



Confound & Destroy

The magazine of RAF 100 Group Association

 Summer 2012 



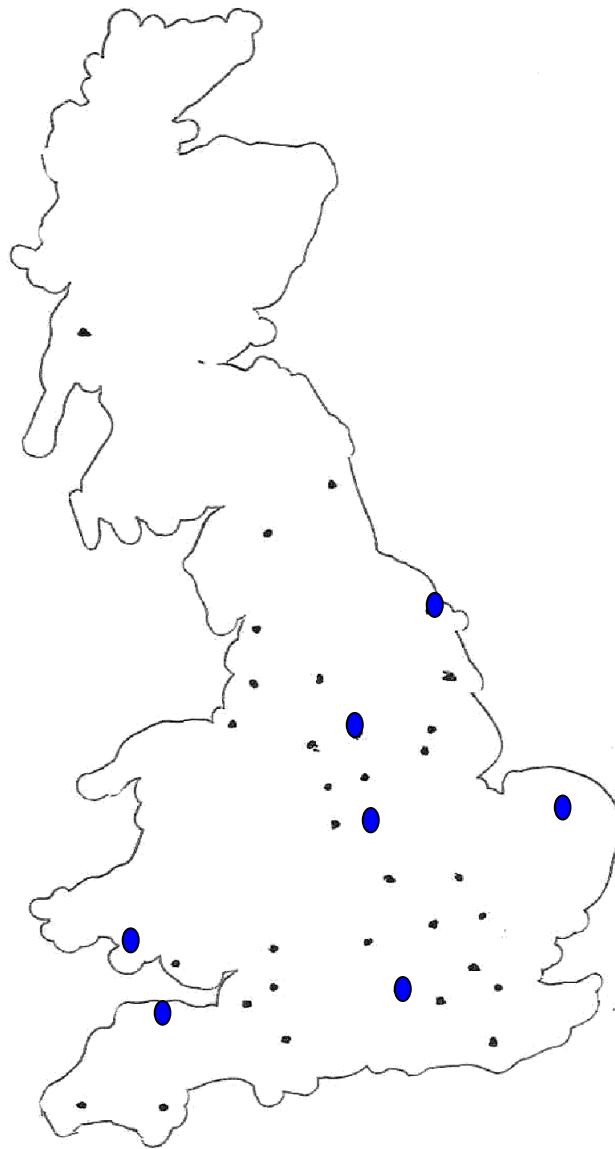
100 Group Association Chairman Wing Cdr John Stubbington: 
100 Group Association Secretary Janine Harrington: 

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

www.cnam.co.uk

RAF 100 Group Association

Membership Areas



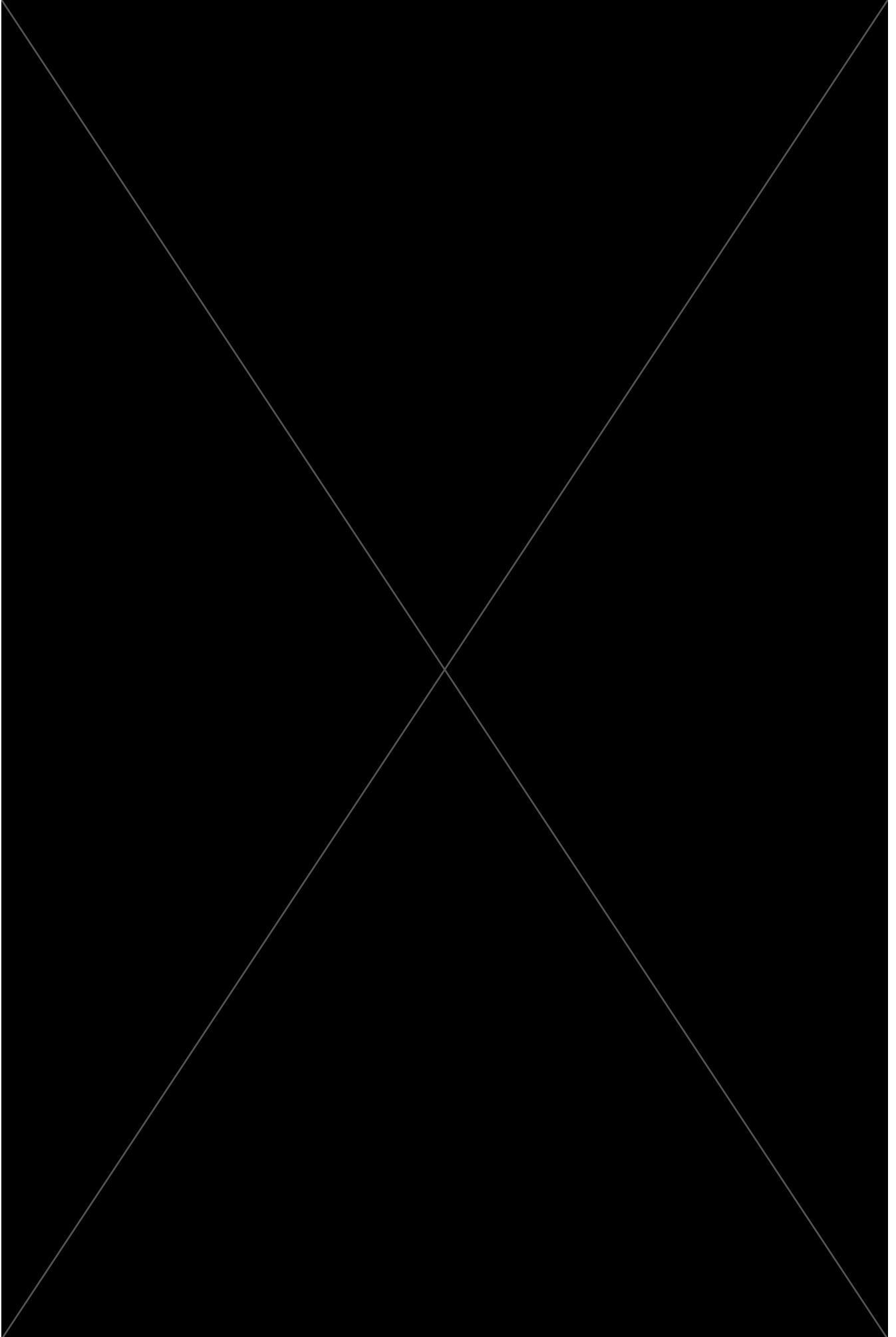
Each dot represents an area where there is a cluster of members
Big dots show where members of the RAF 100 Group Association Committee live

Members who live abroad are in the following countries:

Northern Ireland
Canada
Austria
China
Germany
Australia
USA
South Africa
Thailand

RAF 100 Group Association

Committee



Editor's Page



Dear Friends,

It has been a roller coaster ride these past few months ... and the highs have been very high, the lows very low indeed.

I was devastated when we had to make the difficult decision not to attend the annual Reunion. I have never missed one in the past. But with Finance and Health top of our agenda, there was just no way around the issues and as the weekend approached it became harder and harder to bear. To share the memories of those lucky enough to be part of such a special weekend was bitter-sweet. But this magazine has full coverage of all the events, and the news and views of attendees. I can now only look forward to next year and know it will be all the more special!

On Sunday 13th May, while members gathered for the service at Horsham St Faith, played in by the marvellous Aylsham Town Band, Tony and I were sitting down to a free three course meal at The Three Cups, Stanton Bridge, compensation for a disastrous Christmas meal. We were celebrating our second anniversary together ... and our Engagement! It would have been wonderful to share such a special occasion with my Association Family in Norfolk. But the meal was perfect in every way. It feels like I have come through a very dark tunnel into the light where fairytale 'happy-ever-after' endings really do happen. Cinders will go to the ball!!!

You will have received over the past month a letter from me concerning the forthcoming ceremony in Green Park, London, on 28th June when the new Bomber Command Memorial is being unveiled. Association member, Ian Moore, alerted us to the fact that the event is happening on a ticket-only basis. I spent an inordinate amount of time chasing Bomber Command Association, trying to get answers from Secretary Douglas Radcliffe, whose telephone messaging service was full. Thank you Air Vice Marshal (retired) Grahame Jones and Phil James MBE for your support in this. As a result, the deadline for ticket applications was extended to the end of April. Can anyone who attends the event please let me have feedback and photographs to share with members?

I don't know how many of you might have followed the television series '*Hero in My Family*', where each week a couple of celebrities follow an ancestor's involvement in WWI and WWII. It has proved a fascinating documentary. The producer contacted us a while ago asking if we could provide information on a Reginald Francis Allen, Bomber Navigator with 192 Squadron who is featured in the series. We were unable to help, unfortunately, and her letter came too late to include in the previous magazine.

And this wasn't the only out-of-the-ordinary request recently. We arrived back from the shops one day to discover a package left outside in the rain. It was a parcel from an Executor of someone who had died. Amongst belongings was found a collection of navigation maps used in the RAF. They are too large to include here, but in the Letters Pages are the two photographs together with a Service & Release Book for a James Henry Kirby, Navigator on Halifaxes. Information from anyone who recognises this airman would be welcome.

Janine

x

Items for the magazine should be sent to:

Janine Harrington

7 Ashley Court, Filey, North Yorkshire YO14 9LS

Telephone: 01723 512544 raf100groupassociation@gmail.com

Chairman's Report



THE 100 (BOMBER SUPPORT) GROUP ASSOCIATION

Dear Members,

That was a Reunion to remember! Everything went to plan – and the weather was perfect. The local hospitality at Foulsham and at Oulton was excellent; and the Memorial Service at Oulton led by Chris Lambert was outstanding. The Wensum Valley Hotel provided, again, exceptional service for the Reunion Dinner. Canon Philip Harrison conducted a most moving Service on Sunday morning at Horsham-St-Faith, with good musical support from the Aylsham Town Band. Our Association Standard was on parade throughout the Reunion, for which we thank Rod Vowler. I am sure that Peter Witts would have been proud to see 'his' Standard in those capable hands.

None of these things would happen so well without careful advance planning and the Association is hugely grateful for the prior details organised mostly by Janine. We were so sorry that this year Janine and Tony were unable to be with us. We wish them both the very best for their future together and we look forward to seeing them at the next Reunion, from Friday 10th to Sunday 12th May 2013.

At the Annual General Meeting, Derek Waters provided an overview of the Norwich Aviation Museum status and prospects. The ex-RAF Nimrod MR2 aircraft has become a vocal point of the aircraft display, attracting many visitors. At times, the aircraft is manned by RAF personnel who had flown operational missions and who can speak with their first-hand experience. The Vulcan B.2 of course remains as another key exhibit. Together they remind us of what used to be the British aircraft industry – long may they continue to provide that history to the younger generations of visitors.

We were particularly well served by the outstanding after-dinner talk by Wing Commander Garry Crosby, currently OC No.51 Squadron at RAF Waddington. You will remember that No.192 Squadron within 100 Group during World War 2 was re-numbered to No.51 in 1958, with whom the operational task continues with the same fundamental purpose. The Squadron is currently being re-equipped with the aircraft known as RIVET JOINT and operations are being flown with joint RAF-USAF crews. No.51 Squadron provides flight crew members and Special Operators; the aircraft Captain may be either from No.51 Sqn or the USAF equivalent. Garry delivered a most absorbing talk which connected the work originally done during the war with the changing operational requirements of today. It was fascinating stuff and many members spoke highly of their great interest and pleasure in what was said. We are extremely grateful to Garry for his time; and I believe that he had great pleasure in meeting and speaking with our veterans after Dinner.

