

Confound & Destroy

The magazine of RAF 100 Group Association

 **SPECIAL EDITION SUMMER 2015** 



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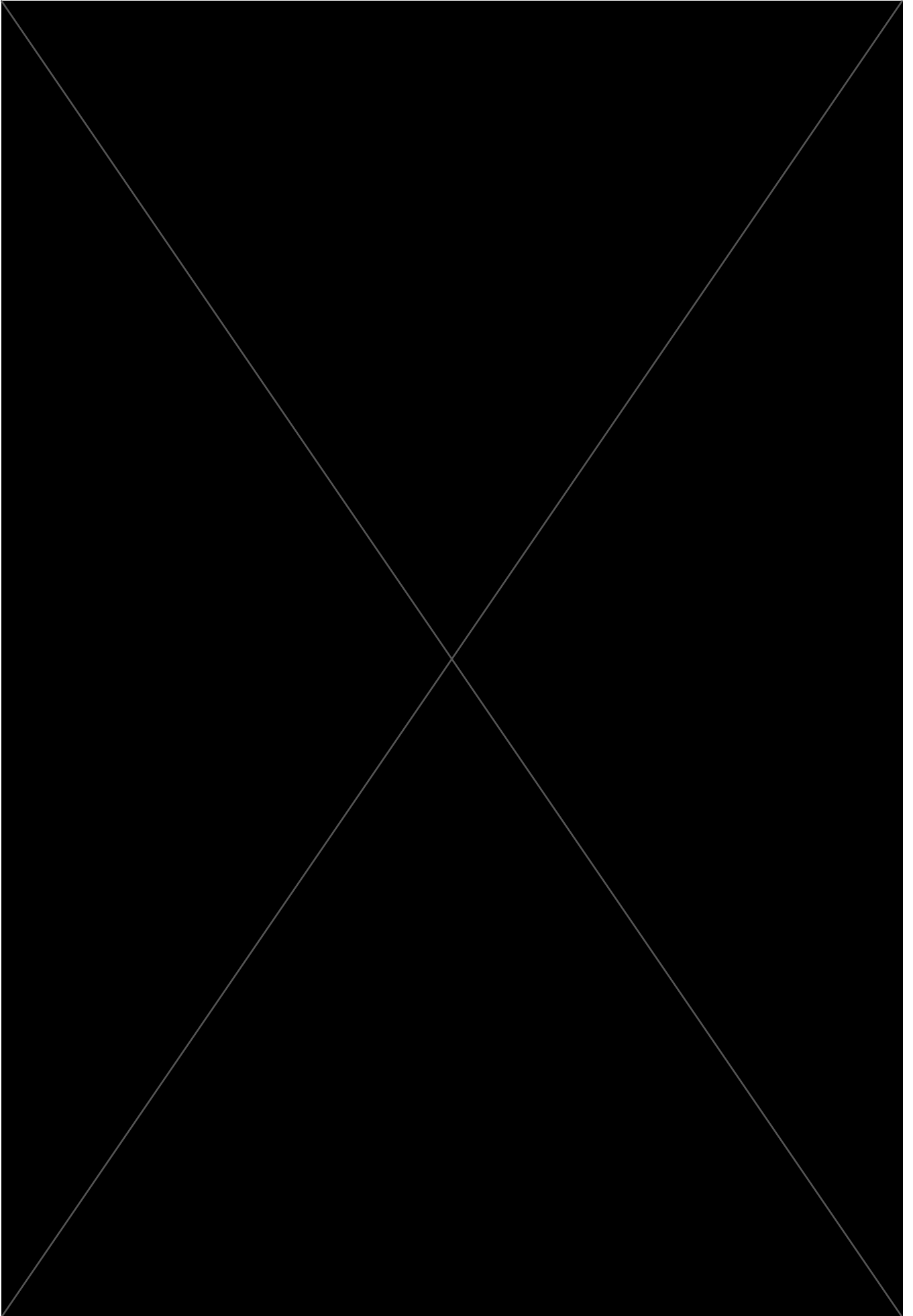
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RAF 100 Group Association

Committee



EDITOR'S PAGE



Dear Friends

The memories of our absolutely incredible Reunion weekend still form a lake of remembrance in my mind and a huge THANK YOU must go to everyone who not just made it possible, but created such a very special occasion. We're so sorry you missed it, Richard (Forder), and that you are no longer part of our Committee. However, I'm sure you will still be there to share your knowledge when needed. One face amongst many to share our Reunion was Stephen Hutton. He joins our Committee for the future representing the 8th Air Force which flew in partnership with RAF 100 Group, based in Norfolk. Stephen travelled from the States with his wife Pam to be our Guest Speaker and an introduction piece is included by him in this magazine. I would also share my unexpected pleasure and surprise in having my younger sister Gill join the Reunion all the way from the island of Mull in the Hebrides. By request, I have put her face next to mine in the photograph to introduce her to you. We have always been so close, and it was an absolute delight to have her share my world, with Kevan her partner joining us for a meal at *The Plough* on Friday evening, then seeing them again at the service at Horsham St Faith before the long ride home.

We had a number of new faces visiting Norfolk this year. Stuart Borlase came all the way from Australia. As passionate as I about preserving both the history of RAF 100 Group and the wartime experiences of its veterans, we have joined forces. While he is filming veterans sharing their experiences, travelling the world over, I write them. Thank you, Stuart, for all your hard work and support in taking photographs on our behalf. Since the Reunion, Stuart has already filmed Stan Forsyth at his home, and is keen to hear from anyone else interested in becoming involved in the project. His full contact details are at the back of this magazine. Paul and Kate Beauchamp also attended the Reunion and have joined as members. Paul's father was Wing Commander K. H. P. Beauchamp DSO*, DFC, Commanding Officer of 157 Squadron, RAF Swannington, from September 1944–August 1945. We hope you both loved the Reunion Experience! Our thanks also to David and Jan Benson and Carl Cross. I trust you are pleased with how much your Mosquito picture with signatures of AVM Addison amongst others raised in Auction: a staggering £250! Thank you so much for donating this to the Association. The weekend also brought a welcome return of Paul Henry who served in 214 Squadron at Oulton. Lovely to see you back, Paul. You have been missed!

Since the Reunion, I have received so many phone calls, emails and letters. It is being heralded as one of THE BEST Reunions ever! How can we hope to surpass this next year? Having the Magee Brothers and Brendan Maguire play their special brand of music was special indeed. It was quite something to still be up in the early hours of Sunday morning, watching with absolute joy as veterans took to the floor and danced the hours away. As always, the villages of Foulsham, Horsham St Faith, Oulton, and the City of Norwich Aviation Museum, provided an absolute feast of food. It really was like a marathon, moving from one to the other, still with the grand Saturday evening meal to come at Elm Farm Country House, our venue this year. Please note the change of venue next year – **THE HOLIDAY INN, Norwich**.

On a less happy note, at Foulsham on Friday afternoon we learned that Dr Andrew Macnair's daughter died the previous evening. Andrew does so much to support us. Our hearts go out to you and your family, Andrew, at this sad time. There have been a number of deaths this year, including [Bob Belton](#), [Norman Storey](#), [John Maunsell](#), Navigator with 223 Squadron; and [Doug Gregory](#), pilot with 141 Squadron. All are remembered in this magazine as is [F/Sgt Earl Skjonsberg](#), mid-upper gunner on DT.O who served in the crew of Phil James MBE and passed away in October 2014. Phil says his death makes him the final crew member left. All are included in the *Final Postings* page at the back.

One final vote of thanks must go to Geoff West who patiently filmed our Reunion throughout. A Reunion 2015 CD is available from him. Full details in the magazine. Thank you everyone for making this year so very unique and special.

Love & Hugz
Janinexx

Items for magazine should be sent to:

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WORDS TO OUR PRESIDENT



Dear Phil,

There aren't many people who know the valued work you do behind the scenes, not just as President of our RAF 100 Group Association, but in your home town of Port Talbot where you are actively involved in so much. I thought, following our phenomenal Reunion this year; that I would pay a personal tribute to you.

Our 'connection' actually reaches back to 1944 when you served at RAF Foulsham with pilot Jack Fisher and Navigator/Spec Op Vic Vinnell in 192 Squadron. On the night of 26/27 November, in Mosquito DK292, they disappeared without trace. Fifty years on, you wrote to my mother and I about Jack and her wartime fiancé Vic, sharing memories on the phone. The Association was in its infancy. We joined as members, putting out a plea to anyone who had known Vic or flew in 192 Squadron to make contact. Yours was one of many letters and phone calls received. I will never forget the joy it brought Mum in her final days. Since my parents died, you have been a rock, an anchor, a father figure who has been there for me with understanding, support and love. Even without asking, you have somehow known something was wrong and been there for me. Thank you. Two simple words. They can never be enough for how much you give, both then and now. You are someone who has become very dear to me, very much a part of Family in the truest sense of the word. Remember when I was living in the caravan and the field flooded, waters rising up caravans behind and in front? Lifeboats were evacuating people. But this was my home! Suddenly, someone was calling my name. Your niece and her husband appeared, saying you were worried about me, and they helped me through. Later, you supported me through a breakdown and selling the caravan at a time when everything seemed against me.

My thoughts are with you and dear Vera now in struggling through her illness and health problems. I know it is hard for you right now. Please know, you are never alone. I realise Barbara your daughter is nearby, and Tracy your granddaughter. But feel the strength of my love together with all who know you for the giving, valued person you are and who join me in wishing you both well. Our prayers are with you. This year, you had to travel to Norfolk alone for the first time without Vera. That too was hard. Yet you provided raffle prizes and books to add to those being sold. I know the Association means as much to you as it does to me and so many many others. Always, you reach out with love. Now I'd like to send you love in return.

Thank you, Phil, for being the person you are.

Thank you for all you have given, and still give today, in ways that money cannot buy.

May our connection continue on long into the future, reaching out to others, supporting, giving, listening and understanding those in crisis and in need.

I am writing this to you as an open letter so that people on the Association might know you better and welcome you into their hearts. You do so much for others, quietly and without fuss, like writing to the Government on behalf of Ken White and those who are not receiving their medals due. These words are vessels of love, each and every one a gift for everything you have given through the years. I felt the time was right, and that you should read and know just how much you mean, how very much you are valued and loved.

Thank you!

Love and hugs,
Janine xx

LETTER from the CHAIRMAN



Dear Friends,

Overwhelming feedback suggests that this year's Reunion was a great success. I certainly thoroughly enjoyed it from start to finish. We were blessed with good weather throughout which allowed a very impressive and moving Flypast by a 1940s vintage, U.S. badged, Navion monoplane. Flypast is an inadequate description for several exhilarating passes!

The generous hospitality of our friends at Foulsham, Oulton Street, City of Norwich Aviation Museum and Horsham St Faith Mission was matched by poignant moments at the Foulsham and Oulton Memorials and by an uplifting service at the Church of St Mary & St Andrew, supported by the Aylsham Town Band. Music was another factor in a memorable Reunion – we were entertained by Brendan McGuire and the Magee Brothers at Oulton tea (this year in the VE Day decorated Blickling Old School) and later at dinner. These talented musicians hail from my home here in Anglesey and we are grateful that they were prepared to travel so far to join us, although not as far as our new Committee member Stephen Hutton who brings a U.S. 36th Bomber Group perspective to the Association which he shared in a fascinating after-dinner talk. The Elm Farm Hotel was an excellent venue with very good catering. The post prandial raffle and auction raised a record amount which will alleviate some concerns about our finances. We are grateful to donors of prizes and especially to David Benson and his sister Jan for donating their father's print of a Mosquito signed by famous R.A.F. legends.

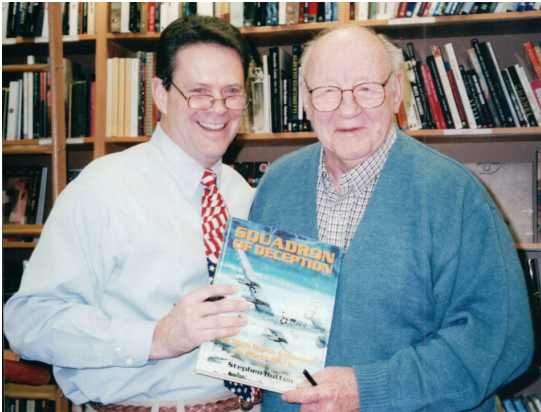
Your Committee discussed two important subjects: Finance and Constitution. These were then referred to the AGM. In brief, we have no Constitution and adopting one is probably overdue. Whilst we have a healthy bank balance (over £4000) we are running with a small operating loss which could become a problem if not addressed. The magazine, which is so important to the lifeblood of the Association, is a significant cost item and postal charges are escalating. We are reluctant to raise our subscription rates which are our principal income, or to dilute the quality and frequency of the magazine. We have formed two small sub-groups to review our options for finance and Constitution and hopefully to recommend solutions before the next AGM. Already we have received some very helpful ideas. If anyone would like to contribute others then please e-mail or write to me.

Already our diligent Secretary is planning next year's Reunion whilst the rest of us anticipate cricket and other summer pastimes. I hope your summer is peaceful and enjoyable.



NEW COMMITTEE MEMBER

Stephen Hutton: 8th Air Force Representative



To Janine, Tony, RAF 100 Group Committee and Association members, veterans, Gremlins, and families.

I, Stephen Hutton must say what a distinct honor and pleasure it is for me as an Association member to have been elected to join the RAF 100 Group Committee as the U.S. Eighth Air Force 803rd / 36th Bomb Squadron Radar Counter Measure Unit representative. Thank you for bestowing upon me this unique and great opportunity to serve. Please believe me when I say I have every intention of delivering a maximum effort for the Association. It has been most wonderful to have met so

many of the fine veterans, families and Association members at past Reunions and I look forward to future gatherings and fellowship. *(Above, Stephen with father Iredell Hutton on publication of book.)*

As a Yank from across the pond, my wife Pam and I have visited your lovely country many times over past years. My first trip to your lovely country was in Spring 1989 with just me and my father. My father, Iredell Hutton, was a B24 Tail Gunner in the 803rd & 36th Squadrons. They were called '*the Gremlins*'. My father loved the British people very much and especially enjoyed the Big Band music of Britain's Syd Lawrence Orchestra. Mom and Dad had seen Syd and his Band many times before, but in April 1989 it was just the two of us, me and Dad traveling to England together. And oh, how very special! Starting at Pontins at Pakefield, for nearly a fortnight the two of us were Big Band roadies enjoying the music, the comradery with the Band and fans at various venues. With me being a WWII history buff, I was also very keen on visiting Dad's wartime airfields at Oulton and Cheddington. And we did just that! How fascinating it was to walk those same grounds as Dad, the paths, taxiways and runways and see the haunting remnants of those famous places. This was to be the beginning of one of my life's greatest journeys. It also began an eight year research to learn more of my father's WWII Squadron and the B24 Liberator in which he flew with their crew nicknamed: '*The JIGS UP*'. I was to learn that his bomber aircraft '*The JIGS UP*' was to be a model aircraft for the Squadron for RCM operations that flew with RAF 100 Group. But '*The JIGS UP*' was also to be a fated aircraft.

