



Confound & Destroy

RAF 100 GROUP MEMORIAL MUSEUM
ASSOCIATION NEWSLETTER



City of Norwich Aviation Museum, Old Norwich Road, Horsham St Faith,
Norwich, Norfolk NR10 3JF Telephone: 01603 893080

RAF 100 Group Association

ROGUES GALLERY



Founders: Martin Staunton & Eileen Boorman (sister)



Derek Waters
Trustee (Chair)



Kelvin Sloper
Trustee (Treasurer)



Kim Barwick
Trustee

Matthew Taylor
Trustee,
Keeper of
Exhibits
Looks after all
aircraft and
helps Rob with
displays.
(No Picture)



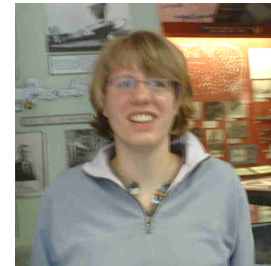
Rodney Scott
Custodian



Ann Scott
(Rodney's wife)



Robert Walden
Trustee/Curator



Steph Walden
Secretary



Right: Glen Ambler, Web Master

The Museum also has a host of over 90
Volunteers who work on the Museum and
Association's behalf



Dear Friends,

There are no words which adequately describe our feelings on arriving home from the 2007 Reunion. Reunions just keep on getting even bigger and better ... added to which there were many new members to meet and share with this time. It really was wonderful to see everyone again and to put names to faces old and new. We stayed on for the week in Norfolk, and therefore gave ourselves 'Time Out' to simply share our memories and experiences, to re-visit places, and to come back down to earth after the hectic and thrilling adventures of the weekend.

Since then, we've been catching up on the numerous letters and emails you have sent. Thank you everyone! We include a selection of letters in this Newsletter. There is also the '*RAF 100 Group Association 2007 Reunion Supplement*' which we hope carries something of the specialness of the Reunion Weekend to members unable to attend. '*Coming Home*' was very much the theme of the Weekend, including the Sunday service shared at Horsham St Faith's. It was also the feeling of those members who were able to revisit old haunts and a huge thank you must go to Robertson Barracks for all they did during our visit to make us feel so welcome.

We would also like to use this space to explain to members that, given we live in a mobile home, we do not have a home phone. The mobile number at the bottom of this page is the only one we have. We know it is expensive to call, as it is to make calls out. So please, we are very happy to receive emails from those of you who use a computer. Otherwise, our new Post Office Box number also on this page ensures that your written letters, photographs and enclosures arrive with us safely. We make a point of sending back photographs shared by return of post. But please ensure our PO Box Number is correct when writing or sending anything to us!

It was on our return from the Reunion that we also had to invest in a new machine to print and copy the Summer Newsletter, Supplement and enclosures. Thank you, Kelvin, for your support in this. We trust it does the job well. Our 'old faithful' has served its time, churning out thousands upon thousands of sheets. It was sad to see her go. But please, keep on writing to us. Without your input, there would be no Newsletter. You make it what it is today. Thank you for making it possible. We consider it a privilege to produce and in doing so, to create a place where we can share and be together.

Janine & Ian

All items for the Newsletter should be sent to Editors:

Janine Harrington & Ian Kirk,
Box 436, Scarborough YO11 9BT
Telephone: 07789 935021 Email: writers.retreat@lycos.com

News from the City of Norwich Aviation Museum



Recollections and memories of the 2007 Reunion dominate this Newsletter as they have our thoughts over the past few weeks. It was fantastic to welcome such a large number of Association members to Norfolk in May. It is a great credit to both the RAF 100 Group Association and the City of Norwich Aviation Museum that 2007 saw the highest attendance at Reunion events since the opening of the 100 Group room here at Horsham St Faith in 1997.

We must thank all of you who took the time to send cards, letters and emails to the Museum following the Reunion. Some of the very complimentary comments we have received have caused even our most hardened volunteers to blush! A great deal of work goes into the planning of each 100 Group Association Reunion and the expressions of gratitude sent to the Museum have been very much appreciated.

I am sure that you will all wish me to thank once again all the Museum volunteers and staff, the residents of Foulsham and Oulton, the staff at the Aylsham Lodge Hotel, our very able and entertaining after-dinner speaker, John Stubbington and finally Rev Andrew Bean, Horsham St Faith church and the Aylsham Silver Band for their various contributions to the weekend events. Without the goodwill, commitment and interest of these individuals, groups and organisations, there could be no Reunion.

To list all those who gave freely of their time and expertise to make the weekend such a memorable event would risk missing a name from such a list and causing embarrassment, so this is best not attempted. But one Museum volunteer deserves special mention, Glynnis Thompson, who was so professionally able to deal with the situation we were faced with at the Reunion Dinner.

I am sure that those of you who were able to be at the Reunion will have been most impressed by the achievements of the volunteers at the Museum since May 2006. Three additional display rooms have been opened in the last year and two more should be ready for new exhibitions within the next few months. An incredible twelve aircraft or cockpit sections have arrived at, or become permanent at, the Museum during the last year, changing the whole outlook of our collection. 2007 visitor numbers have increased thus far and we will be working hard to ensure that this upward trend continues throughout the summer and autumn.

Kelvin (Sloper)

Letters Page

'Dear Jan and Ian,

Isn't it strange how things work out in life? Who would have thought my supporting a friend, who was in 214 Squadron during the Second World War, would have led to my being re-acquainted with an old colleague from forty one years ago. Bill Foskett was with Johnny Corke's crew and Bill was keen to learn if any others in his crew were still around. This search and interest led me to become quite keenly involved in helping Bill achieve this end.

When Bill discovered a book had been published, in which it was claimed his flight had alerted the Germans to the invasion of Arnhem, he became very concerned and naturally upset. I helped Bill ascertain, by various sources, that his flight had not caused any alert whatsoever. This was finally and absolutely confirmed by the information Wing Commander John Stubbington had brought with him to the Reunion Event. There, for Bill to read, was a decoded message from Enigma traffic that a few days before the invasion date, the Germans were aware of an impending British invasion in or around Arnhem. The Enigma and Ultra traffic revealed no mention of a Fortress flying over the area. Bill was much relieved and grateful to John Stubbington for finally setting his mind at ease.

