

CONFOUND & DESTROY

RAF 100 GROUP MEMORIAL MUSEUM
ASSOCIATION NEWSLETTER

SUMMER 2009



100 Group Association Chairman Wg Cdr John Stubbington:

100 Group Association Secretary Janine Harrington:

Home to RAF 100 Group Association

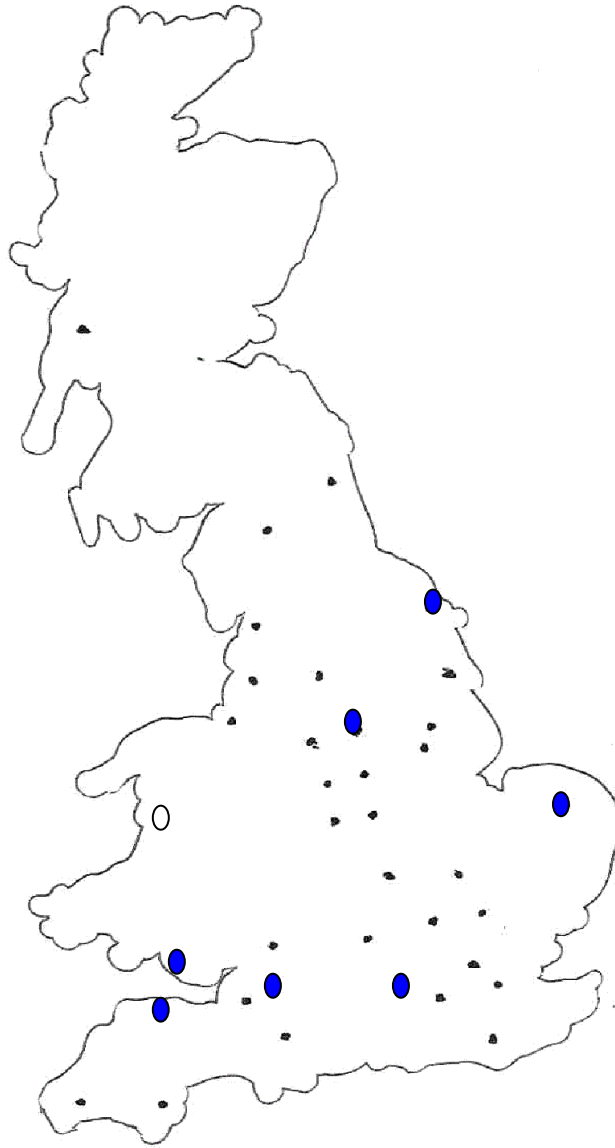
City of Norwich Aviation Museum

Old Norwich Road, Horsham St Faith, Norwich, Norfolk NR10 3JF

Telephone: 01603 893080

RAF 100 Group Association

Membership Areas



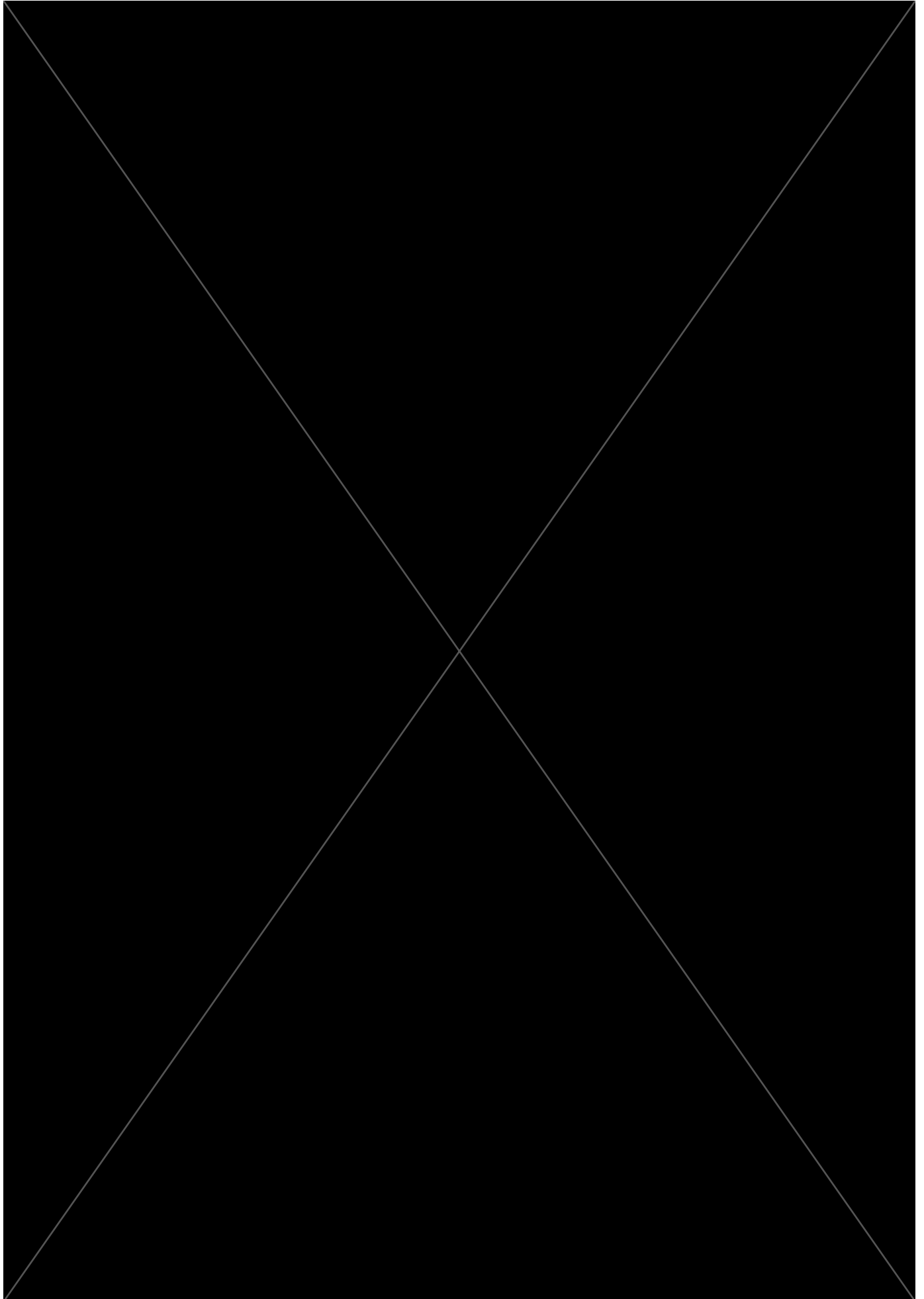
Each dot represents an area where there is a cluster of members
Big dots show where members of the RAF 100 Group Association Committee live

Members who live abroad are in the following countries:

Northern Ireland
Canada
Austria
China
Germany
Australia
USA

RAF 100 Group Association

COMMITTEE



EDITORS PAGE



Dear Friends,

What an absolutely wonderful May Reunion Weekend we shared ... the telephone lines are still humming, letters arrive almost daily and emails are still swimming somewhere out there in the ether reaching for a home port. Everyone who attended seems to have taken away with them a part of the spirit of warmth and friendship and love which radiated throughout the days we shared together.