My father, in the Lt. William 'Mac' McCrory crew, flew 55 missions in the 803rd and the 36th Squadrons, many in Liberator '*The JIGS UP*'. Dad and the McCrory crew were lucky to have survived the war because after their 45th mission on December 22 1944, Dad and the McCrory crew were not in '*The JIGS UP*', but another Squadron Lib. It was Lt. Harold Boehm and his crew who were flying '*The JIGS UP*' when it crashed on Holyhead Mountain by the Irish Sea after being diverted to Valley, Wales. It was there that '*The JIGS UP*' lost two engines after running out of gas and eight of the crew parachuted on the warning signal, not realizing their holding pattern was partly over the Irish Sea. The eight airmen perished in icy waters with only pilot Boehm and his co-pilot Lt. Donald Burch landing on terra firma.

This tragedy inspired me so much and in many ways. It led me to honor those of my father's secret Unit by the publication of my book: '*Squadron of Deception*' and the accompanying website at www.36rcm.com.



Right: Brendan Maguire, Tony & Janine, Stephen Hutton, Chas Jellis at City of Norwich Aviation Museum

In other ways, in the Fall of 2001, I authored a two-part story on the 803rd/36th Bomb Squadrons published in *Air Classics* magazine. I assisted Welsh author Roy Sloan in a chapter for his book: *'Anglesey Air Accidents During the Twentieth Century'* and more recently I wrote a chapter on the 803rd/36th for the book: *RAF 100 Group – Kindred Spirits, personal experiences of RAF & USAAF on secret Norfolk Airfields during WWII*, by our Secretary Janine Bradley, soon to be published.

In more tangible ways, in the past I have held three Squadron Reunions and met with veterans and their families. I have also partnered my Welsh friend Brendan Maguire in establishing the Holyhead, Wales and Fort Fisher, North Carolina Memorials that exhibit *The JIGS UP* propeller blades taken from forty feet under the Irish Sea (*seen right*). In more recent years I've assisted my English friend Chas Jellis in creating two Memorials honoring 36th Squadron airmen who died in separate take-off crashes from nearby Cheddington. Other Memorials and exhibits



I have contributed to include those at Blickling Hall, City of Norwich Aviation Museum, the U.S. Air Force Museum in Dayton, Ohio, the National Museum of the Mighty 8th Air Force, in Savannah, Georgia, and the 36th Electronic Warfare Squadron at Eglin Air Force Base, Florida. These efforts all to honor and remember those brave and noble airmen.

Like my father, a Gremlin of the 803rd/36th Squadrons, the men of RAF 100 Group are my heroes. I value their service, dedication to duty and sacrifice. I salute them!

From my heart I thank you for accepting me into this new role in your truly wonderful Association.

Most sincerely and with my best regards,

Stephen Hutton

North Carolina

Author – *'Squadron of Deception'*

8th Air Force Historical Society Unit Contact

36th Bomb Squadron RCM

Web site – www.36rcm.com

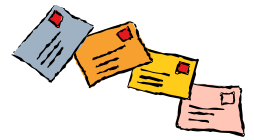
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Thank you for so many many letters, emails, photographs and writings. Every post brings at least a couple of letters, and the email box is always full. But please, keep them coming ... they are my life-blood! Truly!! I mention this only because there is never going to be room in one magazine for them all, and by the time I come to do the next edition, so many more will have arrived. However, please be assured that each and every one is valued. Your writings, so carefully and lovingly crafted, do get read, and will appear in the magazine. Events are happening worldwide, and this first letter from John Beeching in New Zealand marks one occasion of importance about which there will be more in the Autumn edition, I promise:

Dear Janine,

... this year is the 100th Anniversary of the Gallipoli Campaign, so there is quite a lot of effort going into this year's Anzac Day commemorations on 25 April. We, the RSA, have just authorised the supply of 600 white crosses to be displayed bearing the names of local men who were killed during the Campaign, which gives some idea of the depth of local involvement. Nothing to do with 100 Group, but I thought I would chuck it in for the record.

However, I did read in the last magazine Ken White's well-reasoned letter about the Bomber Command Clasp which drew me to past thoughts about the award of the Aircrew Europe Star. Why this was ever discontinued on D-Day will ever remain a mystery to me. Bomber Command operations increased in intensity after this date and from my own experience, the Germans never pensioned off any of their 88mm flak guns. Our losses never lessened. It must be the way the bureaucratic mind works!

Thank you for hopefully giving past 169 Squadron members and other veterans a nudge. I am sure there must still be a few around, certainly ground staff, but how would they know that this Association exists to make contact with us? I look forward to seeing a list of all veterans currently in the Association under the Squadron in which they served in the summer magazine.

As a strange little snippet, at war's end, 169 finished up with a spare Mosquito, the ultimate fate of which I never learned. Apparently, enterprising ground staff cobbled together a purported wreck with bits and pieces from other crashed aeroplanes. We left Massingham in June 1945 to join the Tiger Force at Woodhall Spa and asked what would happen to this mysterious extra. 'Oh, we will just leave it sitting in the hangar', came the reply. I know this all sounds highly implausible and am hoping that perhaps some surviving ground staff wallah can provide a few details. I know it's a forlorn hope, but stranger things have happened. After all, there were over 7,700 Mosquitoes built – did they account for all of them come the end of the war?

John Beeching

169 Squadron, RAF Great Massingham



Dear Janine,

Since I wrote to you, my son has received a letter from our local Member of Parliament. This enclosed a letter written by Lord Astor of Hever of the Ministry of Defence, which again refers to the criteria of 60 days for any award of the Bomber Command Clasp. No further action is being taken. Phil James MBE wrote a letter to the Prime Minister which resulted in a reply from MOD Innsworth, also pointing out the 60 day criteria ... everyone is overlooking the point I was putting forward that it is this criteria which needs to be amended to allow the Clasp to be worn on the ribbon of the France and Germany Star, when awarded for operations with Bomber Command over Europe, by those not qualifying for the 1939-1945 Star. As in the case of myself and others of the crew I flew with, sadly now all departed ... Sadly, I feel that nothing further about this issue is going to happen and no changes made. But on behalf of my son and myself, thank you for the tremendous amount of work you have put into supporting me in what I consider to be a 'fight for justice'!!

Ken White

Dear Janine,

Please could you write in the next Summer magazine that I thank everybody for all the lovely words they have written about Gerhard. I'm sorry I was not able to thank them earlier. I have been in hospital with a pulmonary embolism and unable to write. I'm feeling much better now. My son-in-law is my doctor, and he sent me to hospital within the day. I could not climb the stairs at home without feeling like a stranded fish. Also the heart was behaving crazy. I'm still missing Gerhard so much and the evenings when I go to bed are always a horror to me. Nobody to tell 'Goodnight', no goodnight kiss and nobody to snuggle. With our birthdays coming up it is going to be a terrible time again. Over Easter, all the children with their partners and grandchildren came for lunch and stayed the afternoon. All of us had Easter presents and I cleaned the cutlery and plates the following day to keep busy. We had ten people and I was cooking!

I hope the Reunion will be a success, just as always, and the dinner at Elm Farm delicious.

Love and hugs,

Sissy Heilig xxx



Hi Janine

Thank you for sending the magazine. I do look forward to it coming and enjoy reading the stories in it so much. You do a fantastic job putting it together. Thank you for all your hard work. I read the story about the gentleman trying to get the Bomber Command clasp. I think it is disgusting that he was turned down because he didn't do enough trips. Veterans should get medals whether they did one or a hundred and one trips! The dangers were just as real. I managed to get my father's Clasp along with the four standard war medals, including the 39/45 Star. But it was the Aircrew Europe medal I couldn't get for him, despite his eighteen trips over Germany. Because they started ops in January 1945 and not before D-Day 1944, he did not qualify. If you look at the War Medal list and the criteria for getting them, it is unbelievable. If these brave men were not in the right month or year, they didn't qualify for a certain medal. What right do these 'jobsworths' have to issue such a criteria! It makes my blood boil ...

I was reading that you have been to my stomping ground York Aviation Museum. I've been a member since it started. You were talking to Tony Agar, touring round his Mosquito, a fantastic aircraft, and I have a story to tell about it. Back in the 70s/80s and early 90s, myself, my brother and brother-in-law would go all over Yorkshire and the Lake District with metal detectors searching crashed aircraft sites. This particular day, we went to Kettlewell in the Yorkshire Dales looking for a Mosquito that crashed in 1948. We went up onto the hillside to start detecting. Very soon we were getting beeps from our machines. We started to dig and came across a Merlin engine and two prop blades with some reduction gear and small parts, buried most likely by the MU recovery people. We reburied the large parts and kept the small parts, one of which looked like a threaded bung. Seven bombers crashed on Kettlewell during the war. I have a book with lots of map references for these aircraft, which makes it easy when looking for a crash site. A few days later, I went to Elvington and saw Tony Agar, telling him we'd been to this crash site, showing him the bits we'd found. I asked him if he knew what this threaded bung was, and he said yes, it was a sump plug from the Merlin engine. He had been trying to find one for ages. So I said: 'You'd better have this one then', and he thanked me. Have a look at the Halifax next time you're at the Museum!

Peter Thompson



Dear Janine,

Many thanks for my copy of the magazine and details of the Reunion. Much as I enjoy my life here in Scotland I am actually English, born in Hartlepool. I sometimes wish that I lived a little closer to Norfolk so that I could attend a Reunion, but as I am 90 it is rather a long way to travel. At least I can read about it in the Magazine. Keep up the good work.

Regards

Arthur Newstead

Dear Janine,

Very many thanks for the Magazine and enclosures. I regret that I cannot be with you at the Reunion this year. My health is not good these days. I do however wish you and all those attending a very Happy and Rewarding Time. I would like to walk round Foulsham village after all these years. I remember the two pubs and Village Hall. Also the nice lady hairdresser who I went to rather than the camp barber. On several occasions I was invited to Sunday lunch, but can't remember the names of the young ladies.

Best Wishes

Joe Sayers 192 Squadron



Good afternoon, Janine,

I have recently been looking into my late father's RAF career and interestingly discovered he was involved with 100 Group. He served with Bomber Command from 1937-1944 and then 'flew Mosquito night-fighters' for the last year of war. I knew a fair amount about his history in Bomber Command, but very little of his night-fighting exploits. It was only when quite by chance, a few weeks ago somebody asked which Mosquito Squadron he flew with that I was told about the creation of 100 Group and its very special radio countermeasures operations.



Father right, with Navigator left: F/L Scholefield

I am ashamed to say I was completely ignorant of the existence of 100 Group and the important role it played. Father talked little about it (*probably because we didn't ask!*). When young, my brother and I were more interested in Bomber Command and would pester him to relate modest yet amusing tales about Hampdens, Manchesters and Lancasters.

I have searched the internet and bought a series of very interesting books regarding 100 Group, fascinated by its history. 'RAF Swannington – A Brief History' dropped through my letterbox a couple of days ago, and I would very much like to become an Association member. My father was [Wing Commander K. H. P. Beauchamp DSO*, DFC, Commanding Officer of 157 Squadron, Swannington](#), from September 1944 to August 1945. I include two photographs of my father over this time.



*B Flight, 157 Squadron;
Father is centre front with forage cap; Navigator F/L Scholefield extreme front right of photo*

My father joined Bomber Command in 1937. He was posted to 49 Squadron, Scampton, in December 1938, flying Hampdens. Posted again to 207 Squadron, Waddington (later Bottesford) in September 1941, he flew Manchesters and Lancasters, before converting to Mosquitoes and being posted to 23 Squadron, Little Snoring in July 1944. He was posted to 157 Squadron as Commanding Officer in September that year. Father completed 122 operational sorties (79 bomber ops, 43 night-fighter ops, I believe), and was de-mobbed October 1945. After the war, he joined BOAC flying a variety of airliners, including the ill-fated Comet 1, and the wonderful VC-10. Born June 1916, he died in December 1996, aged 80 years old.

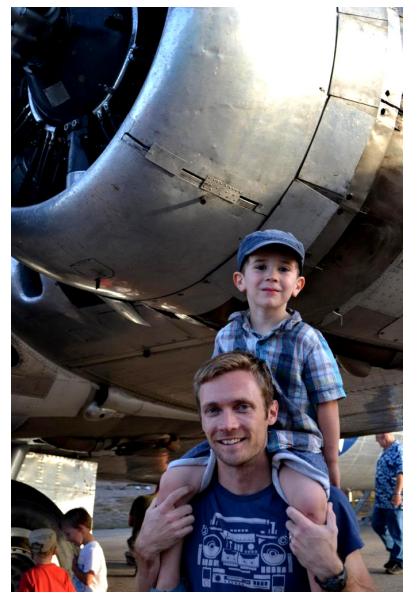
Paul Beauchamp (youngest son)
paulbeauchamp47@googlemail.com

NOTE: *Welcome as a member Paul, and good to meet you at the Reunion. Just wish we'd had more time!*



Hi Janine,

My name is Lindsay Tallon (*seen right with son*), and I'm in Saskatoon, Saskatchewan, Canada. I came across your website when I was searching for information on Jack Fisher (*your mother's wartime fiance's Canadian Pilot*). I discovered yesterday that I am related to him. He was my Grandmother's first cousin. She also had two brothers who were pilots in the war, both KIA. I would love to know more about Jack and Vic. My mother's name is Janine, so we're already off to a great start! My interest in aviation comes from the proud and sad history of boys in my family who never came home. My wife often asks why I'm so interested in WWI and WWII and aviation in particular. It's because I can so clearly identify with young farm boys, looking for adventure, flying the most advanced technology in the world. I remember exactly what it was like to be in their position and would have done the same. I imagine that Jack, Henry and Max could have counted the number of airplanes they'd seen in their life on one hand, and then to go on to fly Mosquitoes, Stirlings and Dakotas is incredible!!



