air to be blown through a flexy hose to pre-heat duo-engines in Arctic conditions.

Also, we had a Sabre from N Luffenham RCAF Base land here undamaged after having a 'Flame out'. It was restarted and flown out after repairs. We had a model aircraft club, I made a Jet ex-Hunter, and one chap made a petrol engine model radio controlled. It flew well until it failed to respond, landing near Felton Constable, remaining under Police guard as it had RAF Foulsham address in the cockpit. Returned safe and sound.

There was a Yank Radio Beacon on the airfield.

Yours,

Bob Burrows (4094266)

NOTE from Editor: My apologies, Bob, if I got any details wrong from your letter. Sometimes it's difficult to decipher handwriting. J.



Dear Janine,

I have been tidying up my desk and came across the attached. Very appropriate for this time of year! It is a letter from Beryl Griffiths at Blickling Hall Museum where she received an email in reference to my father – Group Captain Thomas Charles Dickens, RAF Oulton Station Commander 1944/45. It refers to people by first name only which does not help much. However, the email came from Murray Peden, and was written to Keith Self on 13 January 2008:

KEITH:

Alas, your inquiry is a bit late – about 20 years, if my memory serves. I do not have any inkling of where Group Captain Dickens lived. But my old pal Roley (Rowland) Harrison, Bomb Aimer in Norm Hill's crew (no longer with us) could have taken you to the door. Roley had made tentative plans for Christmas in 1944, and was all set to go to some friend's place for Christmas dinner, when something happened and all plans were torpedoed at the last minute.

Roley was sitting in the Mess – and with a glum look on his face – when the Groupie happened to pop in for a few moments. I expect that Roley followed the normal drill and went over to see if he could bring him something from the bar. At any rate, they were soon chatting and the Groupie asked Roley what he was doing for Christmas. Roley confessed that he had suddenly been left at a loose end, and was trying to decide just what to do. Group Captain Dickens told him that his problem was solved. He was coming to the Dickens' home for Christmas dinner – which is exactly where Roley wound up. He said the Groupie was a wonderful host, and Roley upped Group Captain Dickens' rating even higher for that warmly generous act.

I was pleased he had told me. G/C Dickens was always supportive and well-liked; but this tale added a nice boost to his stature in my own mind. Roley told me the story himself, but I neglected to ask for directions to the Dickens' home. If you had asked me this question about 20 years ago, while Roley was still alive out in Trail, B.C., I could have called him and probably given you some very helpful directions. As it is, I am sorry to say that I am of no use to you whatever.

On another topic, Keith: I have made the tape for Bob, the gentleman at Blickling, and we are just in the process of sorting out the final details as to the copyright to be secured by the National Trust. I expect that will be sorted in just two or three days; we are agreed on the terms. When that has been done, if you are desirous of getting a copy of it, I would imagine you would have no trouble at all getting one from Bob, either in tape or disc form or in a printed-out format. I am not hinting that this little spiel has any great merit; but if you do want to take a look at it for your own Museum, you'll know where to look.

Meantime, let me reciprocate and wish you and yours all the very best in this New Year!

Sincerely,
Murray

Regards
Eric Dickens



Dear Janine,

Is it possible to put this request in the next magazine please? I would like to ask if anyone has any memories of using the large area above the present restaurant at Blickling Hall? I have been told it was the Airmens' sleeping quarters. It now houses the RAF Museum.

Beryl Griffiths
01263 860 417



Hi Janine,

On the final day of my earlier visit to Germany in November 2014, I had a chance meeting with a local German guy in Bad Konig cemetery who asked me why I was there. I related the story about my uncle, Sgt R. B. Hales and his crew mate Flt/Sgt A. P. Bloomfield (*murdered in wartime by Hitler Youth, becoming a War Crimes Trial*). He told me his name was Reinhold Nisch, and that he was a member of the local 'Parliament', interested in the history of Bad Konig. Since that time, we have been involved in numerous email exchanges and he, together with other members of the 'Parliament', put forward a suggestion to erect some sort of Memorial to the two murdered airmen, including my uncle. In Germany, there has been for some years, something called the Stolpersteine Project which has involved the setting in pavements of Memorial blocks for victims of the Nazi Party. Although the majority have been for Jewish victims, it has also included others. The suggested Memorial was as an extension of this Project.

The people of Bad Konig did this without any pressure from myself and the only request I had for help was in obtaining the actual birth date for Sgt Bloomfield (murdered with my uncle), needed to complete inscriptions on any such Memorial. I was unable to get a response from a distant relative of Sgt Bloomfield with whom I had some email exchanges a few years ago, so I turned to the RAF Records Office for help. I phoned them to explain what I needed, giving them reasons for my request. Their simple response was that, as they were not 'officially' involved in the Project, they could not help!! If I wanted, I could submit an application for his Service Records

which could be a problem as I am not next of kin. Despite this snub, I eventually tracked down his place of birth, and the quarter of the year he was born in, managing to obtain a copy of his birth certificate. I then provided this information to Reinhold and awaited news.

In early October last year, I received an invitation from the Burgermeister of Bad Konig to attend the official unveiling of a Memorial plaque on 9 November 2016. I made suitable arrangements and arrived in good time for the official ceremony, which commenced at 18.00 hours outside the town's Museum in the castle courtyard.

The Burgermeister opened with a short speech, including welcoming me to Bad Konig. This was followed by an Address by Thomas Seifert, a local researcher, which detailed background information as to the reasons behind the Memorial. The positioning of the Memorial plaque is in a prominent place on the wall of the Museum in the castle courtyard and I understand that, in order to site it there, official permission had to be obtained from the area's administrative centre.

Later that evening, I was invited to dinner with the Burgermeister and others, which was most enjoyable. As you can imagine, seeing this Memorial unveiled was quite emotional and something I never dreamed I would witness.

A couple of days later, I travelled on to Durnbach CWGC where I attended the Remembrance Day Service on Sunday 13 November. Despite snow on the ground and being extremely cold, there was a very good turnout, including various members of the Armed Services from the UK and other nations.

Later that day, I returned to Bad Konig to catch up with old friends, before the long trek home a couple of days later.

The above is an abridged version of events, but hopefully it covers all the main points of my visit (and the Memorial Plaque commemorating brave men, including my uncle).