Ian wasn't with me at the Reunion this year. Sadly, the love of my life left me early in the New Year ... so suddenly I had a complete breakdown. Ian was all the more special to me because he was my Carer ... always there for me ... and I miss him so very much. Born disabled with a rare degenerative bone disease called Schumann's which eventually can leave me paralysed from the waist down; there are days so wracked with pain I am unable to do anything at all. I also struggle with Post Traumatic Stress due to events which happened as a child. Without Ian, life has become very lonely. I am frustrated in the little as well as big things which I just can't do any more. If it hadn't been for my 'Family', the Association, I really wouldn't be here today. The Committee has been outstanding in their support. Other members: Bob & Jill Histed, Ernie Hughes, Dorothy Hudson, Shirley Whitlock, Peter & son Len Witts have also been there for me. And to Phil & Vera James comes a huge hug and THANK YOU, not just for telephoning most evenings with warm comforting thoughts, but also for the practical ways in helping me live another day.

This is what the Association is really all about ... linking hands across the world, being there for one another, united in a common spirit since a war which first brought us together. I am a firm believer in positives born out of negative experiences. And although this year has been filled with sadness for me, how could our Reunion possibly fail to instill a warm glow of love and laughter reaching right around the awful sense of loss and pain? Thank you, Val and Roger, for the warm welcome you gave us all at The Plough. Thank you everyone who made this weekend so special.

If what I share stirs you into wanting to share your experiences of the Reunion please feel free to write or email. It would be especially good to hear from all the many new members who attended. Our Autumn Newsletter comes out in October, but while memories are still fresh, I would love to hear from you now. I promise as always to return photographs by return. The deadline for inclusion will be the end of August. In the meantime, enjoy the mammoth read!

Janine
X

Items for Newsletter should be sent to:
Janine Harrington
'New Dawn', 7 Ashley Court, Filey, North Yorkshire YO14 9LS
Telephone: 01723 512939 Email: writers.retreat@lycos.com

THE 100 GROUP ASSOCIATION

ACTIONS BY THE COMMITTEE

Members

This has been a very busy few months, mostly associated with our preparations for the May 2009 Reunion. Please understand what is meant when I say that it will good to have a short breather – even if that has to wait for this Newsletter and the enclosed Reunion Supplement to be prepared. The bulk of those tasks rest with Janine: Where would we all be without her unstinting help?

It does seem that the Reunion went well. Yes, there were a few snags but nothing that could not be handled. I have the very clear impression from many members that they were pleased with the weekend. I won't go into detail here; all can be seen within the Reunion Supplement.

Having a busy Reunion did not happen without some cost to the Association and I believe that you should all be well aware of the decisions that your Committee made with regard to funding. The items that we decided should be covered from the Association funds were:

- The Memorial Plaque at Bylaugh Hall. Due in part to your personal donations and in part to the Raffle that Phil James organised, we have re-covered most of the cost. We are about £150 short at present.
- The cost of the Lunch at Bylaugh Hall was partly covered to the value of £5 per head, in total £230, plus the lunch for Revd Andrew Beane as our Guest and a small number of 'no-shows'. This was a 'once only' event and it was appropriate that the cost be shared.
- The new No. 100 Group Information Leaflet, printed in 1500 copies at a cost of £285.
- Finally, the cost of the coach on Friday which was £240 but is currently subject to some re-negotiation.

Any additional donations that members may care to make to any of these items would be most gratefully accepted, as was discussed at the Annual General Meeting.

I would say again that our relations with the Museum are strong. We must not forget that volunteers do a great deal to support the Association through the registration of memorabilia, storage and display. We are unable to offer any real support to that task because of the combination of distance and the age of many members. I hope that the new leaflet may provide motivation for some new members, especially in the Norfolk area.

There will be a one-day seminar at the Defence Academy, Shrivenham, on 14th October. Some members have already expressed interest. The subject will be World War 2 and Cold War military electronics. I shall be presenting a paper that will address the task of No. 192 Sqn within 100 Group and the intervening history through the re-numbering to 51 Sqn and the latest aircraft, the RAF Nimrod R that supports current operations in Iraq and Afghanistan.

By no means least, I say "Thank You" to the Committee members for their help and support.

John E G Stubbington, Wg Cdr (ret'd)
Chairman

LETTERS PAGE

Dear Janine,

What an interesting article by John Powell (which appeared in the Spring edition of *'Confound & Destroy'*). His research adds so much to RAF history. Just a wee correction, but I think important - reference W/C Roland Beaumont. The spelling of his surname had me chuckling as it has happened to us with our surname so many times. It should read 'BEAMONT'. I've lost count of the number of books where incorrect spelling appears for this famous man. For a man and all his deeds when recorded in books, I think the spelling of his name is paramount.

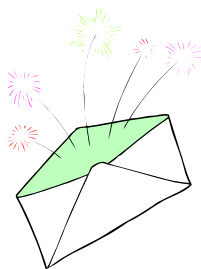
Then again, John introduces a caution in the fourth paragraph on page 15 (Spring Newsletter) over the date when the '88 was evaluated for its flying characteristics. Those words got me out of the armchair as I bought a book, which was a copy of Beaumont's log-book and would give details of what he was doing in July 1944. Well, he was the Wing Commander of a Tempest wing flying from Newchurch, Kent. The Tempest being the fastest single-seat fighter we had and the best aerial defence against the V1. That was his job in 1944. For the month of July, he flew many patrols and funny enough, he had a rest on the 15th, but I am sure if he flew a new type on that day it would have been entered, pilots just loved to add a new 'plane to the list.

Bea was in Tangmere in 1945 for the testing of 'planes and tactics and that's when the comparisons would have taken place. Unfortunately the copier has omitted all the pilot's entries for this era, most disappointing!

But the story told by John is too important to worry about the question of dates. These crews did vital work to try and save their comrades' lives and the top brass should have acted much earlier, this applies to many facets of WWII.