The relocation of the RAF Museum at Blythburgh Hall has been done and I must say that from my point of view the result is a big improvement. There is about five times as much space and the visitor throughput is considerably higher. On Sunday, by mid-afternoon, there had been over 100 visitors in the Museum. The drawback is that the Museum is on the first floor and that presents an obstacle to elderly or disabled visitors. There are plans that it will be relocated again to ground floor level, in perhaps two years time. I am in close touch with the National Trust Visitor Experience staff who are planning an RAF Museum Event on 15th September this year – coincident with the annual Battle of Britain memorial.

We expect that the Association website will be on-line before very long. It will offer an insight to web users about the history of No.100 Group. A key aspect will be to inform and attract younger generations in order to preserve the achievements of No.100 Group as part of our national history.

With my most sincere best wishes to all members,

John Stubbington, Wing Commander, Chairman

Website Project Manager Report



Dear Members,

The good news is the initial Website design is now complete. It will be easy to maintain and add sections as necessary. I will try to describe this in easy terms so that all members can understand.

There will be a **Public section** and a **Members Only** section.

On entering the website there will be a **Welcome Page**, detailing the history of RAF 100 Group with links to Wikipedia and other sources of information. There will follow public sections on:

- **Squadrons**
With links to Wikipedia and details of Aircraft flown by the Squadrons, etc
- **Links to other sites**
Especially for searching, like '*Forces Reunited*' and MOD sites
- **Bibliography**
Books relating to RAF 100 Group. The section will allow sections of books to be stored for readers' interest
- **Historical Copies of RAF 100 Group Newsletter**
All magazines except a rolling 12 months which will be restricted to Members only

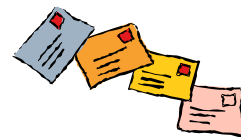
For Members only, there are additional sections:

- **Further Squadron information**, for every Squadron in the RAF 100 Group
For each Squadron we shall hold additional information that Members will be able to add to, Specific Aircraft, Missions, Aircrews, Ground Crews and Individual stories, Historical notes and documentation and Archive material for the Squadron and personnel
- **Current Magazines**
This will be a rolling current 12 months series of the Magazine. This is done to prevent people who do not subscribe, saving their subscription by having access to the latest magazine. It is also designed to encourage new people to subscribe
- **Reunion Section**
There are always more pictures sent to Janine than can possibly be put in the magazine. To this end there will be a section for each year's Reunion to post up stories and pictures, so that they are all available to those who have internet access
- **Special Documents**
Documents such as the recent 'Tom Anderson Smith' and 'In Loving Memory' can be stored.
- **Committee Section**
Finally, there will be a section for the Committee to store Minutes of meetings, etc

If anyone has any constructive criticism on any of the above please let me know -

Tony Bradley, Website Project Manager
apgbradley@aol.com

LETTERS PAGES



Dear Sirs,



I have in my possession some charts of a Navigator, flying in Halifaxes. The gentleman, who lived the last 15 years of his life in Norfolk, died in 1995 but his widow died only recently. As Executor my job was to clear the house and I came across these documents. He flew from near Bournemouth to Norway during the War and I remember him telling me they used Cromer Church as a



navigational landmark - this can be seen from the charts. If you are interested you are welcome to these documents. I feel it would be wrong to leave them lying around eventually to be thrown away. I look forward to hearing from you.

Chris Padley

Note: the large folder of maps will be sent to the City of Norwich Aviation Museum for display. Enclosed were a couple of photographs and a Service & Release Book. The signature showing at the bottom of the Service & Release Book is of a W H Bugle or Bright, W/Cdr. Awards are shown as being 1939-1945 Star – France and Germany – War Medal. His birthday was 25th April 1924. He served from 29th March 1943 to 9th March 1947. If anyone recognises W/O James Henry Kirby, 1607605, Navigator, we'd love to hear from you.



Dear Janine,

Thank you for the latest edition of 'Confound & Destroy'. As usual it is full of interesting letters and articles – and I found the 'In Loving Memory' particularly moving as I can relate totally to what people are saying about their loved ones ... May you and your magazine and the Association go ever onwards and upwards!

Gail Hanekom

South Africa

Daughter of 'Sticky' Murphy, 23 Squadron



Dear Janine,

I was most delighted to read the Spring 2012 copy of *'Confound & Destroy'*, particularly because it contained the letter from Linda McDermid.

On the night of 3/4th March 1945, I was in my billet with three or four other aircrew types whiling away time playing cards, when the 'Air Raid Warning Red' alarm sounded, followed by the sound of machine-gun fire. I rushed outside, to witness the horror of a Fortress bomber losing height as it circled Oulton airfield, spewing flames from one or two engines. As it passed out of view, I was convinced it would crash, and within a couple of minutes my worst fears were realised.

I was to learn the following morning that the aircraft was flown by F/Sgt Bennett, whom I knew personally, having attended a night vision course no more than a week earlier with him. He was just waiting for his commission to come through. I was to learn also that two air-gunners had survived the crash, miraculously. They were not known to me.

Some six weeks later, on a bright Spring morning, I stood outside my billet on Three Site enjoying the bright sunlight. After a few moments I was joined by another air-gunner, with whom I got into conversation. It turned out that he was one of the survivors of the Fortress crash. *'How did you get out?'* I asked. *'I have no idea'*, he replied. *'It seems they just found me lying on the ground.'* We chatted for a while and then made our way to our respective billets, without identifying ourselves.

In 1994, on the occasion when the RAF 100 Group Association met and dedicated the Oulton Memorial, I was leaving the scene when I got into conversation with another ex 100 Group member. To my great surprise, he was none other than the same person who had informed me some fifty years previously that he'd escaped from the crashed Fortress at Oulton on 3/4th March 1945. I then discovered from him that his name was Alistair McDermid. What a coincidence!

I am delighted to know that he's still battling on, and send my best wishes to him and his daughter Linda.

Yours, with great admiration

Len Davies

Waist Gunner with F/Lt Jack Brigham DFC



Dear Janine,

Thank you for the Spring Magazine.

The very first letter from Linda McDermid is relevant to the present research I am doing on my father Group/Capt T. Charles Dickens.

I know that my father was *'Mentioned in Dispatches'* twice, but do not know why. I have been in contact with the records section at RAF Cranwell, and the RAF Museum at Hendon, both of which do not have relevant records. I have recently been to the National Archives at Kew and registered as a reader there. There is a lot of information on 214 Squadron and 100 Group. The researchers at the National Archives are very helpful and said that the best chance I have of finding why my father was mentioned in Dispatches would be the log books. Unfortunately, as

was the case then, everything is understated and in many months there is an entry for 'Decorations and Awards' with 'None' after it.

But I did find the 100 Group operations log book and the entry for Fortress HB815 which was shot down on final approach on 4 March 1945. The reason for my interest is that one of my father's 'Mentioned in Dispatches' is in the London Gazette on 14 June and I think, from family stories, this was a result of this crash. The story goes that my father rescued someone from the blazing aircraft, even though there were bombs still on board. While leaving the scene the petrol tank of his jeep exploded with the heat. If this story is true, then the person he rescued could have been Linda's father, Alistair McDermid.

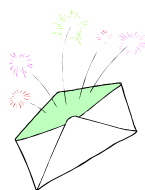
I regularly go near to the National Archives at Kew. If anyone would like me to look something up, then please contact me. It is permissible to take copies of images on the microfilm and digital photographs (no flash) of the original record books, sealed until 1976 under the 30 year Official Secrets Act. It is this Act which meant I could not find information from my father who died in 1972 and never spoke to even his family about what he did at RAF Oulton. The National Archives are also willing to make copies of microfilm onto digital CDs, so they can be viewed on a computer. I believe the charge is £25 per film, which can be many hundreds of images. The reference numbers can be looked up on the National Archives website. If you think it worthwhile, I am very happy to purchase a copy of 214 Squadron microfilm on behalf of the Association.

I'm sorry I cannot attend this year's Reunion as I have a prior commitment, but hope to in 2013.

Sincere best wishes,

Eric Dickens

edickens@virginmedia.com



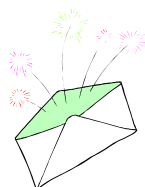
Dear Members,

My father was a test pilot and instructor during the war and spent time in Canada training pilots. His name was Archibald Gilman Bradley and he was a Pilot Officer, and finally Flight Lieutenant. I just wonder whether any surviving members can remember being taught to fly by him ... and what memories they might have and like to share.

Best wishes,

Tony Bradley

Association Website Project Manager

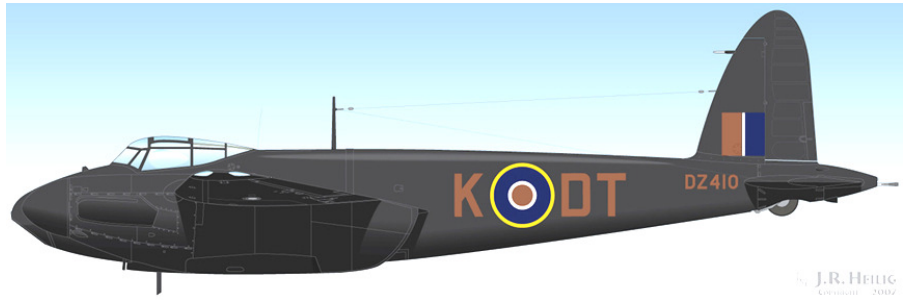


Hi Janine,

Many thanks for the magazine! I've had a long time interest in all things related to 100 Group. I spent some time in signals intelligence in the USAF, and my uncle was an early Cold Warrior in

the USAF, flying various aerial reconnaissance platforms, so there's a family connection as well.

The history is fascinating to me. *'Instruments of Darkness'* is one of my favourite books. This is an illustration I did some years ago of a 192 Squadron Mosquito B.Mk IV: DZ410 - quite possibly the world's first dedicated SIGINT airborne platform.



Best regards,

Jennings Heilig and fellow modeller *Jonathan Strickland*

Newport, Virginia

USA

jrh@pemt.net

550 Cooper Avenue

Milford, OH

USA



Dear Ms Harrington,

This is to briefly advise the death of my father, Squadron Leader Cecil William Cornish, also known as Oscar for reasons that are lost in the RAF mists of time. He served with 192 Squadron as a Flight Sergeant at RAF Foulsham in 100 Group. He joined the RAF as a Cranwell apprentice and trained as an instrument maker.

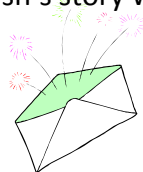
At the start of the war he was with 98 Squadron equipped with Fairey Battles in France. The Squadron was evacuated through St Nazaire. My father was one of the lucky survivors of the sinking of TS Lancastria. Returning after a spell in hospital at RAF Ely, he was to spend the rest of the war with Bomber Command as ground crew. He stayed in the RAF after the war, retiring after thirty eight years of service. I am not sure if my father was a member of your Association, but it is possible some of your members may remember him.

Kind regards,

Mike Cornish

michael.cornish237@btinternet.com

Note: Squadron Leader Cecil William Cornish's story will appear in the Autumn edition.



The Story of Brothers Nick & Paul Horrox and Jean Sedman

by Nick Horrox



This is a story of two brothers, [James Michael "Mick" Horrox](#) (left) and [Paul H.T. Horrox](#) (right), sons of The Rev and Mrs H. T. Horrox of Keyingham, East Yorkshire, and a young lady called Cynthia Jean Sedman (Jean) from Guiseley, Leeds. The Horrox family lived in Levisham-with-Lockton, North Yorkshire, where Jean spent many of her school holidays with her aunt. The boys and Jean knew each other and played together from an early age.