With Best Regards,

David

David Hales, davidjohn_hales@hotmail.com



Oden Echo, 15 November 2016. David Hales: centre



Memorial Plaque placed at Bad König, Germany



Dear Janine,

I hope you are well and of good cheer for Christmas, and thank you for sending the 'Confound & Destroy' magazine. I had meant to write to you after receiving the Autumn edition. I was particularly interested in the mascots and stories behind them. The identities of the two men with the Defiant are Sgt E Thorne and Sgt Baker. Ted Thorne is the one with the 'tash, and is of interest to us as he became B Flight Commander of 169 Squadron. He flew Defiants from Hornchurch Aerodrome during the Battle of Britain. Andy Miller (169 Squadron Pilot) said there is an entry in his Log Book: 'took off from Hornchurch, shot down an Me 109 ... Total flying time 8 minutes'. He took off while the Aerodrome was under attack, and attacked a 103 as it climbed away while it was firing at him. Jim Murphy (169 Squadron, Secretary of the NUT) told me he suffered chronic insomnia. It was believed he didn't have a bed.

Now, having progressed to Jim Murphy, he had a mascot. This was 'Flook' (a cartoon character made from a target drogue).

The article on 36BS was also of interest as there was a detachment of Mustang Night Fighters at Little Snoring. Its C.O was Major Gates. Do you know of a Flt/Officer Southcott (a U.S Nav with 169 Squadron)? I presume he was an American who joined the RCAF and when the U.S entered the war, had to transfer to the USAF; but volunteered to continue to serve in the RAF.

The writing in the magazine on aircraft being rolled also rang a bell. John Wave (169 Pilot) told us that when he joined 169 Squadron, Sqn/Ldr Fifield (of ejection seat fame) took him up to demonstrate the Mosquito to him and during the flight shut down one engine and then slow-rolled it.

Lastly, here are some missed opportunities. In 1965, I was a Draughtsman working on the design of the TSA2. I was sent to Boscombe Down. One day I was walking from my office to the hangar when the C.O's car passed me. Suddenly, one of the officers in the car came running after me and asked if I had been in the RAF, if so would I come and speak to their C.O. As I was no longer in the RAF, I declined. This was a mistake. The C.O. was Tim Woodman (169 Squadron Pilot) and he had mistaken me for my father.

Missed opportunity No.2. I was a member of staff of 452 Squadron ATC and took a few of them to meet some Battle of Britain Pilots. I didn't stay long with them. I later found out one of them had been with 1692 Flt at Little Snoring in 1944, and had photos taken there. I had been trying to find photos of 169 Squadron aircraft, but there seems to be only two. There is the one that Keith Miller crashed. The other is taken in front of the Squadron receiving the Squadron badge.

This brings me to a conversation I had with Roy Emerson (ex Ground Crew of 169 Squadron). He told me one vivid memory of 169 Squadron was a Squadron Leader who used to blow a hunting horn before taking off on a sortie. He didn't tell me his name, but I am sure it was Squadron Leader Joe Cooper, B Flight Commander, who was a keen huntsman. The hunting horn on the Squadron badge is his and should have been preserved with the Squadron silver.

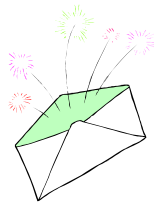
Returning to the photographs, I was loaned Log Books by some of the aircrew, and in one I found a photo of the aircrew of B Flight, and in another, two photos of A Flight and the whole Squadron. The aircraft behind them was not a 169 Squadron aircraft. 169 Squadron did not have machine guns in the nose. They were taken out to make way for Serrate boxes. Those photos were taken at Little Snoring about May 1944 as two of the men were shot down and killed at Maily le Camp. I don't know if you have these photos? I had copies made of them.

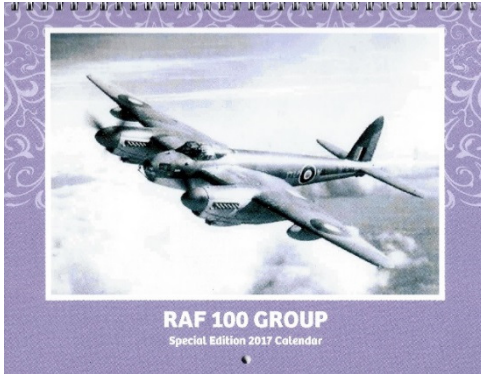
I hope you can make sense of my ramblings, but I write them in-between caring for my wife. This letter took three days to write.

Best wishes,

Ted Crudgington

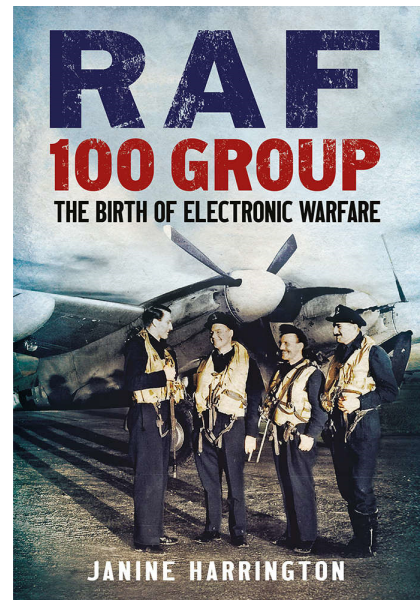
NOTE from Editor: Thank you so much, Ted, for writing. Your letters are most appreciated. I am happy to hear from you any time. All I ask is that you bear with me if I get some of your wording wrong in sharing them here. J.





I have just three [Special Edition RAF 100 Group 2017 Calendars](#) left. If anyone would like one, please contact me now. Every month shows different people, Squadrons and Bases where 100 Group served in wartime. I have also been asked to provide RAF 100 Group Christmas cards, so for those people who like to prepare early, please let me have your orders so that I know how many to cater for! I will happily create a further calendar for 2018 using different photographs, pictures and people as wartime memories ... believe me, I have plenty to choose from!!

My new publication brought out by Fonthill Media is now available, and can be ordered at any book store or through Amazon online. *'During the Second World War, the threat of a German invasion of Britain was very real. Many believed the invasion would come by sea; however, following the Battle of Britain, the Government realised that air space above Britain was no longer safe. The Air Ministry therefore deemed a drive for development of specialist equipment and aircraft was essential. RAF 100 (Bomber Support) Group was a specialist RAF Unit created on 11 November 1943. It was responsible for the operational development and application of all Radar and radio countermeasure programmes; using these newly developed countermeasures, 100 Group was able to successfully disrupt the tide of battle on many dangerous missions, including the sinking of the Tirpitz and the bombing of Dresden. Using a range of unique and secretive tactics and equipment, men within the Group were able to 'confound and destroy' the enemy – perfectly living up to their motto. This book provides an analysis of many of these devices – including Chaff, Airborne Cigar, and Jostle – alongside a history of the highly secret 100 Group and how it helped to herald a new era of airborne and electronic warfare. Using de-classified material, it also illustrates the partnership between the RAF and USAAF.'*



'The above fantastic book arrived a couple of days ago ... thanks again for letting me write the Foreword and for including our trip to Grove aerodrome in Denmark. I recognise W/C Lambert of 515 Squadron on the cover (seen left of the group). 23 and 515 Squadrons were both stationed at Little Snoring back then ...'
[George Stewart DFC](#), 23 Squadron, Little Snoring

'You might be interested to know my copy of 'RAF 100 Group – The Birth of Electronic Warfare' was delivered to me by Amazon just a few days ago. I'm about halfway through it and enjoying it very much. I have copies of most books on 100 Group, some are quite technical (Confound & Destroy, Martin Streetly in particular) but yours is very well laid out and puts things in perspective without going into too much jargon, just what I need!'