Love and best wishes,

Ron & Brenda Durand



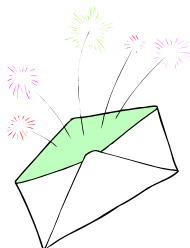
Dear Janine,

Your story about the JU 88 which landed inadvertently at Woodbridge on 13 July 1944, presumed due to, and officially reported as, a navigational error. I heard a different story soon after the event and although I have no proof of its veracity, it is absolutely in line with 100 Group operations, in this case an example of the goings-on at Kingsdown. Here is an extract from my memoirs '*Circuits and Bumps*' -

'On one of my Leaves I had lunch with my father at a Czech émigré's Club in Bayswater. Amongst the group of his friends there was a WAAF Sergeant and I made polite conversation with her. To my opening questions she replied that her work was so secret that she could not even tell me where she was stationed. However, before many minutes had passed, I knew that her job was my own counterpart on the ground with 100 Group. When I started to grin, she told me indignantly that it was nothing to laugh about, it was all terribly important, but she was mollified when I told her that I was in the same racket. She then told me the following story.

Receiver Operators passed Luftwaffe radio traffic to a Controller who then issued co-ordinated false instructions to transmitter Operators designed to cause confusion to the enemy. One night there was nothing happening whatsoever. Then the Controller was roused from his torpor by repeated calls for a homing, which evidently remained unanswered. Mainly in order to relieve the utter boredom of a routine Watch, he decided to give the lost sheep a course to steer - to Woodbridge airfield in Essex. The German pilot had been faced with the prospect of having to abandon his aircraft and was going to buy everyone concerned a beer on his return to base. He came down safely - to find himself a prisoner and could hardly be expected to keep his promise to stand drinks all round. The aircraft was a Ju 88, stuffed with the latest German equipment, quite a catch for Intelligence. The capture of this aircraft was made public at the time, but not how it had all come about.'

Gerhard Heilig





Hi Janine,

In these depressing times it sometimes feels as if the world has gone mad and there is a shortage of good news. So I would like to share my good news with you.

We are just back after a 40 hour return journey from New Zealand, where we were attending my daughter's wedding (pictured above & below). That in itself was good as she seems to be very happy. But for us the best bit was that, as she went away after the wedding for a week, we were able to look after our two grandchildren, April and Henry. They are both teenagers now, but selfishly we had them all to ourselves for a whole week. That's the first time in six years. We talk to them twice a week on our web cam, but to actually get to hold and cuddle them was sheer joy.

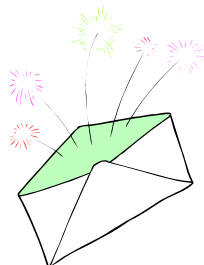
They took us on a sightseeing trip around the Dunedin area, the scenery was breathtaking and the New Zealand people were the most friendly and laid back people I have ever had the pleasure of meeting. Unlike the Brits, their cup is always half full, needless to say we now have several people that we are keeping in touch with by email.

The heartache of leaving was offset by April and Henry telling us they will be coming to England next year, so that's given us something good to look forward to.

We are already making plans.



Bob & Jill Histed



Hi Janine

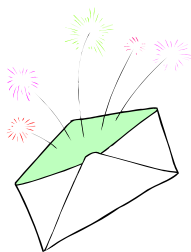
I have scanned 2 pages that refer to DK292 (Jack Fisher, Pilot; Vic Vinnell, Navigator/spec op) in C. Martin Sharp & Michael J. F. Bowyer book entitled: 'Mosquito' which I hope you can read.

I have scanned from the Second Edition which was published in 1995. The appendix 17 reports that DK 284 - 303 were ordered on 21.4.41 as part of a batch of 50 produced at Hatfield between 11.4.42 and 13.9.42. It looks as though it was sent to 192 to replace my father's aircraft, which was written off 12 days previously.

Quoting from the book:

'Mosquito B. IV Srs ii (Merlin 21) DK292 reached 105 Squadron 7.6.42 and flew 7 successful sorties before passing to 1655 MTU 3.10.42. After repair and overhaul joined 192 Squadron 4.10.44 and failed to return from Munich 27.11.44. Markings depicted show Sky band and spinners to delude enemy fighters into thinking the machine an armed fighter.'

Roger Dobson



Dear Janine,

Rather belatedly, may I say how much I enjoyed reading the monograph on Bylaugh Hall. Well done both of you. What an intriguing place and in many ways a most unusual RAF Headquarters. In the interests of historical accuracy, however, may I enjoin you to amend the master copy as follows:

Page 5, paragraph beginning 'At first it was occupied by WRNS....., but then HQ No 2 Group began to use it until they moved to Europe, becoming 2 ATAF as they did so. From late 1943 it became the Headquarters of the newly-formed 100 (Radio Counter Measures) Group under AVM Addison.

I have no evidence that the Dam Buster raid was planned at Bylaugh as this was a 5 Group affair and was therefore more likely to have taken place at their Operations Room at Grantham. Thus this reference should be omitted.

The mention of Air Vice Marshal Basil Embry, as he then was, should be placed with Bylaugh and HQ 2 Group as he was then their Air Officer Commanding and took them to France.

I hope this information will be of interest and I look forward to seeing you both at the Reunion and possibly at Bylaugh itself.

Sincerely, *Peter Lovatt*



Eric Dickens, far left, 7 years old at time of VE celebrations

Dear Janine,

We have not made contact before, but I recently met Beryl Griffiths at Blickling RAF Museum. She and I have been in contact a lot because my father G/Capt Thomas Charles Dickens, was RAF Oulton Station Commander in 1944/45. We lived at Green Farm on the edge of the airfield. I was 7 years old at the time, so have only a few recollections of my time there, but I have a lot of photographs and other memorabilia. I have given a lot to Beryl at Blickling Hall. In the picture shown above, that is me on the left at the time of the VE Day celebrations. I'm a lot older now!

Beryl told me about the Oulton tea on Saturday afternoon during the May Association Reunion weekend and myself and my wife Lalla (whose father was also in the RAF) would like to join you for the tea and ceremony. We do not know anyone, but it would be fantastic to talk to anyone who knew my father and to meet the owners of Green Farm where I lived.

We also knew Madeleine Wareham very well. I believe she was senior WAAF Officer at RAF Oulton. She became a close friend of the family. When she left the RAF she worked for Constance Spry in Sloane Street as a florist buying flowers from Covent Garden. She had a flat in Albert Hall Mansions. She retired to Bath and died in a Nursing Home in The Circus in Bath.

If members can identify anyone from the following photographs, all small contact prints from a basic camera of the time; I'd like to know, because as with so many family albums, there are no captions!

See you at Oulton!

Eric Dickens

edickens@supanet.com

NOTE: Eric is now an Association member and offers a short film show at our Reunion weekend 2010.



Blickling Hall taken in 1945 by my father, I believe.



My Dad, G/Capt Thomas Charles Dickens, on the right of the picture



Camouflaging buildings during Winter 1944-45. Could be RAF Oulton?



This picture looks like the same setting during a visit by someone important. Again, could be RAF Oulton? Others may be able to identify themselves.