When reading the 100 Group Newsletter, I came across a name which was very familiar to me, namely Howard Deacon of Rugby. This had to be an old apprenticeship friend who I had not seen since around 1966. Through the auspices of the Editors I was able to get in touch with Howard and we met up shortly after this and were able to catch up even further during the recent Reunion of 100 Group.

It is strange how the friendship and involvement with Bill Foskett has led to my being reacquainted with Howard Deacon and so I feel I was rewarded for supporting an old Bomber Command Veteran with the delight of meeting an old apprentice friend.

It is heart-warming how the memory of 100 Group is maintained by so many people, most of whom were children during the war. The Reunion meeting is a tribute to those who served and sacrificed so much for our freedom and, if meeting annually like this keeps their memory alive, then I am only too happy to be a part of it all. Hopefully, Bill and I will attend next year and perhaps by then we will have traced at least one of his old crew.

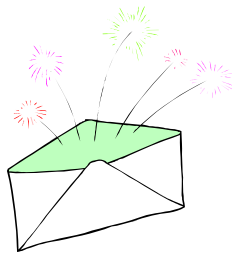
Tony Cooper'

Read John Stubbington's findings on Page 11

'Dear Kelvin

I am writing to thank you all at the Aviation Museum for an absolutely superb weekend. Please pass on my thanks to everyone. It was lovely to be made to feel 'special'. The meal at the Alysham Lodge was excellent in spite of all the difficulties and the staff excelled themselves in their efforts. Give my love to the 'girls' and all the other ladies at the Museum. Well done!

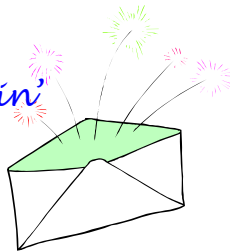
Dorothy Hudson'



'Dear Kelvin

Our thanks to everyone who helped make 100 Group Reunion so successful and a special thank you to Oulton Village for a very enjoyable 'afternoon tea' and Remembrance Service.

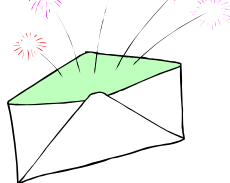
John, Gwen & Maureen Gilpin'



'Dear Kelvin

Just a line to reiterate what Beryl and I have already said, that we both very much enjoyed our first 3 day social gathering with RAF 100 Group Association. You will recall that I undertook to write to our hosts at Swanton Morley and this has been done ... The friendliness of everyone is noteworthy. We both found that the Association and ourselves are a good fit. The celebration of Remembrance at Oulton was something to promote optimism; it really is refreshing to witness such commitment in the village to Honour and Remember those who in serving their Country and playing a part for the freedom of the Western World, gave all ...

Howard K Deacon'



'Dear Kelvin

Thank you again to you and your team for the Reunion this year. It is as good as ever. Swanton Morley was very good.

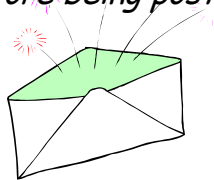
Rod Vowler'



A couple of members share their memories of Swanton Morley -

Paul Henry ...

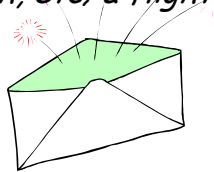
'I went to RAF Swanton Morley, but for a very short period of time only. It served as a 'holding bay', you might say, before being posted overseas.'



Howard Deacon ...

'On returning home and looking back through my old log books, it seems that I was at RAF Swanton Morley August 1973 for a type conversion and also Instructor re-categorisation. My log book shows my last flight at RAF Swanton Morley as being 31st October.'

'Another rather nice time was commenced from the same airfield site on 19th May 1972 when Beryl and I borrowed a light aircraft and flew around the Norfolk Broads, Hunstanton, Great Yarmouth, etc; a flight duration of 2 hours, 10 minutes.'



'Kelvin

Just wanted to drop you a note to say hosting the 100 Group was an absolute pleasure. I think we found it as interesting as they did. Please get in touch if you would like something similar again next year. We'd be delighted to help out.

Tom

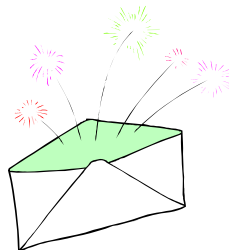
T R M Robinson (Capt)

For

O G H King (Captain)

Adjutant, The Light Dragoons

Robertson Barracks'



'Dear Janine & Ian

'Many thanks for your good wishes from all at RAF Association 100 Group. Yes, we have both recovered well and regret we caused the proceedings to be interrupted, and we missed our desserts ... See you next year'

Harry Freeguard'



Dear Janine and Ian

Many thanks to everyone who made our weekend such a success! We all returned with fond memories of meeting friends, and a special thanks to the Oulton village folks for the welcome in their new venue. I am sure no-one left the church service without a tear tinged with sadness but also of pride in being part of 100 Group.

I wish to reply to Peter Witts letter printed in the last Newsletter concerning the last operation of 'P' Peter on the night of the 21/22 March 1945. Peter was sure that the crew were tired before this last operation.

By coincidence, my family has just found a box containing letters and my brother's diaries returned to my mother after the loss of the crew. I feel it important to quote from two of his letters dated the morning of the 21st March 1945, as although specific to that date, it does remind us as a tribute to many crews that flew close to exhaustion during those difficult times.

Extracts from two letters dated the morning of the 21st May 1945, to our Nana he writes:

'Please excuse me if this letter seems hurried, badly written and rough, as if I'm bad-tempered. The reason is that we have returned from another long trip which lasted all night till 9.30 this morning, and my patience is not so good right now. Anyway, I had to write to tell you I have just received your very nice writing pad You have the wrong end of the stick in my last letter, it was my ex crew that are on leave. I would not let my crew go without me, you know me better than that ... Well, there you have it, terrible writing, I just can't control my mind today, perhaps I'd have a nap in the sun, that would be nice.

*All my love
Bob'*

The second letter:

'Dear Mum and Dad

This is being written with lead weight eyelids as I have not slept a wink all night. We took off at 12.30 early this morning and flew all night to Bollum (not sure of the spelling). Anyway, it was another long trip nearly to Berlin again and we arrived back at base at 9.30 this morning. By the time we had undressed and been interrogated and had a meal I did not think it worth

going to bed as it was such a lovely day, it seems a pity to waste it. I will go to bed tonight instead. There was no real excitement over the target but the place was well and truly plastered ... My general feeling is wonderful, in fact I feel fit to do another trip like last night, but tired, of course.