My paternal grandmother, Eleanor Tallon (nee Russell) was Jack's first cousin. Grandma Eleanor had two brothers, Henry Millan Russell and Maxwell Alvin Russell who also served in the RAF and were KIA. She never spoke of them. I did get stories and letters from Max from my Grandpa Orville Tallon. More about Jack Millan Fisher, Henry and Max can be found on the Saskatchewan Virtual War Memorial:

Jack: <http://svwm.ca/casualty-display/?ID=A000007746>

Henry: <http://svwm.ca/casualty-display/?ID=A000010150>

Max: <http://svwm.ca/casualty-display/?ID=A000010153>

Do you know if there are any actual photographs of DK292, the Mosquito in which Vic and Jack were killed; I would love to create a replica, especially as one of our family flew it? Do you also know if anyone has accessed the RAF Operations Records Books for 192 Squadron? They ask 3 GBP to print the Records, but won't let you see what's there before you buy! If someone in the Association has already accessed these Records, could they share them amongst the membership? They are free to view at the National Archives, but living in Canada, it's a bit out of the way for me!

Lindsay Tallon
lindsay.tallon1@gmail.com



HAPPY HAPPY BIRTHDAY xxx KEN SPRIGGS xxx 90 YEARS YOUNG xxx



Hello Janine,

Dad was 90 on 30th April.

Thank you so much for the lovely card you sent, he was really thrilled. We went out to his favourite fish restaurant for lunch and he thoroughly enjoyed himself. Whilst we were at lunch, I gave him your gift about his inclusion in your book. He was absolutely speechless, which for Dad is a real achievement!! He wanted me to thank you so much.

It has been lovely writing to you, and my father speaks very highly of you. Although he is English, he flew with the RAAF 462 Squadron from Foulsham and is only now opening up about his experiences, but some of them I shall never know which saddens me. Which is why I wonder if there are any old pals of his left who might make contact? He and the family would love to hear from them.

As I read the Spring magazine, I was so angered by the gentleman who cannot get his Bomber Command Bar because of stupid bureaucracy. There are so many people who served in that exact same situation. Bomber Command ground crew lost many of its members in raids, but because they didn't fly, they too aren't eligible. Nor are the lads who flew from Europe, I understand. How stupid are the Powers-that-Be? If you served in Bomber Command anywhere you should be recognised as such and given the Bar ... in fact, be presented with a proper medal for the kind of work they did. They deserve better recognition. My Dad was seventeen when he flew, and I'd like to see any of today's seventeen-year-olds do what Dad did ... to sit in the rear turret of a Halifax scared to death, but knowing you had orders to follow.

Thank you for all you do for the guys and gals of 100 Group, you are a star!



Take care

Love

*Wendy*xx

wendyspriggs416@gmail.com

NOTE: To anyone who served in 462 Squadron, please make yourselves known to Ken and his family. They really would appreciate it. For full contact details ask Janine.

Sgt Kenneth Spriggs

Warrant Officer, Air Gunner

by Richard Forder
(co-author: 'Special Op Liberators')

The Service Number of 1869863 issued to Kenneth Spriggs was an early one from a batch allocated in May 1943 to No. 2 Recruit Centre at RAF Cardington in Bedfordshire. It is therefore likely he joined the RAF during that month.

Following Air Gunnery training, he would have been posted to a Wellington Operational Training Unit (O.T.U) where he would have helped form the nucleus of a heavy bomber crew comprising Pilot, Navigator, WOP, and two Air Gunners.

Following successful completion of the O.T.U Course, the group of five would have moved on to a Halifax Heavy Conversion Unit either at 1658 at RAF Riccall or 1663 at RAF Rufforth that trained crews for 4 Group, Bomber Command. Here, the crew would be joined by an Air Bomber (B/A) and a Flight Engineer to form a complete heavy bomber crew. Apart from converting to the Halifax, the crew's training would prepare them for bomber operations with long navigational exercises, bomb dropping on the bombing range, fighter affiliation to exercise the crew, especially the Pilot and Air Gunners in evasion manoeuvres.

This would have been the early RAF career of Sergeant Spriggs.

It is worth noting that any reader wanting to know the RAF career path of a family member should apply for their RAF Record of Service from the MOD. This would need their written permission if they are still living. However, the majority of information can be supplied, including the important list of all movements within the RAF and relevant dates by simply writing to the MOD. The only missing information would be a few personal details.

Sgt Spriggs and his crew were posted to 462 (RAAF) Squadron at RAF Driffield in early November 1944. The Squadron was equipped with Handley Page Halifax III aircraft and reformed at Driffield under Wing Commander D. E. S. Shannon RAAF in August that year after service in the Middle East. Although 462 was an Australian Squadron and largely manned by Australians, Kenneth Spriggs' crew were all RAF. The crew listed below would stay together through the Squadron's time with both 4 Group and 100 Group. There were four occasions however, when replacements flew with the crew, possibly due to sickness or other unspecified reasons. It is interesting to note that Ken Spriggs was an ever-present member of the crew on all their ops with both 4 and 100 Groups:

• P/O J. N. Boyd	Pilot	Captain
• Sgt K. E. Hamilton	Bomb Aimer	
• Sgt J. Mortimer	Navigator	
• Sgt W. Evans	Wireless Operator	
• Sgt B. Compton	Rear Gunner	
• Sgt K. Spriggs	Mid-Upper Gunner	
• Sgt P. C. Taylor	Flight Engineer	

Pilot Officer Boyd and crew were soon in action on 6 November when they participated in an attack on Gelsenkirchen. They would carry out a further eight operations from Driffield before the Squadron moved to RAF Foulsham in Norfolk to join 100 Group.

The Squadron moved to RAF Foulsham with effect from 29 December 1944 under the command of Wing Commander P. M. Paull DFC who had taken over from Wing Commander Shannon. It was intended that the Squadron would join other heavy Units of the Group in protecting Bomber Command's Main Force bombing operations by jamming the radio transmission (R/T) control system of the German night-fighter defence system, their radar controlled anti-aircraft and searchlights; and the night-fighters' airborne interceptor (AI) radars. The aircraft also dropped quantities of WINDOW (strips of aluminium foil) to

simulate a large bomber stream, using this deception to mount *spoof* raids to confuse the German defences and draw their night-fighters away from the real Main Force bomber stream and targets.

The plan for 462 Squadron was that their Halifaxes would be equipped with *Airborne Cigar* jammers (ABC) to jam the night-fighter R/T control system; *Piperack* to jam the night-fighter AI radars and *Carpet* jammers to jam the *Wurzburg* gun-laying anti-aircraft radars. Unfortunately, there was a long delay in getting the agreed equipment fit and ready, and the Squadron were not able to commence their new role until March 1945. In the meantime they participated in the Window Force operations, but unlike other heavy Units, 462 would drop bombs and flares to add authenticity to the attacks on *spoof* diversionary targets. In their new role in 100 Group, the crew would be joined by a Special Operator, sometimes two, to operate the Special Equipment.

Commencing operations on the night of 21/22 January 1945 with a *Spoof* Raid to the Bonn area, Pilot Officer Boyd and his crew were to complete fourteen operations with 100 Group plus one early return when their Special Equipment failed. Their final operation was a *Spoof* raid on the Heligoland area on 23 April 1945. A very creditable performance, and one which Sgt Spriggs' family should be very proud of.

Richard Forder



Hallo Janine,

Lovely to receive the Spring magazine. So much of it. Mention of the USAAF Squadrons takes me back to when we WAAFs at Bylaugh Hall would be invited to the regular dances held at nearby USAAF Bases – Shipdham, Watton, etc. where we learned to Jitterbug ... and return with some goodies like Hershey bars, Lucky Strikes, etc. I have a wonderful memory of seeing and hearing Glen Miller in the flesh when Attlebridge had their 100th Mission celebration. That is not to say we didn't have a regular Bylaugh Hall visit from Ray Ellington and his RAF Group who came over from Swanton Morley. I remember seeing him at the Croydon Empire when he was a drummer with Harry Roy's Band the year war broke out. We really did know what it was to work hard in those far-off wartime days, but when off-duty, we didn't do too badly!

Thank for your reply to my letter. So pleased I have a fellow-enthusiast for Glen Miller's music. What a wonderful gift you received from Stephen Hutton! I still listen to my late husband's collection of Glen Miller CDs and love them. I'd got an old 78 of his 'String of Pearls' in the hut, which I used to play on our old wind-up gramophone which we girls had come by, and was absolutely thrilled to hear him play it at Attlebridge that night, together with seeing Tex Benecke and the USAAF Modernaires and the rest of the Band who had joined up with him. The hangar venue was massed with Gis in their flying suits and working drabs that evening, absolutely enthralled! It was not many weeks later that Glen Miller went missing. It was an evening I shall never forget (especially being late back booking in at the Bylaugh Guard Room after my long cycle ride back from Attlebridge and wangling off being put on a charge by doing the duty Sergeant's ironing ...)

I recently decided to take up the ukulele again having relapsed once back in Civvy Street and have purchased a new instrument, endeavouring to follow the Instruction Book and learn a few more chords after more than fifty years neglect. Hope you get on with your keyboard a little better after all these years!

My very best wishes,

Peggy

Peggy Pollard



Janine,

You wanted to know more about the 36th Bomb Squadron (*from a veteran's perspective*). I have probably forgotten the most important happenings of long ago. But I do remember when our crew joined the 36th in early 1944. The Squadron had moved to Alconbury and been converted to our role as Radar Jammers. We shared the Base with two other Squadrons commanded by actor and Lt Colonel Jimmie Stewart, but we never mingled with them. I do remember Col Stewart had a voice that projected clearly from 100 yards away playing volleyball. Something I still find amusing, we were known as the 36th SNAFU Squadron. Translated, that was '*Situation Normal, All F....d up*'. Our Wing Commander changed it to '*Radar All Fouled Up*', but we will always prefer our version!



Orchestra leader Glen Miller's plane went down just a couple of days before we reached South Hampton after a perilous two-week voyage that saw us take an extreme northern route across the Atlantic, but icebergs sent our convoy due south towards the Bahama Islands to avoid unfriendly submarines. Johnny Desmond, a great vocalist with the band, took over and had a twelve to a thirty over the radio ... I assume Armed Forces Radio carried the show if it had been invented then. There was only one little catch. The Mess Hall only served lunch between 11.45 and 12.45 and more than half of us stayed to hear the show and its conclusion; the greatest stampede for lunch before they closed was almost comical. Some rode bikes and the rest of us ran like mad. We had one handle on the showers in a distant hut so the water was either too hot or too cold. But when the water was right, those of us who smelled like dead fish raced to get there while the temperature was warm. I have to admit, those of us flying missions got velvet glove treatment. Fresh eggs were rare, but when we received a shipment, we got the eggs, the rest got powdered eggs. The same applied to fresh milk. After landing from a mission, we were given a paper cup of the vilest Cognac man ever created. But I guess it served its purpose. By the time we reached the Mess Hall, our feet were airborne.

Bill Whitworth
snafu36bsq@gmail.com



Hi Janine,

Here is one incident that was made fresh in my memory by my co-pilot, Don Albinson, when we had a crew Reunion back in 1997. We were recalling that of all the B-24 pilots in the 36th, our pilot, Bill Corder, was not only the oldest (26) but the most experienced and with the most flying hours. That experience saved our lives during a night take-off at Cheddington. The co-pilot's check-list calls for him to pull up the gear after take-off. Instead, Don raises the flaps as we clear the runway and WE START TO SINK AND CRASH! Only Corder's quick (reflexive) action reversed the error and we slowly began to climb after hitting some trees at the end of the runway. We did not report this at de-briefing.

Speaking of de-briefing. It was the practice to give each crew member a shot of bourbon at the end of a mission. Three of our crew did not drink, so Dan Jenks and I would save our 'rations' in a milk bottle. Now the head of our combat Mess (non-coms ate on one side, Officers ate on the other) was a MSgt from Kentucky and he could only get Scotch whiskey locally ... and he LOVED Bourbon! Now, since Dan and I had adopted a family in Luton, and that family, as with all the British, were on strict food rations ... guess what we traded our monthly quart of Bourbon for? Butter, eggs, meat, and on Thanksgiving Day a whole turkey! The Gilmores in Luton LOVED US.

Hope you enjoyed the story.

Rafael Ramos
36th BS U.S.

Hello Janine

We have heard in past days that we have lost another of our local veterans who was a supporter of the Museum. Geoff Williams was a Meteor pilot with 245 Squadron at Horsham St Faith in the 1950s and lived in Coltishall quite near to where I work. He was a 'gatherer' of books and other items for either the Museum archive or for sale to raise funds and I will miss his visits to me at work with his latest finds.

Regards

Kelvin Sloper

City of Norwich Aviation Museum



Hello Janine

I told you recently that I had learnt of the death of John Maunsell, a Navigator with 223 Squadron, and promised to let you have some details. John was not, or never was, a member of the Association; and so he will only be remembered by our surviving 223 Squadron aircrew members.

Prior to his arrival at Oulton in January 1945, John Maunsell had done a previous operational tour, flying operations with 223 Squadron in the Middle East on Baltimores. A spot check fails to find any record of him flying with the Squadron in January or July 1944, which suggests he probably flew his ops in 1943.

The 223 Squadron Operations Record Book (ORB) records that Flight Officer J. R. Maunsell was posted into the Squadron from 1 February 1945 – clearly wrong because he flew the first of his 19 operations with Flt/Lt Alan Allnutt's crew on the night of the 5/6 January; and the ORB also records his promotion to Flt/Lt on 21 January. Allnutt's crew carried out their final operation on the night of 2/3 April, a *Window* Patrol feint to Hamburg. However, John Maunsell flew one more operation with Flt/Lt Val Croft's crew on the night of 13/14 April when they flew a *Window* Patrol to strengthen a diversionary attack on Boizenburg, drawing German night fighters away from the Main Force target at Kiel. He was posted from Oulton on 14 May. John Maunsell completed his tour on 20 operations. It would seem he was well thought of on the Squadron as he was awarded a DFC on 21 September 1945 for service with 223.



Flt/Lt Allnutt & crew with Liberator TS532 (N) March 1945.