My Dad, G/Capt Thomas Charles Dickens, sits in the centre



Thought to be a VE Day photograph



A party in our garden, Green Farm, Oulton Street, 1945



My Dad as G/Capt in the centre with some official Whitehall visitor

Photograph taken at same event as above



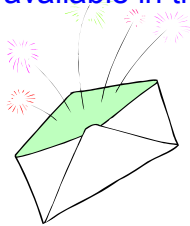
Is that Queen Mary on the left?



My Mum (left)

A photograph from the local press - packaging parcels for prisoners of war

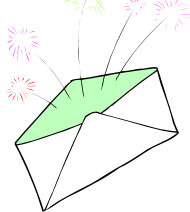
More of Eric Dickens' pictures will be available in the Autumn Newsletter..



Dear Janine,

... In the Book of Remembrance at Nortlake I've had Dad entered - the date: 5th January 2009, the 214 Squadron badge and 'MOORBY, ROBERT (BOB) VICTOR. At peace 2008, age 86. He lived where hundreds died every night. Cherished always'.

Michael Moorby



Good Day,

I have for sale an 'oil original' mural commissioned for the 'Zero 9' flying school in 1998 and displayed in the now 'Air Ambulance' building lounge bar for 2 years in Hangar 13. It depicts all RAF aircraft which flew from Horsham during and post WWII up to last Squadron of Hunters. It is a 'one off' work of art measuring some 16'x6'. Having owned it since its conception I am loathe to part company. However I am now emigrating and have no room.

The idea for a dedicated painting in the 'Zero 9' bar at the Hangar at Norwich came from a conversation in early 1998 I had with my Ops Manager Ken Gaunt, prior to the building being officially opened. On 3rd September 1998, retiring Air Chief Marshall Sir Mike Graydon, RAF, opened the Academy and the mural was dedicated by him. Previous to this we had a visit from some of your members in 1997 for a June Hangar Ball & Open Day with the Beverly Sisters and Glen Miller Band. On this occasion members presented me with a signed picture of a Liberator & dedication to Zero 09 Flying School; David Hastings was President then.

I commissioned a local artist, Paul Barker a keen Historian; for the painting. He took a long time researching the background to the old RAF Horsham St-Faiths airfield, enabling him to get as many types of aircraft flown during its history into the mural. Depicted are Liberator, Meteors, Javelin, Beaufighter, Hunter, Moschetto, Spitfire, right up to Air UK's F'50.

The painting took 4 months to complete on canvas. He used archive photos of aircraft taken in situ on the airfield to get likeness and authenticity off to a tee. A wooden framework which went around the mural would also be available and included in any purchase.

The canvas is in pristine condition, measuring about 18' by 5'3". I have removed the last 4' of the mural as this depicted some 'Zero 9 aircraft' and my own Jet Provost

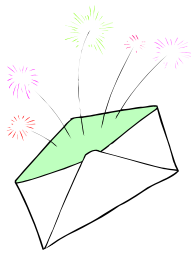


alongside land speed record car 'Thrust 2' which I would like to keep as memories of a wonderful time spent there. It does not detract from the rest of the mural.

I'm not in a rush to sell, but I do want it to go the right home. One point though. This mural has a Liberator (K Group - 'Arise my love and come with me'). The 100 Group only flew B17s.

Frank's email is Australian, but he now lives in Suffolk. Anyone with an interest should contact:

Frank J Heneghan
ex owner of Zero 9 Academy
07786 633509
frankiceheneghan@yahoo.com.au



Dear Friends,

After many years of hard work, my book 'Deutsche Fertigungskennzeichen bis 1945' about the German manufacturer's codes of WWII is now finished.

The book with more than 500 pages is sorted in two ways (after codes and after company names), contains ALL code systems (abbreviations, number codes, letter codes, LDO numbers, for medals and insignias and the RZM numbers for NSDAP, and SS equipment). The official list with letter codes ends with 'oZZ', but I was able to add three pages of later codes.

The best fact is the Foreword and the text is written in German and English!

The part with the codes is not translated, because there is not much to translate. But I have forced the publisher to print the text in English language too. I think it's very important to know the background and the development of the code systems. I have found many original documents in archives to reproduce the way of the development step by step.

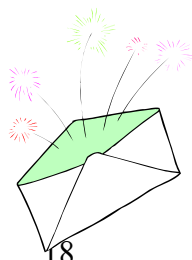
There will be no commercial distribution to dealers outside Germany, so if someone might be interested, I can only send books from me.

The price is 35 euro in Europe including postage. To the US, Canada, Australia, New Zealand and Japan, the price is 63 USD for a single book by airmail, incl postage.

With best wishes from Germany,

Michael Heidler

[Michael Heidler <GGBuch@web.de>](mailto:Michael.Heidler@GGBuch.web.de)



Dear Janine,

Below is a report of the grave of Mr Billington at Blickling. It has taken 5 months to get a response. He was in 214 Squadron.

Dear Mr Vowler,

Our Regional Supervisor has visited Blickling (St Andrew) Churchyard, Norfolk and inspected the war grave of L. E. Billington. He reports that the grass appears to have been removed in order to plant a conifer, and although the top of the nib is showing at soil level, the concrete headstone base is firmly buried up to half a meter below the soil. The headstone is perfectly solid and in the event of a topple test at the correct force it is unlikely to fail. A limestone slab has been placed loosely on top of the grave usually to stop grass from growing in front of the headstone, as part of the foundation. The planting of the conifer was not authorized and as we do not encourage the planting of scattered graves, the conifer will be removed by our travelling staff when they are next in the area.

I hope this information assures you that the Commission headstone is in good order and if I can be of further assistance please do not hesitate to contact me.

Yours sincerely,

Kerry Groves (Mrs) - Office Administator

Commonwealth War Graves Commission - UK Area

Jenton Rd, Sydenham, Leamington Spa, Warwickshire CV31 1XS

Direct Dial: 01926 456569 Fax: 01826 456 595

Why was Bomber Command Denied Vital Intelligence?

Bomber Offensive 1940-45

The story this book contains goes to the very heart of British and Allied Intelligence during WW2, in the specific context of the planning, control and implementation of the Combined Bombing Offensive against Germany. That major bombing offensive was conducted jointly by RAF Bomber Command and the US Army Air Forces (USAAFs) from Spring 1943 to the end of the war in Europe. The earlier bombing offensive was by Bomber Command alone from the start of WW2 until joined by the 8th USAAF from the late summer of 1942.

There is a great deal of significance associated with the years prior to the declaration of war in September 1939, related substantially to the prevailing politics within the UK and failure to make preparations for the looming conflict with Germany – that time through the 1930s, was described by Sir Winston Churchill as '*The Gathering Storm*'. In that period there were many actions not taken and opportunities lost, the cost of which did not become clear for several years after the war had started. British Intelligence in general was one of the casualties of that pre-war neglect.