[Paul Beauchamp](#)

UK & CANADIAN TRAVELS

by Stuart Borlase Living History Film

Hello Everyone,

I would like to take this opportunity of wishing all of our very special 100 Group veterans and their families every blessing for this New Year, as we put the past twelve months behind us and look to whatever 2017 may bring.

I had the very great pleasure once again of coming back to the UK toward the end of September and using Norfolk as our Base, travelled with Janine just over 800 miles all over a very beautiful UK, visiting all those we had filmed last June – [Barbara Bradshaw](#) and daughter [Margaret](#), [Joe](#) and [Mary Sayers](#), and [Sidney Pike](#). We then welcomed the opportunity to enjoy the warm hospitality and to record the stories of another four of our very special people over the ensuing two weeks. I would say a huge thank you to:



- [Anne & Richard Cheung](#) for opening their home so we could meet and record her delightful Mum, [Winifred Seeley](#), who served as a WAAF with 214 & 223 Sqns;



- [David and Edna Butler](#) for their warm welcoming hospitality and the opportunity to record Sqn/Ldr David's experiences on camera. David served with 171 Squadron, North Creak as a Rear Gunner;



- [Peggy Pollard and son Geoff](#), for opening her home and being willing to have cameras and lights and cables in her lounge room, before quietly sharing some of her story as a WAAF while at Bylaugh Hall;



- [Peter and Irene Woodard](#) who welcomed us in. Thank you, Irene, for being so very patient with me as Peter was interviewed.

Janine and I were saddened to hear that another of our special people, Peter Lovatt who served with 223 Squadron out of Oulton, was unwell at the time we were travelling and we really do regret not seeing him. We hope he is on the mend, Nina. We understand that Vic Flowers and Paul Henry have not been well. We wish them both all the best and hope their health continues to improve.

I then spent nine days with my daughter in Helsinki, Finland, before travelling on to Toronto, Canada, where I had the great pleasure over the next few days in meeting and recording interviews with a further two of our veterans. My thanks to:

- [George and Marion Stewart](#), who after a very late start, due to this New Zealander (me!) getting hopelessly lost in trying to find their place; made my cameraman and I feel very

welcome as we shot an interview with George. George was a Mosquito Skipper who flew with 23 Squadron out of Little Snoring and has an amazing story to share. I want to express my appreciation to Marion, his lovely wife, for her patience and understanding when returning home to find all their phones disconnected ... temporarily, of course!!



George & Marion Stewart



Rex Arnett with camera-man

- Lastly, I would like to introduce to all of you another Canadian, [Mr Rex Arnett](#), a man with a wonderful sense of humour and very strong memories of his time serving with 223 Squadron. I think he may have become a bit of a celebrity in the Home where he lives since our visit!!

I do appreciate each and every one of you for your hospitality and kindness, and at times great patience, especially with camera gear all over the place. Thank you for being so open and sharing, contributing so willingly and enthusiastically.

There is no Project without you! Thank you so much.

I am planning, God willing, to return to the UK again this coming May, and in the aftermath of the Reunion; continue the work along with Janine, my travelling companion, hopefully meeting a few more of our UK veterans; if possible, recording on camera more memories and experiences. If you are interested in being involved, please contact Janine to let her know. She was thrilled to meet those we travelled to see both in June and again in September/October, because, for so long she has been writing to you and spoken with you on the phone. Finally, to have the opportunity of meeting in person, in many cases after twenty years and more, meant so much to her.

The plan is then, to travel on to Canada once again, then on through the United States to meet up with some of our U.S. 36th BS veterans. This is a story which cannot be told without them, and I feel strongly that this is the year to meet while there is time and opportunity. I am working to achieve this through Stephen Hutton, and I ask that you please forgive me for not making it sooner.

In closing, I want to pass on my best wishes to you all for this New Year, and I look forward to catching up with as many of you as possible later this year.

With kindest regards,

Stuart Borlase.

Living History Film
Perth, Western Australia

SHARED EXPERIENCES

Kenneth Norman Joseph Croft

by Philip Croft

I am 75 years old and the half-brother of Kenneth Norman Joseph Croft (seen right). He was a Wireless Operator and Gunner. I vaguely remember him during the last years of war when I attended (with all the family) Ken's wedding to Irene Benton on 7 December 1944 in Birmingham. He visited us all when on Leave, which I remember especially because he would divide all his chocolate issue between me and my three siblings – a rare wartime treat. Ken was one of six children. We had the same father, widowed in 1938. Then my mother came along and bore another brood of four (after remarriage).



I have spent several years creating a Family History Tree, and despite there being much anecdotal information overheard as a child regarding the cause of Ken's loss over the years; I discovered much of it was speculation. I don't want to widen the background too much, it's too easy to drift away; but we were told his loss was due to AA guns, Night Fighter, Rocket and/or Jet plane. No-one mentioned collision, a later discovery, but until recently, this was the official cause. Prior to this, read the attached letter file. It's brief, but to the point. I'm convinced of its authority:

'... whilst doing some further research, I found out a little bit more about the crashes. After running a general Mandrel screen over the North Frisian Islands to cover the Mosquitoes of 8 Group, the 199 Squadron aircraft delivered a three-pronged Window screen as a spoof to divert attention from the real target, which was Kiel.

A number of Ju88 night fighters took off to try to intercept the bombers. They assembled near Eggebek. Oblt Fritz Brandt of Stab IV/NJG3 found and attacked Halifax RG375. The Rear Gunner, F/Sgt Hunter, and Pilot P/O Currell, were the only crew who managed to bail out. Hunter reported later that the fighter attack had damaged the flying controls and the aircraft went out of control and as a result, collided with Halifax RG 373.

This was the last Luftwaffe night fighter Report from the war, according to the Dutch Researcher Dr. Theo Boiten.'



I attach other images which I hope you find of interest, although clearly it's the letter from the relation of another crew member, [Keith Gavin, seen left](#); who did further investigating, not only visiting Meirmesdorf (*he previously lived in that area of Germany, sending me pics of AA sights, etc.*) and surrounding countryside.