As they grew older Paul became very fond of Jean but he was six months younger - which at that age seemed a huge difference. Jean became more friendly with Mick and eventually became engaged to him on 2nd November 1940.

After what was described at the time as a 'distinguished school career', Mick joined the staff at 'Messrs. Blackburn's Aircraft Works' - to quote the newspaper of the time - and at the outbreak of war was a Sergeant in the RAF Volunteer Reserve. After gaining his commission he was attached to 151 Squadron and went on to serve as a Pilot Officer on Hurricanes in the Battle of Britain. After that '*strenuous autumn*', according to news reports, Mick volunteered for overseas service. Thus, in November 1940, very shortly after his engagement to Jean, having attained the rank of Flying Officer, he was sent to Malta on the aircraft carrier HMS Argus along with 11 other Hurricanes and their pilots to bolster the island's defences. On 16th November the convoy, of which the Argus was part, was approximately 400 miles from Malta when the Captain ordered the Hurricanes to be launched due to reports that the Italian fleet was at sea. The Hurricanes were split into two flights and as the first flight was launching the weather turned foul. Sadly the second flight, which included Mick and the other five Hurricanes, disappeared and were lost in the Mediterranean after the bad weather launch. It seems they were not met by their expected Sunderland escort and became lost in bad weather. It is assumed they ran out of fuel and crashed. Eight of the twelve Hurricanes and seven of the pilots were lost that day, with only one pilot being picked up.

Meanwhile Paul had joined the RAF to become a pilot in Bomber Command. In August 1941 his aircraft, Halifax L9530 of 76 Squadron, of which he was 2nd Pilot to [Flt Lt Christopher Cheshire](#) (right) - brother of Leonard - took off from RAF Middleton St George, near Darlington, Co. Durham, on a night raid to Berlin. A few hours into the mission, the aircraft was brought down by heavy flak over Germany. Of the crew, two lost their lives, but the rest survived and Paul spent the rest of the war as a POW in Stalag Luft III. Luckily, as far as research shows, he was not involved in the famous 'Great Escape', which took place from that camp in 1943, resulting in the execution of 50 of those recaptured.





Halifax L9530 of 76 Squadron

The aircraft in which F/L Christopher Cheshire was shot down on the night of 12/13 August 1941. Five of the crew, including Cheshire and Sgt Paul Horrox, parachuted to safety and became POWs. The front and rear gunners Sgt A T Niven and F/S W Woods lost their lives.
(photo credited to Imperial War Museum)

When it seemed certain Mick had been killed, Paul wrote to Jean from his prison camp asking her to marry him. However, by that time Jean, who was serving with the Voluntary Aid Detachment (V.A.D.), was engaged to an Army officer. She wrote to tell Paul this, but by the time Paul received the letter the Army officer had also been killed.

So it seems that Paul and Jean were meant for each other and in September 1945, shortly after Paul's return, they were married at Guiseley. By all accounts they had a very happy married life. Paul sadly passed away in December 1998.

There is a bench commemorating Mick in the North Yorkshire village of Lockton. His name also appears on the Runnymede Memorial in Surrey.

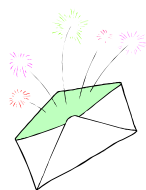
Many thanks to Elsie Horrox, Keith & Maureen Horrox and Richard Forder in providing facts to put this together.

Nick Horrox

The People's Mosquito

www.peoplesmosquito.org.uk

NOTE: Information about The People's Mosquito can be found in the Reunion pages.



Dear Janine,

My late father was [Squadron Leader Cyril W Bennett DFC](#) (see below) of 515 Squadron based at Little Snoring. He failed to return from an intruder operation over Jagel, Germany on the 13th January 1945. I have visited Little Snoring and hope to visit the Museum later this year.



My father volunteered for the RAF in Sept 1940, but did not become operational as a pilot until he joined 256 Squadron at Ford near Chichester in April 1943. In June that year he destroyed a Dornier 217 over the Channel and later on July 18th a FW 190 again over the sea near the Isle of Wight. In August 1943 the Squadron transferred to Malta based at Luqa and on November 9th he destroyed a Junkers 88 bomber, moving on to Alghero on Sicily, flying night intruder operations over Italy and Southern France.

In April 1944 he returned to the UK where he joined a training unit as an Instructor. In October 1944 he arrived at Little Snoring to join 515 Squadron. On the 31st Dec 1944 he flew one of the first sorties with 'Ash' equipment and in patrolling over the Grove airfield in Northern Denmark he destroyed a JU88-G night fighter.

This was the first success with such equipment and the first success for 100 Group in 1945

On 13th January 1945 he set off on patrol over Husum and Jagel airfields and failed to return. Later information given by W/C Kelsey confirmed it was likely the aircraft crashed into the sea not far from home.

All his operations were flown in Mosquitoes with [Flight Lieutenant Robert A Smith](#) as his Navigator (right). In the last couple of years I have had contact with his son Peter. It appears that before joining 515 both had been working as Instructors and both wives were under the impression they were not operational.



My mother who recently passed away aged 98 always maintained it came as a complete surprise that he had transferred to Bomber Command. Other contacts have suggested that 515 incurred heavy losses in the early months of 1944 and Mosquito crews with night flying experience were thin on the ground and they had been identified as a crew with the ability to fit 100 Group's needs.

[Roger Bennett](#)

61 Main Road Goostrey Cheshire CW4 8JR

randmbennett@aol.com

[Note: Roger has now become an Association member and would love to share memories anyone may have of his father.](#)

Dear Janine,

Flight Engineer Andrew Melvin Robertson
171 Sqdn/North Creake: October 1944 - April 1945

I am Colin Robertson, the son of Andrew Melvin Robertson (right) and I am looking to find either surviving veterans or relatives of my father's crew.

My father was a career RAF man from 1935 before training to become a Flight Engineer in WWII. He flew Halifaxes with 51, 78 and 171 Squadrons, flying all but two of his 43 sorties with the same pilot, [W/O Alan Arthur Digby](#) (below, left) who died in 2000.



During the last year I have found W/O Digby's daughter and grandchildren, and met crew survivor [Gordon Mercier](#) (Mid-Upper Gunner, right) and his family in March this year. I have spoken to survivor James McDonald who was a Special Wireless Operator who joined the crew of 171 Squadron as their 8th crew member. Finally, I have met Alun Emlyn Jones (Bomb-Aimer). He flew with my father and Gordon Mercier at 51 Squadron on one sortie on 5 July 1944 as a 'spare bod', following the loss of his crew on a training accident.



I am now trying to find the remaining crew members/relatives who moved with my father to 171 Squadron. Pending the receipt of confirmatory paperwork I believe these to be:

- (a) Ken Adams (Rear Gunner) – originally from Derby, last heard of in Swadlincote
- (b) John Dibbs (Navigator) – originally from Whitefield, Manchester – location now unknown
- (c) W. Brown (Wireless Operator) – WWII address unknown
- (d) S. K. Smith (Bomb Aimer) - WWII address unknown

Other 'spare bod' Rear Gunners included L. L. Davis and A. Redner.

I would appreciate contact from anyone who knew or knows any of the above, particularly any photos of my father or his crew members. My father died in 1998 and I now realise that I know little of his early life and what he went through in Bomber Command. I don't have a single photo of him in uniform or anything other than his Log Book for his WWII Service. Any 1944/45 contemporary photos of life at North Creake would also be much appreciated.

Colin Robertson
robertson.colin@gmail.com
0113-284-2859

Dear Janine,

Having read about Richard Forder and Steve Bond's newly published book '*Special Ops Liberators*', in the Eastern Daily Press supplement, weekend 12/20-1-12; regarding 100 Group wartime activities from Oulton, I am writing to tell you my neighbour's father also performed similar activities from Little Snoring airfield. Arthur Pigott lives in the Chigwell area of London. But when he visits we spend much time together. His RAF number was 1397335. He worked as a Wireless Operator Mechanic assigned to Special Operations Duties, working on Radar/Radio jamming devices and flying test flights over Germany. Arthur celebrates his 90th birthday on June 25th and will visit Norfolk for several days, during which time we hope to visit 100 Group establishments. Being extremely Deaf and having spent many years as a compositor in the print trade, Arthur prefers to write and receive letters nowadays ... but he would love to hear from members of RAF 100 Group Association.

Please write to - *Arthur Pigott*

'Estcourt', 241 Manor Rd, Chigwell, Essex IG7 6HL



Dear Janine,

I am writing after reading an article in the Eastern Daily Press. My name is Jane Gaskin (nee Howard). My parents Ann and Earnest Howard who married in 1936, had a poultry farm at Ivy House Farm, Corpusty, not too far from Oulton airfield, Norfolk. On one of his visits to the now ex Castle Pub, Dad met up with a pilot from Oulton airfield named Tim Noseworthy. After a while Tim came to the farmhouse along with his crew and as eggs were plenty, Mum used to do them scrambled eggs, etc.

In later years I was told that on one of these visits they were all uneasy and jumpy about a mission they were going on. And the worst happened ... they were shot down. All except Tim Noseworthy were killed. I understand Dad had loaned them a car to get back to Oulton, and when they didn't bring it back he knew something was wrong and tried several times to find out from the Base ... but could not. Some weeks later I think it must have been the Eastern Daily Press or Daily Mirror published a photograph showing Tim in a hospital bed. I think he was in Belgium with a nurse standing alongside and a report saying how his crew had all died and he was the only survivor of a crash.

I remember him coming to the house after he recovered (I was not very old). After the war we had cards at Christmas and Mum and Dad took turns with Tim with phone calls when he went back to Montreal. Then many years later, because of arthritis caused by his injuries from the crash, the family moved to Florida. What happened we don't know and lost contact. There were two sons ...

Somewhere in my late mother's things is the photograph from the paper and Tim's wings from his uniform which he left with us to keep. Mum always said they were on his uniform when he crashed ... unfortunately we can't as yet find them.

I can remember when I was very small being taken outside in Dad's arms and seeing a plane go over our house. Then Dad went off and came back with a bag of CHAFF which they had dropped for our Christmas decorations. I remember it was like shredded up thick tin foil. I was only tiny when all this happened. I was born 16/3/1942. But I do have this copy of a letter from Tim and a photograph taken of him in summer 1959 with wife Joyce in blue and a friend:-

'F/Lt G C Noseworthy
J22147 R.C.A.F
RAF H.Q.T.C
Bushy Park
Teddington
Middlesex

5/6/45

Dear Ernest & Ann,

Guess you had thought of me as being in Canada by this time and also as having forgotten all about you. I must say I will never do that after the royal way you always treated me when I was stationed at Oulton. I know I haven't written but for the past six weeks or so things have been so mixed up that I haven't known whether I have been coming or going. Arrived down here on posting from Warrington last week and spent a whole week scouring the town for a place to live ...'



We haven't gone through Mum's effects yet. Dad died a long time before her, but she was two months off 102 when she died recently. I was thrilled to read the article in the paper, and it would be wonderful if you can trace Mr Noseworthy and find out more.

... and thank you for your invitation to join you at the Oulton Tea during the Reunion Weekend. My husband isn't well, but I will try to get one of my nieces to bring me ...

Jane Gaskin

20 'Conifers', Norwich Rd, Cawston, Norwich
Norfolk NR10 4EX

14/15th January 1945

Flight Lieutenant G Noseworthy, RCAF was a pilot serving with 223 Squadron, RAF 100 Bomber Support Group. His aircraft - Liberator TT336 – took off from RAF Oulton at 1606 hours on the night of 14/15th January 1945 for Jostle duties in support of the Grevenbroich raid.