Arising from research conducted in the course of preparation of the preceding book, there are sound arguments based on official archives that in fact the handling of some Air Intelligence by the Air Ministry was faulty throughout most of WW2. But there are separate arguments that other departments within Whitehall were influenced by parochial and personal attitudes that interfered with the selection of strategic targets and the planning and implementation of the bombing offensives. Those arguments are at the core of the rationale and detail of this book. On the way through these many and varied paths it will be shown there were conflicts of policy, opinion and personality collectively diverting or obstructing the provision of the 'best intelligence support' for the strategic bombing operations.

In some departments within Whitehall, even within Air Ministry, there was a culpable failure to properly understand and appreciate the operational capabilities and limitations of the RAF and USAAF bomber forces. That may be explained by the fact that 'strategic bombing' against enemy industrial targets was a novel form of warfare. One absolutely critical element of those bombing operations was the ability - or frequently the inability - to locate and attack specific targets. Within that context, the uninformed use of the terms 'precision' and 'area' bombing was widespread and gave rise to equally uninformed expectations of the effects of such bombing.

Effects of the various bombing operations were recorded in post-war Bombing Surveys, conducted separately by the US and UK authorities. There was a great deal of difference between the official national attitudes towards that survey work. Within the US, there was immediate Presidential approval and funding well before WW2 in Europe came to end. Within the UK, there was considerable reluctance from the Prime Minister and a deplorable shuffling of papers between Whitehall departments with a variety of delays and obstruction. Was there suspicion that some departments within Whitehall had something to hide? Was that in any way related to the odium that was being heaped upon Bomber Command and the Commander-in-Chief?

Material in this book has been derived from an extensive research survey of:

- Official documents, reports, Minutes, letters available in the public domain, many of which carried the highest security classifications at their time of origin during WW2. The various Depts. of State issued them, Air Ministry, Bomber Command and related organisations.
- A wide variety of published literature, including the Official Histories of British Intelligence, Signals Intelligence and the Strategic Air Offensive during 1939-45.

Like John Stubbington's first book '*Bletchley Park Air Section and Support to Bomber Command*', this second book will enter into a subject that has both political and military overtones but which has had little prior visibility.

SHARED EXPERIENCES

by **Bill Foscett**

In 2000, my youngest son (a Pharmacist in Chelmsford) was searching for news of my background in the Services. He eventually contacted a chap in Canada who was building a website, asking for any info concerning 214. At that time I had no computer, but in rapid time I had, and made contact with Kevin Crawford. He was chuffed to be in contact with a 'live' one. Over 2 or 3 years he became inundated with so many people that were giving or asking information, that literally it was driving him over the edge. He was offline for 6 months or so, I understand he tried to offload the site over a long period. Eventually Carol & John Edwards took over management of the website; and if you haven't seen it, for those with computers and access to the internet, then you should: www.214squadron.org.uk

The following is my own story which can be found there.

214 (Federated Malay States) Squadron Royal Air Force

P/O Bill Foscett, 151372. RAF, Commissioned Officer. 10th January 1943 - 6th December 1944. Born in Gt. Yarmouth where the family had a small beach chalet in East Mersey, Constable country. He lived most of his life in Hampstead. As a youngster, he spent time in the Sea Scouts on board the 'England' every weekend; an old ferry boat permanently tied to one of two bridges over the Thames at Kew. Currently he lives in Seaton in Cumbria close to the shore that overlooks the Solway Firth and Scotland.



SERVICE CHRONOLOGY:



Air Observer Training Programme for 1323050 -
Leading Aircraftman WGM Foscett at Pickton and Port Albert,
Ontario, Canada.

- *Picton 31 Bombing & Gunnery: Qualified (1st) 10th Jan 1943*
- *Port Albert Navigation: Qualified (1st) 19th Feb. 1943*
- *Commissioned March 1943 Pilot Officer 151372*

AFU Course: Completed May 1943

Harwell, 15 OTU Course Wellingtons (for India posting, later cancelled) - *Course completed: 9th Aug. 1943*

- *Stirling Conversion Course: Completed 19th Oct. 1943*
- *H2s Special Nav. Course: Completed Mid Nov. 1943*

I did my ITW in Newquay and was stationed in one of the big guest houses on top of the cliff. That was in the first 3 or 4 months of 1942 (No.11 flight 'C' Squadron). It was all '*bags of swank & B.S. Stand by your beds, Officer on Parade*' stuff'. I loved it so much that I helped our Flight win the Drill Cup and the PS Cup. If I remember right the latter was Rifle Drill without any verbal orders, just the whistle now and again. In later years the Yanks did it almost like a Music Hall act. Anyway we were the first and possibly the only Flight to bring off the double.

As far as India was concerned, we were fully trained and operational on Wellingtons at 15 OTU Harwell. Our posting was to India and at that time we were with Squadron Ldr, Packe AFC as our pilot (he trained in Canada, and stayed on as an instructor which earned him his gong.) After receiving tropical inoculations I was informed I would not be going to the Middle East.

Our crew did our conversion course from Whimpies (Wellingtons) to Stirlings at Straddishal the back end of 1943. In fact, my first two ops were in them; one to the Fresians with 6 1500lbs mines and the second to Biarritz with 2 1500lbs mines. The difference in the load was due to the distance; a 3 hour trip in the first instance against an 8 hour one on the second. In the Stirling, my position was in the second pilot's seat. Then after take off, in the mid upper turret, and approaching target laying flat in the nose for bomb/mine release, then back to the turret; and finally back in the seat for landing. The crew's first operation was on 19th Nov 1943 Piloted by F/Sgt. Gilbert, the second operation followed on the 25th piloted by S/Ldr Jeffries. The crew makeup at this time was Flying Officer Bill Foskett (B/A), Flight Sergeant Ted Bonner (WOP), Flight Sergeant Fred Barber (ENG), Flight Sergeant Jack Podger (NAV).

We were now fully trained, and waiting for our own skipper to complete his final trip as second pilot before being integrated as a fully operational crew. Around this time our skipper literally disappeared. It was all very hush-hush. For full story on this you need to see the reference in Murray Pedens (RCAF) '*A Thousand Shall Fall*' book; page 429, paragraph beginning '*Another chap*'.)

Although the Crew was now operationally trained - having lost our Skipper, we had to re-train with a new Skipper, Flying Officer John Corke.

In January 1944 we converted to Fortresses and billeted at Blickling Hall, Oulton, Norfolk, together with the American Air Force who were flying daytime operations. In addition to our ex Stirling crew when we converted to Fortresses, there was Len Roose, Ray Delisle, WO Hepton, Sgt Stelling, Sgt. Gregory, and others.