I am certain that 'Jon' is also connected to the RAF in some way, because he was reluctant to give his details, and there is other evidence on official letterheads. We had made contact via a RAF website forum, and it transpired Keith was his Mom's uncle.

Recently, another contact via You Tube and I got talking. Small world online, isn't it? Her father, who sadly died a year before, was also at North Creak with 199 Squadron, and was very good friends with another crew member on board Halifax RG 373: Douglas Wilson, who died. She said he would almost certainly have known Ken and

both crews. Shame, I'd love to have spoken with him. Time is running out to uncover truths ...

Regarding your reference to the Halifax disaster and the name 'Bradley', an Arthur Andrew Bradley (Flt/Sgt, Navigator 16230077 – RAF, VR, age 23, son of Daniel and Beatrice Alice Bradley); was abroad Halifax RG 375. It is very sad at this late stage in time, that so many who had information of this event have died and their often first-hand knowledge lost with them. I guess it places even more importance on who and what we know and recording it asap. Time is of the essence.

The above information relating to Flt/Sgt Bradley is part of a handwritten listing of all crew members aboard both RG 373 and RG 375, together with those who survived or became PoWs. I heard there were only two survivors, but it was actually three. This information and reams of other material was all handwritten in pencil, and sent to me by a true gent and enthusiast who, I hope, you will have heard of. His name is Val Grimble, who was in his mid-80s back in 2004. He is (was?) the Head Archivist/Librarian of the Air Museum at Flixton, Suffolk. I first started my investigation into Ken's death twelve years ago, and researched what I could about North Creake first, as we knew Ken was stationed there. But it was Flixton where all the history of that Base seemed to be kept.

As I mentioned, Ken married Irene Benton, only five months before his death. Irene joined the WAAFs to express her support for Ken. In 1948, Irene married Ken's elder brother Stanley, who had joined the RAF one year before Ken and been shot down in August 1940 while on patrol surveying the Nazi build-up for our invasion taking place along the Dutch coast. His plane, a Hanson, was shot down by AA defences. He and another bailed out and survived. The other two crew members were killed. He belonged to 500 Squadron, based at Detling, Kent. He spent the rest of his time as a PoW, being extremely busy annoying the Germans and getting an MBE for it! His is another heroic story. Irene is still alive. She is 90, and living in Canada. We still talk and write to each other.



Ken Croft, second right



Photo recently recovered showing group of 199 Squadron, including Douglas Wilson

I ordered your book, and it has just arrived. I look forward to reading it. I already have John Reid's '*Let Tyrants Tremble*', and another called '*The Last Fling*' in which, over Kiel, a Mosquito Pilot reported seeing an explosion up ahead which, in my opinion, was not flak. I can't help but ask the question: *what if?*

Phil philip.croft@virgin.net

SHARED EXPERIENCES

TWO YOUNG YANKS ADOPT A BRITISH FAMILY

by

RAFAEL (Ralph) RAMOS

36th BS Squadron, 8th Air Force



Danny Jenks and I were sightseeing in Luton, Bedfordshire, the nearby town to our Aerodrome at Cheddington where we were assigned as Gunners on a B-24 Liberator.



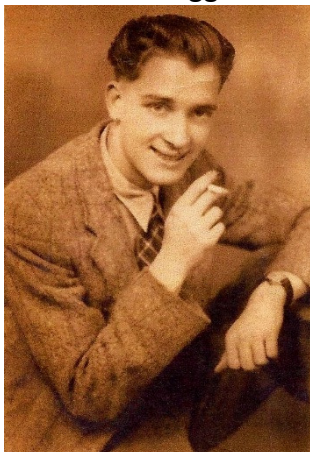
Sgt Ralph Ramos, 18 yrs, Tail Gunner 'charming', Patricia was *Sgt Danny Jenks, 19 yrs, Ball Turret Gunner* beautiful and young, say

late thirties, early forties. Her son was quite mature for his age, no more than seventeen. Both were grateful to the American forces contributing to the war effort and demonstrated it so genuinely.

We hit it off swell and she offers us a home-cooked meal, thinking we weren't fed very well. Next day, Danny and I took her up on the invite and were amazed and delighted at the 'spread' at dinner-time. But when we learned that they had used up most of their monthly rations, we felt so very embarrassed and quite guilty. Nonetheless, we were tactful and grateful.

We then planned '*Operation Gilmore*'.

It so happens that, upon return from a combat mission, it was the practice in all the 8th Air Force for each crew member to receive a shot of bourbon whiskey. Jimmy Marchello, Wes Crowther and Stan Dombrosky, the other Sergeants on our crew, didn't drink, so we saved all we could in whatever container was available, and in no time, we had a quart of good ole Kentucky bourbon. Now our Mess Sergeant was not only from Kentucky, but he disliked Scotch whiskey ... which was all he could get in town. Soooo ... Wheeler-dealers from New York, the enterprising Jenks-Ramos, traded our stash of bourbon, not once, but several times. I can't remember the Sergeant's name, but I remember he was no 'pushover'. To trade for scarce items, he would insist on an extra pint or two. We haggled somewhat, but in the end, the months of October, November and December,



Pat Gilmore (right) and son *Tony (left)* ate fresh eggs (not powdered), ham, beef, fresh vegetables, and other assorted food that was not even on their ration books! AND ... on Thanksgiving Day they celebrated, as all Yanks were doing in the UK; with a good-size hunk of turkey!!

I said goodbye to our wonderful friends in February 1945 upon completion of the required missions and didn't return until 1957 when I was Captain, Navigator/Bombadier on a B-47



bomber. Tony was married and had a charming young son; Pat had aged somewhat, but was happy with the post-war return of her husband from the RAF and her son Jerry from the British Navy. Regrettably, from around 1960, we lost contact with them. But their faces, their personalities, their warmth, their love, will always remain in my heart.

Major Rafael E Ramos, USAF (retired)

Tail Gunner in Lt Corder's crew

* * * *

BOMBS FROM THE B-26

by

Rafael Ramos



Lt Ramos in front of Sqn Headquarters

The role the Douglas B-26 – the Invader – played in the Korean War is well-documented in Military publications, but it never earned the glory and publicity of the F-86 fighter over Mig Alley, particularly in the latter years of the war. My story concerns the night and day interdictions of enemy supply lines that I participated in as a Navigator-Bombardier in the B-26. They may not have been as colourful and glamorous as those of the F-86s shooting down those MIG fighters, but they were just as exciting and 'hairy' to this former young Lt.