Cheerio folks, must close now.

*Your ever-loving son
Bob'*

The blank entry in Bob's diary for 22nd March 1945 is a permanent memory of the crew 'P' Peter.

Roger Jones

ROYAL AIR FORCE
No 4 Squadron D Flight 6.I.T.W February 1944 (Part of)



back row, left - Roger Jones' brother Bob,
first row - 2nd from left is Peter Witts

Thank you, Roger, for letting us have sight of this photograph with permission to reprint here. If anyone is interested in seeing the complete photograph and No 4 Squadron let the Editors know, and we can let you have a copy of it.

A Memorial Plaque for Martin & Eileen

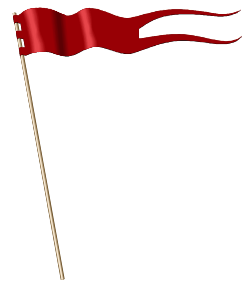
Many of you mentioned at the Reunion that you would like to see a small reminder of Martin and Eileen at the Museum that remembers their efforts in establishing the 100 Group Memorial Museum Association and then later, the effort that they made to forge the links with the City of Norwich Aviation Museum that resulted in the Exhibition which exists today.

With that in mind we have decided to install a small plaque to their memory at the Museum, placed within, or at the entrance to, the 100 Group Section.

The Curator of the Museum, Robert Walden, is seeking suggested words, so please send them on a postcard to him at the Museum's address, or by e-mail to Robert_Walden@hotmail.com. Please try to keep your ideas to less than or around 50 words - about the same as this paragraph.



JULY 2007



**We would like to wish
Phil and Vera James all the very best
when they attend by invitation
The Queen's Garden Party
at Buckingham Palace
on 16th July 2007.**

**And a very Happy Birthday, Phil
for 15th July**

Have a wonderful weekend!

214 Squadron & Big Ben

by

Wing Commander John Stubbington

Potted History of Writer

John Stubbington, Wg Cdr ret'd

Main Speaker at this year's Reunion

I joined the RAF in 1958 as a Cadet at the RAF Engineering College, Henlow, graduating in 1961. I went on to become the Engineer Officer with 51 Squadron at Wyton - 192 Squadron within 100 Group had re-numbered to 51 Squadron after the war, but the role was unchanged and remains so to this time.



In 1965, I was appointed as Officer i/c ECM Development Flight at the Bomber Command Development Unit. On completing the post-graduate Advanced Weapons Course at Cranwell, I went to the EW Support Unit at RAF Watton with responsibility for 51 Squadron aircraft installations. Then, in 1970, I moved to Air Intelligence in MoD with direct responsibility for EW, followed immediately by an exchange appointment with USAF Air Intelligence (EW) at Wright-Patterson AFB.

On my return to the UK in 1978, I was appointed as the EW Specialist with Support Command Signals HQ; then as Officer i/c at the Radio Introduction Unit, RSRE Malvern; with specific responsibility for the planned Passive Defence System for Improved UKADGE. My final appointment was with the Support Command Signals Staff, back at Henlow, and I retired in 1985.

Since 'retirement', I worked for 20 years within the Defence Industry, the last 15 years as an independent Consultant with particular association with future Command & Control, Communications, Computers, Intelligence, Surveillance and Target Acquisition (C4ISTAR).

I have background within the UK and US Intelligence Services; and I am currently writing a booklet for the Bletchley Park Trust regarding Operational Support from BP and the Y-Services into the bombing campaign of HQBC and 100 Group through 1943 - 1945.

214 Squadron & Big Ben

The last RAF 100 Group Association Newsletter described a problem that had arisen with Bill Foskett, regarding the parachute landings at Arnhem during Operation MARKET in September 1944. These landings were part of the overall operation known as Market Garden; the other element of the operation was known as GARDEN, conducted by XXX Corps to join up with the Parachute Brigade at Arnhem and to hold the Arnhem Bridge.

It had been reported in the book 'Avenging in the Shadows - 214 Squadron' by Ron James that the BIG BEN mission flown on 16th September 1944 by a B-17 from 214 Squadron with Bill Foskett as navigator, may have overflowed the Arnhem area and thereby caused a preliminary warning to the German ground forces in that area. Having looked carefully at the available evidence from Enigma/Ultra and MI5 records, with other direct records that describe Market Garden and the German reactions, I am clear that there are three possible circumstances that could have preceded the initial parachute landings at Arnhem by the UK forces on 17th September 1944:

1. The German Army and SS Units around Arnhem at that time may have known nothing about the parachute landings until they started on 17th September?
2. The German Intelligence staff may have made some preliminary judgement on the basis of their own reasonable military assessment of the prevailing tactical situation and the expectation that Allied Forces must secure crossings of the Rhine in order to penetrate into German mainland. There are Ultra Reports that an Allied Thrust was expected towards Arnhem or Aachen. It is, however, surprising that General Model, regarded as one of the best German Commanders, appears to have had to warning despite his presence in the immediate Arnhem area?
3. A Dutch informer may have compromised the Allied operation. There is M15 evidence of such a possibility within the records at The National Archives; the possible informer was Christiann Lindemans, otherwise known by his nickname: 'King Kong'. He had crossed the battlefield into occupied territory on 13th September, a few days before the start of Operation Market Garden. But it is most unlikely that he would have been able to specify the start date, which changed several times on account of the weather.

There are several independent relevant elements of the situation leading up to and during the Operation:

- a) The *reported* sighting on 16th September of a B-17 over the Arnhem area by General Gragmann, commanding the German Air Defence Forces in the area, and any conversation he may have had with Major Krafft cannot be discounted, but the *identify of any such B-17* is unknown.
- b) The German Air Force 3rd Fighter Division commanded by General Grabmann and covering Holland and West Germany was reinforced by at least 2 Fighter Gruppen on 18th September, with the main effort to be against Allied gliders and transport aircraft (Hut 3 highlights, T310 86, Top Secret Ultra (TSU)). There were further considerable reinforcements by Units drawn from the Air Defence of Germany, with orders to combat the air landings in Holland; the message had the direction that 'Defence of the Reich is to take second place for the present' (Hut 3 Highlights, T314/19, TSU, issued at 1530 on 19th September).
- c) An Ultra message (Hut 3 Highlights, T307/75, TSU, issued at 1830 on 11th September) said that the Dutch Underground Movement had at least 80,000 members and that 'there were strong indications of an imminent Allied landing with large forces in the Netherlands.
- d) An Ultra message (Hut 3 Highlights, T305/24, TSU, issued at 1800 on 11th September) reports that 'all available forces are operating to seal off the Allied thrust towards Eindhoven'; that was on the planned route of XXX Corps towards Arnhem.
- e) The very comprehensive report by Major Krafft of the SS Panzer Training Unit (also available and seen at TNA) on the whole Arnhem and Market Garden operation makes no reference to any preliminary reports of a B-17 in that area on Sunday 16th September during the sortie times of the 214 Squadron Big Ben operation.
- f) The Dutch Historian Dr Tiemens makes no case for the reported B-17 sighting as being from 214 Squadron. Within his writings there is a copy of a letter from Major Gen (then Colonel) Frost, who was in command of the Para Brigade units actually at Arnhem Bridge, which expresses surprise at any 'B-17 episode' and that in subsequent researches Krafft has made no mention of it himself.
- g) The extensive 8th USAAF bombing sorties in direct support of the Arnhem landings (recorded and available at TNA) may perhaps have had a preliminary reconnaissance sortie; but that most probably would not have been with a B-17?

All three of the above possible circumstances 1, 2 and 3 can be supported with Intelligence, including Enigma/Ultra and M15 material. It is in my opinion not possible at this time to make a conclusive determination as to which of these three options or whether any combination of the options had effect at the time. I feel that the more likely event is a combination of 2 and 3, where there is quite clear Ultra and M15 evidence. Whatever, it is crystal clear that 214 Squadron had absolutely nothing to do with any possible preliminary warning.

It is therefore my opinion, based on the existing and available evidence, that Bill Foskett may rest easy with the knowledge that his BIG BEN sortie was totally unrelated to Market Garden in any way.

John Stubbington, Wg Cdr (ret'd)

I would like to acknowledge the help and guidance provided so quickly by Phil Judkins, Chairman of the Defence Electronics History Society; and David List, who researches among other clients for BBC military documentaries.

ATTENTION ANY 214 SQN WIRELESS OR JOSTLE OPERATORS

Please search your memories for the Bomber Command Signals Instruction No 23, dated 1st July 1944. This Instruction detailed the actions to be taken by RAF Kingsdown, part of the Y-Service, and Jostle Operators during Bomber Support sorties. The specific actions required by the aircrew included listening out for coded JOSTLE HF tuning instructions on the Bomber Command Control Channel, frequency 4090 Kc/s with Callsign A7Z. The aircraft were to make acknowledgement of the coded instruction using the Group Operational frequency, again using a coded reply. Log books were to be maintained with details of the received instructions and the replies. The Log books were required to be sent to HQBC as soon as possible after the sorties.

I would be very grateful for any recollections that you may have, please.

John Stubbington, Wg Cdr (ret'd):

Tel: 01420-562722.

Email: john.stubbington@btinternet.com

In Memory

Group Captain George Cubby MBE, FRMets

Born in December 1920, George was a native of Whitehaven in Cumberland.

He joined the RAF in 1940.

In December 1942, George was commissioned in the Royal Air Force Volunteer Reserve and served throughout the war in Bomber Command. He completed two operational tours with No 199 Squadron and No 171 Squadron at RAF Lakenheath and RAF North Creake. The photograph on the right shows young George Cubby at the age of 24 years old at RAF North Creake in September 1944.



Immediately after the war, George was seconded for duty with the British Military Administration of Malaya and during 1945 and 1946 he served as District Officer in the State of Kelantan, Malaya. In 1947, he returned to normal RAF duties to serve in Java and after that on flying boats with No 88 Squadron based in Hong Kong.

After serving for two and a half years as ADC to the AOC-in-C Maintenance Command, George was posted to Germany for administrative duties at RAF Butsweilerhof. He returned to the United Kingdom in 1956 and served at the RAF Record Office as Personal Staff Officer to the ACC until being posted to the Air Secretary's Department of the Air Ministry in 1959.

In January 1961, George was promoted to the rank of Wing Commander. He was posted to the Headquarters of the United States 3rd Air Force at Ruislip as Senior Liaison Officer. From 1963 to 1965 he then served on the staff of the Headquarters of the Far East Air Force in Singapore. He returned home in April 1965 and was appointed to command the RAF Youth Selection Centre at RAF Stafford.

On 28th December 1966, George was promoted to the rank of Group Captain and assumed command of RAF Upwood with responsibility for the professional training of Equipment and Secretarial Officers and for Specialist Management and Work Study Training.

Then, in February 1969, he was posted to Germany as Assistant Chief of Staff (Personnel and Administration) at the Headquarters of the Second Allied Tactical Air Force.

George's chief interests were Mountaineering and sailing. He climbed extensively in the Alps, Great Britain and in the Far East where a 'First Ascent' was made with members of an RAF Expedition. He was a member of the RAF Mountaineering Association as well as other climbing clubs, and was elected to Membership of the Alpine Club in 1967.

Since 1947, George was also a Fellow of the Royal Meteorological Society.

George Cubby passed away in 2005.

His widow, Betty, would value hearing from anyone who knew her husband and who would be willing to share more of his RAF experience with her. She has donated various memorabilia to the Museum which are now on display there.

Anyone wishing to make contact with Betty, please write to the Editors and we will be happy to pass your letters on.

Roy Smith was in the same crew as George and now thinks he is the only survivor. It was Roy who kindly passed on George's memorabilia to the Museum on behalf of his wife, Betty. He writes -

'George and I were in the same crew for a considerable time. Our pilot was an Australian named Alex Noble.

We did our first tour from Lakenheath over the last four months of 1943. As you may know, if you survived this, you were granted six months non-operational flying - instructing, admin, or something equally boring. However, in our case, we were offered a chance to go direct to 100 Group, as a reward we only had to do 15 ops to complete our second tour.

At the time, this seemed a good bargain - so we unanimously accepted. I have often wondered if this was wise and we were pushing our luck. The war would have been over by the time our six months expired! But it was sad when we all had to split up. I met up with each member of my crew over the years ... In fact George and I were members of the RAF Club, Piccadilly ...'

Shared Experiences



Jerry Dennison traveled all the way from his home in Saskatchewan, Canada, to join with us for our RAF 100 Group Association 2007 Reunion. He shares here his reasons.