In the Fortress, we carried no bombs, only a full load of jamming and electronic equipment which we took to the target and of course had to bring back. These operations required us to be between the Pathfinders and the mainstream, and to be operating before, during and after the timed course of the raid. This of course

meant the aircraft was dangerously over or near the target for a great length of time. Sometimes a boffin was with us, but I have no record of the different toys we had to play with. I vaguely remember 'Gee H2S ABC', but I doubt if I could recognise them now. Note that the US Air Force flew Fortresses with a 10 man crew, as did others, but they were carrying bombs etc. I don't think there was a Norm for us involved in the countermeasures role. We were doing all sorts of other things. Jamming & scanning equipment was in its infancy, and sometimes, we were accompanied by the boffin involved. To say exactly what everyone was doing is beyond me, but the point I make is that it would be difficult to pin down the crew at any given time, as the actual number varied. The only permanency would be the regular mainstay crew members.

Our third Op (first with Johnnie Corke), was on 24/25th April 1944, Karlsruhe. Note the amusing Intel report that was issued following this operation on the 24th.

(The de-briefing staff obviously found the incident hilarious, but I suspect Bill and the boys didn't share the humour and made straight for the bar for a few stiff ones. All would have been well aware how lucky they were and that very, very few ever walk away from an INVERTED SPIN!)

<u>CORKSCREW WITH DEATH</u>	
<u>KARLSRUHE</u>	<u>24/25 APRIL 1944</u>
<u>NO: 214 SQUADRON</u>	
One of our crews, Captain F/O Corke, had a shaky do over the target when his gunner reported aircraft on their tail and the pilot went into combat manoeuvre, only to find himself on his back and spinning down towards the flak and flames. Everything spun, instruments, Corke's crew and the universe, but at 10,000 feet they managed to come out with fortunately the stars above them instead of the target.	

Bill, not surprisingly comments: *'I am still experiencing problems over this one'*.

Our sixth Op was on Gelsenkirchen on the night that we learned on our safe return that Murray Peden and Cassan had been lost. It later turned out that Peden had crash landed at Woodbridge, and again there is a special chapter on this in Peden's book. It makes grim reading. Just as a point of interest, on 11th September 1944, we were on an Op to Darmstadt in our Fortress A (Able), not knowing then it was to be our last trip using that aircraft. It was lost the next day on a raid on Frankfurt, piloted by Flt Lt Fillieul. *(This loss would have been taken very seriously by all the crews as F/Lt Fillieul was a two tour veteran of the Squadron.)*

On 9th/10th November 1944, which was about my 27th and I was reaching the end of my Tour, we carried out a spoof Window attack on Saarbrücken, and for this we got a pat on the back from the AOC.



The five mainstay members of Corke's crew are seen left. Other ad hoc operators, including sometimes a boffin, would join us for the odd operation. The crew was humorously known as 'Corkescrew' after the pilot F/O Corke.

In the front line from left to right:

F/Sgt Fred Barber, F/Sgt Len Roose (holding their lucky horse shoe; which P/O Foskett still has) and F/Sgt Jack Podger. At the back are P/O Bill Foskett, F/Sgt Ted Bonner, F/Sgt John Stelling, unknown, and at the very back F/Sgt Ray Delisle.

After numerous incidental experiences, we flew our last Op on the 6th December 1944 after completing 32 Sorties. The

certification that the tour of duty had been completed is signed by B.D. Davies, Sqd Leader, A Flight and D.D. Rogers, W/Co. O/C 214 Sqn.

NOTE: Website Researcher Ian Hunt reports according to the Orbs the crew generally consisted of Corke, Podger, Bonner, Foskett, Roose, Hepton, Barber, Delisle, Gregory and Stelling (with, on another occasion, Boanas and Hoffman instead of 2 of these), but could not determine all crew positions. However, in the ORB, crews seem to be listed in order of: Pilot, Navigator, W/Op, Air Bomber, 2 gunners (M/U and RG?), F/Eng, 2 more gunners (waist gunners?) and Spec Op.

Bill recalls that F/T Sgt. Fred Barber was an extremely efficient man who knew his job inside out, and expected everyone on the ground crew to be likewise. 'They certainly 'popped to' when he was about, he was really meticulous.' One incident regarding Fred, he remembers, occurred on a flight test prior to the Gelsenkirchen Op on 21st June 1944, 21/06/1944. 'As we got off the bus, the ground crew were hovering, and one of them was heard to say 'watch it lads; here comes Ali Barber and the 40 clangers'. I've not heard from him since we finished our tour, but the last thing he mentioned to me was that he was going to set up an Estate Agency in south London.'



*1944 Fortress BU-A (ABLE) HB767
P/O Bill Foscett far left*



The summary in P/O Foscett's Log Book states that he did 32 Sorties - 27 Operations in total.

It is important to note, and not well known, that 'Ops' and 'Sorties' were two different things. As progress was made in ground fighting in Europe, the RAF began to specify that certain ops only qualified for a half op. (No doubt this was a way of stretching tours!)

The original of the Fortress picture above is held by P/O Bill Foscett. Researcher, Ian Hunt reports that an identical photo has already appeared in at least one book, stating it is SR384 (which was also coded BU-A) in which F/O Hockley was lost on 24/5/1944.

Below is Bill with his Service Medals and Badges. In this format it makes a wonderful family heirloom that will be treasured and passed down through the generations.



Pilot Officer William G. M. Foscett, RAF retd

IN MEMORIUM

Wing Commander Peter Dunning-White



Peter was a dashing fighter pilot during the Battle of Britain. Nicknamed '*Stunning Black*', he was a member of the '*Millionaires*' Squadron formed in Whites Club, London.

He joined No 145 Squadron at Westhampnett near Chichester in early July 1940 and was soon in action protecting the convoys sailing along the south coast, the first targets of the Luftwaffe. It was in this role that he was involved, on August 8th, in some of the most intense fighting of the Battle of Britain, during what military historians call the Battle of Convoy CV 9. The convoy was off Brighton when a force of 57 German dive-bombers, and their fighter escort, was detected in mid-Channel. No 145 was scrambled. A fierce dogfight ensued and though Peter damaged one enemy fighter, the dive-bombers caused havoc among the convoy which scattered.

Later in the day, the Luftwaffe made two further large-scale attacks against the ships. As hundreds of war planes engaged each other, Peter Dunning-White scrambled again at lunchtime and accounted for a Messerschmitt fighter. During the afternoon the remnants of the convoy had reassembled and a top cover of fighters was established to protect it. But at 4pm an even bigger German raid was detected. No 145 was well placed to attack and engaged the Stukas before their fighter escort could react - Peter claiming one.

At the end of the day, No 145, whose pilots had claimed 21 enemy aircraft, was singled out for special praise. Success came at a high cost, however, with five of his close friends killed. A few days later the depleted Squadron moved north to recuperate.

The son of a wealthy industrialist, Peter William Dunning-White was born at Hadley Wood, near Barnet, on April 16th 1915 and was educated at Harrow. He gained a place at Jesus College, Cambridge, where he spent most of his time playing golf and billiards. He also learned to fly, gaining his pilot's licence and flying his own aircraft.