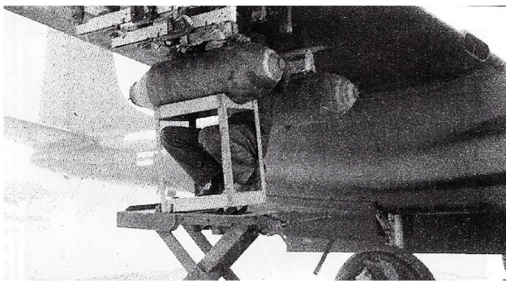
Between January and June 1953, I flew 50 combat missions over North Korea, stopping, burning, blowing up any truck, vehicle, train or whatever moved south from Manchuria to the 38th parallel. I did this mostly at night, flying low level, in dangerous terrain. There were times we would bring back some flak holes on the airplane, but usually we could evade the anti-aircraft fire.

The B-26 was apparently the right bird for the job; the record speaks for itself. From October 1950 until the end of the war in July 1953, the two Bombardment Wings of B-26s flew more than 53,000 sorties and were credited with the destruction of 38,000 vehicles, 3,300 railroad cars, 406 locomotives, 156 bridges, and 7 enemy aircraft.

My outfit, the 8th Bomb Squadron of the 3rd Bomb Wing, flew out of Kunsan Air Base, which was located on the west coast bordering the Yellow Sea. Most of our missions were at night, and were three to four hours in duration. A typical night interdiction went like this:

As we didn't practice crew integrity in our wing, we'd learn of the pilot's and gunner's names some five hours before take-off. We would meet at Group Headquarters three hours before take-off and attend the Briefing for target area selection. If the take-off was scheduled for 0200 hours, we would be at the aircraft an hour before. I would check the Norden bombsight, pull the safety pins, and sign for the bombs.

One dark and chilly night, at the end of the runway, a 500-lb bomb was loose in the bomb bay and I had to jettison it, climb out of my seat, and re-insert the safety pins. I left the darn thing on the tarmac in order to make our critical take-off time. 'Whew!' After lift-off, we'd fly into the black night, head north for 35 minutes, and enter hostile airspace. I'd have an assigned corridor and would be obliged to stay within it lest we ran into another B-26 'working' his route.

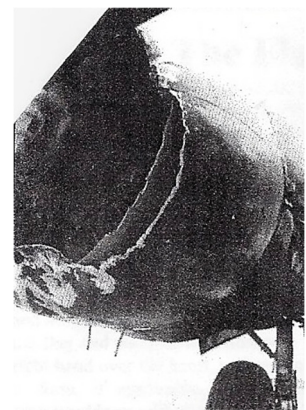


The action wouldn't take too long. At 4,000-5,000ft altitude, I'd spy the lights of a convoy of trucks, have the pilot line up the aircraft for a level run, and try to hit the lead truck before they would turn out their lights. On one such night, my first 500-lb bomb not only stopped the convoy, but must have hit a munitions load, because there was a hell of a secondary blast. I let loose some long

burning flares to light up the night sky and the gunner confirmed a line of trucks stopped along the road. The pilot took over and laid the rest of our bomb load on the convoy. Then, we beat a hasty retreat as the anti-aircraft fire got very thick, the gunner yelling: 'Fire balls right ... BREAK LEFT!! Bomb bays empty,' so we headed home. (Above left: loading 250lb bombs aboard a B-26.)

After 3 hours and 10 minutes, we landed and headed for de-briefing and that shot of bourbon. Yes, the Flight Surgeon always provided us with an after-mission stimulant! Dawn would be breaking about the time we finished a hearty breakfast of ham, bacon, eggs and toast at the Mess Hall. Then we went off to our Quarters and hit the sack.

There would be other nights where I would fly as a navigator in the right seat. That B-26 would be a hard-nose, carrying eight 50 caliber guns in the nose and three 50 caliber guns in each wing. This type of mission would take us farther north to the Manchurian border to hunt down trains. These sorties were particularly dangerous, as they were flown on the deck and would usually attract more resistance in the form of 'fire balls' and small arms fire.



On one particularly dark night, a B-26 of our outfit hit a cable that was strung between two hills in a valley. It wrapped itself around the right engine, seized the prop, and tore up the right fuselage (see right). However, the pilot was 'cool' and qualified enough to get back home on one engine.

Some of our daylight missions were in direct support of the ground forces along the front lines. One day, I was the lead bombardier of a flight of seven of our Squadron birds – all of which dropped their load of 500-pounders on my release. As it was at level flight at 10,000ft, on a heading of 90 degrees for more than ten minutes, we picked up considerable flak. We lost no aircraft, however, and made it back safely. Nonetheless, it vividly reminded me of a mission I flew as a tail gunner in a B-24 over the Battle of the Bulge during which the flak was thick and close enough to hear. Oh, the perils of a young airman!



1st Lt Ramos approaching the completion of a 50-mission tour

Back to the B-26. It did the job it was called for. It hacked away at trucks and trains carrying supplies to the front line. It would hit supply dumps and troops, and work with jet fighter bombers in close air support missions. And, as a 26-year-old 1st Lieutenant, I was content that I was part of that effort and decided that the Air Force was a career worth pursuing ... and I did!!

Major Rafael Ramos, USAF (Ret)

Rafael is planning on attending this year's Reunion



creating an historic and very special



RAF 100 GROUP ASSOCIATION REUNION 2017

We are both privileged and proud to invite you to our very special 20th Reunion being held:

Friday 12th – Sunday 14th May 2017

This year's 20th Reunion is an historic occasion in bringing back together two extraordinary Groups who worked in partnership during wartime, achieving so much under impossible conditions. An invitation/programme should accompany this magazine, and please, send back booking forms as soon as possible as numbers attending this year have already reached the halfway mark. The Holiday Inn, Norwich North, can only accommodate 100 in total for the Saturday evening meal.

There are several visitors joining us, including veterans such as Rafael Ramos – Tail Gunner, Lt Corder's crew, and John 'Des' Howarth – Navigator for Lt. McCarthy's crew; travelling from the States. There will also be a contingency from the present-day U.S. 36th Electronic Warfare Squadron as well as from the main RAF. Representatives from organisations such as the International Bomber Command Centre, Lincoln will also be present.



I should point out that, during the Second World War, the U.S. 36th BS, under the U.S. Eighth Air Force; showing the RAFU Gremlin insignia as above, was secretly disguised as a Bomb Squadron. Today, the 36th Electronic Warfare Squadron (36EW), is its descendent, involved in operational testing and reprogramming of all Electronic Warfare systems in the Combat Air Forces. The Squadron still carries out the World War Two Squadron's mission, that being to deny, deceive and defeat electronically enemies of the liberty-loving people of the United States, Great Britain and its allies.