Rear L-R: Sgt Ernie Manners (?), F/O I. T. Leslie RCAF, F/L Alan Allnutt, F/L J. R. Maunsell

Front L-R: F/S E. Laraway (?), F/S T. J. Adams (?), Sgt G. N. Tucker, Sgt D. Townsend, Sgt J. J. Trail

John Maunsell appears in Allan Allnutt's crew photograph: page 127 of my book '*Special Ops Liberators*'.

Best wishes

Richard Forder

IN MEMORY



Flt/Lt Robert Oliver Belton, Pilot, 223 (BS) Squadron 1924 – 2015

I am sure all members who met Bob Belton at our annual Reunions will be very sorry to learn that he passed away on 11 January after a short illness. He was a regular attendee at our May gatherings, but sadly we knew him for a comparatively short time as he only became aware of our existence four to five years ago. He was a gentleman, and it was a pleasure to spend time in his company. He had a nice sense of humour and I always looked forward to seeing him at the Reunions.

I have interviewed and spoken with many wartime aircrew, but I am pretty sure Bob is the first I met who joined the RAF through the Short University Course entry system. Bob's successful selection occurred in 1942, and his six month course was spent studying science subjects at King's College, Cambridge which he commenced in October. One and half days each week were spent on subjects from the standard RAF Initial Training Wing (ITW) course. After successful completion in April 1943, he was given the rank of SAC moving across the City to Marshall's airfield to attend the RAF Grading School. The Grading School system was set up to reduce wastage in Pilot training experienced earlier in the war, weeding out potential failures before they started formal flying training. At Grading School, the embryo Pilots would complete some twelve flying hours in Tiger Moths to assess their potential flying skills. Unsuccessful candidates would be offered training in other aircrew specialisations, or re-mustering to other branches.

Bob successfully cleared the Grading School hurdle, and like many thousands of other would-be Pilots and Navigators entered the British Commonwealth Air Training Plan and, in his case, sailed for Canada aboard the *Queen Elizabeth* to train in both Canada and the USA. After the award of his wings he moved to Pensacola in Florida to convert to the Consolidated Catalina, destined for Coastal Command in May 1944. However, he found himself in the same position as founder members of the reformed 223 Squadron who trained in Nassau for Coastal Command, but were redirected to Bomber Command because of a surplus of aircrew in the former. He therefore returned to Britain on a posting to 84 O.T.U, RAF Desborough in January 1945 to train on Wellingtons; and it was here that he formed the nucleus of his crew for bomber operations. Bob and his crew successfully completed their course in April 1945 and were sent on leave prior to a move to Lancaster Heavy Conversion Unit (HCU) and the final stage in their preparation for a posting to an operational Squadron. A telegram changed all this and the crew were diverted to 1699 Flight at Oulton where they would convert to the B17 Fortress. At Oulton they were joined by additional aircrew to make complete operational crews, and Bob was finally given the Commission that should have been his when he completed his Pensacola course in May 1944 under the terms of his Short University Course entry scheme. After a short conversion to the B17, Pilot Officer Robert Oliver Belton and crew moved across the airfield to join 223 Squadron on 21 April.



The Belton crew:

L–R: Waist Position: Sgt A. C. (*Charlie*) Rimmer, Sgt L. J. (*Jack*) Ekers – Waist Gunners

Standing: Plt/Off R. O. Belton	Pilot
Sgt A. (<i>Butch</i>) Butcher	F/E
Flt/Sgt Dave Elbrow	WOP
Flt/Sgt Cliff Cousins	Navigator
Sgt Roy Leigh	MUG
Sgt Stan Brough	R/G
Plt/Off J. B. McGarty	Air Bomber

Frustratingly, it was to be too late for ops, but perhaps with some consolation that they would survive. However, Bob did manage a 'Cook's Tour' over the Reich, viewing the devastating damage meted out to German cities. The crew were able to experience a taste of 223's wartime ops by taking part in Exercise Post Mortem. This involved German personnel and a large number of RAF Observers and was held to try and establish the effectiveness of Bomber Command tactics and radio counter-measures against the German air defence system. The exercise was held in northern Germany and scheduled to begin on 25 June, continuing to 5 July, involving aircraft from 1, 3, 8 and 100 Groups. The first sorties were flown without 100 Group participation, presumably for comparison purposes. As the exercise progressed, the succeeding tests introduced various elements of 100 Group, starting with the effectiveness of the *Mandrel* screen and continuing with the other capabilities including *Window*, *Jostle*, *Carpet* and *Piperack*, not forgetting the *Window Force*.

With the rundown of 223 completed, Bob's next move in September was to 512 Squadron at RAF Home on Spalding Moor equipped with Dakotas. In October, having converted to the new type, he moved with the Squadron to its new operational base at Qastina in Palestine. Its role in the Middle East was to provide a freight and mail service covering Naples to Aden and Jask in Iran. The troubles in Palestine prompted a move of the Squadron in November to a less vulnerable location at Gianacalis in Egypt, closely followed by a further move to Bari in Italy the following month.

Typical of post-war turbulence in the RAF, Bob was back in the UK in March 1946 in time to get married in April, just before a new posting to 511 Squadron based at RAF Lyneham operating Avro Yorks. He would have certainly clocked up his flying hours, travelling as far as Calcutta on his longest route. Again, his time on 511 was short lived and on 1 January 1947 he was selected to attend the Central Flying School (CFS) at RAF Little Rissington to be trained as a Flying Instructor. Older members will remember the terrible winter of 1946/47 and, unsurprisingly, completion of his 12-week course was severely delayed. He

eventually qualified as a 'C' category QFI with a posting to 7 Service Flying Training School (SFTS) at RAF Kirton-in-Lindsey on 1 July. Again, this was a relatively short tour and in June 1948 he was posted back to CFS as a Staff Instructor. This was obviously recognition of both his qualities as a Pilot and Instructor. He stayed at CFS until May 1951, qualifying on all types at Little Rissington, including Tiger Moth, Mosquito TIII, Spitfire 16, Lancaster VII, Auster V, Balliol, Meteor T7; and it was no surprise that he qualified with the highest A1 rating for a QFI and a Green Instrument Rating Card.

In a change of career he left the RAF in May 1951, but joined 22 Reserve Flying School at RAF Filton at Bristol where reserve Pilots came to maintain their flying currency on Tiger Moths and Chipmunks. Incredibly, whilst at Filton he was given the opportunity to fly in and briefly (20 minutes) take the controls of the giant Bristol Brabazon. Bob thus joined the privileged few who could add this doomed prototype to their Flying Log Books.

The remainder of his working life was spent in the aviation world with BOAC, and later with British Airways after the merger with BEA. Initially as a Flight Simulator Instructor he started with the Comet 1 and continued with later types including the Boeing Stratocruiser, Britannia 102 and 312 and finally the Comet 4. At BOAC he encountered Squadron Leader Bellingham who had been OC 1699 Training Flight at Oulton, and a former 223 Squadron Flight Commander who was flying Comets. He was then appointed the Flight Safety Officer under Sir Charles Guest, who was Air Safety Adviser to the Chairman of the airline. Bob continued in the role following the merger of BEA and BOAC, and continued to hold senior positions in the international field of Flight Safety representing British Airways on the IATA Safety Advisory Committee (Chairman 1976-77), the Flight Safety Foundation (USA) and the UK Flight Safety Committee (Chairman in 1974). He finally entered a well-earned retirement in 1982.

A most modest man despite his achievements. I count myself extremely fortunate to have known albeit for all too short a time.

R. M. Forder

NOTE: Roger Dobson and Tony Bradley on behalf of the RAF 100 Group Association attended the funeral of Bob Belton held on Wednesday 4 February 2015 at All Saints' Church, Kingston-upon-Thames. We join as an Association in sending our heartfelt sympathies to his family. Bob will be a good friend well missed.

IN MEMORY



Flt/Lt DOUG GREGORY DFC, Pilot, 141 Squadron **13 January 1923 – 12 April 2015**

Ivan Douglas Gregory was born in Southampton on 13 January 1923 and educated at Freemantle School. Aged fourteen, he went to work in a Solicitor's office, joining the RAF as soon as he was eighteen. He was trained as a Pilot in Southern Rhodesia (now Zimbabwe) and after completing his initial Pilot training, he returned to Britain to join up with Steve Stephens to train as a night fighter crew.

With Steve as his Navigator, he joined 141 Squadron in January 1943. They were to remain together as a crew for the rest of the war. Initially, the Squadron was equipped with the Beaufighter and they flew patrols over the Bay of Biscay on anti-U-Boat operations, attacking targets in Brittany. However, by the middle of 1943, German night fighters had developed a tactic of infiltrating the stream of RAF bombers and using their air intercept radar to stalk one before destroying it. The RAF created No. 100 (Bomber Support) Group within Bomber Command to meet this increasing threat. No. 141 became the first Squadron to be transferred to RAF 100 Group.

British scientists at the Telecommunications Research Establishment had built a special receiving device to enable RAF night fighter crews to detect radar transmissions of enemy aircraft and home in on it before shooting it down. 141 Squadron became the first to use this new homer device, code-named 'Serrate'. Operations began over enemy territory in June that year, and shortly after, the Squadron was re-equipped with Mosquito night fighters.

Using the new equipment during the Allied build-up in Normandy in July 1944, Gregory and Stephens shot down a Junkers 88 night fighter over northern France and a few days later claimed a second. They were both awarded the DFC and, after eighteen months of continuous operations, posted to be Instructors. They completed 69 operational sorties in total.

Following their tour as Instructors, Gregory and Stephens left for Gibraltar where they flew a Mosquito to carry out various types of dummy bombing and strafing attacks against new Royal Navy ships preparing to join the British Pacific Fleet in the fight against Japan. Finally, in July 1945, Gregory and Stephens were parted when Gregory went to India to join an aircraft maintenance unit as a test Pilot.

He flew numerous aircraft types, including the Mosquito. Built of wood, the twin-engine fighter was experiencing numerous problems in high temperatures and humidity of the region and Gregory was tasked to test-fly the aircraft in an attempt to resolve the issues, which were eventually rectified.

In September 1946, he returned to the UK when he ferried a small American transport aircraft to a U.S. Base in Germany. A few months later, he was released from the RAF as a Flight Lieutenant.

After studying at a Teacher Training College, Gregory embarked on a career in teaching, culminating in his appointment as Head of the Faculty of Creative Arts at Noadswood School, Dibden Purlieu, Hampshire.

After retiring aged sixty, he built a replica of the First World War SE5, a bi-plane fighter, which took four years in the making. He was a founder member of the Great War Display Team and for the next thirty years flew his fighter at various Air Shows. In his eighties, he became the oldest stunt pilot in Britain. In his final flight on his 90th birthday, he remarked: *'Building an aeroplane is fun in itself, but it is only a means to an end. Flying it is the greatest pleasure'*.

He was also passionate about cars and for many years maintained and drove his 1926 Alvis Tourer. For his honeymoon in 1950, he drove an Austin 7, with no roof or windscreen. He and his bride had to wear flying helmets and goggles! He also wrote poetry, and in 2014 published his autobiography: *'Aeroaddict'*, sub-titled: *'The story of one man's love affair with aeroplanes'*.

Sadly, Doug Gregory died at the age of ninety-two, two weeks after being knocked down by a car while walking to collect his newspaper. He married Liz in 1950, and she survives him with their son and daughter.

Summary

The Telegraph, 28 April 2015

* * * *

IN MEMORY

NORMAN T. L. STOREY, Air Gunner, 214 SQUADRON

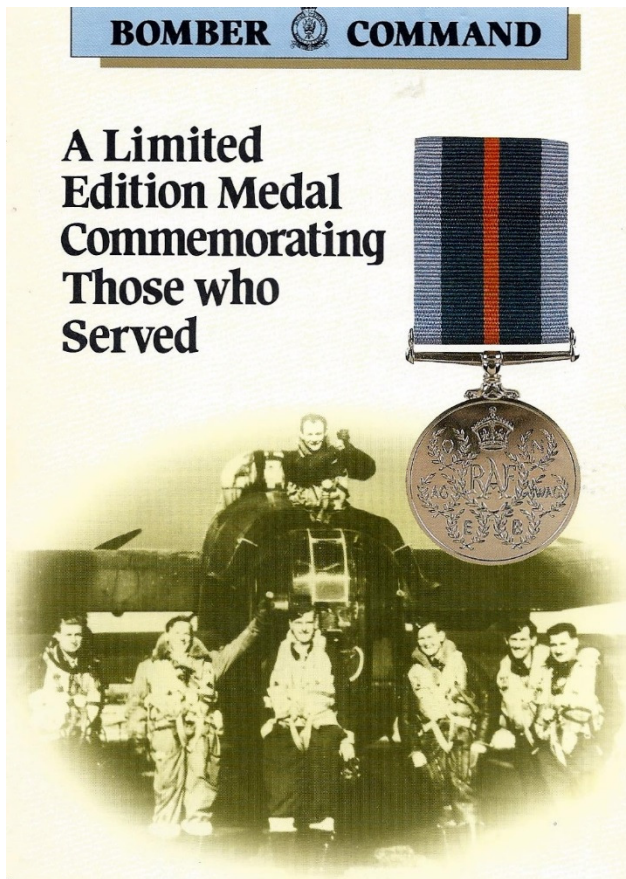
It is with deep sadness that I have to share the news of Norman Storey's death on 4 January 2015. It was an extraordinary way of receiving this news and a first since the beginning of this Association to my knowledge, with an official letter announcing the death by a solicitor *'acting in the administration of his estate'*.

Norman became a firm and valued friend through the years. We spoke often on the telephone and he wrote inspiring long newsy letters. He also contributed a number of articles to the magazine and shared his wartime experiences. I can only imagine that his death was unexpected. The last time we spoke was at Christmas. He was looking forward to spending time with his wife at the Nursing Home. I cannot imagine how she copes suddenly bereft, not understanding why her husband no longer visits. With the arrival of a Solicitor's letter, I can only assume there is no other family. I did write back to the Solicitor, but received no response. Norman lived in Eastbourne, West Sussex, and died from a chest infection and chronic kidney disease diabetes. Before retiring, he had been a bookshop proprietor.

I believe having served during the war in 214 Squadron that many members might know more about Norman as a crew member and friend, and I would value learning more about someone who was very modest and humble in manner, but who delighted in talking and sharing on the telephone and in letters.