I am so pleased to have been a part of this year's RAF 100 Group Reunion. I was ecstatic at being able to attend as well as being welcomed by you and the others into this organization. Kelvin Sloper was a great asset in terms of keeping me informed and aware of what deadlines I had to meet.

My interest lies with the RAF 100 Bomber Group through my brother, P/O Gordon Joshua Dennison, Tail Gunner with the 199 Squadron out of North Creake, reported missing on Sept. 16th 1944 on his 13th operation in EX - P, Short Stirling L J 536.

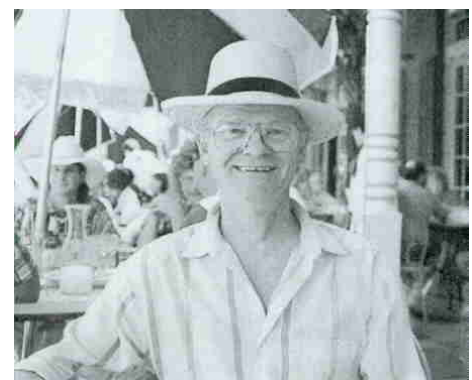
It was a great privilege to be asked by Harry Freeguard and his son Alan to join them in the trip to North Creake on that sunny but windy afternoon May 12th to place flowers on the runway in memory of those who served and those who gave their lives with the Squadrons 199 and 171 which flew from North Creake.

Harry was able to provide lots of information about what it was like to live and operate from an airbase in Norfolk including routine of the day: an operation was scheduled from breakfast, to take off, to the return landing. This sort of information was part of what I was seeking. I was only 3 when my brother left Canada for England with the RCAF. His loss was felt very much by my family. It was important for me to put some history in place. It has only been lately through the internet, and historical library connections in the UK that I have been able to put together where he was stationed and what the missions were that he flew with his crew.

Thank you again for your hospitality.

Jerry Dennison

Jerry has written a wonderful book: '*Memories are Treasures*' as a Memorial to his brother. We hope he might write something more about the life of his brother for the next Autumn Newsletter.



Farewell Flypast

214 Squadron, RAF Oulton

24th June 1945



Picture of crew involved
not taken at Oulton, but at Foulsham some time later.

Les Bostock has kindly sent in this transcript of an article that appeared in the Daily Express following a Flypast he was involved in as a farewell to the R.O.C. At the time, he was in 214 Squadron and still based at RAF Oulton. He says he never knew of any other photographs of the Event and to his knowledge none appeared in the Press. He would therefore be most interested to know if any members, other than the crew, were present on that day.

'R.A.F. SAYS 'THANK YOU, R.O.C.' at Farewell Flypast by Express Staff Reporter

More than 200 RAF planes flew past at North Weald yesterday in a 'Thank you' to men and women of the Royal Observer Corps from all parts of Britain. On the ground 1000 members of the corps - grey-haired men wearing the ribbons of other wars and younger men with decorations won in this (war) - marched past to give their last salute.

The celebration lasted two days. The R.A.F gave up their beds for their Observer guests, entertained them in messes and canteens and provided a cinema show and a concert as well as the air display.

In these twin-jet Meteors, one of the RAF's fastest planes, still on the secret list; they flew past in close formation while Tempests, Spitfires and Mustangs aerobated at roof-top height.

HAPPY LANDINGS

Air Marshall Sir N M Bottomley, Deputy Chief of Air Staff said that from 1942 till the end of the war in Europe more than 6000 R.A.F planes in distress were helped to a safe landing by the Royal Observer Corps.

To them he presented a massive silver cup inscribed: 'From the R.A.F ... in token of a worthy comradeship, 1939 to 1945.' There was an ensign - which the King has approved for the Corps - R.A.F. blue with the Union Jack in one corner and the badge of the R.O.C. And in handing it over, Earl Beatty, Joint-under-Secretary for Air said, "It is no accident that the R.O.C. ensign bears a close resemblance to the R.A.F ensign. It is symbolic of the close association between the two services and their participation in the common task of defending the country from the air." The Royal Observer Corps is not to be disbanded, but will carry on with reduced numbers.'

Les Bostock adds a footnote to say -

'John Wynne was my Skipper. We were briefed to make a full speed low level pass up the main runway. I recall our Briefing by the Station CO: 'get as low as possible, flat out and if we are to have a prang, we will have a bloody good one'. The carpet sets had been removed from the nose and it was something of a novelty for me to occupy the bomb aiming position once more.

John enacted the Briefing instructions to the letter. I was surprised we did not lose the tips of the propellers! At the end of the runway, there was an earthed up air raid shelter, positioned on which were several notables and some top brass. I can still recall the haste with which the spectators vacated the shelter as we roared towards them with many of the female guests displaying rather more of their intimate garments than they would have wished.

Our Adjutant, George Wright, hitched a lift to N Weald for a weekend leave and stayed behind to watch the show. His report on the Monday following was that we had 'stolen the show', especially when the air raid shelter was hastily abandoned. The 'erks' had blessed the episode with a resounding cheer and much merriment. I suppose that added to our enjoyment of the assignment.'

Les Bostock

Last Operational Flight

Wellington X – HZ415 DTA2

192 Squadron 100 Group

7th January 1945

On page 104 of Messrs W.T. and J.E. Rees History of 192 Squadron "*Espionage in the Ether*", there is a short reference to this last operation on the 7th January 1945. It states that the operation was cancelled due to bad weather and was 'something of an anticlimax'.

This is far from the true picture, which according to my log book was as follows:-

Captained by (Steve) F/O Stephens RAAF, we took off at 17.20 and arrived on station off the Dutch coast. We were well into the patrol when the Port Engine red warning light came on and despite continuous hand pumping from the fuselage reserve tank, it remained so.

Shortly after, the engine started to vibrate and was on the point of seizure, when someone (who shall be nameless) called for Steve (F/O Stephens) to '*Feather the port outer*', which he promptly did. Jack Barron (navigator) gave a course for base, which we took in deteriorating weather conditions.

The two hydraulic pumps fitted to the port engine supply the only power to operate the undercarriage, flaps, bomb doors, carburetor, air intakes and finally the windscreen wipers.

Steve had never before landed a Wimpy at night on one engine, nor at any other time in such weather conditions (we were in a thunder storm). Bearing in mind, the undercarriage and flaps would have to be pumped down manually and we also had full overload petrol tanks in the bomb base (which could not be jettisoned). The landing had to be right, absolutely right - first time, since it would be impossible to overshoot for a second try on one engine (undercarriage and flaps being non-retractable).