It was Stephen Hutton, author of *'Squadron of Deception'*, whose father Iredell Hutton served under this Squadron; who set this unique and historic Reunion in motion by passing a copy of my book: *'RAF 100 Group – Kindred Spirits'* to Lt Col Tom Moore who commands the 172-person Squadron today. In reading the weighty volume, including both the history and stories of RAF 100 Group and Stephen's chapter on 'The Mighty Eighth', Tom's desire to speak and represent the U.S. Air Force and 36EWS in combination with RAF representatives at the annual Oulton wreath-laying ceremony and commemoration grew – *'in renewing the past bonds and partnership with American's best and greatest ally – Great Britain and the RAF'*.



BIOGRAPHY



UNITED STATES AIR FORCE

LIEUTENANT COLONEL THOMAS R. MOORE

Lieutenant Colonel Thomas R. Moore is the Commander, 36th Electronic Warfare Squadron, 53rd Electronic Warfare Group, 53rd Wing, Eglin Force Base, FL. He directs a 172-person squadron responsible for the operational electronic warfare (EW) capability of \$15B in resources installed on CAF aircraft. He leads the development, testing, and fielding of EW mission support software, impacting the success of operational combat missions. He leads a wartime mission to rapidly reprogram CAF EW systems for changes to threat operations and manages \$118M in EW mission data generation equipment.



Lieutenant Colonel Moore received his commission through the United States Air Force Officer Training School in 2001. He holds an advanced academic degree with Honors from Embry Riddle Aeronautical University and is a graduate of Air Command and Staff College and Air War College. Prior to his current assignment, Lieutenant Colonel Moore was an USMTM F-15S Instructor Weapons Systems Officer and Operations Advisor to the Royal Saudi Air Force assigned to King Khalid AB, KSA. Lieutenant Colonel Moore is a Senior Navigator with more than 2,000 hours in both fighter and trainer aircraft, including over 500 combat hours during Operations Iraqi Freedom and Enduring Freedom.

EDUCATION

2001 Bachelor of Science degree in Computer Science, Illinois State University
2007 Squadron Officer School, Maxwell AFB, AL
2009 Master of Science degree in Aeronautics, Embry Riddle Aeronautical University
2010 Air Command and Staff College (correspondence), Maxwell AFB, AL
2016 Air War College (correspondence), Maxwell AFB, AL

ASSIGNMENTS

1. October 2001 – March 2003, student, Joint Undergraduate Navigator Training, Pensacola NAS, FL
2. March 2003 – July 2003, student, Electronic Warfare Officer Training, Randolph AFB, TX
3. August 2003 – October 2003, student, Introduction to Fighter Fundamentals, Moody AFB, GA
4. December 2003 – July 2004, student, F-15E Basic Course, Seymour Johnson AFB, NC
5. July 2004 – March 2007, F-15E Weapons Systems Officer, Electronic Warfare Officer, 336th Fighter Squadron, Seymour Johnson AFB, NC
6. March 2007 – July 2010, Flight Commander, 563d Flying Training Squadron, Randolph AFB, TX
7. July 2010 – July 2011, Director of Staff, F-15E Weapons Systems Officer, 4th Operations Support Squadron, Seymour Johnson AFB, NC
8. July 2011 – March 2013, Assistant Director of Operations, F-15E Instructor Weapons Systems Officer, 335th Fighter Squadron, Seymour Johnson AFB, NC

9. March 2013 – March 2014, F-15S Advisor/Instructor Weapons Systems Officer, USMTM, Khamis Mushayt, Kingdom of Saudi Arabia
10. March 2014 – May 2016, Director of Operations, Assistant Director of Operations/Fighter Employment Officer, 36th Electronic Warfare Squadron, Eglin AFB, FL
11. May 2016 – Present, Commander, 36th Electronic Warfare Squadron, Eglin AFB, FL

FLIGHT INFORMATION

Rating: Senior Navigator

Flight Hours: More than 2,000, including over 500 combat hours

Aircraft Flown: F-15E, F-15S, F-16D, HH-60, T-43, T-38C, T-39, T-1A, T-34C

MAJOR AWARDS AND DECORATIONS

Meritorious Service Medal with one oak leaf cluster

Air Medal with three oak leaf clusters

Aerial Achievement Medal

Air Force Commendation Medal with one oak leaf cluster

Air Force Instructor Navigator of the Year

Daughters of the American Revolution Instructor Navigator of the Year

Chief of Staff of the Air Force Team Excellence Award

AETC Learning Innovation Award

EFFECTIVE DATES OF PROMOTION

Second Lieutenant, September 27, 2001

First Lieutenant, September 27, 2003

Captain, September 27, 2005

Major, November 1, 2011

Lieutenant Colonel, October 1, 2016

(Current as of October, 2016)

Lt Col Tom Moore's words speak volumes about how much today, he and his Squadron revere veterans:

'It is truly an honor and privilege to lead the men and women of the 36th. We stand on the shoulders of giants and I instill our heritage and history at every opportunity with our airmen. Those who served in WWII were truly the greatest generation and we owe them everything.

I look forward to meeting you and many others next May.

I have a copy of your book on my desk that Stephen gave me and cherish it deeply. Was great to see the Queen author a letter praising your work and honoring our two country's rich history ...'

On behalf of the RAF 100 Group Association, I would say to Lt Col Tom Moore that it is our privilege and honour that you and representatives of the 36th will be joining us for our 2017 Reunion in Norfolk, and we are greatly looking forward to meeting you all over our very special weekend ... an occasion not to be missed!

International Bomber Command Centre

Signed Special Edition Bomber Command Print Offer



Fighting High Publishing has offered a £10 discount and £10 to the IBCC for any purchase of this signed limited edition print: *'Daylight to Brest'*.

The drawing is by aviation artist Matt Holness AGAvA and depicts the action on 24 July 1941, when Vickers Wellingtons from 40 Squadron battled through hostile skies on their way to Brest on a daylight raid. The print is signed by distinguished Bomber Command veteran Jo Lancaster DFC - pilot of the featured Vickers Wellington S-BL on 24 July 1941. Jo flew 54 operations with Bomber Command during the Second World War, piloting Wellingtons and Lancasters with Nos 40 and 12 Squadrons. After the war, Jo had an exceptional career as a test pilot and was the first person to use the Martin Baker ejection seat in an emergency.

Each of the 100 limited edition prints is numbered and signed by artist Matt Holness and Jo Lancaster DFC. There are two options: you can buy the print by itself, or together with a signed copy of Jo Lancaster's biography: *'First Out in Earnest'*.