Crew:

RCAF Flt Lt Noseworthy, G Captain (Pilot)
RCAF Sgt A L Evens (Pilot)
RAAF 415820 FO Palmer, G R (Navigator)
RAF Sgt B Hartop (Flight Engineer)
RCAF Flt Sgt W A Gray (Wireless Air Gunner)

RAF WO J G Galley, DFM (Wireless Air Gunner)
RAF WO R E Ralph (Wireless Air Gunner)
RCAF Flt Sgt D R Clark (Wireless Air Gunner)
RAF FO P A Mason (Air Gunner)
RAF Fl Lt G Trail (Air Gunner)
RAF Sgt J Mellors (Air Gunner)



Flt Lt Noseworthy & crew at 111 © OTU Nassau; lost 14 January 1945.

Rear L to R: Sgt John Mellors, F/O Geoff Palmer, F/O G Noseworthy, F/O George Trail, Sgt Peter Buckland. Front L to R: Sgt Bill Gray, Sgt Les Evens, Sgt Don Clark, this poor quality picture is the only one available of the crew (J Mellors)

14/15 January 1945

This night proved to be a record for the Squadron with 10 aircraft dispatched; completing assigned duties on what was a busy night after weather interruption. The main force targets for the night included the Leuna synthetic oil plant, the Grevenbroich railway yards and the Luftwaffe fuel depot at Dulmen near Munster. Bomber Command had planned a two-phase attack, with Grevenbroich and Leuna being attacked during the first phase, Mosquitoes hitting Berlin between 20.35 and 20.45. 223 supported this phase with two aircraft on a target patrol over Grevenbroich and two aircraft for a diversionary southern Window force spoof. They followed the Leuna main force route until it swung to the north-east in the direction of Frankfurt, but then broke away to the south-east to threaten Mannheim which was attacked by Mosquitoes.

For the second phase, Bomber Command attacked Leuna again (23.57 to 00.12) and sent another force to hit Dulmen to the north of the Ruhr (23.12 to 23.35). A further force of Mosquitoes would mount a second attack on Berlin. To add to the German defence controllers' confusion, a 'Sweepstake' force of 126 HCU and OUT aircraft would head across the North Sea as far as 0630E before turning back. To create more distraction, 100 Group mounted a southern Window patrol which would follow the Leuna route as far as the Rhine before easing away to the north of the Leuna main force, initially towards Frankfurt, then turning abruptly north about sixty miles, north-west and finally south-west, threatening the Ruhr then on towards Brussels and

back to base. For this second phase 223 sent an aircraft to Dulmen on a target patrol, and contributed five aircraft to the southern Window patrol. All five from this patrol were diverted to RAF Woodbridge on their return due to fog, landing with the aid of fog investigation and dispersal operation (RDO) ...

This was to be a sad night for the Squadron, with its first loss of an aircraft to enemy action. Flt Lt Noseworthy and his crew in TT336 (R) failed to return, and were reported as shot down to the east of Antwerp at 5107N 0438E on their return from their target patrol over Grevenbroich. Flt Lt Brigham reported seeing an aircraft shot down in the location where he had experienced light flak. At the time, the area was close to the front line and was initially believed that the aircraft had been hit by friendly fire; in fact it would seem the likely culprit was a Ju 88.

The aircraft was struck in the tail and a fire started that was almost certainly being fed by the hydraulic fluid that powered the rear turret. It was rapidly clear that the aircraft was doomed. The crew already had a problem caused by failure of the intercom system, which would have added to Noseworthy's difficulties in establishing the damage location, and ordering evacuation of the aircraft, aggravated by the separation of the front and back end crew members. In the event, things happened very quickly. Sergeant John Mellers was manning the port waist gun when he heard the 'bang' and turned round to see the whole of the tail area on fire. F/O Frank Mason, the tail gunner, emerged through the flames from his turret and he, together with the two special operators W/Os Jack Galley and Bob Ralph, and the other waist gunner Flt/Sgt Don Clark; trooped down into the bomb bay. Sgt Mellers did not know why they moved forward. Presumably they had a natural instinct to get away from the flames, but they would have faced a struggle to get through the narrow gap between the vertical bomb beams as they made their way to the front bomb door exit. The squeeze would have been increased by them wearing their British Mae West life jackets and carrying their parachutes. Sgt Mellers attempted to fight the fire, but the extinguisher that he located failed to work, so he hurled it into the flames. He shouted into his microphone that he was baling out, just in case anyone could hear him. He tried to open the ventral hatch and found it jammed so he attempted to exit through the port waist hatch, but got stuck. He quickly switched to the starboard hatch and succeeded in clearing the aircraft. His parachute deployed and he landed in about six inches of snow with his clothes still smouldering and him suffering superficial burns.

In the cockpit, Flt Lt Noseworthy maintained control for as long as he could, but as soon as it was lost he left his seat and baled out through the top hatch, breaking his leg on the tailplane in the process. The co-pilot Sgt Evens, the wireless operator Flt Lt G Trail, the mid upper gunner Flt Sgt W A Gray and the flight engineer Sgt Bob Hartop, would have made for the bomb bay front exit. The rear of the aircraft eventually broke away and landed just to the south side of what is now the A313 Antwerp to Liege motorway, approximately 30 miles from Antwerp. The remainder of the aircraft came down beside the Albert Canal just to the south of the small town of Meerhout, and about seven kilometres to the north-west of the tail unit.

It is likely that only Noseworthy and Mellers were successful in baling out. Fg Off Geoff Palmer, the navigator, was found and taken to hospital but was dead on arrival. Sgt Mellers was unsure on which side of the front line he had come down, but he took a chance and went to the nearest cottage. He was in luck, as the occupants arranged for some British troops to collect him within half an hour.

February 1945

The Squadron was pleasantly surprised by the unannounced return of Sgt John Mellers, shot down on the night of 14/15 January, having been flown over from Belgium. He would return to operations flying as a mid upper gunner in Flt Lt Croft's crew.

March 1945

The 6th saw Flt Lt Noseworthy return to the Squadron, and he was reported looking none the worse for his experiences on the night of 14/15 January, but had suffered a considerable loss of weight. He did not return to operational flying with the Squadron.

SUMMARY

The aircraft, Liberator TT336, was either hit by Allied AA fire (as suggested by the Squadron records), or despatched by an enemy night fighter at 6000 feet. It crashed on 14 January near Meerhout (Antwerpen), a small town some 8kms south east of Geel. Eight of the crew were killed, and FO Palmer who was injured died of his injuries in hospital on 14th January 1945. Flt Lt Noseworthy and Sgt Mellers were uninjured. Those who lost their lives are buried in the Leopoldsburg War Cemetery, Limburg, Belgium.

FINAL WORD from Richard Forder (co-author of 'Special Ops Liberators')

Tim Noseworthy was eventually posted out to the RCAF Depot for reallocation and possible repatriation to Canada. The other survivor Sgt John Mellers, the Port Waist Gunner, did a further seven ops with Val Croft's crew to add to the 14 ops he had flown with Noseworthy. He was commissioned after the war and trained as a pilot. He flew in the Korean War, being awarded the DFC, eventually retiring with the rank of Group Captain.

The full story of Tim Noseworthy, his crew and Squadron, can be found within the covers of Association Committee member Richard Forder & Steve Bond's book '*Special Ops Liberators*', published by Grub Street, price £25.

Flight Sergeant E 'Mick' Stirrop, Air Gunner with 223 Squadron

by Richard Forder

It was with great sadness that we received the news that 'Mick' Stirrop had passed away on 17th March aged 88 years. A veteran member of 223 Squadron Mick had lost his long battle with breathing difficulties which had prevented him from joining us at the annual reunions. However, he retained a keen interest in 100 Group and was a collector of any published works concerning the group.

Shown right is 'Mick' with Jim Bratten, 223 Squadron Air Gunners, enjoying the snow at Oulton Street in January 1945 (photo courtesy of the late Jim Bratten).

Christened, Edward, he acquired the lifelong substitute 'Mick' because his brother initially had difficulty in pronouncing Edward. Like all wartime aircrew Mick was a volunteer, and passing the medical and aptitude tests was selected for aircrew training under the Pilot, Navigator, Air Bomber (PNB) scheme. In Mick's case he began training as pilot. Successfully completing his Initial Training Wing (ITW) course, and grading school which confirmed his suitability for pilot training he was posted to an Elementary Flying Training School (EFTS). Unfortunately, his time at EFTS in 1944 coincided with a pilot surplus so Mick, with a number of other very disappointed would be pilots, was forced to remuster to a different aircrew specialisation despite being so close to being awarded his coveted pilots' flying brevet.

Mick's new aircrew category was Air Gunner and he joined 60 other chastened ex pilot trainees at 10 Air Gunnery School (AGS) at RAF Walney Island, Barrow in Furness. Successfully completing the Course he was one of 38 Course members posted to complete the crews of the newly reforming 223 (Bomber Support) Squadron at RAF Oulton on 2nd September 1944. Mick was allocated to Flying Officer Tony Morris's crew flying a few trips in the waist position before becoming the crew's regular mid-upper gunner. Mick obviously remained pretty fit as he was a regular member of the crew completing a total of 37 ops and flew on the Squadron's final op of the war on the night of 2nd/3rd May 1945.

Mick's two special pals on the Squadron were fellow air gunners Sergeants Leonard Vowler and Ted Whittaker who were also 10 AGS graduates. The three were inseparable, but Mick was to lose them both when they were killed in action in the losses of TS526 and TS520 respectively.

I first made contact with Mick in 1997. He had an excellent recall of events during his time on the squadron and was particularly helpful to me in completing the book "Special Ops Liberators" during 2011. It meant a great deal to me that he obviously got enormous pleasure from his personal copy of the book, and the last time we spoke he told me he was already reading it through for the second time. Despite his infirmity he retained his sense of humour and I always looked forward to our correspondence and telephone calls. Regrettably, we never met but I remember him with respect and affection. He is also remembered by his navigator Andrew Barron, a founder member of the Association and regular attendee at the annual Reunion.



11th – 13th May 2012
Norfolk



RAF 100 Group Association Reunion 2012

Past & Present Coming Together



All RAF 100 Group veterans present at Reunion 2012:
Dr Peter Lovatt 223 Sqn, Andrew Barron 223 Sqn, Stanley Forsyth 192 Sqn, John(Paddy) Gilpin 214 Sqn,
Sidney Pike 223 Sqn, Phil James 192 Sqn, Bob Belton 223, Ron Simmons 223

Thank you everyone
who made this weekend
such a wonderful occasion

The Reunion 2012 Experience

The Royal Flying Corps was founded 13th May 1912,
100 years ago this weekend. It later became the R.A.F.

It's a strange feeling this year to be writing about events of which I had no part. The Reunion was marked on our calendar. We looked forward to it for months ... and then it was gone. However, I spent the weekend watching the clock, a divided spirit between Norfolk and home, held in a kind of 'No-Man's-Land', where Past and Present meet. The weekend was still special, tinged with so much sorrow and regret at not being there in person. In my heart I held all those who share in spirit, those who still cast shadows across the fields, standing behind, a hand resting easy on a shoulder, their once-familiar faces with us still ... Peter Witts ... Alan Thomsett ... Bob Moorby ... Bill Doy ... and Founders of the Association Martin Staunton and sister Eileen Boorman, who lost her husband Stafford Sinclair of 214 Squadron, and was prompted to bring together an Association in his memory and a Memorial at Oulton to remember all those now gone.

'At the going down of the sun and in the morning, we will remember them.'

Always when I hear those words I remember Peter, standing proudly to attention. I would have searched the sea of faces, sure he would step from the shadows and be one amongst us. I am not alone. Kelvin Sloper (City of Norwich Aviation Museum) also remembered ...