We alerted Foulsham as to our condition and they were ready for us. However, Steve made a perfect three point landing at 18.56 and we all began to breathe again.

Fortunately, the pneumatics for the brakes were on the starboard engine, so we had no problem stopping.

Steve is now Sid Stepens in civvy life, 86 years old and lives in Tewantin, Queensland. I spoke to him the other day and got a reluctant agreement for me to tell this story.

In my opinion, on that night, Steve showed the highest degree of flying skills and airmanship I have ever seen. The crew and I are truly grateful for that wonderful landing and such an exciting 96 minute trip.

Many thanks Steve,

E.J.R. Lestrangle

P.S. I only went along for 'the ride'.

P.P.S. Squadron Operational Records state: 'Bad weather caused curtailment' (what an understatement.)



RAF SWANNINGTON

During the war, I was stationed at RAF Swannington. Following this year's Reunion, as well as visiting other old haunts, I was able to establish more of the history of RAF Swannington which may be of interest to members.

RAF Swannington was actually built on the estate of Haveringland Hall. The hall is now defunct and caravan homes are here. Alan Hough was kind enough to take me to his after the Reunion on my way home, and his caravan is not far from Hut 17 where I was!!!

I managed to get this photo of the icon for Haveringland. The icon shows a stylized Hall, the small church by the edge of the perimeter track and a Mosquito Aircraft at the top. *Dorothy Hudson*

Where Are You Now?



Pilot Johnny Corke

214 Squadron 1943

35 ops



Bill Foskett would very much like to know what happened to his Pilot, Johnny Corke, of 214 Squadron. He understands he was killed in an accident, but that is all. Is there a member who can help Bill in his quest to find more information?

If so, please contact Bill direct - billfoskett2@aol.com

or contact the Editors and we can pass any information you may have on.



Leslie Victor Gardiner (Peter)

Bronwyn Norman, Peter's daughter, caught up with us at the Oulton afternoon village tea, visiting from Australia; and has since kept in touch by email. She writes:

'I would really appreciate receiving the Newsletter, as I am trying to get more information about my father's war history. His full name was Leslie Victor Gardiner, but he was always called Peter. If you have any information it would be gratefully received. Now I have grandchildren, the importance of family history seems more important.

Best wishes,

Bronwyn Norman

Australia



Gordon Joshua Dennison (Bill)
Canada

Jerry, Bill's younger brother, traveled from his home in Saskatchewan, Canada, for this year's RAF 100 Group Association Reunion in Norfolk. He is seeking information about his brother, Gordon Joshua Dennison. Known as 'Bill', he was based at North Creake, 199 Squadron, as a Navigator in plane EX-P LJ536.



Group Captain George Cubby
MBE, FRMets

Betty Cubby, widow of the late George Cubby, would be interested to hear from anyone who knew her husband who served with 199 Squadron at RAF Lakenheath and 171 Squadron at RAF North Creake.

She is particularly interested in the fact that he was awarded an MBE, presumably post-war. Can anyone shed any light on what this award was for?

There is a memorial piece which has been written from the only information Betty has in this copy of the Newsletter (page 15). Betty has also kindly donated a number of items of her husband's to the Museum which are now on display.

Please contact Betty through the Editors. All information received will be treated in strict confidence.



Where Are You Now?



Success Story!

Howard Deacon meets Tony Cooper

(Tony Cooper shares his own feelings about this successful reunion on the Letters Page)



March 2007

'When reading the Spring 2007 issue of 'Confound & Destroy' I was pleasantly surprised when reaching page 41 to see that a friend from my youth has expressed a wish to re-establish contact. This was Tony Cooper with whom I shall be quite delighted to renew friendship. I have no knowledge of the current whereabouts of Tony so will rely upon your good selves to close the Geographical and Time gap between us. Since Tony has obviously perused 'Confound & Destroy' it may well be that he is a member, if so I hope that he will be attending the May Reunion, Beryl and I are planning to attend and are already anticipating the delights of common interest and camaraderie ...'

April 2007

'Thank you for your lovely letter ... you will be pleased to know that Tony Cooper has already been in touch and that we are in the process of arranging to meet together later this month. This renewal of friendship has been largely facilitated by your good selves following the sharp eye of Tony registering a name from yore ... Having enjoyed many happy times and much camaraderie as a life member of the Mosquito Aircrew Association you can imagine my sadness that it has now been disbanded leaving me a life member of a non-existent organization. This posed the difficult question of what could be put in its place. For me that has to be the RAF 100 Group Association with its very strong Mosquito links. The tone of your letters and that of the Newsletters confirm that it is the right choice ...'

May 2007

'It was good to meet with you both at the Reunion and now be able to put faces to names ...'

Howard Deacon



Final Postings

*Death is but crossing the world as friends do the seas
-they live in one another still.*

Martin Albert Staunton & Eileen Boorman (nee Staunton)

Founders of RAF 100 Group Association - remembered with love.

- | | | |
|---------------------|--|----------------------------|
| 192 Squadron | Sqd/Ldr George Ward DFC | Phil James' Canadian pilot |
| 192 Squadron | Flt/Lt Paddy Passmore DFC | Canadian pilot |
| 192 Squadron | John Cooke , attended Reunions each year from 1997-2004 travelling from his home in Kent. He left a bequest to the Museum's building fund and his collection of aviation books and memorabilia to the archive collection. | |
| 192 Squadron | Ron Phillips passed away after facing illness with great dignity in late 2005. | |
| 192 Squadron | Ted Gomersall passed away on 30 th November 2004, | |
| 192 Squadron | Hank Cooper DSO, DFC passed away in 2005. | |
| 192 Squadron | Michael Simpson , a W/Op and F/O has recently passed away on the Isle of Man. | |
| 192 Squadron | 'Richie' Richards passed away in late 2006. Richie was a Rear Airgunner, based at Foulsham, mainly flying in Wellingtons. | |
| 192 Squadron | Air Commodore Vic Willis, C.O of RAF Foulsham passed away July 30 th , 2006. | |
| 192 Squadron | Group Captain Jack Short passed away in December 2006. Jack was Chairman of RAF 100 Group Association until 1996. His photograph appears on a plaque in Foulsham, Norfolk. | |
| 199 Squadron | F/O Ed Emmerson was Navigator to Flt/Lt Paddy Passmore DFC. | |
| 199 Squadron | Arthur Fitch , a former RAF Bomber, passed away in July 2006. He is remembered by Rod Vowler. | |