Visit <https://www.fightinghigh.com/collections/aviation-prints> to view the print options online and place an order. To obtain your discount, use discount code: IBCC17 at the checkout.

To place an order direct, please telephone: 1763 802018.

Contact details for the International Bomber Command Centre at Lincoln:

Ms Nicky Barr
Director
13 Cherry Holt Rd.,
Bourne, Lincs.
PE10 9LA
Tel: 01778 421420.
Website: www.internationalbcc.co.uk

FINAL POSTINGS

There are sadly a few names we need to remember
and our hearts go out to their families

WING COMMANDER BRANSE BURBRIDGE



4 February 1921 – 1 November 2016



Wing Commander Branse Burbridge became the RAF's most successful night fighter pilot, credited with the destruction of 21 enemy aircraft, including four during one patrol.

Born on 4 February 1921 as the son of a Wesleyan preacher in East Dulwich, Bransome Arthur Burbridge was educated at Alleyne's Grammar School, Stevenage. He was working in the City of London at the outbreak of the Second World War in September 1939.

As a committed Christian and pacifist, initially he registered as a conscientious objector. But later, he felt increasing unease about his position, and in September 1940, joined the RAF. By October 1941, he had completed his training as a night fighter pilot and joined No. 85 Squadron, commanded by the Battle of Britain Ace, Peter Townsend.

Flying the Havoc, an aircraft not ideally suited to operating as a night fighter; he had to wait until the following June to achieve his first success, when he was credited with probably destroying a German bomber near Ipswich. The Squadron then re-equipped with Mosquitoes in August, but further success eluded him and at the end of the year he became an Instructor at a night-fighter training unit. In July 1943, he returned to 85 Squadron for a second tour, this time on Mosquitoes, teaming up with Flying Officer 'Bill' Skelton. In Bill, he found an ideal partner. Both were committed Christians (Bill was later ordained an Anglican priest) and they made every effort not to aim at the cockpit of their targets in the hope that crews could escape, as a number did. He described his Navigator as '*magnificent*' and they retained a lifelong friendship until Bill's death in 2003.

On the night of 23 February 1944, Branse Burbridge achieved the first of his successes during the Luftwaffe's '*Operation Steinbeck*', known as the '*baby blitz*' – a series of lightning hit-and-run bombing attacks on southern England. Over ensuing weeks, he and his Navigator accounted for a further four aircraft, including a Messerschmitt 410 fighter plane over Beachy Head. After a long burst of cannon fire, they watched as one of the crew bailed out, while the fighter crashed into the sea off the Sussex coast. For each 'hit' they were awarded an immediate DFC, and achieved further successes during the summer, including the destruction of three V1 flying bombs.

On the night of 24 March 1944, they became embroiled in a life-or-death dogfight with a Dornier 217 bomber over the Channel. Their Mosquito chased the aircraft from 19,000ft to just 3,000ft before it crashed into the sea, with W/C Burbridge pulling up with only 1,000ft to spare.

During the period of the build-up to the invasion of Normandy, and after, together with his Radar Navigator, Bill Skelton, they flew 30 sorties over Germany to provide escort cover to RAF bombers. Having flown in support of the D-Day landings, they then began operating over occupied France. On the night of 14/15 June, they intercepted a Junkers 88, flown by the Luftwaffe Experten (Ace) Major Wilhelm Herget, credited with 72 aerial victories; shooting the aircraft down – Herget

survived. Ten days later, Branse Burbridge claimed another Junkers 88, but debris from the enemy aircraft hit his radiator forcing him to return to Base on one engine.

By September, flying a more advanced Mosquito, the pair were to achieve an astonishing run of success over Germany. It began on 11 September, when they shot down an enemy night fighter. A month later, they were supporting a Bomber Command raid on Brunswick when two more fell to their guns, from one of which a parachute was deployed. Their greatest achievement came on the night of 4 November when the two men, now dubbed by press as the '*Night Hawk Partners*', took off to provide support for a bombing raid on Bochum. Over the Bonn area, Bill Skelton picked up on his Radar set a stream of contacts and directed his friend and pilot on to them. They soon identified a Junkers 88 night fighter and shot it down. Continuing their patrol, Skelton obtained another contact and, after a brief engagement, a second Junker was destroyed.

The two now joined the homeward-bound bomber stream to protect it from attack. Within minutes, they saw an enemy fighter, pursued it, and shot it down. This was not the end of their night's work however, as they destroyed a fourth. Bill Rawnsley, another night fighter ace, later described this remarkable sortie as '*the most extraordinary of all long-range escort patrols ever accomplished*'. Both Burbridge and Skelton received a Bar to their DFCs and a few weeks later, they were awarded the DSO.

Their success continued as they downed a Messerschmitt Bf 110 over Mannheim on the night of 21 November, when return fire damaged their cockpit. Flying in support of RAF bombers attacking targets in Germany, they accounted for four more enemy fighters before the end of the year.

On 2 January 1945, the two men took off to support a bombing raid on Ludwigshafen in Bavaria. Skelton gained a contact and Burbridge closed in on a Junkers 88. A short burst sent it crashing to the ground. It was the crew's 21st and final success, all of which they had gained in a ten-month spell. The following morning, Group Captain 'Cats Eyes' Cunningham, their former CO, telephoned his congratulations on their having surpassed his total of 20 to become the most successful British and Commonwealth night-fighter partnership of the war.

They were gazetted for a Bar to their DSOs and in March, they left No. 85. Burbridge was later awarded an additional American DFC.

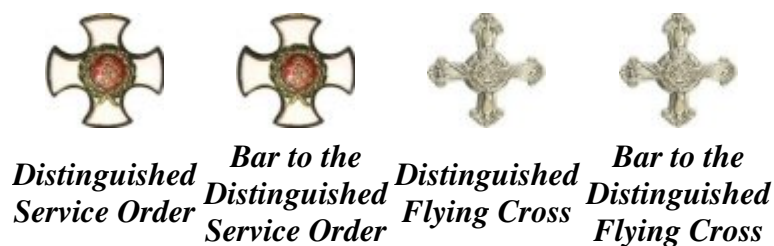
Burbridge went on to become Commanding Officer of the Night Fighter Leaders School, and in May, took his brother Jarvis, who also served under Bomber Command and recently returned from a PoW camp; for a flight in a Mosquito. He met Major Herget, whom he had shot down a year earlier, and invited him to be a Guest Speaker at his Unit. He took him also on a flight in a Mosquito and, before departing, Herget countersigned his host's flying Log Book acknowledging the victory.