Meanwhile, after so willingly sharing experiences for the book: *RAF 100 Group – Kindred Spirits* which he was looking forward to sharing with his wife; he also told me about a Bomber Command medal forged after the war, destined for all veterans who served under Bomber Command, but which became a limited edition ... the first given to Arthur Harris ... before being shelved. However, the story behind this medal is intriguing. Norman certainly felt this to be the case, and sent me a leaflet, together with photographs and information, bringing it together in one final article which I share with you now. I did ask at the Reunion how many veterans might have heard of this medal which at one point was available for a sum of £15.95; however, to date there is no-one who has said they knew about it, and certainly didn't receive one. In turn, I should add that Norman felt it improper to send for one himself (*for which there were no restrictions like on medals or clasps today!*) because a. it had to be paid for, and b. it wasn't officially presented.

BOMBER COMMAND MEDAL



Given that they were formed under Bomber Command, the only real tribute to their commitment and courage is the Bomber Command Memorial dedicated on 28 June 2012 in Green Park, London ... and more recently a Bomber Command Clasp which attaches to the 1939-1945 Star for which anyone who flew at least one operational sortie qualifies. At least, that's the way it comes out officially! Trying to get an actual Clasp is something else again, as we all know! It took many years of campaigning by veterans to gain this small token of gratitude that still does not equal the medal so long overdue.

Even given the strict conditions around getting the award, is this Bomber Command Clasp enough when almost a quarter of a million veterans and their families have waited tens of years to have the recognition they deserve?

Veterans Minister Mark Francois stated in 2012:

'All who served our country in Bomber Command ... deserve nothing but the utmost respect and admiration from us.'

As a veteran Air Gunner, I am aware of a limited edition Bomber Command medal privately manufactured in the 1980s to honour those of us who fought under Bomber Command, including 100 Group. It begs the question: *how many veterans were aware of this medal and how many actually applied for and received it, given it wasn't an official medal presented in the usual way?*

I chose not to apply for the limited edition Bomber Command medal. It wasn't a '*proper medal*', not presented by the Forces or Royalty. My thoughts I share here:

During the war, men of Bomber Command were heroes. The day war ended, they were mass murderers, and murderers don't get medals! Top politicians who fully supported Arthur Harris during the war wanted to disown any connection with the bombing of Germany. Did they want to appease those nice Germans who bombed London, Coventry and Plymouth? Bomber Command was never represented in the Victory Parade. Their attitude: 'let Harris carry the can'. Members of Bomber Command and most of the general public considered this an insult, especially as Bomber Command did more than any to bring about the defeat of Germany. However, a small consolation was the decision of The Coin and Medal News magazine to arrange for the issue of a Bomber Command Medal. The cost of the Medal was £15.95. However, this could not be worn with official medals, but had to go beneath them. As President of the Air Gunners' Association, I annually laid a wreath on behalf of the Association at the annual Memorial Service at Runnymede. After the issue of the Medal I saw ex-Bomber Command veterans wear this Medal with pride, and rightly so. I could never bring myself to wear a Medal I could buy, but I fully support those who did. However, on receiving an application for the Medal, I was surprised and proud that the illustration of a crew on the front of the application was the photograph taken by the Lincolnshire newspaper after our ten Ops on Berlin with 103 Squadron ...

The brochure advertising the medal shows Geoffrey H. Richmond, Co-ordinator of Adult Studies at Scarborough Technical College, as designer of the only Bomber Command Medal. During the Second

World War he served in the RAF as a Wireless Operator in Iraq, Egypt, Malta, France and Germany. A member of the Orders and Medals Research Society and interested in Bomber Command, he felt that its aircrews' special service was under-valued at the end of the war due to political factors prevalent at the time.

The medal was chosen by a panel of experts from a large number of entries submitted in May 1984 to a 'Design a Medal for Bomber Command' competition, the brainchild of regular RAF columnist Alan Cooper, believing members of Bomber Command received inadequate award for their courage and skill during the Second World War.

In response to an overwhelming number of requests from veterans of Bomber Command, a limited number of medals were struck, intended as a tribute to the bravery of those who flew and to the dedication of the skilled Ground Crew whose contribution was so essential. For each medal purchased, a donation of one pound was made to the newly-formed Bomber Command Association which lives on today.

The late Sir Arthur Harris, Bt GCB OBE AFC LLD, Commander in Chief of Bomber Command during the war, gave his blessing to the competition shortly before his death in 1984. He accepted one of the medals on behalf of Bomber Command believing his men would finally get what they were due. A special striking of the medal in sterling silver was presented to the Bomber Command Museum at Hendon for permanent display. The ribbon colours are blue grey, midnight blue, flame (signifying the North Sea, night over enemy territory, target, return trip). The Laurel wreathed brevet letters of the aircrew supporting that of their pilot on one side signifies courage, team spirit and leadership. On the reverse is a Lancaster, Sir Arthur Harris's 'Shining Sword'. The epitome of night bomber development ... symbolising the supreme technical achievement of industry and ground staff, on which the aircrew's lives depended.

Norman Storey's final words to me were:

'I wish all members of RAF 100 Group Association 'Happy Landings' for many years to come!'



Norman Storey (a tribute)
with Janine Bradley



A new International Bomber Command Centre is an ambitious project currently underway in Lincoln, ensuring that those who gave their lives for the freedom of others are remembered. It has 4 key aims:

- To remember the thousands of aircrew from across the world who were part of Bomber Command's efforts during World War II.
- To educate the generations of today and those who follow about the individuals who served with Bomber Command and the sacrifices they made to preserve our freedom.
- To allow individuals across the world to discover more about Bomber Command, those who served in it and their lives and experiences as told by letters, diaries and memories.
- To tell the stories of those affected by the bombing campaigns across Europe.

As well as being a permanent structural Memorial to the human cost of war, it will be a valuable resource for the people of today to remember those of yesterday and a reminder of why peace and reconciliation should be an important part of our lives today.

The project aims to establish a world-class, world-leading centre of recognition and remembrance for Bomber Command.

It will be built in Lincolnshire, a county where, because of its geography and proximity to mainland Europe, a third of all the UK's Bomber stations (27 bases) were based during World War II – giving Lincolnshire the title '*Bomber County*'.

The towers of Lincoln Cathedral acted as a waypoint and welcoming sign for many crews returning back from missions, and sadly, as one of the final sights to the many who did not return.

The Centre, close to Lincoln, will comprise a number of elements – each playing their part in remembering those who gave their lives, educating others about their sacrifice and relating the stories of those that survived, supported and suffered:

The Chadwick Centre (named after Lancaster designer Roy Chadwick) will be the main focus of the centre and will house exhibitions, displays and artworks telling the Bomber Command Story.

Using a mix of traditional displays and innovative digital media it will convey both the personal memories and experiences of those who took part together with the wider debates that raged in the War Cabinet over the wisdom of their actions. A crucial part of the Centre will be the '*Orchestra of Voices*'. This will include interviews with veterans, both air and ground crew from around the world, support staff and accounts of survivors of the Allied bombing campaign. Looking into the wider community, we will also be gathering accounts from those involved in the Resistance movement and people from communities who were affected by the influx of thousands of service personnel into their areas.

Visitors will benefit from exhibition spaces, reference library and quiet spaces, together with refreshment facilities and a shop.

Educational facilities: Vital to the aims of the project will be the provision of educational facilities where the younger generation can learn about the brave individuals who came before them. Full-time

schools liaison officers will ensure their experience of the Centre is enjoyable, but also that it leaves them with memories and thoughts to stay with them through their lives.

The Spire Memorial will for many be the first sight of those approaching the Centre. It consists of two tapering shards, the height of which are the same as the wingspan of a Lancaster. Their structure reflects the many church spires of Lincolnshire that were such a familiar sight to returning crews.

Around the Spire Memorial, the Memorial Walls will be a very personal tribute to those who gave their lives, as they will be engraved with the names of the 26,500 men who were part of Bomber Command 1 and 5 Groups and who did not survive the War and are listed in the Rolls of Honour in Lincoln Cathedral. Surrounding the Spire Memorial, the names will be a permanent reminder to visitors of both the sheer numbers involved, and just as importantly, the very human cost behind each name. Eventually the walls will list all 55,573 who lost their lives.

The Bomber Command Digital Archive will pull resources together from all over the world to form the definitive central source of information on the Command. Incorporating oral histories and videographies, never before digitized documents held by Museums and Institutions worldwide and those in private ownership. These will include Log Books, photographs, letters and Service Citations all pulled together in an indexed and searchable archive before the story is lost forever.

As I hope you have gathered, the core of the project is telling the whole story of Bomber Command through relating personal stories and memories. The general public still know so little about what these gentlemen did and endured and we want to rectify that. As a result, we have two key areas we need veterans to help:

1. **ORAL HISTORIES** – either in audio or video format. We have a team of trained volunteers who will come out and interview veterans to ensure stories are captured. These will then be ingested in the archive and will be used in the Exhibition.
2. **Scanned documents, letters, photographs and other records** so that they too can be ingested into the archive and used within the Exhibition. These documents will then be preserved forever and will help tell the stories of veterans for future generations.

We also run a number of Events where we have veterans along and it would be wonderful to include names on our Guest List, particularly for the unveiling of The Spire on 2 October this year, 2015.

Anyone interested in getting involved in this ambitious but worthwhile project please contact:

Nicky Barr
Director

International Bomber Command Centre
13 Cherry Holt Road
Bourne
Lincs
PE10 9LA
01778 421420
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15 – 17 May 2015
Norfolk



Navion aircraft Flypast with pilot Nimmy, (credited: Eric Dickens)

RAF 100 Group Association Reunion 2015

Marking 70th Anniversary of the end of World War Two



RAF 100 Group veterans present at Reunion 2015:
Paul Henry: 214 Sqdn, Stan Forsyth DFC: 192 Sqdn, John (*Paddy*) Gilpin 214 Sqdn,
Andrew Barron 223 Sqdn, Phil James MBE 192 Sqdn, Doc Elliott 192 Sqdn.

Thank you everyone
who made this Reunion
such a very special occasion

RAF 100 GROUP REUNION 2015

This year's special RAF 100 Group Reunion has already been hailed as ONE OF THE BEST by members attending, with such a rich flavour of voices, sounds, and emotions running high. Why? Well, read on and join the path leading back in Time to our wonderful weekend shared:

- New central venue: Elm Country House for Saturday evening dinner
- A wonderful Speaker: Stephen Hutton from the States who re-created the past
- The Magee Brothers/Brendan playing us past midnight Saturday with their unique sound
- New venue: Blickling Old School for Oulton Tea, complete with bunting + band
- Flypast and air display at Oulton Memorial
- New places to visit, new faces and strangers who became firm friends!
- Film-maker Stuart Borlase from Australia, currently filming veterans' stories
- A new and welcome addition to our Association Committee: Stephen Hutton, U.S. 36th BS

The weekend shared produced a whirlwind of activity, a packed programme of events, and what I can only describe as a tsunami of emotion, with a tangible spirit of warmth, friendship, and love enveloping us in a warm hug. It really was something special, with memories to carry home like a treasure-box of precious gems to be touched, held, and experienced over and over again.

The weekend was very much about the connection of kindred spirits – those present and those departed, with the many who never returned from war.

With so much said in the media about the 70th Anniversary of the end of the Second World War, it seemed right to be together celebrating, yet at the same time remembering, sharing the joy and the pain, the warmth and light of the sun shining on our parade.

FRIDAY 4pm: FOULSHAM



It's always a strange feeling, coming down the road into Foulsham. I am drawn back each year to this sleepy little village which featured so much in my family history. Shadows play mischievously in and around the hedgerow, out across the road, beckoning me follow in the footsteps of Vic Vinnell, my mother's wartime fiancé and his Canadian pilot Jack Fisher.



Stepping through this portal in Time, at any point I expect to see two RAF uniforms strolling towards the airfield where they served in 192 Squadron. I gaze up at the skies, seeking a single Mosquito with markings DK292, 'N for Nina', wondering, waiting, listening to the echo of voices in the air, before arriving in the Square with

a newly-restored Memorial to focus our attention (*thanks Phil!*).

Past and present merge. People come together. Behind the Memorial, Foulsham church stands tall and proud, a sentinel, reaching upwards, drawing the memories down. We pause to reflect as Rev Lesley Wilman, Church of England Rector, adorned in ornamental gown, offers a warm welcome and shares a few words. Memories flutter like Autumn leaves in a time out of Time as he speaks of a past many of us do not know. And yet, as Phil James, our President, places a

wreath at the Memorial he helped restore, he is one who knows, who was here in 1944 serving with 192 Squadron alongside Vic and Jack; today the last survivor of his crew with the death of F/Sgt Earl Skjonsberg, mid-upper gunner on DT.0 in October last year. Phil's wife for the first time was unable to make the journey. *Vera, we're so sorry you couldn't join us this year. We missed you and send our love and best wishes for your recovery!*

The Baptist Minister, fairly new to the village, joined us, helpfully arranging that the church be opened for us to visit. There are renovations taking place, but it was the Book of Remembrance I wanted to see, holding the names of those who flew from Foulsham and did not return. Vic and Jack's names are amongst so many more.

We will remember them!

Stan Forsyth DFC and Sidney Pike served under 192 Squadron at Foulsham. Stan, supported by his family, lost his wife Gertie just after Christmas and has been seriously ill. It was a pleasure to offer an especially warm welcome as he joined us for this very special Reunion programme.

Following the short ceremony, we headed down through the village, cutting off the main road to Frost Hall where villagers had prepared a wonderful feast of food. The local Council now provides monies to pay for Caterers who do a fantastic job, I understand. While Phil presented them with a beautiful glass-crafted paperweight. A letter of thanks is to be posted on the Notice Board in the Hall in appreciation of our visit.

As we moved away from Foulsham, preparing to meet at *The Plough*, Marsham, for a brief Committee meeting and evening meal, Foulsham shadows closed in to wave us farewell until next time. I couldn't help gazing back, wondering at all those airmen, both RAF and USAAF, for whom this village became home in wartime, including Association Chairman, Roger Dobson's father – Flight Lieutenant Richard W. Dobson: 'Dobbie'.