- 199 Squadron** **George Cubby, MBE, also served with 171 Squadron;** passed away in 2005. His wife, Betty, has written about his life in this issue of the Newsletter, and donated memorabilia of his to the Museum. She would urgently like to speak with anyone who knew George, especially anyone who might know why he received the MBE. He is also remembered by fellow crew member Roy Smith.
- 214 Squadron** **Geoff Liles** passed away on 4 March 2006. Geoff was a pilot with 214 Squadron at Oulton and a member of the RAF 100 Group Association for many years.
- 214 Squadron** **Mr J Creech** passed away in April 2006. Mr and Mrs Creech attended our 2005 Reunion and enjoyed our visit to Oulton and particularly the coach tour around the airfield.
- 214 Squadron** **Don Austin** has passed on and remembered by Les Bostock.
- 214 Squadron** **Air Vice Marshall Jack Furner** passed away on 1st January 2007
- 214 Squadron** **Squadron Leader B D 'Bob' Davies AFC**, aged 86, died peacefully at St Mary's, Paddington on 3rd June. Bob Davies was an original member of the RAF 100 Group Association and a regular at Reunions until failing eyesight made travel difficult. *His funeral is at The West London Crematorium on 27 June at 3.30pm. Peter Walker, 214 Squadron Association, can provide details to members wishing to attend on 01603 713754. Enquiries/letters may be sent to J H Kenyon Funeral Directors, 83 Westbourne Grove, London W2 4UL 0207 229 9861. They request no flowers but donations in aid of The Dogs Trust.*
- We hope to be able to include a Memorial piece to Bob Davies in the Autumn edition of this Newsletter.
- 223 Squadron** **Flt Lt A E L Morris (Tony)** passed away mid-June 2005. He is remembered by Andrew Barron as his skipper from October 1944 - 1945.
- 223 Squadron** **Tom Butler known as 'Bishop'** has passed away and is fondly remembered by Peter Witts who grew up with him in the same street and joined the Air Corps together.

- 88 Squadron** **Len Dellow** sadly passed away over Christmas and New Year. Len was a veteran of 88 Squadron Boston operations from Oulton prior to the airfields 100 Group days.
- 49 Squadron** **Len Bradfield**, a founder member & director of the City of Norwich Aviation Museum for many years, passed away late Nov 2005. While on Operations, Len was shot down in Lancaster ED625 of 49 Squadron. Only Len & his pilot Johnny Moss survived, to spend the rest of the war as prisoners. Len returned to Britain with injuries sustained in an escape attempt and nursed back to health by Nora, who he married. He became a surveyor for Norfolk County Council until his retirement.
- 223 Squadron** **Arthur Anthony**, a Flight Engineer on 223 Squadron and a very valuable member of our Committee at the start of the Association; passed away on May 13th 2006 after a long struggle with Alzheimer's disease. He leaves a widow and son.
- 223 Squadron** **Jack Brigham** passed away in May. Richard Forder shares that Jack was the original Captain when 223 was reformed. He did 36 ops in total. Waste Gunner in 223, Len Davies, the only surviving member of his crew writes:
'I write sadly to report the death, at age 91, of F/Lt Jack Brigham DFC of 233 Squadron, Oulton, August 1944-May 1945. With his crew he flew Liberator TS 524, 6G-O mostly. Unfortunately, Jack and I are the only crew members to have kept in contact and this, only since I sent a crew photograph to the ACA's 'Intercom' some years ago. I was privileged to be able to attend his funeral at Aldershot Crematorium on Thursday 10th May.'
- We have asked Len if he might share more of his experiences with F/Lt Jack Brigham to include as a Memorial piece in our Autumn Newsletter to go with the photographs he has kindly sent which we now already have.



Words taken from Sermon
Horsham St Faith Service

*We can shed tears because they have gone;
or we can smile because they have lived.*

*We can close our eyes and pray that they will come back;
or we can open our eyes and see all that they have left.*

*Our hearts can be empty because we can't see them;
or we can be full of the love we've shared.*

*We can turn our back on tomorrow and live for yesterday
or we can be happy for tomorrow because of yesterday.*

*We can remember them and only that they have gone
or we can cherish their memory and let it live on.*

*We can cry and close our minds, be empty and turn our back
or we can do what they'd want:
smile, open our eyes, love and go on.*

Thank you, Rev'd Beane for letting us use these words of your
Sermon shared during our Reunion 2007 at Horsham St Faith

New church website - www.stfaithschurch.org.uk



Recommended by Members

'Lucky B-24' by Arthur Anthony

In our last Newsletter, we added to the list of '*Final Postings*' the passing of Arthur Anthony of 223 Squadron, Oulton. Rod Vowler has now brought to our attention that Arthur Anthony wrote a book which Rod is trying to get re-published. Rod's Uncle sadly crashed in the same plane in Germany on the night of 20/21st March 1945. (*We are hoping Rod will write a Memorial piece about his Uncle for the next Autumn Newsletter with further information about this.*)

'Operation BIG BEN - The Anti-V2 Spitfire Missions 1944-45'

by Craig Cabell & Graham A Thomas, foreword by Raymond Baxter

Given the attention to 'BIG BEN' Operations over last issues and this, we felt it appropriate to mention this book relating to one of the best kept secrets of the Second World War. In the words of Raymond Baxter: 'The purpose of this book is to draw attention to an aspect of the Second World War which has been broadly overlooked ...' The authors explain the difficulties of the missions, utilizing first hand experience of the men involved.

* * * *

100 Group Related Items

Available from the City of Norwich Aviation Museum Shop

PLASTIC COASTERS

We have square plastic coaster available with the following Squadron crests 171, 192, 199, 214 and 223 squadrons and the 100 Group Headquarters. The Engineering Science Aviation Group at Oxford University, who donate the money they charge us to the Royal Air Force Benevolent Fund, makes these coasters especially for us.

Each coaster costs 75 pence (post free)

LEATHER BOOKMARK

A fairly recent addition to our stock is these 9" RAF 100 Group bookmarks

£1.00 each (post free)

* * * *

BOOKS

[Avening in the Shadows-Ron James](#)

We have already sold many copies of this book, the history of 214 Squadron. Republished edition of the early 1990's book by ex 214 Squadron Gunner Ron James, who completed two tours with 214 Squadron, one on the Stirling and later on Fortresses from Oulton.