'Reading the memories of Peter Witts featured in the special supplement for those who have recently died that went out with the Spring edition of the magazine, it reminded me of the Opening of the 100 Group section at the Museum back in 1997, particularly when you mentioned that Eileen had not met anyone who had flown with Stafford Sinclair, her husband, until that day.'

Until the day of the Opening, most members of the Association had not met. I remember speaking to Peter in the tearoom. He asked why Eileen and Martin had started the Association. When I

explained, Peter instantly recalled Stafford and I took him to meet Eileen. These are two of the images taken on that day ... Peter and Eileen, above, not sure who they are talking to, but looks an important medal he is wearing ... and Peter with Stafford Sinclair's sister, right, who came to a couple of early Reunions with Martin and Eileen. There is also this image of Peter taken during WW2. Peter sent this to me on the 20 September 2004 when I was getting him a blazer badge specially made of 462 Squadrons crest. The image seems to be made up of copies by Peter from a number of photographs. You can see that the 18 year old Peter is unmistakably the senior Peter that we knew!'



462 SQUADRON R.A.A.F. - 100 GROUP - R.A.F. FOULSHAM.

1944/45

(MY SKIPPER

F/LT. BRUCE
DRINKWATER

AGE 27

OBE.

(ME - AGE 18)
PETER WITTS

(OUR
HALIFAX
BOMBER)

(ME &
MY
REAR
GUN
TURRET)



("PADDY" BEST OUR MID UPPER GUNNER) F/LT BRUCE DRINKWATER PILOT W.O. RON JOHNSTON WIRELESS OPERATOR

FRIDAY 11TH May

Home is North Creake Control Tower



North Creake Control Tower, 1988. The small wooden sign at the front by the left tree says, The Old Control Tower.

Claire and I moved into the Control Tower at North Creake in October last year - we felt someone had to save it from cedar shingles, hideous pitched roof and missing central windows at the front. It's been pointed out to me that it is probably these very things that represent care for the building that have saved it from the dereliction of time, but I still think they ruin

the aesthetic of the building. The idea that we find the Control Tower aesthetically pleasing may seem odd, but Claire and I had been searching for an airfield building and were delighted when we found one in a location where we had been holidaying for nearly 20 years. The plan is to restore the tower to a more recognisable state and to preserve the other remaining original buildings on the site (the air raid shelter - minus blast walls which I believe they had, and the Speech Broadcasting Building).

Since moving here we've spent considerable effort in the grounds surrounding the Control Tower. We've removed about 120 huge cypress trees that described the perimeter. As a consequence, the Tower can now be seen from the road – its existence being somewhat of a surprise to many locals. We've also removed a very large concrete yard, allowing the ground beneath to be sown with wildflower meadow seed. We were also lucky, in terms of timing, to be able to save two Nissan huts being demolished by the factory near us; these we will use as a garage. We have yet to construct it, but at least we have the base so we're on the way. In one of the huts there was a door that proclaimed the word 'Weapons' at the top - I intend to reuse this as my internal workshop door. We've also started work on the Control Tower itself, removing the shingles, preparing for interior and exterior work – this takes time as we want all the features (flooring, bathrooms, kitchen etc.) to be from reclaimed sources 'appropriate' to the age of the building. So, the work continues...

However, I don't want to give the impression that it's just the physical elements of the site that we're keen to preserve. We're in the process of discovering the history of the Tower and the wider airfield. At the recent Reunion we had the opportunity to talk to many members about elements of the history. Sid Derry told us he had spent the worst couple of weeks of his life here – although the pub at Wighton was a wonderfully welcoming place with beer and ladies! Peter Thompson told us many of his father's exploits and Rod Vowler filled in many gaps in my understanding about what Operations from here involved.

Many local residents have been sharing their memories. I've spoken to a former farm labourer who popped by to say he used to graze sheep on the airfield whilst it was active! Stories abound about airfield equipment that was pushed into holes around here – particularly when they were scrapping Mosquito aircraft after the war – according to local legend, useful parts were salvaged and the rest bundled in a heap and set ablaze; the remaining detritus being pushed into a hole. Our neighbour tells us that one such hole was excavated recently. They found parts of Mosquito

undercarriage which were subsequently sent to a Museum. I have also been told that the bomb tugs armourers used were here until the nineties when someone flying over the airfield noticed them parked up on the airstrip (they had been moved out of a Nissan hut) and went about negotiating their removal to a Museum in Lincolnshire – I have yet to find which one. Our closest neighbour's late husband represented the nearby animal feed company in negotiations for the removal of the mural of the lost Stirling (painted in one of their huts) and subsequently attended its unveiling at Hendon – this was apparently featured on the BBC news – footage, I imagine, that has long since been lost (??). Whilst a surprising number of airfield buildings still remain, anyone visiting the airfield will notice the runways are a third of the width they used to be – I recently discovered from someone who worked on their removal, that the hardcore was used to shore up sea defences at Wells-next-the-Sea. There somehow seems a poetical symmetry to this, in that they continue to defend Britain from the perils coming from a seaward direction!

So what next? Ultimately we plan to open the Control Tower as a B&B with the grounds as a Tea Garden. But rather than ignore the history of the airfield we want to promote it. As a result we plan to use the Speech Broadcast building to house permanent exhibits of the airfield's history and draw up a timeline of its operational and post war uses punctuated by anecdotes and photographs from those, or the relatives of those, connected with it. To this end, stories and photographs would be greatly appreciated, either operational or the day to day asides of life at an airfield that make its history come very much alive for those looking at it anew. Hopefully, we can arrange for a gathering here at next year's Reunion where we can share your memories and stories of the airfield, although if you find yourself nearby in the meantime, please do drop in.

Nigel & Claire

<http://www.facebook.com/pages/The-Control-Tower-old-North-Creake-Airfield/285585778171932>

Association members have already been sharing their memories of North Creake Control Tower in a by-gone age. David Butler, Squadron Leader (retired), DFC, ex 171 Squadron, stationed at North Creake writes -

'To Nigel and Claire

Your write-up in our 100 Group magazine on your 'new home', the old Flying Control at RAF North Creake, which I have only just read, was a most pleasant surprise – memories came flooding back. Our crew carried out 25 ops at 171 Squadron in 1944/5, our Skipper Flt/Lt Bill Steel, a New Zealander, could fly our Halifax upside down if required on our doggy ops. I was a Flg/Off, Flight Gunnery Leader and Rear Gunner there, and had already completed a further 30 ops on Lancasters at 12 Squadron. We had a superb crew on our Radar Jamming and bombing flights, our rest nights out in Wells and local Fakenham were memorable.

Regretfully, I am at 91, the last remaining member. I'm sure Old Devil is saving me up for a good night out. I can recall spending many hours in the old Control Tower upstairs, waiting for our crews to get back, it was superb to see it again.

Do take care of the beautiful building, a most memorable Flying Control and historic ...

Sincere regards,

David Butler, Sqn/Ldr (rtd) DFC

7 Spring Close, Histon, Cambridge CR24 9HT

New Frost Hall, Foulsham



Afternoon tea at Foulsham was the starting point for many members coming to the Reunion ... the first chance to come together as the Family we are ... travelling from so many different points across the compass to remember.

The photograph above is testimony to the success of the occasion, despite a lot less members at Foulsham than last year. Phil and Vera James travelled from Port Talbot, Wales, and it's lovely to see Phil looking so fit and well after a spell in hospital. It's been a worrying time for the family, but his daughter and granddaughter were able to join them on various occasions through the weekend.



Following tea with the villagers, it was Phil who laid a wreath at the Memorial in the village, watched over by Rod Vowler with the RAF 100 Group Standard. As he is laying the flowers you can hear Phil softly speaking the names of his 192 Squadron crew who served alongside him. Then F/E Sgt Philip James, he was one of a crew of eight –

- Pilot F/Lt George Ward DFC
- NAL F/Lt Bert Taylor DFC
- B/A F/O Al Schorn
- W/Op F/Sgt John Yakimchugk (Red Indian)
- M/U F/Sgt Earl Skjonsberg
- T/G F/Sgt Jim Merriman
- Special Operator F/Sgt Arthur Burgess

It is Vic Vinnell, my mother's wartime fiancé, together with Canadian Pilot Jack Fisher, both of 192 Squadron I always remember when visiting Foulsham. In a time out of Time I can imagine them cycling through the village, thoughts for a letter held in Vic's head, her name imprinted on his heart. He wanted to become a writer after the war. And Jack, the only son out of seven children, I still write to them after all these years, continuing on the never-ending circle of love.

The whispers and footfalls of all those who served at Foulsham, and at Oulton, and all the other places in Norfolk that made up RAF 100 (Bomber Support) Group are still there ... at least, that is what the people who run the farms-once-airfields say ... while the secret of their work and what it was really about lives on.

We know the villagers will be getting sight of this magazine, and we offer a huge THANK YOU for the welcome you give to us each year at the start of our Reunion Weekend.



Phil James presenting a glass plaque

Saturday 12th May 2012

Early arrivals to the Reunion this year spent a pleasant Friday at North Creak Tower, home to Nigel and Claire, and Foulsham, and then came together for dinner at The Plough, hosted by Val and Roger who have, through the years, become firm friends of the Association.

Today was a new day ... and a long one. Members came from their various points of accommodation to Horsham St Faith and gathered for the AGM ... usually held at the Mission Hall across from the church, but this year held within the Church.

Annual General Meeting

1100am, Saturday, 12th May, 2012 – The Church, Horsham-St-Faith

Present

John Stubbington, Chairman; Richard Forder, Len Witts, Chris Lambert, Phil James, Rod Vowler; and about 50 members.

Apologies from:

Janine Harrington, Tony Bradley, Linda Fraser, Stephen Hutton and Pam, Clive Anthony, Roger & Helen Jones, Gerhard and Sissie Heilig, Jerry Dennison, Eric Dickens and Gail Hanekom (from South Africa, daughter of 'Sticky' Murphy, 23 Squadron).

Note: The AGM was to have been in the Mission Hall but, because of an accidental oversight within the Parish, the meeting was held in St Faith's Church by courtesy of Canon Philip Harrison.

Welcome

John started the meeting with, "*The sermon for today*" to reflect the gathered congregation in the Church. '*Let me welcome you all; especially Ron and Phyllis Simmons who have travelled from Canada and Don Maxwell who has come over from Germany.*'

Last AGM Minutes were accepted, nothing arising: Proposer, Phil James; Seconder: Sidney Pike.

Blickling Hall

You may recall that the No.100 Group Plaque, created initially for display at Bylaugh Hall, is on display at the National Trust site Blickling Hall, with a written agreement that it is on loan from the Association and may be removed for functions as required. It will be at the Wensum Valley Hotel tonight for the Reunion Dinner.

The National Trust is in the process of making improvements to the long term conservation of the site and, in that process, the RAF Museum has been relocated to The Loft Gallery. That Gallery had been a dormitory used by the Royal Air Force during World War Two. This offers about four times as much floor space, but can only be reached by stairs. There are plans that it would relocate to Ground Floor level within two years.

The RAF Museum primarily commemorates RAF Oulton with 214 and 223 Squadrons. The No.100 Group Association is a welcome guest on the site and, whereas some members will be

inconvenienced because of access, we will enjoy the longer term benefits and increased public visibility.

Ian Flint, the National Trust Visitor Experience Manager, would like anyone with memorabilia at Blickling Hall to contact him urgently. All memorabilia left by members now needs signed documentation according to whether members decide it is on loan to Blickling Hall or a donation to the Museum.