* * * *

Saturday 16 May

11am: The Mission Hall, Horsham St Faith AGM

The Mission Hall was crowded. Peter Holness, together with his wife and their merry band of helpers, had been busy and done us proud, serving refreshments to bring us into the spirit of the day. It was the first chance to sit and talk together over a welcome cuppa, with the atmosphere bubbling like a cauldron, an occasional peal of laughter; obvious smiles of delight at meeting up with old friends and new. This was Roger's first time of chairing our meeting, and quickly he drew people's attention to the front, while I played a tune on the keyboard of the computer, feverishly trying to keep up with topics and comments which, like a game of ping pong, went back and forth.

Welcome

Roger offered a warm welcome to everyone, gazing out over an eager and expectant sea of faces wondering what the next hour might bring in the way of information and news.

Apologies:

- Richard/Janice Forder
- Linda Fraser (Secretary Support) and her family
- Vera James
- Sissy Heilig
- Dr Peter Lovatt with daughter Nina Lovatt and June Stephenson
- Ian & Teresa Wolff
- Joe Sayers, 192 Squadron
- Pete Thompson
- David Porteous

Retiring Committee Member

Richard Forder last year gave one year's Notice of his intention to resign from the Committee which now comes into effect. This year he was not well and unable to attend. A Get Well card was sent on behalf of the Association by Janine, and his valued work over a considerable number of years is noted with the gift of an RAF 100 Group Mug accompanied by matching coaster, courtesy of Rod Vowler. It was agreed that everyone have the chance to sign cards as Richard meant so much to so many. Members were unanimous in their gratitude for everything Richard has given in terms of time and energy, knowledge and support. We wish Richard a speedy recovery and hope to see him at our Reunion next year.

Committee Vacancy

Stephen Hutton was nominated by the Committee to join the Committee with immediate effect. Stephen, an Association member for years, is author of '*Squadron of Deception*'. His father, Iredell Hutton, was a Gunner in *The Jigs Up*, flying in partnership with the RAF 100 Group on many operations during the war. As Guest Speaker for the evening dinner, he travelled with wife Pam from the States to be with us, and his election to the Committee came with full agreement of members.

Stephen responded to the invitation by thanking everyone who had made this position possible, and said how happy he was to serve such a wonderful group of people. He is already known as a pro-active person, in contact with veterans in the States, passionate about preserving both the history and wartime experiences of both RAF 100 Group and U. S. 36th Bomb Squadron in which his father served.

Treasurer's Report – Andrea

The current Barclays Bank Association account is currently in credit by £4,449.97. However, the bad news is that the Association is losing a little bit of money each year, although at present we are fine. We are not in a state of crisis.

Roger (Chairman) pointed out that present accounts are to the end of April, and therefore not the most convenient way of accounting given that we have Reunion income shown in one year, and expenditure in the year following. He suggested for the future that we adopt the idea of a Calendar Year becoming The Norm, which was agreed by members.

Roger also commented that in an operating sense, the Association is running with a deficit. Subscriptions are the principal income. The magazine remains the main outgoing, and yet provides the one tangible link between members around the world. For the present, therefore,

we intend to make no radical changes. However, he would like to set up two sub-groups to investigate two main issues, and report back to the full membership next year:

Sub-Group 1: Finance

- Roger Dobson
- Andrea Sluman
- Janine Bradley

Sub-Group 2: Constitution

- Roger Dobson
- Len Witts
- Janine Bradley

A Constitution had already been discussed by the Committee and a draft copy put together. At present, the Association operates 'custom and practice' with no written set of rules to act as guidelines. This may prove to be a handicap in the future. Roger therefore proposes we look at a proposed Constitution which members will need to agree before becoming formalised at the 2016 AGM.

Paul Henry asked when findings from the Sub-Committees might be shared by the wider membership. Given we only meet once a year, both as a Committee and as an Association, it would need to be agreed by the whole body at the next AGM.

Len Witts queried this, saying that notice of Sub-Group findings needed to be shared before the AGM to give people time to think about and discuss what was being proposed.

Julia Dobson suggested that, given the Committee remain in contact with one another by email and telephone, findings be shared (in the magazine) and comments/deliberations welcomed from members before the next AGM.

Peter Sluman commented that incoming suggestions be shared between all three on the relevant Sub-Groups.

Membership Update – Janine

Membership continues to grow, and at the time of the AGM, we had in total 192 members worldwide, with 69 of those veterans. It should be noted that we have USAAF veterans joining our number, eager to maintain the comradeship experienced during wartime. Of interest, is the fact that in Autumn 1942, a recently de-classified document reveals an agreement at the highest level between Britain and America that, due to the partnership between both countries in fighting the war, there should be an Association formed made up of the RAF and USAAF. It appears some 70 years on, we have finally reached this objective!

Association Website – Tony

A question was posed by Tony: what method do members receiving the magazine via email prefer? We can use Google Drive or a package called *WeTransfer*. Using either simply means you click on the link. This question arises because, put through as an ordinary attachment, the magazine is too big for many email providers who limit the amount of data going into a person's email box. It has been necessary to find alternative paths, and we would like to know from members using email which they prefer.

Len Witts suggested putting the magazine onto the Association website to make it available to all. However, this could contravene the Data Protection Act in making public contact

information, especially relating to the Committee. It has also been noted in previous years that this would mean anyone could access the most recent magazine, and therefore have no reason to join our membership as all information would be available to them for free.

Peter Sluman returned to a previous point made at last year's AGM of creating a 'Members Only Page' on the website, secured by a password, and putting the magazine there.

Carolyn Isaac stated that it was up to individual members who receive the magazine via the internet to say which was easiest for them.

Stephen Hutton asked if a Membership Application at least could be made openly available on the website, to which all agreed. Tony said he would make this possible.

Roger returned to the crucial role of the magazine in providing members with up-to-date news and information, shared experiences, etc. and that every possible means should be looked at in making it accessible to all members who provide such a valued and wide range of input.

City of Norwich Aviation Museum Report – Derek Waters

Derek offered a warm welcome to everyone, inviting members to share a buffet lunch at the Museum following the meeting. It has been a great season so far for them at the Museum thanks to a mild winter, with more visitors and an influx of group visits particularly. The Sunday before, a large coach party had descended on them unannounced and were happy to spend the day.

Outside the Museum their F-27 looked brand new, with 'Air Livery' on the other side of Norwich Airport having re-sprayed it completely free of charge; a German air company donating products used. *(Photo taken after the F-27 was repainted and towed outside Museum)*



Also purchased from its owner, with a Canberra T17 cockpit section as part of the same deal; is a Lightning *(seen left)*, an aircraft brought to Norfolk by the USAAF in wartime. While in 100 Group Room, the S-27 is back on display in the Radio Corner, but

will be behind glass for next year lit by LED lighting. While a Lancaster top turret dome and Lancaster tail turret have been built into a replica fuselage, restored in what Derek terms as their 'secret shed'.

Paul Henry asked Derek what had happened to early 214 personal memorabilia which had featured lots of material from VE Day 1945. A Heritage Centre close to where he lives with an airfield at RAF Cranage, a No. 2 Training Centre; is looking for equipment. Paul enquired if there might be anything from the Museum available.

Derek's response was to say that they always try to rotate existing material and wouldn't let anything they had go. The Museum has a lack of space to display everything they have, and had acquired certain things on the closure of RAF Coltishall.

Roger suggested they explore the question of photographs of VE Day and the rotation of current materials after the meeting.

Derek ended by sharing the fact that he is about to become a Granddad. The Association joins in wishing the family well for the future.

Oulton Tea – Chris Lambert

The tea at Oulton this year would be different with nowhere available to host the event and for the Marquee tent to go as in previous years. However, Blickling Old School, not far from Blickling Hall, built in 1867, now owned by the National Trust was available and been booked, to which clear directions were given. The venue was no longer a school, but used for community events, which this year included our Oulton Tea complete with old-style crockery, tableware, and bunting! As always, we were assured of a magnificent spread!!

Village Donations

Roger shared the fact that, as everyone is aware, we as an Association have been fortunate in enjoying the hospitality of a few places down the years. Richard Forder had proposed we make four donations, recognising the wonderful teas enjoyed and the hard work put into our Reunions each year by villagers. The Committee accepted this proposal, and Roger had written on the Association's behalf to Horsham St Faith, Oulton, Foulsham and the City of Norwich Aviation Museum where we have always enjoyed such wonderful hospitality.

In response, the two villages wrote back very movingly to say that what they provide for us is done for many reasons. They value RAF 100 Group Association visits, and would not accept any donation. Two donations of £100 each have now been made to the City of Norwich Aviation Museum and to Horsham St Faith Mission Hall. But we join in thanking all who make our Reunion such a pleasurable experience, and the unique relationships forged through the years.

AOB

Phil James, President of the Association, expressed his concern over finances for the future and asked if anyone would like to donate towards the funds to create a breathing space, and ensure the smooth running of the Association, particularly the production of the magazine.

Roger Dobson reminded the meeting that we have been fortunate in previous years in receiving donations from members, pointing out that running the Association is quite a challenge. To ensure it works and maintain it to the degree that it has already developed, with more and more members being taken on board; it was decided by the Committee to mark the hard work put in by Secretary Janine with husband Tony who work diligently as a team, with a gift showing in a small way the gratitude of both Committee and members.

Deeply moved, Janine said that the two mugs and plaque would always mean something very special and treasured always. A wonderful basket of flowers was also presented.



Roger proposed a vote of thanks to Peter Holness, his wife and helpers, for all arrangements relating to Horsham St Faith ensuring such a warm welcome, both on Saturday, and our departure on Sunday following the service was echoed by members.

Phil James presented Peter Holness on behalf of the Mission Hall with a beautiful glass paperweight featuring a real flower inset, to show our appreciation.

PLEASE NOTE:

Our next Reunion will take place over the weekend of 6/7/8 May 2016

NEW VENUE: Norwich Holiday Inn

* * * *

12 Noon: City of Norwich Aviation Museum

As always, Museum volunteers did us proud, and we extend a heartfelt 'THANK YOU' for the wonderful buffet which stretched on tables from the door to the far end of the Tea Rooms, heaving with food. As always, there was just too little time to sit and enjoy. The Room was crowded, with the happy sound of chatter pulsing the air. It was wonderful to look around and see people together, catching up, sharing memories, involving second and third generations. Members happily sat in cockpits, reliving old times, while others meandered between aircraft, familiarising themselves with changes and all things new.

* * * *

3pm OULTON TEA at BLICKLING OLD SCHOOL

A veritable feast of delights awaited us in these new surroundings, with bunting decking ceiling and walls, celebrating our coming together, and fine china giving it the feel of a garden party, with sun still shining bright through the windows. Outside, there was a bench nestling around the tree, with a garden for children to play in. Volunteers worked feverishly at putting out an array of the most tempting plates piled high with cakes of every size and flavour. It didn't take



long to realise that any diets were 'on hold' with immediate effect!!

There are those who liken our Reunions to a marathon of tea parties as we move from one to the other, still with the evening meal to follow later. And yet each is very different, each created in friendship, with love, given for our pleasure by villagers only too happy to welcome us back each year. One lady struggled to put emotion into words: *'It's a small token of thanks from all of us in Norfolk for everything that RAF 100 Group did to keep us safe during the war!'*

We were privileged this year to have the Magee family join as Association members and attend our Reunion. Based in Ynys Mon, Anglesey, North Wales, the Magee Brothers are creating a name for themselves. They featured in our Spring Magazine after playing earlier this year at the Memorial Ceremony of *The Jigs Up* as it moved its location to Breakwater Park, attended by dignitaries in the UK and from the States. Booked to play after the meal this evening, we enjoyed for the first time the flavour of their music, with Brendan Maguire and his violin joining them. It made a pleasurable experience even more perfect! These young people who write and play their own songs are immensely talented, able to play more than one instrument, and present a passionate performance.



OULTON MEMORIAL



The air grew silent and still, as we gathered around the now familiar stone placed at Oulton over 20 years ago to remember those who flew from RAF Oulton, a Memorial to those who didn't return.

Chris Lambert introduced the theme, before Sarah Hannan spoke simple but haunting words written by Noel Coward. A man known mainly for his plays such as *'Blithe Spirit'*, a lesser known truth is that through the war he secretly worked on behalf of British Intelligence.

*Lie in the dark and listen,
It's clear tonight so they're flying high
Hundreds of them, thousands perhaps,
Riding the icy, moonlight sky.
Men, materials, bombs and maps
Altimeters and guns and charts
Coffee, sandwiches, fleece-lined boots
Bones and muscles and minds and hearts
English saplings with English roots
Deep in the earth they've left below
Lie in the dark and let them go
Lie in the dark and listen.
Lie in the dark and listen*

*They're going over in waves and waves
High above villagers, hills and streams
Country churches and little graves
And little citizen's worried dreams.
Very soon they'll have reached the sea
And far below them will lie the bays
And coves and sands where they used to be*

*Taken for summer holidays.
Lie in the dark and let them go
Lie in the dark and listen.*

*Lie in the dark and listen
City magnates and steel contractors,
Factory workers and politicians
Soft hysterical little actors Ballet dancers,
'reserved' musicians,
Safe in your warm civilian beds
Count your profits and count your sheep
Life is flying above your heads
Just turn over and try to sleep.
Lie in the dark and let them go
Theirs is a world you'll never know
Lie in the dark and listen.*

Noel Coward

[Paul Henry \(214 Squadron\)](#) followed these words with Laurence Binyon's famous poem: '*For the Fallen*'

*They shall grow not old, as we that are left grow old;
Age shall not weary them, nor the years condemn.
At the going down of the sun and in the morning
We will remember them.*

Into the silence that settled over the scene, vibrant notes suddenly punched the air. Like a stone thrown into a pond of stilled water, creating ripples, stirring emotions, *The Last Post* was played on a cornet by [John Landymore from Aylsham Town Band](#). As the notes faded, two minutes silence followed, and with every breath, a name caught and held in the space between us ... the name of someone we remembered who did not return home. It was easy to imagine them all now gathered with us, spirits of yester-year, links in our chain of friendship, remembered forever young. I wanted to reach out, to draw them in. But the sound of the cornet cracked the air like a whip, moving us on with the strident notes of '*Reveille*' heralding a new dawn. [Andrew Barron's](#) voice (223 Squadron) rang out clear and true with the words of the inscription on the tablet erected at Kohima (a city near the Burmese border, the centre of fierce fighting during WWII when surrounded but not captured by Japanese):

*'When you go home, tell them of us and say,
for your tomorrows, we gave our today'*

The author was John Maxwell Edmonds (1875-1958), born at Stroud in Gloucestershire, the son of a schoolmaster. Although in poor health, he became a Classics don at Cambridge, appointed a Fellow of Jesus College in 1914 and University Lecturer in Classics in 1926. He wrote a number of works (mainly textual and translation) in the classical field, together with the small but more popular '*Twelve War Epitaphs*' which first appeared in the *London Times* and *Times Literary Supplement*. It is to this latter work that the Kohima Epitaph belongs.