On leaving Cambridge in the summer of 1938, he joined No 601 (County of London) Auxiliary Squadron, known throughout the RAF as '*The Millionaires*' Squadron created in 1924 in Whites when Lord Grosvenor, who considered the aeroplane a military development of the horse, selected members of the Club to serve under him. On joining the Squadron, the billiard-playing Peter attracted the nickname '*Stunning Black*'.

Early in 1941, Peter became a Flight Commander with No 615 Squadron and he shot down a Messerschmitt Bf 109 in April. His own Hurricane was badly damaged and he was forced to ditch in the sea, getting picked up by an air-sea rescue launch. In June he was awarded the DFC.

After a rest, he joined No 255 Squadron in July 1942 flying Beaufighters. The Squadron moved to North Africa in November when Peter was made a Flight Commander. He returned to the United Kingdom in September 1943 to serve at Headquarters Fighter Command before moving to HQ 100 Group where he was responsible for training night fighter crews. He was released from the RAF in October 1945, but rejoined the 'Millionaires' Squadron' in May 1947 as a weekend flyer.

Peter Dunning-White was a gentleman landowner in Scotland who enjoyed country pursuits. He was a keen shot and fisherman and for 15 years was the Field Master of the Dumfriesshire Foxhounds. But he found it difficult to settle after his wartime service. The Battle of Britain, and in particular the loss of his five friends, shot down in flames that August day in 1940; were to have a lasting and profound effect on his life. In today's parlance, he suffered from Post Traumatic Stress Disorder, but in keeping with many of his generation, he endeavoured to hide his illness.

Peter Dunning-White died on December 27 2008. He married his wife Mary in 1949 and she died in 1969. Their son survives them.

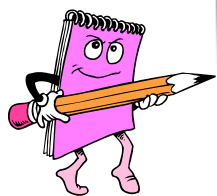
Thanks Rod, for sharing this Obituary with us.

URGENT ... URGENT ... URGENT ... URGENT

Could I please ask anyone willing to have their copy of the Newsletter sent to them through email to send me an email letting me know their preferred email address ... sending Newsletters out in this way would not only make my task easier, but also save costs on paper and ink.

Please email me, Janine Harrington, at:

writers.reatreat@lycos.com



NOTICEBOARD

A place where members can keep in touch



CONGRATULATIONS Rob & Steph Walden on the birth of their first child. This was a picture of Esther Rod sent through a few weeks ago from the proud father. She joined us at the Reunion and was a perfect sweetheart. It is a beautiful photograph, and the Association sends its very best wishes to you all.



Shirley Whitlock was unable to join us at this year's Reunion with brother Bob. Shirley and Bob, you were truly missed. Shirley has been struggling with ill health, and we wish you a speedy recovery.



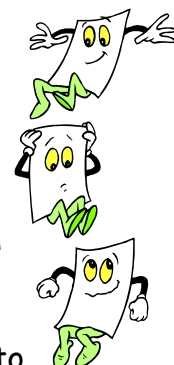
Rod Vowler's daughter has recently got married. We hope you enjoyed good weather for the April wedding, and we do wish her and her new husband every happiness for the future.



Jill and Bob Histed's daughter also recently married in New Zealand (see pictures on Letters Page). We wish them every happiness for the future.



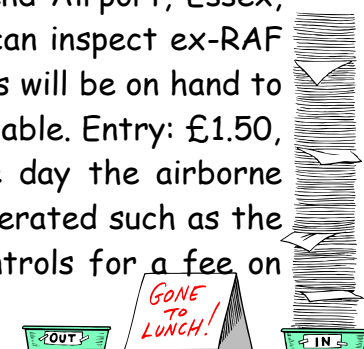
Mr Cooke, a member of the Association for a considerable number of years, has failing eyesight and asks if anyone can help produce cassette tapes of Newsletters he can listen to at leisure. There are other members who would also value this service. If anybody can do this on behalf of the Association please contact Janine Harrington, Secretary, as soon as possible.



David Shepherd Exhibition for 'Forgotten Heroes' is being held from June 29 to July 3rd hosted by The Battle of Britain Memorial Flight. This is the first ever showing of David's private collection of paintings at Coningsby, Lincs. Also on display will be paintings commissioned by the RAF. Tickets: £10. All proceeds to Bomber Command Memorial Appeal. Tours begin 1pm - 4pm on June 29th, 10am - 4pm on June 30th - July 3rd (seven tours). Cheques payable to BCMA to: BCMA Exhibition, Battle of Britain Memorial Flight, RAF Coningsby, Lincoln LN4 4SY. Please include name, address, contact number, time of day and tour.



The Vulcan Restoration Trust 'Visit the Vulcan Days' at Southend Airport, Essex, will be held on June 21st, August 9th, September 27th. Visitors can inspect ex-RAF V-Bomber XL426 with a guided tour of the cockpit. VRT members will be on hand to answer questions and various stalls and refreshments will be available. Entry: £1.50, plus £2 for cockpit tour. Gates open 10am - 4pm. During the day the airborne auxiliary power unit will be run to allow various systems to be operated such as the vast bomb doors. One lucky visitor will be able to take the controls for a fee on first come basis.





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), Len Bartram
Founders of RAF 100 Group Association – remembered with love.

192 Squadron	George Ward DFC Sqd/Ldr; Phil James' Canadian pilot
192 Squadron	Kenneth 'Paddy' Passmore: DFC Flt/Lt; Canadian pilot who flew Halifax with Phil James; died 2005.
192 Squadron	John Cooke left a bequest to the Museum's building fund & collection of aviation books & memorabilia to the archive collection.
192 Squadron	Ron Phillips passed away 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 W/Op and F/O passed away on the Isle of Man.
192 Squadron	'Richie' Richards, Rear Airgunner mainly flying in Wellingtons passed on.
192 Squadron	Air Commodore Vic Willis, C.O of RAF Foulsham passed away July 30 th 2006, remembered by Flt Lt Vic Parker, RAFVR (Ret'd).
192 Squadron	Group Captain Jack Short passed away December 2006. Chair of RAF 100 Group Association until 1996.
192 Squadron	W.O (later P/O) A G McEachern RCAF died 15th August 2007 at home in Lanigan, Saskatchewan aged 85.
192 Squadron	LAC Harris, Ground Crew, passed away 15 th August 2007. Grandson, James Kerslake is now a member of the Association.
192 Squadron	Wing Commander David Donaldson passed away 15.1.2004.
192 Squadron	Wilhelmson, F/O Sander Willie Raymond (J10026). Distinguished Flying Cross. Home in Elbow, Saskatchewan.
192 Squadron	Flight Lieutenant Richard (Dick or Dobbie) William Dobson, died in 1996, remembered by his son, Roger and daughter Susan, both new members.
192 Squadron	W/O John Rhys Powell, a rear gunner flying Wellingtons, died in 1992 and is remembered by his son John Powell.
192 Squadron	Sgt George Richards, posted missing on the evening of 4th/5th July 1944, was a tail gunner, remembered by niece Cheryl Cairns nee Colgan and sister Agnes Colgan (nee Richards).
199 Squadron	F/O Ed Emmerson, Navigator to Flt/Lt Paddy Passmore DFC, a Canadian Pilot, has passed away.
199 Squadron	Arthur Fitch, a former RAF Bomber, passed away in July 2006.