Accounts

We started the year, from 1st May 2011, with an effective balance in the Current Account of some £1200 after paying for the Reunion Dinner. This year, the account will have an effective balance of about £1800 in the Current Account after we pay for Dinner this evening. The Reserve Account is unchanged at £1665, except for £1.02 interest.

Let us be quite clear about how this has happened.

- We have had £150 in donations from various members.
- The Newsletter costs have fallen by just over £300 – that is an excellent achievement and we are enormously grateful to Janine and Tony. Many more members are now taking the Newsletter through email, 20 more than last year, which keeps costs down and provides copy in full colour. Printed copies have been in black and white, because of the high cost of colour printing. The annual budget for the Newsletter will remain at £1500 for this coming year.
- The Raffle after Dinner last year raised £250; and we are most grateful to Phil James and Vera for collecting the Prizes and conducting the Raffle.

[Post Meeting Note: Expenses included £60 for three engraved plates, one each for Foulsham and Oulton and one spare for another use; £40 for the wreaths at Foulsham and Oulton; and £36 for Membership Cards. Donations have now come in at £182.50.]

Membership

Membership has increased and we continue to welcome new members. We currently have 142 members, of whom about 50% are veterans. There are many enquiries for information, particularly from family members of veterans who have died, who never spoke about their experiences. Sadly, many long term members have died this past year. Condolence cards are sent to families on behalf of the Association; some families choosing to take up membership in their memory.

Newsletters

Janine and Tony had suggested we return to colour printing, estimating that this would cost about £200, compared with keeping to Black & White. This was discussed in Committee and the conclusion was that if we used colour printing again, plus the increase in postage costs, then we would be in an unknown cost area. The budget would remain at £1500 per annum.

Tony Bradley has taken quotations for having the Newsletter printed commercially, in colour, and the initial costs would be about £4 per copy depending on the number of sheets. We are content to leave that decision to Tony and Janine so far as the next Summer/Reunion edition is concerned. We would then re-appraise costs and decide on colour or Black & White for the remaining three editions.

Website

The Project Manager is Tony Bradley. The structure of the proposed website has been resolved and an outline can be found on page 7 following the Website Project Manager's Report. The Association has a large amount of existing material that can be used to initially populate the website. In some cases we will need to secure the permission of authors, but that is not expected to be a problem.

The website will have two distinct options for access. One section will be open to any user of the web and will contain largely historical and archive material about the history and achievements of 100 Group and the Squadrons. The other section will be open only to registered members and contain material of a more personal nature, similar to material which appears in the Newsletters.

The website will not replace Newsletters. Newsletters will continue in the same form that they are now.

City of Norwich Aviation Museum Report

Derek Waters summarised the year for the Museum. The Norwich Ring road is still going on and on Monday 14th May there will be the first meeting for over a year.

2011 was the best year for visitors. This was boosted by visitor offers posted on the Museum website. The new Nimrod MR aircraft is a good draw. It is manned on occasions by RAF aircrew and engineer staff who actually used it. Kelvin apologises for not being here for the AGM, but he will be at Oulton on Saturday afternoon. The Museum represented the Association at the recent funeral for Bill Doy. Derek ended by saying we all look younger each year ...

Post Meeting Note: this updated report was received by Janine by Kelvin before he went away:

Mild weather over early winter months has kept visitor number relatively high. We have just had our best ever January and even December, which is normally our quietest month. Work has continued around the site, when the weather has allowed and in the display buildings, updating displays is ongoing. In the archive room, adding items recently donated to the Museum collection and improving the documentation of previously recorded items continues to progress. Already in 2012, we have received substantial donations of books and documents.

We now have more details of the Douglas Boston wing sections collected from a private owner in Leicestershire last November. These are from Boston Z2186 which crashed on Carnedd Dafydd on 17 October 1942. The 418 Squadron aircraft had left its base at Castle Camps, Essex on a cross country training flight. The crew were pilot Sgt M Sims, injured, Flt Lt H Longworth RCAF Observer, killed and Navigator Sgt R Walker RAFVR Navigator/Bomb Aimer, killed. The wings had lain at the crash site until recovery by the Boston Havoc Preservation Trust in 1984. They are covered with signatures of walkers who visited the crash site. Our member John Sheldrake was alerted that the wing sections were to be scrapped by a private owner and were saved only at the very last minute by the



Museum when our Chairman Derek Waters with David Thatcher made an emergency dash to collect them the day before they were to be sent to the scrap yard. We will display the wings as they are with the story of the loss of the aircraft and of Boston operations by 2 Group RAF from Norfolk airfields such as Great Massingham, Oulton and Swanton Morley.

The photograph (above) shows the Boston wings on Derek's plant trailer just after arrival at the Museum. They are not pretty, but they do tell a story. We wonder how many other items like these simply get thrown away?

Oulton

Chris Lambert outlined the Oulton visit, including an option to see a Carpentry workshop run by a bespoke carpenter in the last hut standing in the old Oulton airfield. Further information and details are available from Caroline Randell: 01263 587115.

Future Strategy for the Association

John Stubbington outlined thoughts about the Way Forward for the Association. It is not suggested that we make any immediate changes; but we all need to think about what we want from the Association; and in that respect we need to consider that the Membership is gradually changing.

The Association will need to be attractive to prospective new members; quite simply, why would new members sign up? We should not just rely on on-going family memberships. The Association needs to be visible and interesting for people who may have no family connections at all. The proposed website should provide increased visibility. It will have automatic links to other websites that offer additional information.

What I want you all to do please is to think about what you feel and want from the Association; and what you can do for the Association. Please take the time to let the Committee know your thoughts, when you have had time to think.

In discussion, Ronnie Simmons said young people want to know more about 100 Group, but they have been handicapped by access to archives. The website could provide much better visibility and may attract new members. The meeting recognised that as the membership changed over time, so the interests of new members would be different from that of veteran and close family members who have a very personal connection and who look for the connections with their old comrades.

Any Other Business

1. Trevor Wise is reproducing Len Bartram's booklets with permission from Evelyn Bartram. Trevor has copies to hand for this Reunion.
2. Nigel and Clare have made the North Creake Control Tower available to view this weekend.
3. People's Mosquito Organisation ... www.peoplesmosquito.org.uk ... have asked us to become affiliated with them as an Association. They have just had 81 Squadron become affiliated as 81 Squadron performed the last ever RAF operational sortie by a Mosquito, on Dec. 15, 1955 (over Malaya during the Emergency), so they play an important role in the history of the Mosquito. More about them and their personal stories will be in future Association newsletters or on the website.

4. New members include Peter Thompson and Ian Wolff, whose fathers were with 171 Squadron and 223 Squadron respectively.
5. Rod Vowler proposed a vote of thanks to Janine and Tony for their never ending work for the Association, which was unanimously agreed by the meeting. A vote of thanks was also put forward for the Committee.

[Post Meeting Note: Janine would like to thank Rod Vowler for taking the Minutes this year.]

6. Len Witts thanked all who attended his father's funeral.
7. Andrea, Peter Witt's daughter, read a poem written by Peter Witt's great grand-daughter Lara.

[Post Meeting Note: This poem was absolutely lovely. It was read in Church during the Reunion Service on Sunday and the text of the poem is reproduced within this Newsletter.]

8. A glass trophy had been given to Foulsham village for their hospitality and later today Oulton will receive one as well. The trophy had been designed by Phil James.
9. Attention is drawn to the excellent new book 'Special Ops Liberators' about 223 Squadron by Richard Forder; it is very good reading and very well produced. Congratulations to Richard and his co-author Steve Bond. This is an excellent contribution to the overall history of 100 Group.
10. Our guest speaker tomorrow will be Wing Commander Garry Crosby, OC No.51 Squadron. You will recall that our own No.192 Squadron was re-badged as No.51 Squadron in 1958 during the time when it was at RAF Watton. I was the Engineer Officer with the Squadron in the early 1960s.
11. The Memorial Service on Sunday will be taken by Canon Phillip Harrison. The previous Rector at Horsham, Andrew Beane, was well known to many of you from the past few years. Andrew has been given a new larger Parish at Aylsham.

The meeting ended at 1200.

* * * *

The People's Mosquito

The People's Mosquito project has a simple but ambitious aim: to see the return to the skies of ex-23 Squadron de Havilland DH.98 Mosquito NF.36 RL249.

The project is a non-profit and benevolent one that reflects the public movement seen during the Second World War when many aircraft were funded by public donation. We plan to replicate that model by asking people of the United Kingdom to help us restore to airworthy condition this magnificent flying memorial that captures the spirit, pride and design brilliance of our great nation and above all the courage of all those who fought for freedom.

From the outset, it has been one of our primary objectives to work towards charitable status for The People's Mosquito. This process is a slow burner and is currently ongoing.

Our number one goal, once the project is complete, is to hand the aircraft over to the RAF, in this case the Battle of Britain Memorial Flight. At this time no official agreement has been made between the two organisations. If this goal, for whatever reason, cannot be achieved The

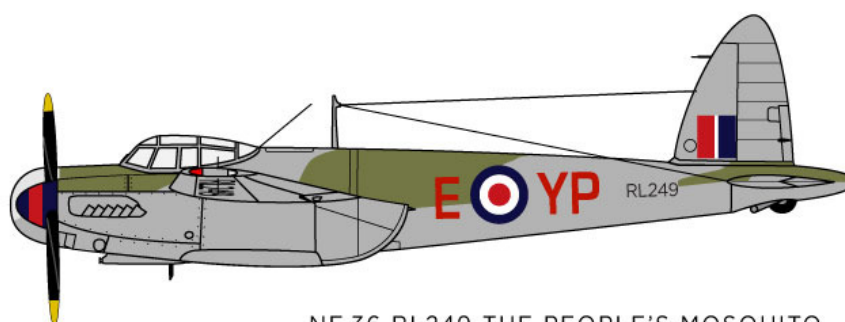
People's Mosquito will run as a charitable organisation providing many hours of flying displays every year for the people of the United Kingdom.

At the start of its journey the project's first task was to gauge public reaction. Would 'the People' be interested in making this happen? Indeed, in these straitened times would there be any public appetite for such an audacious endeavour? We are very grateful for the great response we have had over the past three months from so many bold, lion-hearted and public-spirited people who have shown their support. And support is not only coming from the UK public – we now have organisations and individuals across the globe helping to spread the word.

Yes, we are new; yes, we are doing this very differently. But The People's Mosquito team and its supporters have come together in a traditionally British way to attempt to achieve something from nothing. Now we have an airframe our plan is firmly set to start turning that into a flying Mosquito. We are resolved to start realising our vision. With every passing day we gather momentum, and with public help ... a Mosquito will fly again.

More information on the project, along with our video, which features some rare colour footage of Mosquitoes in action taken in 1944, is available on our website.

Below is an artist's rendition of how the restored RL249 will look on completion, bearing its original 23 Squadron markings from 1949.



©2012 Nick Horrox for The People's Mosquito

NF.36 RL249 THE PEOPLE'S MOSQUITO

Any member interested in our project is welcome to contact us by writing to - 3 Valence Court, Aston Road, Bampton, Oxon, OX18 2AF or through any of the points of contact below.