Burbridge left the RAF in December 1945 to read History at St Peter's College, Oxford. He considered entering the Church ... which is hardly surprising when we learn that both he and Bill Skelton both conducted services in the church at Swannington. But in 1948, instead he joined the staff of Scripture Union (SU), pioneering the work of the Inter-School Christian Fellowship. His goal was to create extra-curricular Christian groups in secondary schools, where young people could meet to encourage one another in their faith. He was to gain the respect of many head teachers who acknowledged the value of SU's ministry in schools. Christian groups mushroomed as a consequence. A gifted artist and musician, he used creative methods of communication to engage with the youth culture of the 1960s and, under his leadership, SU produced a range of educational resources for young people.

In addition, Burbridge developed holiday activities for young people and launched residential courses for sixth formers, in a wide variety of academic disciplines, exploring the relevance of Christian faith to science and arts-based studies.

By the mid-1970s, he had taken up a part-time role with the Oxford Pastorate, an Anglican chaplaincy serving the University. Now, his work took on a global focus as often he travelled with his wife, continuing his ministry to school pupils and students in many different countries.

The final phase of Burbridge's life was deeply affected by worsening dementia, but despite this, he taught his family and friends much about living gracefully and patiently with a declining body and mind. After the death of his wife Barbara in 2012 – they had been married since 1949 – he needed specialist care and, to provide necessary funds, his family reluctantly sold his medals. His son commented at the time: *'We value him more than the medals'*. The money realised allowed Burbridge to live out the rest of his life in comfort ... until his death on 1 November 2016. He is survived by a son and a daughter.



Adapted from a piece in The Telegraph

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SGT F ALAN WILKES



Co-pilot, Flight Engineer, Royal Air Force

Flight Engineer at 214 Squadron, RAF Oulton, 1944-1945

Stations served:

RAF Locking

RAF St Mawgan

RAF St Athan

RAF Bishopsclough

RAF Oulton

RAF Watchfield

RAF Seighford

RAF Wheaton Aston

RAF Sutton Bridge

Later posted to Volkenrode, Germany

Aircraft flown and serviced during 1940-1945:

Piper Cub

Tiger Moth

Avro Anson

Airspeed Oxford

B/A Swallow

Curtiss Tomahawk
Boulton Paul Defiant
Boeing Fortress
Douglas Dakota
Fairey Battle

Under 214 Squadron, Sgt Wilkes completed 66 Flights by 30 July 1945.

He was co-piloted with:

Fg/Off Jack Henderson
Flt/Lt Gilbert
Sqn/Ldr Bevis Denton 'Bob' Davies
Flt/Lt Jones
Fg/Off Nelson
Flt/Lt David Murray Peden
Flt/Lt John Wynne
Flt/Lt H. Mark

Sgt F. Alan Wilkes died on 15 November 2016 aged 92 years.

Source: F. A. Wilkes and Robert Wilkes (son)

www.214squadron.org.uk/Personnel

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W/O ARCHIBALD 'Jim' MITCHELL DFC



Jim Mitchell was a Navigator serving under 214 Squadron, in Eric Morrison's crew, flying in Stirlings and Fortresses.

His daughters Judith and Angela have made contact with us to say their father died on 5 April 2013 aged 92 years. He was deeply loved, and remains very much missed today.

* * * *



THE AIRMAN DEMOBBED



I rode the storm and the lightning
And raced the gay clouds I flew,
Dipped under the arch of the rainbow,
And swung like a star in the blue.

I slid down the path of the sunbeams,
And swooped like a gull to the wave,
I dropped o'er the crest of the mountains,
Down the streams that the valleys gave.

Now my feet are leaden and earthbound
And I know why the caged bird dies,
For my soul looks out to the blue ways,
When I dare to look up to the sky.

Cuthbert Hicks



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.
- 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 Lancaster.
- 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.

- 192 Squadron** F/O Bryan Helme, Navigator on Wellington Flight & Halifax IV A/C, Aug 44-Feb45, completing 24 Ops, 8 Ops on Halifax w F/Lt Bob Gray. Died 22 May 2015. Remembered by daughter Sally.
- 192 Squadron** Sergeant Fitter IIA, William James 'Bill' REES, 1473 (Special Duties) Flight and 'B' Flight. Co-Author of *'Espionage in the Ether'* and *'The Final Fling'*. Remembered by John, Lynne & family.
- 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.
- 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 Sqn/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** Sqn 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 Jan 2008. Remembered by sons, Michael, Robin & 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!

214 Squadron Allan Chappell DFC, Navigator, flew more than 30 missions. Died 22 April 2016 aged 94 at the Austenwood Nursing Home, Gerrards Cross. Remembered by sons Peter and Stephen

214 Squadron Steve Nessner died the latter end of 2016, and is remembered with love by his wife and family

214 Squadron Sgt F. Alan Wilkes died on 15 November 2016 aged 92 years. Missed by son Robert Wilkes

214 Squadron W/O Archibald 'Jim' Mitchell Navigator DFC died 5th April 2013 aged 92, Eric Morrison's crew Stirlings/Fortresses. Missed by daughters Judith and Angela

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.

- 85 Squadron** Wing Commander Branse Burbridge died 1 November 2016, missed by son and daughter.
- 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

2017 Subscriptions of £15 per member are now overdue!!



2017 REUNION : Friday 12 – Sunday 14 May

2018 REUNION : Friday 11 – Sunday 13 May



NORWICH HOLIDAY INN, Norwich North is hosting our main Saturday evening dinner 13th May 2017. 10 rooms have been reserved on a first come, first served basis. Cost of 3-course meal is £27. Rooms are £80 B&B.

THE HALIFAX SUITE with private bar & dance floor is reserved. 1940's singer Heather Marie will provide our entertainment. However, there are only 100 places, and it is vital that Booking Forms are returned, with Menu Choices and monies. There is plenty of free parking, and it is located just by the airport.

CONTACT: Holiday Inn, Norwich North, Cromer Rd., Norwich NR6 6JA. Email: events@hinorwich.com

Hotel phone number is 01603 410544, Press 'Option 1', and quote code RF1.
Alternatively, telephone the Hotel direct and ask to speak to Cathy on 01603 201107.

Mention you are with the RAF 100 Group Association Reunion Weekend

2017 marks our 20th Reunion. We are looking at making it very special and one of our best yet. My hope is that weather will allow a Flypast over Oulton Memorial, the place where we first began with Eileen Boorman and Martin Staunton, our Founders. Our Saturday evening Speaker is the Director of Living History Film Productions – Stuart Borlase – with our focus for the whole weekend firmly on veterans, ensuring they remain at the very heart of our Association and feel in every way possible, valued members of our Community ... kindred spirits one and all. For this reason, it is hoped as many as possible will attend, and share this very special time together. A full programme of events accompanies this Spring 2017 magazine.

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 Harrington

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