Publisher Compaidd Graphics A4 size softback, 253 pages

£17.50 (including UK postage)

[100 Group \(Bomber Support\)-Martin Bowman](#)

A new book, published in November 2006, this is the first book in a new aviation heritage trail series. This is what the publisher has to say: *'as part of the AHT guidebook series, the airfields and interest in this book are concentrated in a particular area, in this case Norfolk. The growing importance of the electronic war in the air in 1943 caused the creation of 100 Group to fly both defensive and offensive sorties employing highly secret radio counter measure equipment. This book looks at the history and personalities associated with each base, what remains today and explore favourite local wartime haunts where aircrew and ground crew would have gone.'*

Publisher Pen and Sword softback 192 pages [£12.99 \(including UK postage\)](#)

[Ordinary Man, Super Pilot, The Life and Times of Roy Hastie, DFC, AE-Peter Lovatt](#)

Another new book, telling the story of the RAF career of Roy Hastie, who served with 53 Squadron flying Lockheed Hudsons and as a flying instructor in the Bahamas before becoming a pilot with 223 Squadron, RAF 100 Group at Oulton. Peter Lovatt was a member of Roy Hastie's crew at Oulton and is now an active member of the RAF 100 Group Association.

Publisher Compaidd Graphics A5 size softback, 187 pages

[£10.00 \(including UK postage\)](#)

[Nina and Vic - A World War Two Love Story - edited by Janine Harrington](#)

The wartime letters of Vic Vinnell (192 Squadron, Foulsham) and Nina Chessall - the mother of our Newsletter Editor Janine Harrington.

Vic Vinnall failed to return from a mission to Munich on 26/27 November 1944. No trace of Vic or his pilot Jack Fisher has ever been found. Nina and Vic were to have been married the following week. Their story is told, mostly in Nina and Vic's own letters, supported by diary entries, telegrams and photographs.

Publisher Woodfield Publishing softback 348 pages [£14.50 \(including UK postage\)](#)

[Confounding the Reich - Martin Bowman](#)

An updated edition of this title, first published in 1996. This book covers the operations of both the radar and electronic countermeasures and nightfighter operations of 100 Group. Containing many firsthand accounts and illustrated with numerous photographs of aircrew and equipment.

Publisher Pen and Sword hardback [£19.99 \(including UK postage\)](#)

[Even When the Sparrows are Walking - Laurie Brettingham](#)

Subtitled '[The Origin and Effect of 100 \(Bomber Support\) Group, RAF. 1943-45](#)', this book uses extracts from official records and anecdotal material to describe the philosophy and ingenuity behind the operational effect of 100 Group. It explains the technical aspects of radio countermeasures in an easy to follow manner and provides an understanding of how electronic warfare greatly reduced the effect of the Luftwaffe's night defences.

Publisher Gopher Publishers softback 335 pages [£14.99 \(including UK postage\)](#)

[John 'Cat's-Eyes' Cunningham - The Aviation Legend-John Golley](#)

John Cunningham achieved legendary status. His wartime fame as an outstanding night fighter pilot was followed by a long career as a test pilot. He played a major role in perfecting the operational use of radar interception, being the first pilot in the world to shoot down an enemy aircraft using radar. He commanded 85 Squadron before their transfer to 100 Group, but managed to fly several operations from Swannington after officially leaving the Squadron and was credited with three '*kills*' whilst operating from the Norfolk airfield.

Publisher Airline Books softback 224 pages

[£9.99 Special Price £5.50 \(including UK Postage\)](#)

[We accept credit/debit card payments by telephone.
Ring the Museum on 01603 893080 during its opening times.
Or send your order with payment by post to:](#)

[The City of Norwich Aviation Museum, Old Norwich Road,
Horsham St Faith, Norwich, Norfolk NR10 3JF](#)

Dates for your Diary

2007 – 2008



2007

JUNE 2007
27th

3.30pm - The funeral of **Squadron Leader B D 'Bob' Davies AFC**, an original member of the RAF 100 Group Association at The West London. Further details from - Peter Walker, 214 Squadron Association, 01603 713754. Enquiries/letters may be sent to J H Kenyon Funeral Directors, 83 Westbourne Grove, London W2 4UL 0207 229 9861. They request no flowers but donations in aid of The Dogs Trust.

SEPTEMBER 2007
1st

Deadline for inclusions in **Autumn issue** of Newsletter, due out in October.

DECEMBER 2007
1st

Deadline for inclusions in **Winter issue** of Newsletter, due out hopefully in time for Christmas 2007.

2008



MAY 2008
9TH/10TH/11TH

2008 RAF 100 Group Association Reunion

Be warned -

Members are already booking their places to stay in Norfolk so get in while you still can!

100 Group Order of Battle

SQD	AIRCRAFT	1st 100 GROUP OPERATION	BASE	SORTIES, LOSSES ROLL
192	Mosquito, Halifax Wellington	Dec 1943	Foulsham	2088/5 Losses Electronic Intel/Elint
141	Beaufighters, Mosquito	Dec 1943	West Raynham	1214/11 Losses 80 EA, 58 Trains, 7 Ships Dest
219	Mosquito	Jan 1944	West Raynham	1394/9 Losses 51 En AC Dest
515	Mosquito	March 1944	Little Snoring, Messingham	1366/21 losses 27 En AC Dest
169	Mosquito	Jan 1944	Little Snoring	1247/13 Losses 25 En AC + 1 V1 Dest
214	Fortress	April 1944	Sculthorpe, Oulton	1225/12 Losses Electronic Jamming
199	Stirling, Halifax	May 1944	North Creak	466/6 Losses Electronic Jamming
157	Mosquito	May 1944	Swannington	1336/5 Losses 37 En AC +39 V1 Dest
85	Mosquito	June 1944	Swannington	1190/7 Losses 71 En AC+30 V1 Dest
23	Mosquito	July 1944	Little Snoring	1067/8 Losses 18 En AC Dest
223	Liberator Fortress	Sept 1944	Oulton	629/3 Losses Electronic Jamming
171	Stirling, Halifax	Sept 1944	North Creak	583/4 Losses Electronic Jamming
462 RAAF	Halifax	March 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



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