Best wishes

Nick Horrox

PR and Brand Lead

The People's Mosquito

Web: www.peoplesmosquito.org.uk

Twitter: @peoplesmosquito

Facebook Supporters' Group: <http://www.facebook.com/groups/181903705240642/>

[Nick Horrox family story can be found in the front pages of this magazine.](#)

City of Norwich Aviation Museum

Buffet Lunch

When Martin Staunton (Founder of the Association) died a few years ago, he left behind a mountain of memorabilia which the Museum continues to sort whenever they have the time. Kelvin shares one particular photograph of 192 Special Signals Section and a list of names written on the back –



Len Sage
 George Smith.
 Bert Jones
 George Howe
 Don Goodrum
 "Sgt." Arthur Reid.
 "Eddie" John
 Bartrop.
 "Tubby" Blairidge (Norman)
 Bill Woodley.
 "Sherry"
 Sgt. Baron
 Jim Everton
 Joe Sayers
 "Jammy" Butler.
 Charlie Egg
 Jimmy Simmons
 Johnny Greig.
 Frank Lane.

Kelvin says:

'An interesting selection of ages and appearance ... some look academic, a few very young, whilst a good number appear in their 50/60s. Good mix of hairstyles, including a younger man who has a haircut which looks twenty years ahead of its time. He must have been an expert at avoiding the Station Warrant Officer! Some of the uniforms look 'interesting'. Perhaps bearing in mind the specialist nature of their jobs, they were not subject to quite the same discipline as some trades.'

It will take us at the Museum many more hours to fully catalogue everything that came from Martin when his house was cleared after he died. Some items became separated from letters he was sent at the time. There are literally hundreds of photographs Martin took at early Reunions, in particular the Opening of the 100 Group section at City of Norwich Aviation Museum in 1997 and the dedication of the Oulton Memorial in 1994.

We will have a problem identifying all veterans on these photographs, and we might ask you to print some in the magazine as a 'Who Are They' feature.'

Now I'm really looking forward to that particular challenge!!!

Afternoon Visits

Blickling Hall Museum

Many of us have spent pleasant Saturday afternoons over past years quietly contemplating, re-connecting with the past, in the beautiful and serene surroundings of Blickling Hall. However, these items which once filled the Old Guard Room have now a new home in The Loft Gallery in the main Hall itself. Sadly after 11 years service, Harry and Margaret Hockney have resigned as *'Guardians, Custodians and proud associates of the RAF Exhibition'*.



Blickling Hall is managed by The National Trust. Ian Flint is the new Visitor Experience Manager. And he writes, asking help from members with memorabilia or books with them -

'Since re-opening on February 13th 2012, the RAF Oulton Museum, Blickling Estate, has enjoyed a huge boost in numbers. It has welcomed more than 5,000 visitors! This is

due to site relocation, partial re-display and a new boost in volunteer numbers. As part of National Trust, we must endeavour to reach Museum accreditation standards. Part of this includes clarifying the ownership or loan status of all the objects, texts and documents in the collection.

As with all our donor parties, we are very grateful that members of the RAF 100 Group Association have previously donated or loaned items to us, and would like to continue our firm friendship. We would ask anyone who has objects or documents at the Museum to contact us.



We need a description of your item, book or document, the approximate date you passed it to us and whether it is a loan or an actual donation. Please contact me:

Ian Flint ian.flint@nationaltrust.org.uk

Visitor Experience Manager, (RAFOM) Blickling Estate, Aylsham, Norwich, NR11 6NF

Bylaugh Hall. Norfolk. War Time Home of RAF 100 Group

www.bawdeswell.net/rtwebsite/100GroupRAF/100group.htm



After being contacted by Dave Reeve who runs a website dedicated to Bylaugh Hall and his love of history there, I thought the following might be of interest given that a number of us used to gather at Bylaugh Hall over Reunion weekends.

Dave writes:

'After the war and 100 (Bomber Support) Group vacated, the Hall, Grounds and all RAF Wartime Buildings belonged to Sidney Abbs.

In 1954 my father went to work for Sidney Abbs, running the farm that came with the Hall. We lived in the large flat above the stables, this is the building attached and to the left of main building in the photograph. Mr Abbs had already started to strip the Hall of some of its best architectural features. I think the main staircase had gone and some fireplaces also.

As a 14 year old boy it was great living here, so many places to explore. The Hall was out of bounds, but I was 14 and needed to know. I was also able to get into most of the buildings used by the RAF during the war, some of the Nissan Huts had been opened at one end to house farm machinery, others were still closed, these were the ones I wanted to see inside. But when I did, they were completely empty, except for the marvellous wartime Pin-Ups ... Rita, Betty, Jane and many others. On returning 57 years later, the Nissan Huts were all opened up, most falling apart, some filled with old rusting farm implements, with Ivy, Elder and Brambles growing freely, and not a trace of Rita, Betty or Jane. I miss them so!

Dave Reeve

<http://www.flickr.com/photos/67072953@N02/sets/72157629489513026/>

* * * *

Afternoon Tea at Oulton



Tea and cakes this year at Oulton came courtesy of Jonathan Pearce and Alison Shaw in the Marquee in their garden.

So many familiar faces, such joy as friends come together, and a few new ones who are quickly made to feel included and welcome ...

Pictures can certainly tell a story:



Hi Janine

We had a wonderful day on Saturday at the Oulton afternoon tea – we feel part of the 100 Group Family now.

I was wondering if it would be possible for you to share with us names and addresses of members of 199 or 171 Squadrons? We would like to write to ask if they have any stories or pictures they could share about North Creake.

Thanks

Claire Nugent/Nigel Mortimer

Above: Nigel Morter (North Creake Control Tower) talking with 192 veteran Phil James.

Claire Nugent/Nigel Mortimer

The Control Tower - Bunkers Hill, Egmore, Walsingham, Norfolk NR22 6AZ

Tel: 01328 821 574

Email: Claire.Nugent@phonecoop.coop

* * * *

Hi Janine Just a quick word of thanks for a great day on Saturday, I met a lot of very nice people including John Stubbington. The food was great, the weather was great, thanks for organising a fantastic day. A bit sad that you were not there, but maybe next year ...

My daughter owns her own business. She can do any art work and can supply garments at 10% discount ... if you like the motif of a Halifax from 171 Squadron on the back of my jersey! It is one she did for me at Christmas ...



Very Kind Regards

Halifax Pete (Thompson)

* * * *



Phil James presented a glass plaque to Richard Bryan, Chairman of Oulton Parish Council, before people left the Marquee to gather at Oulton Memorial to remember.



As members stood in front of the Memorial it must have been poignant for many given those so well known to all of us who were missing this year. I am sure the names of those who have passed on over recent months were right there in our hearts, every bit as special and remembered and loved as they have always been:

- Alan Thomsett • Charles Savage
- George Cox • Eric Clarkson
- Peter Witts • Mick Stirrop
- Eric Atkins • Cecil Cornish
- Bill Doy • George Lowe
- Bill Foskett

Chris Lambert is a familiar figure at Reunions and is our Oulton representative, offering a welcome to one and all, actively interested and involved with all veterans, relatives and friends across the Squadrons of RAF 100 (Bomber Support) Group Association.

It is Chris who brings everyone together for this part of the Reunion. And it is always lovely to see villagers equally involved, playing their part, providing always such a wonderful tea in a beautiful setting, preparing the way for that time of reflection at the Memorial where we come to remember ...



This year, it is Oulton villager Gillian Shoals, who shared a Reading, followed by Paul Killingback who read this poem by Flight Sergeant Vic Green, a tribute to his brother Flt/Sgt Frederick George Green, Wireless Op/Air Gunner who, on the night of 26/27 September 1942, while serving with 138 (SD) failed to return from an SOE mission in Belgium:



Flight Sergeant F G Green August 1938 – September 1942

*He flew at the start when the war was so slight
Over Stavanger and Norway at dead of night,
And when it increased, he still flew on
with leaflets and bombs in the old Wellingtons.
He learnt then he taught some few score of men
That our planes may fly again and again,
Until once again he destined to fly
Little did he know – also to die.
At Nose or Tail or maybe as W/Op
He played his part on many an Op,
Until with a moon and a cold frosty night
He met his victor and lost the fight.
He was so gallant brave and true
Who met his death when he last flew;
For England's cause he did his best
In France he lies in peace and rest.*

Peter Lovatt spoke the words '*For the Fallen*' (L. Binyon: '*They shall grow ...*') and Andrew Barron spoke the words of the Kohima ('*When you go home ...*'). Andrew also laid flowers on behalf of the Association at the Memorial, while Fran Crump laid flowers on behalf of Oulton Village.

Thank you, George Jefford, for your bugle rendering, Lara Cakebread, great granddaughter of Peter Witts, who read her beautiful poem, and Oulton villagers for your work and preparation that went into making this day special ...



David Hales with Stan Forsyth (Snr)



Gwen & John Gilpin (Ireland)



Don Maxwell (U.S Air Force Colonel who served with the 36th) with Rod Vowler, Association Standard Bearer



Roger & Sue Dobson



Bob Belton (223) and Phil James (192) standing. Nina Lovatt, daughter of Peter Lovatt, front with Rod Vowler.

Wensum Valley Hotel & Golf Club Dinner

Speaker: Wing Commander Garry Crosby, OC No 51 Squadron

Dear Sirs,

I was one of the guests for the RAF 100 Group Association Annual Reunion Dinner on Saturday 12th of May. Due to a last minute decision by my wife to come for the Reunion we had accepted that at such a short time scale she would not be able to attend the actual Reunion dinner. Through conversations during the get-together at the City of Norwich Air Museum, Chairman of the Association, John Stubbington, became aware of this and made contact with your staff and with the Event Organiser, whose name I believe was Hannah. As a result of this, space was found,



tables re-organised and a menu choice arranged. When we arrived the table plan showed the new seating arrangements and we were able to enjoy a wonderful evening particularly as we were sat with those people we so wished to be with. I can not thank your staff enough, not only for making changes at such short notice, but also for the excellent food and service that was provided throughout the evening.

This was our first attendance at this event and I believe that John has already booked the venue for next year so hopefully, this time with better planning on our part, not only will we be able to attend the Reunion dinner but also stay at your hotel as well.

Kind Regards and utmost thanks

Ian Wolff

Ian Wolff, shown top left, came specifically to see Ron Simmons, sitting to his right. Ron with his wife Phyllis, travelled from Canada to share the weekend. Ian's father, F/O Jack Wolff, was Tail Gunner in Ron Simmons crew, 223 Squadron. And one very positive thing to come out of this weekend shared was to have the surviving crew come together again ... Ron Simmons, Andrew Barron, Peter Lovatt, and Ian Wolff representing his father Jack. Sitting to their right are Richard and Janice Forder.



TOP TABLE

Speaker Garry Crosby, to the left of John Stubbington, centre.

TABLE 4

The Forsyth Family



TABLE 5

*Trevor Wise, distributor of Len Bartram's booklets;
Margaret Taverna
John Gilpin
Gwen Gilpin
Maureen Gilpin*

TABLE 6

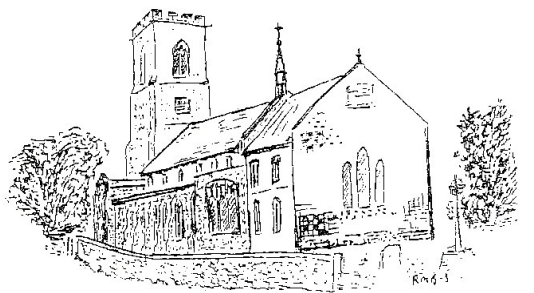
The Witts Family



Sunday 13th May

Royal Air Force 100 Group Reunion Service of Remembrance and Thanksgiving

The Parish Church of St Mary and St Andrew, Horsham St Faith



Rev Andrew Beane, who has become so well known to us all through the years, has moved on to pastures new. We wish him well in his new Parish. It was therefore Canon Philip Harrison who conducted a most moving Service on Sunday morning at Horsham-St-Faith, with Aylsham Town Band providing a medley of tunes. And the constant, through it all, was the 100 Group Standard, presented by Rod Vowler, Standard Bearer, standing straight and tall and proud, in memory of all who were unable to share the occasion in person.