199/171 Sqdn	Group Captain George Cubby, MBE, FRMets; passed away in 2005. His wife donated memorabilia to the Museum. Roy Smith is the only surviving member of his crew.
171 Squadron	Joe Brogan, Halifax pilot, passed away 2004.
171 Squadron	Arthur Adcock passed away February 2008 and Syd Love, Canadian crew member, passed away April 2008. <i>'Friends to the end!'</i>
171 Squadron	Peter Henderson (WOP) passed away in July almost three years ago. His daughter has just made contact to let us know.
214 Squadron	Geoff Liles, pilot, passed away 4 March 2006.
214 Squadron	Mr J Creech passed away April 2006.
214 Squadron	Don Austin has passed on and is remembered by Les Bostock.
214 Squadron	Air Vice Marshall Jack Furner passed away 1 st Jan 2007.
214 Squadron	Squadron Leader/Flight Commander Bob Davies passed away June 2007.
214 Squadron	Bill Howard passed away October 2007.
214 Squadron	Flt Lt Blair passed away in Sept 2007.
214 Squadron	John Hereford, Spec Op, has passed on.
214 Squadron	Robert Moorby W/Op passed away January 2008. He is sorely missed by Michael & Robin, his 2 sons together with Shirley Whitlock, a close friend.
223 Squadron	Flt Lt A E L Morris (Tony) died mid-June 2005. He is remembered by Andrew Barron, his skipper from Oct 44 – 1945.
223 Squadron	Tom Butler nicknamed ' <i>Bishop</i> ' is remembered by Peter Witts.
223 Squadron	C. L. Matthews (Les), was rear gunner with Peter Witts nose gunner in the crew of Flt/L Stan Woodward DFC before Peter went on to 214 Squadron. Les' painting can be seen at the Museum.
223 Squadron	Arthur Anthony, Flight Engineer, passed away May 13 th 2006. He was a founder member of our Association.
223 Squadron	F/Lt Jack Brigham DFC passed away aged 91 in 2008. He was the original Captain when 223 reformed. With his crew he flew mainly Liberator TS 524, 6G-0, completing 36 ops. He is remembered by Len Davies, Waste Gunner in 223, the only surviving member of his crew.
88 Squadron	F/Lt Len Dellow passed away Christmas/New Year 2006-7; a veteran of 88 Squadron, 2 Group & rear gunner/wireless operator on Bostons.
49 Squadron	Len Bradfield passed away Nov 2005. Len & pilot Johnny Moss were war prisoners when their Lancaster ED625 was shot. Len returned to Britain with injuries sustained in a frustrated escape attempt, nursed back to health by Nora who he later married.
462 RAAF Squadron	F/O H.R. Anderson DFC 'Andy' passed away on 6 th April 2008 at home in New South Wales with his family around him.



Oh, I have slipped the surly bonds
of earth

and danced the skies on
laughter-silvered wings;

Sunward I've climbed, and joined the tumbling
mirth of sun-split clouds

and done a hundred things you have not
dreamed of:
wheeled and soared and swung
high in the sunlit silence.

Hov'ring there I've chased the shouting wind
along and flung my eager craft through
footless halls of air.

Up, up the long, delirious burning blue
I've topped the wind-swept heights with easy grace
Where never lark nor even eagle flew.

And while with silent, lifting wing I've trod
the high, untrodden sanctity of space,
put out my hand and touched the face of God.

Pilot Officer J. L. Gillespie
23 (Fighter) Squadron, 1940
Killed in World War II

Dates for your Diary

2009



18th JULY

Dedication of 214 Squadron Memorial & Annual Reunion

National Memorial Arboretum, Alrewas, Staffordshire
followed by Reunion Dinner at the Midland Hotel

The aim is to establish a permanent Memorial to the Squadron commemorating the long, varied and dedicated service by members of No 214 (FMS) Squadron over the whole period of its existence: 1917 - 1977 as opposed to the existing Memorials relating to specific bases. Any public mention of No 214 Squadron is usually limited to 'sharing honours' with other Squadrons on station memorials at Stradishall, Chedburgh and Oulton and relates only to the Squadron's active roles during WWII.

Email enquiries to Carol and John Edwards:

214 Squadron email address and website:

raf214squadron@yahoo.com

www.214squadron.org.uk

End of August

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

14th/15th October

John Stubbington, Chair of 100 Group Association, will be speaking at a one day seminar at the Defence Academy, Shrivenham. Subject: World War 2 and Cold War military electronics. For further information contact John either by telephone on 01420-562722 or through email: john.stubbington@btinternet.com

Mid October

Deadline for inclusions in Winter issue of Newsletter due out in time for Christmas.

31st December

Please could members make every effort to send monies/cheques for annual Association membership with renewal forms duly filled out by the end of December for the coming year 2010. The likelihood otherwise is that it gets forgotten over Christmas and New Year and then takes time and money sending out Reminders. Cheques should be made out to: *RAF 100 Group Association*, and sent to the Secretary Janine Harrington (address on Editor's page).

100 Group Order of Battle

SQD	AIRCRAFT	1st 100 GROUP OPERATION	BASE	SORTIES, LOSSES ROLL
192	Mosquito, Halifax Wellington Lightnings	Dec 1943	Foulsham	2171/5 Losses Electronic Intel/Elint
141	Beaufighters, Mosquito	Dec 1943	West Raynham	1214/11 Losses 80 EA, 58 Trains, 7 Ships Dest
219/239	Mosquito	Jan 1944	West Raynham	1394/9 Losses 51 En AC Dest
515	Mosquito	March 1944	Little Snoring	1366/21 losses 29 En AC Dest
169	Mosquito	Jan 1944	Little Snoring, Great Massingham	1247/13 Losses 25 En AC + 1 V1 Dest
214	Fortress	April 1944	Sculthorpe, Oulton	1225/13 Losses Electronic Jamming
199	Stirling, Halifax	May 1944	North Creak	1707/6 Losses Electronic Jamming
157	Mosquito	May 1944	Swannington West Malling	1336/6 Losses 37 En AC +39 V1 Dest
85	Mosquito	June 1944	Swannington West Malling	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	625/3 Losses Electronic Jamming
171	Stirling, Halifax	Sept 1944	North Creak	1583/4 Losses Electronic Jamming
462 RAAF	Halifax	Jan 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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