[Stan Forsyth DFC \(192 Squadron\)](#) laid a wreath of poppies on behalf of the Association, while [Tom](#) and [Alfie](#) laid flowers on behalf of the village.

I could feel [Pilot F/Lt George Stewart DFC](#) standing right behind me as I stood to read aloud his words. George with Navigator F/Lt Paul Beaudet flew their Mosquito '*Toots*' named after George's mother, from RAF Little Snoring, serving under 23 Squadron, and I knew if he could, he and his lovely wife Marion would both be here with us on this day. I was but a vessel through which he could speak these beautiful words written from the heart as with so many of his poems. I share them here as I was given them by him ... thanks George, you and Marion remain true and valued friends:

REMEMBER

As children we recall each year
The eleventh of November
Our school bell tolls eleven a.m.
A quiet moment to remember (visions)
of Flanders Fields the sea the sky
The entire room is hushed
To honor those who fell before
Our future in their trust!

It didn't seem quite real to us
In the silence of that pause
That many lives were really lost,
Just where just how what cause!
We were to find out later
When in war we got the call
Knowing real names and faces
Of those who gave their all!

In the service of their country
On land on sea in air,
These many young participants
All soon became aware that
What each of them was doing
Brought many to that bend,
No matter which the roadway
Their choice could mean their end!

We didn't think of death, you know
It was usually them not us
But sure as there's to-morrow
Our future could go bust!
I remember on our squadron,
As I woke up each day,
To find out what last night might tell
If a friend had "gone away"!

It was often pretty quiet
Sitting 'round there in the 'Mess'
Knowing last night's flying sorties
Left us with one or more crews less!
The awful part was wondering
If they died or got away
To evade and find their way back home
Or stay there, where they lay!

"Missing-in-action" was the phrase used then
Until we knew for certain
If our friends were P.O.W's
On the run or final curtain!
We didn't dwell on this be sure
As every day went on
The role resumed for us who lived
Who flew from dusk to dawn!

Decades have passed and still we pause
Each autumn to remember
The friends we knew and cherished well
Who will see no more Decembers!
And then there are those, remembered here
Our own our private list,
The ones who left us much too soon
They always will be missed!

(still) God provides our human race,
To overcome our sorrow,
A Gift we take for granted now
That gift is called
"TO-MORROW"!

Gratefully, we remember them

George E Stewart DFC
23 SQDN (RAF)
11 Nov. 1999

To record this memorable occasion, we took a series of photographs, remembering the many many veterans who have made their way back to their wartime home in Norfolk sharing Reunions over the past twenty or so years.



RAF Oulton veterans
Paul Henry, John Gilpin, Andrew Barron



RAF 100 Group Association 2015

(Full RAF 100 Group veteran photograph shown on first page of Reunion coverage)



2nd half of RAF 100 Group Association 2015

* * * *

FLYPAST and AIR SHOW

5pm

The sound of engines turned our heads suddenly to the skies as the ceremony came to an end. Silver-tipped wings flashed as if signalling against the rays of the sun. It was a heart-stopping moment, and then everyone was cheering and clapping. Pilot, Nimmy, performed a Flypast followed by a brief but spectacular Air Show, turning back and forth across the expanse of blue sky. He said after that he had really been battling the winds ... *thanks Nimmy, it was perfect!*



Navion Photograph credited to Tony Bradley

SATURDAY PM: ELM FARM COUNTRY HOUSE DINNER



You wouldn't believe the mad frantic dash following the Oulton Tea and Memorial to get back to Elm Farm (*owner Steve seen left with small bird in hand!*) in time to arrange tables, lay place cards, set out raffle prizes, books, USAAF Exhibition, prepare the Speaker ... and band! Or if you were there at the time, maybe you remember? While Stephen Hutton and Tony fiddled with knobs, switches and dials, drawing up photographs of a bygone age on a new laptop ready to show on the big screen when the time came, people were already arriving with drinks, seeking their table, while Phil James added to a stack of raffle prizes. (*Bless you Phil, I needn't have worried we wouldn't have enough!*) Tables heaving with books and gaily wrapped gifts gave the appearance of a Christmas party, with everyone who walked

through the door looking like knights leading their glamorous ladies! And when the band began to play ... *oh yes!* It surprised many, just as it was meant to! Foot tapping had already begun. Legs itched to get up and dance. We were in for a brilliant evening. Little did I know then, at 7pm, that we would still be there past midnight, jigging to the medley of sound coming from the impromptu stage, with young talented musicians (*the youngest nine years old*) voices hoarse with singing ...

Suddenly, the sound of a military band heralded Rod proudly presenting our Standard. Then Chairman Roger was saying 'Grace', before it was hands to glasses, liquid flowing, plates filling and emptying, replaced with a second then a third course while the room positively bubbled with laughter and chatter. It was heart-warming and special, sitting surrounded with people I love ... yes, love, it isn't too strong a word to use in the wide-reaching Family we belong to ... soaking up the convivial atmosphere, listening to voices rise and fall ... a symphony in the making!



Reunion 2015 at Elm Farm Country House

Stephen Hutton, our Speaker of the evening, kept a running programme of wartime pictures on the screen in the background which caught people's attention, and in time, drew them to his Talk, building fascinating stories around each picture, making up segments of the life of his father, Iredell Hutton and his time spent serving under the U.S. 36th Bomb Squadron, who flew in partnership with RAF 100 Group.



Stuart Borlase (Living History Film Productions) Australia, Janine and Tony Bradley



Back: Doc Elliott, Eric Dickens, Lala Blackden, Kate & (Paul Beachamp out of sight)
Front: Carl Cross, Jan & David Benson who donated Mosquito picture for Auction,



The Forsyth Family



Front table: Witts family, Paul Henry (214 Sqdn), Margaret Taverna centre, David Hales right, out of view
Background screen showing wartime pictures



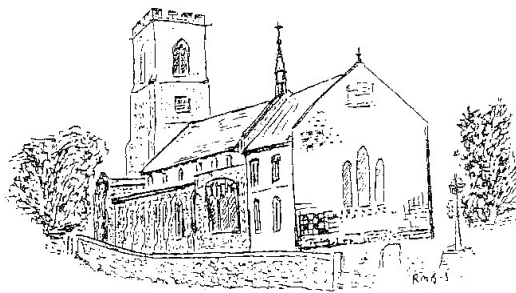
Front: Magee brothers with parents on right,
Back: John Gilpin (214 Sqdn) with wife Gwen, daughter Maureen, Chris Lambert



And the band played on!
Thank you, Magee Brothers and Brendan Maguire for making it a truly memorable evening.

Sunday 17 May

R.A.F. 100 Group Reunion Service of Remembrance and Thanksgiving



St Faith's Churches Anglican & Methodist L.E.P.

It hardly seemed possible as we took our seats in the familiar setting of the church at St Faith's that our weekend was almost over, another Reunion passing through. So much had happened in so short a time. We had run a gamut of emotions, and now, as the quiet of the building surrounded us with its history, images of blue uniforms sharing worship filtered through, with the throb of engines overhead creating a whirlpool of emotion in a bygone age as heads turned, wondering which beds would be empty later. The years kept rolling ... if only the building could talk. How many stories it could tell!

Suddenly, Aylsham Town Band struck a familiar chord, while a tap on my shoulder heralded the arrival of my younger sister and her partner who lives just outside Foulsham. How could someone who had been born and grown up in this area not have known in all these years we were there, brought together by a common bond? And yet it's true, Kevan knew nothing at all about us until he met my sister Gill, and they spent time with us at our home last year where he discovered for the first time the true history of the area in which he lived, the happenings during wartime. Oh, it was a joy and unexpected pleasure to see them first at *The Plough* on Friday evening where they joined us for dinner! I have never had family with me before, apart from the extended Association Family. Mum died before the first Reunion sadly, and never got to meet all those wonderful people who wrote to her, and spoke on the phone, as for the first time in fifty years she shared about her wartime fiancé Vic Vinnell. At each Reunion, I feel their presence and her peace. Finally, she knows all the answers of what became of him, and they can live their dream.

The service as always was touching, moving and humbling:

'We have come together to worship God and to remember those who have lived and died in war as they sought to serve others. We have come to remember members of the RAF 100 Group and those who were based here in this Parish during the Second World War ...'

Rev Keith Rengert did us proud, and we offer a huge debt of gratitude to everyone who made our day complete, including Peter Holness, his wife and band of helpers who sent us on our way with a 'send off' cuppa from the pot and delicious home-made fayre.

Sad to be saying farewell to Norfolk for another year, and the people who make it so special. I couldn't believe it was over. I'm already planning Reunion 2016. In the meantime, I leave you with a few windows into our world. Long may our memories and friendships last!



Lily May Owen, younger member with Mum



Stephen & Pam Hutton from the States



Anne & Brendan Maguire, grandparents of above



Lala Blackden & Eric Dicken



Chas Jellis & Heda Kootz



Corey Forsyth with Stan Forsyth (192 Sqdn)



The joy on the faces of Gwen & John Gilpin with Stan Forsyth as they danced through until the early hours of Sunday morning, sums up this extraordinary weekend!

POST-REUNION

In the aftermath of such an extraordinary weekend, it gives me great pleasure to announce that monies raised through the raffle and auction, together with sales of books and donations, came to the phenomenal sum of £750 in total with monies still coming in. As an Association, we thank everyone who gave so much and made this event so special in so many different ways:

- [Steve](#), owner of Elm Farm Country House, for your generous hospitality
- [Stuart Borlase](#) – flying all the way from Australia to obtain photographs/filming of veterans
- [Geoff West](#) – patiently filming the whole Reunion
- [Stephen and Pam Hutton](#) flying all the way from the States
- [Phil James](#) – renovations to Foulsham Memorial, raffle prizes and travelling despite home needs
- [Julia Dobson/Rod Vowler](#) – supporting the distribution of raffle tickets, ensuring it went smoothly
- [Peter Holness](#) – always there, supporting, providing so much in the way of refreshment and setting up for the AGM, etc. as well as keeping in contact to remember people in prayers said at Horsham St Faith church
- [Dr Andrew Macnair](#) – arranging the collection of wreaths on our behalf to be distributed in the area, and overseeing arrangements for Frost Hall tea as we arrive
- [Chris Lambert](#) for arranging all things relating to Oulton
- [Navion Pilot Nimmy](#), for the phenomenal Flypast and ‘show’ presented to us over Oulton Memorial. It truly made our day!
- [Chas](#) for the 36th BS Display on Saturday evening
- [The Magee Brothers & Brendan](#) for bringing spectacular music to both events on Saturday. On Saturday evening after the Dinner, it was one of those times when I wanted to freeze time, or at least bottle the tremendous spirit of warmth and love echoing around the tables to savour later!
- I would also add [Tony](#), my beloved husband, to this list of thanks for simply bearing with me with so much patience and getting me to the Reunion despite the pain, taking it as always in his stride.

I know there will be names not mentioned, people who work quietly in the background to ensure the success of our Reunion every year. Please know you too are included in this heartfelt thanks.



Stunning picture which went at Auction for £250. Thank you, Jan & David Benson

DVD Reunion 2015, £10 First Class in UK, available: Geoff West, Bancroft, The Street, Little Snoring, Fakenham, Norfolk NR21 0HU. Tel: 01328 878501. grwest@btinternet.com Cheques to: G. R. West.

Janine,

Starting at Foulsham, the Memorial Service was 1st Class, the laying of the wreath and the short poem went down very well. The Memorial stone is now looking a lot better for the re-lettering work done. The Tea was the best as usual, many thanks to Donnie Wright and the village. I missed the Committee Meeting at The Plough, but the AGM at the Church Hall was carried out in good order and answered a lot of questions. The visit to the Museum was a feather in the caps of all the officials and not forgetting the ladies who laid on the buffet. The next call was at Blickling School Hall and turned out to be very well done as usual. Thank you Chris. I presented a paperweight to the village of Oulton as I did at Foulsham. The finale was, of course, the Reunion Dinner in the new venue that turned out to be very well done – the venue was good and very central, the service and food was first class. The raffle, books and the painting was the icing on the cake! What can I say about the service on the Sunday? It just made a perfect end to the weekend. Also, many thanks to Rod for being my taxi driver during the weekend. Much appreciated.

Phil James MBE, Association President

Hi Janine,

Yes, it was a great weekend, so good to see everyone enjoying themselves and our veterans and families laughing and joking together. The weather was kind and the Flypast certainly worth waiting for. It was an occasion to lift the spirits and make you feel good. Well done to the Committee and all those involved.

Chris Lambert, Oulton Representative

Hi Janine,

The Gilpin Family calling, just to say we enjoyed the Reunion and especially the young family, the Magee Brothers, and their singing. It was a pleasure having them at our table. Nice to know you are going to engage them next year. With all the hustle and bustle I forgot to get their home address, but would like to contact them ... God willing, will see you again next year.

Lots of love, God bless,

Gwen, Maureen, John

Dear Janine,

Thank you for organising a great weekend, including the weather!

Best wishes,

Eric Dickens

Hi Janine & Tony,

Well, WHAT a weekend! We all had a great time. A high point for me was watching the three veterans dancing to the Magees ... what an inspiring sight! Nimmy was pleased when we told him that veterans were thrilled with his Flypast and it reminded many of their training days. He was keen to ask how it looked from the ground. We told him the crowd were all waving every time he flew over and that it was the highlight for everyone. It was hard going for him in the blustery weather, especially on the way home. We thanked him profusely. We also made new friends with our common bond. Stephen's talk went well and everyone looked engaged as he gave his presentation. Thanks Janine and Tony for all your hard work arranging everything. Elm Farm was brilliant ... good choice!

Kind regards,

Heda & Chas

Jan,

Brilliant weekend! Gloria thanks everybody for making her most welcome. She did enjoy meeting everyone and joining in with things.