There are always moments to reflect as the Service plays out ... moments to remember, moments to look around and know we are never really alone. We remain a Family in the truest sense of the word ... different, but equal ... united in the memory of loved ones who paid the ultimate price in service to their country.

It has been difficult this year not to be a part of the proceedings, to hear from afar the way it was.

Being a part of the Association means so much to me.

Already I am looking forward to next year when I will once more be a part of the Family I love.

And knowing that Horsham St Faith Church will have sight of this magazine, I offer a huge THANK YOU to Peter Holness. Thanks Peter, for helping me feel included and involved ... even though I couldn't be there in person.



A Quiet Corner



The Lancasters

In the moonlit sky,
From bombing the Germans way up high,
I wish I could have waved those brave men, bye.

On the next day,
Feeding the cows hay,
Hoping they were on their way.....
Home!

Some did not come home
Now up above the stars they roam
So now when you look into the dark
Remember the brave men who gave their hearts
So we can live free as larks

By *Lara Cakebread* aged 10

In Memory of her Great Grandpapa Peter Witts





Final Postings

Death is but a pause...

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

Founders of RAF 100 Group Association – remembered in love

- 192 Squadron** George Ward DFC Sqd/Ldr; Phil James' Canadian pilot
- 192 Squadron** Kenneth 'Paddy' Passmore: DFC Flt/Lt; Canadian, died 2005.
- 192 Squadron** John Cooke left memorabilia to the Museum archive collection.
- 192 Squadron** Ron Phillips passed away late 2005
- 192 Squadron** Ted Gomersall passed away 30th November 2004,
- 192 Squadron** Hank Cooper DSO, DFC passed away 2005.
- 192 Squadron** Michael Simpson W/Op & F/O passed away on the Isle of Man.
- 192 Squadron** Richie' Richards Rear Airgunner, flew Wellingtons. His son, F L Richards, passed on in August 2009, both members of the Association.
- 192 Squadron** Air Commodore Vic Willis, C.O, RAF Foulsham, passed away 30.7.06
- 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 15th August 2007. His grandson James Kerslake is a member of the Association.
- 192 Squadron** Wing Commander David Donaldson, DSO*DFC passed away 15.1.2004.
- 192 Squadron** Wilhelmson, F/O Sander Willie Raymond (J10026). Distinguished Flying Cross. Home in Elbow, Saskatchewan.
- 192 Squadron** F/Lt Richard (Dick or Dobbie) William Dobson, died 1996, remembered by son, Roger & daughter Susan, both members.
- 192 Squadron** W/O John Rhys Powell, rear gunner flying Wellingtons, died 1992 remembered by son John.
- 192 Squadron** Sgt George Richards, tail gunner, posted missing 4th/5th July 1944. Remembered by niece Cheryl Cairns nee Colgan & sister Agnes Colgan.
- 192 Squadron** F/Lt Henry Victor Vinnell (Vic) posted missing 26/27th Nov 1944. Remembered by fiancée Nina & her daughter Janine H.
- 192 Squadron** Jack Glen Millan Fisher, Pilot Officer with Royal Canadian Air Force, posted missing 26/27th Nov 1944. Remembered by sister Audrey.
- 192 Squadron** Flight Lieutenant Albert Victor (Vic) Parker passed away November 14th 2010. Remembered by daughter Ann Felsky.

- 192 Squadron** Spec/Op (Wop) John Henry BALL, Association member for many years, passed away 23 April 2009. Remembered by daughter, Susan Lawford.
- 192 Squadron** George Lowe, originally 1473 Flight before becoming 192 Squadron, Special Signals, Foulsham. Died 24th March 2011.
- 192 Squadron** F/O Alan Thomsett passed away 27th May 2011. Initially flew ops with 1473 Flight during Battle of the Beams, 1941, then as part of No. 80 Wing. Sadly missed by daughter Anne, and many other Association members who knew him.
- 192 Squadron** Eric Clarkson, Wireless Operator/Navigator, passed away beginning of this year, 2012. Remembered by daughter Jenny Bentley & friend Dennis Wildman.
- 192 Squadron** Squadron Leader Cecil William Cornish, passed away 19 August 2011. A Flight Sergeant at Foulsham. Initially with 98 Squadron, he was a survivor of the sinking of TS Lancastria. Mike, his son, is now an Association member.
- 199 Squadron** F/O Ed Emmerson, Navigator to Flt/Lt Paddy Passmore DFC, Canadian
- 199 Squadron** Arthur Fitch, former RAF Bomber, passed away July 2006
- 199/171 Sqn** Group Captain George Cubby, MBE, FRMets passed away 2005. Remembered by Roy Smith, only surviving member of his crew.
- 171 Squadron** Joe Brogan, Halifax pilot, finished the war at North Creak; passed away 2004, remembered by widow Sheila.
- 171 Squadron** Arthur Adcock passed away February 2008 & Syd Love, Canadian crew member, passed away April 2008. *'Friends to the end!'*
- 171 Squadron** Len Fanstone passed away 13th January 2010. Greatly missed by Harry Freegard & wife, in touch since his return to Canada in 1946.
- 171/102 Sqn** Ken Ratcliffe Nav/Bomb Aimer passed away March 8th 2010 age 86. He flew Halifax & Lancasters, in touch with his crew all their lives.
- 171 Squadron** Flight Engineer Andrew Melvin Robertson passed away in 1998. Remembered by son Colin Robertson, now an Association member.
- 157 Squadron** Bryan Gale Flt/Lt passed away 2.1.09. Missed by daughter Valerie & son Chris.
- 214 Squadron** Geoff Liles, pilot, passed away 4 March 2006.
- 214 Squadron** Mr J Creech passed away April 2006.
- 214 Squadron** Don Austin, remembered by Les Bostock.
- 214 Squadron** Air Vice Marshall Jack Furner passed away 1st Jan 2007.
- 214 Squadron** Sqdn Leader/Flight Commander Bob Davies passed away June 2007.
- 214 Squadron** Bill Howard passed away October 2007.
- 214 Squadron** Flt Lt Blair passed away Sept 2007.
- 214 Squadron** John Hereford, Spec Op.
- 214 Squadron** Robert Moorby W/Op passed on January 2008. Remembered by sons, Michael and Robin. Also Shirley Whitlock.

- 214 Squadron** Ft/Sg Hadder, Air Gunner in Fortress III HB815, bearing code letters "BU-J" killed 3/4th March 1945, remembered by nephew Leslie Barker.
- 214 Squadron** Alan Mercer passed away 6th June 2009.
- 214 Squadron** Warrant Officer Gordon Wing, 'Howie' (character in Australian newspaper) passed away Nov 2009 age 87. Rear Gunner in Eric Morrison's crew in Stirlings & Fortresses; Founder member of Airgunners Association.
- 214 Squadron** Robert Louie William Darracott, navigator, died May 8th 2010, 94 years. Sadly missed by family & friends.
- 214 Squadron** Flying Officer Reginald Coates completed whole of 2nd tour of ops as Bomber Pilot in March 1945. Died at home 10th Nov 1963. Remembered by son.
- 214 Squadron** Bomb Aimer Les Bostock in Don Austin's crew died just before Christmas 2010. Remembered by M/U gunner C A Piper, 'Pip'.
- 214 Squadron** Flight Sergeant George V Cox passed away 21 July 2011. Also Flight Engineer in crew of Squadron Leader Miller DFC.
- 214 Squadron** Squadron Leader William 'Bill' Doy DFC passed away 28 November 2011.
- 214 Squadron** P/O Peter Witts 223/214/462 RAAF, Airgunner, commissioned after the war. 1925 – 2011. Missed by family and friends, remains in our hearts, a Legend.
- 214 Squadron** Flying Officer William 'Bill' Foskett passed away 21.12.2011. Sadly missed by wife Pauline, 2 sons, 4 grandchildren, good friend Tony Cooper.
- 223 Squadron** Flt Lt A E L Morris (Tony) died June 2005. Remembered by Andrew Barron, his skipper: Oct 44 – 1945.
- 223 Squadron** Tom Butler 'Bishop'.
- 223 Squadron** C. L. Matthews (Les) rear gunner, Peter Witts nose gunner in Flt/L Stan Woodward DFC crew before Peter went on to 214 Squadron.
- 223 Squadron** Arthur Anthony, Flight Engineer, passed away May 13th 2006.
- 223 Squadron** F/Lt Jack Brigham DFC passed away 2008. Original Captain when 223 reformed. Flew Liberator TS 524, 6G-0; 36 ops. Remembered by Len Davies, Waist Gunner, only surviving member of crew.
- 223 Squadron** F/L/Sir John Briscoe passed on a few years ago.
- 223 Squadron** 2nd Pilot Mervyn Utas, Canadian in late Tony Morris's crew, passed away 8 Nov 2010. News came from Andrew Barron, the crews' Nav.
- 223 Squadron** James Edward Bratten: 26.11.1922 - 16.11.2001. Andrew Barron's crew.
- 223 Squadron** Mick Stirrop passed away in March this year, 2012.
- 88 Squadron** F/Lt Len Dellow passed away Christmas/New Year 2006-7; veteran of 88 Squadron, 2 Group & rear gunner/wireless operator on Bostons.
- 49 Squadron** Len Bradfield passed away Nov 2005. PoW with pilot Johnny Moss when shot down in Lancaster ED625. Nursed to health by Nora, who he married.

- 462 RAAF Sqn** F/O H .R. Anderson DFC 'Andy' passed away 6th April 2008 at home in New South Wales with family around him.
- 462 Squadron** Donald Hulbert passed away October 2009.
- ?** Flt Lt Eric Atkins DFC* KW* died 22.11.2011. Blenheim pilot with 139 Sqn flying from Horsham St Faith & Oulton in 1940/1. Flew Mosquito's with 2 Grp.
- ?** Corporal Charles 'Fred' Savage passed away 18 Dec 2011. Fred was a Wireless Operator, serving in No 2 Heavy Mobile W/T Section in France, 1940.

Dates for your Diary

2012/2013



2012 RAF 100 Group Association Reunion

Put these dates in your diary now. We look forward to seeing you there!

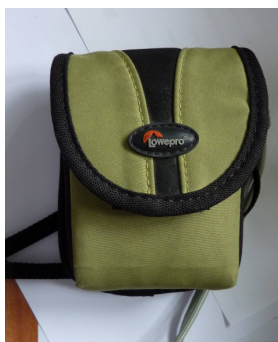
10th – 12th May 2013

2nd weekend in 2014

Autumn Magazine out:

September 2012

LOST & FOUND



At the church on Sunday 13th, a church volunteer gave John Stubbington a camera left behind last year at the Reunion. There is no identification of ownership on the camera or the soft case. It is a FUJIFILM F11. At no point are there any obvious persons - the images are too small. One image was taken at The Kings Head House (somewhere?). Two images were taken outside the Mission Hall at Horsham-St-Faith. There are only seven images on the camera card.

If you recognise the case and are its owner, please contact one of the Committee as a matter of urgency.

See you all next year!

RAF 100 Group Association Reunion 2013

Friday 10th – Sunday 12th May

A huge thank you for photographs goes to:

Claire & Nigel Nugent
Rod Vowler
Len Witts
Ivan Thompson
Chris Lambert
Peter Holness

Margaret and Harry Hockney -
the Association wishes you well for the future.

Edited by Janine Harrington

Produced by
Prontaprint, Scarborough