Rod & Gloria



Toy soldiers, sometimes they live and sometimes they die,
Firing and reloading, shouting a battle cry.
When they go in the world stops and stares,
Taking on a tyrant or a country in despair.
Many of our toys are buried over there, and they're not marching home.

Chorus:

Let's play a game called '*Empires*',
Let's build our armies strong.
Let's search the world and find a new land
That we can call our own.

Rifles at the ready, helmets on, and bayonets clipped in,
Stacks of pine boxes empty and waiting.
Fodder for the guns they walked into the fight,
Thousands of them dying before they see the light.
Many of our boys are buried over there,
And they're not marching home.

Chorus:

Let's play a game called '*Empires*',
Let's build our armies strong
Let's search the world and find a new land
That we can call our own.

Well, have you seen their mothers crying for them
When they come home in the pine?
Medals in their hands and tears in their eyes,
Gone too young and without goodbyes?

Chorus:

Let's play a game called '*Empires*',
Let's build our armies strong.
Let's search the world and find a new land
That we can call our own.

A tribute to combatants fighting for their countries who don't return home

Written by Paul Magee

Performed by The Magee Brothers:

Paul 20yrs, Matthew 17yrs, James 11yrs, Sean 9yrs

Just one of the very moving songs sung by The Magee Brothers during our Reunion
The words need to be heard with the music to be fully appreciated and see the emotion in the faces

THANK YOU, to the Magee Family. See you again next year!

VETERANS & SQUADRONS

By special request, please find veterans under Squadrons in which they served during WWII

BYLAUGH HALL

Shirley Bellwood, nee Peek – Intelligence Officer 1944/45

Barbara Bradshaw, nee Kerry – WAAF Sgt, in charge of Officers' Mess

Peggy Pollard – WAAF, Clerk GD Shorthand typist to Group Captain Porte

192 Squadron

Phil A. E. James MBE – Flight Sergeant

Alf Cooke – Leading Aircraftsman/Flight Mechanic of C-Charlie

Fred Elliott – Warrant Officer

Stan Forsyth DFC – Flying Officer

Bryan Helme – Navigator, F/O Wellington Flight & Halifax IV A/C (24 Ops, 8 Ops on Halifax w F/Lt Bob Gray)

William 'Bill' Rees – Co-author *'Espionage in the Ether – A History of 192 Squadron'*.

Joseph 'Joe' Henry Sayers – Leading Aircraftsman

D. Streatfield – HQ Staff and Foulsham admin

Peter Woodard – Completed 30 ops as WOP/AG with Sqn/Ldr B. M. Fawkes: A Flight

214 Squadron

Allan B. Chappell – Navigator

John Gilpin – Warrant Officer

Paul Henry

Alistair McDermid

A. Mitchell

Steve Nessner

Sidney Pike – Navigator

'Pip' Piper – F/Lt Don Austin's crew

Winifred Seeley – WAAF, MT Driver

Ken White

169 Squadron

John 'Curly' Beeching – Flight Sergeant

Victor Dyball – Gt Massingham/Oulton 1692 Bomber Support Training Unit

Brian Odam

23 Squadron

Eric Drewitt

George Stewart DFC – Pilot. Became Flight Lieutenant before war ended. Flew w Paul Beaudet, Navigator

'Pip' Wilkinson – WAAF MT Driver

Arthur Pigott – Wireless Operator Mechanic at Little Snoring + others (S.O.D)

223 Squadron

Rex Arnett – Wireless Operator, F/O Thompson crew

Andrew Barron – Flt/Lt Navigator

Len Davies – F/Lt J. Brigham's crew

Dr Peter Lovatt – Squadron Leader

Ron Simmons – Mark Levy's Navigator, Aircraft: A for Apple, Name: AD LIB

Tom Wallis

Derek Wilshaw – Air Gunner

171 Squadron

David W. J. Butler DFC – Squadron Leader, Halifax: jamming and bombing ops
Henry Freegard
A. S. Garvard
Peter Sclaverano – W/O in 171, 199, 462 Sqdns, North Creake

199 Squadron

Philip Haynes
Ernie Hughes
Roy Smith – last surviving member of his crew. Served w George Cubby

141 Squadron

L. Campbell – F/O FCO, 141/239 Squadrons: RAF W Raynham 1943-1946

515 Squadron

Reg Fidler – Flight Sergeant, Navigator w Townsley crew on Mosquitoes

462 Squadron

Duke Newstead – RAAF Flight Engineer
Les Pedley
Ken Spriggs RAAF

239 Squadron

Cliff Rhind – F/Lt, based at West Raynham 1944 – 1945

Squadron Unknown

C. Banham
R. Kidd
F. S. Smith
C. S. Stephens
Jeff Watkins
Jim Moore

36th Bomb Squadron U.S.

Jack Hope – S/Sgt, Tail Gunner for Lt Brookshire crew
Deacon Joseph Melita – Staff Sergeant
Rafael Ramos – Major, Tail gunner for Lt. Corder crew
Harry Switzgable – Aerial gunner in Lt. William Bright crew
Arthur W Brusila – Pilot
Donald Burch – Co-Pilot in Lt Boehm crew
Alvine Bohne – Navigator, Lt Eby crew
Gordon Caulkins – Tail-Gunner, Lt Brusila crew
George Erberwine – Tail-Gunner, Lt Landberg crew
Edward Dickenson – Top-Gunner, Lt Fuller crew
Des Howarth – Navigator with Lt McCarthy crew
Frank Titus – Radio Operator, Lt Pregeant crew
James Ostler – Staff Navigator
Aubrey Whitworth – Nose gunner for Lt. Soderstrom crew

**I would be grateful to hear from anyone who might like to make contact with another,
and especially where I have details wrong, or you can add something to them**

... NEWSFLASH ...

NEW PUBLICATIONS

RAF Sculthorpe – 50 Years of Watching and Waiting by Jim Baldwin is published by Jim Baldwin Publishing Solutions, £9.50. It can be obtained from booksellers or www.jimbooks.co.uk

'I remember when the bombers would fly over Fakenham. As a young man, RAF Sculthorpe was an exciting place ... so many different aircraft coming and going ... always so much to see.'

Testimony of War: Book One, by Ken Wright is published as a Paperback by Ken Wright, available through Amazon.

'Testimony of War is a four-book series of stories intended as more than simply a personal collection of war stories, but a treasure trove of history and a tribute to all past serving personnel. Interspersed with memoirs are descriptions of many battles, some little known. The stories cover WWI and WWII.'

Testimony of War: Book Two, by Ken Wright is published as a Paperback by Ken Wright, available through Amazon.

'A mix of unpublished personal accounts from ex-servicemen from the three Armed Services (mostly Australian), this book provides some relatively unknown stories from both World Wars. The concept is to present any nationality 'doing their duty'.

* * * *

'SQUADRON OF DECEPTION' by Stephen Hutton is available from:

Gazelle Book Services, Ltd.
Hightown
White Cross Mills
Lancaster
Lancashire
LA1 4XS
Tel. +44 (0) 1524 68765

* * * *

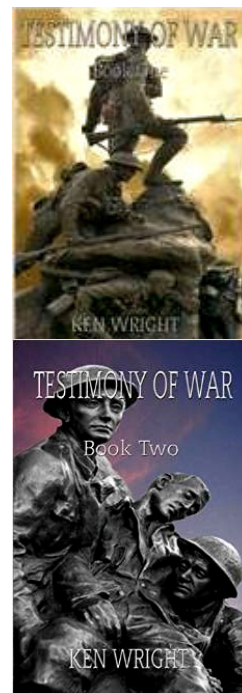
THE PEOPLES MOSQUITO EBAY STORE

Calling all Mosquito and War Bird Fans! We've had some digital prints made as an exclusive with 'Airpower Art', available now through: ebay@peoplesmosquito.org.uk. There are also links to buy single prints for £20 each.

John Lilley

Chairman & Managing Director
The People's Mosquito Ltd.
Web: www.peoplesmosquito.org.uk

* * * *





Final Postings

Death will be but a pause...

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

Founders of RAF 100 Group Association – remembered in love

- 192 Squadron** George Ward DFC Sqd/Ldr; Phil James' Canadian pilot
- 192 Squadron** Kenneth 'Paddy' Passmore: DFC Flt/Lt; Canadian, died 2005
- 192 Squadron** John Cooke left memorabilia to the Museum archive collection
- 192 Squadron** Ron Phillips died late 2005
- 192 Squadron** Ted Gomersall died 30 November 2004
- 192 Squadron** Hank Cooper DSO, DFC died 2005.
- 192 Squadron** Michael Simpson W/Op & F/O died on the Isle of Man
- 192 Squadron** Richie' Richards Rear Airgunner, flew Wellingtons. Son, F L Richards, died August 2009, both members of the Association.
- 192 Squadron** Air Commodore Vic Willis, C.O, RAF Foulsham, died 30 July 2006.
- 192 Squadron** Group Captain Jack Short died December 2006. Association Chairman till 1996
- 192 Squadron** W.O (later P/O) A G McEachern RCAF died 15 August 2007, Saskatchewan aged 85
- 192 Squadron** LAC Harris, Ground Crew died 15 August 2007. Grandson James Kerslake: Association member.
- 192 Squadron** Wing Commander David Donaldson, DSO*DFC died 15 January 2004
- 192 Squadron** Wilhelmson, F/O Sander Willie Raymond (J10026). DFC Home: Elbow, Saskatchewan
- 192 Squadron** F/Lt Richard (Dick or Dobbie) William Dobson, died 1996, remembered by son, Roger & daughter Susan, both members. Roger Dobson – Association Chairman from May 2014.
- 192 Squadron** W/O John Rhys Powell, Rear Gunner flying Wellingtons, died 1992
- 192 Squadron** Sgt George Richards, Tail Gunner, posted missing 4/5 July 1944. Remembered by niece Cheryl Cairns nee Colgan & sister Agnes Colgan.
- 192 Squadron** F/Lt Henry Victor Vinnell (Vic) posted missing 26/27 Nov 1944. Remembered by wartime fiancée Nina Chessall & daughter Janine Bradley, Association Secretary.
- 192 Squadron** P/O Jack Glen Millan Fisher, Royal Canadian Air Force, posted missing 26/27 Nov 1944. Remembered by sisters Audrey & Gloria.
- 192 Squadron** Flt/Lt Albert Victor (Vic) Parker died November 14 2010. Remembered by daughter Ann Felsky.
- 192 Squadron** Spec/Op (Wop) John Henry BALL, Association member for many years, died 23 April 2009. Remembered by daughter, Susan Lawford.
- 192 Squadron** George Lowe, originally 1473 Flight before becoming 192 Squadron, Special Signals, Foulsham. Died 24 March 2011.
- 192 Squadron** F/O Alan Thomsett died 27 May 2011. Flew with 1473 Flight during Battle of the Beams, 1941, then as part of No. 80 Wing. Missed by daughter Anne, and Association members.
- 192 Squadron** Eric Clarkson, Wireless Operator/Navigator, died beginning of 2012. Remembered by daughter Jenny Bentley & friend Dennis Wildman.
- 192 Squadron** Sqn/Ldr Cecil William Cornish, died 19 August 2011. Flt/Sgt at Foulsham. Initially with 98 Squadron, he was a survivor of the sinking of TS Lancastria.
- 192 Squadron** Flt/Sgt John Eggert (2202199) aka 'Shorty'. Died 28 April 2006
- 192 Squadron** Sgt Hugh Holm, Radio Mechanic, remembered with love by Phil & Vera James, especially for kindness to them while holidaying in Canada.

- 192 Squadron** Macdonald, Kenneth Wynne CD, Colonel, Stan Forsyth's Skipper; died 12 February 2014. Missed by his family and all who served with him.
- 192 Squadron** F/Sgt Earl Skjonsberg, mid-upper gunner on DT.O, in crew of Phil James MBE and remembered by him, died October 2014.
- 199 Squadron** F/O Ed Emmerson, Navigator to Flt/Lt Paddy Passmore DFC, Canadian
- 199 Squadron** Arthur Fitch, former RAF Bomber, died July 2006
- 199/171 Sqn** Group Captain George Cubby, MBE, FRMets died 2005. Remembered by wife Betty and Roy Smith, only surviving member of his crew.
- 171 Squadron** Joe Brogan, Halifax pilot died 2004, remembered by widow Sheila
- 171 Squadron** Arthur Adcock died February 2008 & Syd Love, Canadian crew member, died April 2008. *'Friends to the end!'*
- 171 Squadron** Len Fanstone died 13 January 2010. Missed by Harry Freegard & wife, in touch since his return to Canada in 1946.
- 171/102 Sqn** Ken Ratcliffe Nav/Bomb Aimer died March 8 2010 age 86. Flew Halifax & Lancasters, in touch with crew all their lives.
- 171 Squadron** Flight Engineer Andrew Melvin Robertson died 1998. Remembered by son Colin Robertson, Association member.
- 171 Squadron** Wop/Ag Wilf Thompson died 1991. Remembered by son Peter, Association member.
- 171 Squadron** Warrant Officer Edwin Moore died 15 May 2014. Remembered by son Ian & family.
- 171 Squadron** F/Lt Charles 'Chuck' Warner, Edwin Moore's pilot, died 6 July 1965.
- 157 Squadron** Bryan Gale Flt/Lt died 2 January 2009. Missed by daughter Valerie & son Chris
- 169 Squadron** Fred Herbert, Navigator/Radar, died 15 October 2010, remembered by friend colleague & pilot John Beeching
- 169 Squadron** Flt/Lt Bert Vine, former Navigator of Sqdn/Ldr. James A. Wright, 'A' Flight Commander, both of whom are no longer with us, remembered by 169 pilot John Beeching
- 214 Squadron** Geoff Liles, Pilot, died 4 March 2006
- 214 Squadron** Mr J Creech died April 2006
- 214 Squadron** Don Austin, remembered by Les Bostock
- 214 Squadron** Air Vice Marshall Jack Furner died 1 Jan 2007
- 214 Squadron** Sqdn Leader/Flight Commander Bob Davies died June 2007
- 214 Squadron** Bill Howard died October 2007
- 214 Squadron** Flt/Lt Blair died Sept 2007
- 214 Squadron** John Hereford, Spec Op.
- 214 Squadron** Robert Moorby W/Op died January 2008. Remembered by sons, Michael and Robin. Also Shirley Whitlock.
- 214 Squadron** Ft/Sg Hadder, Air Gunner in Fortress III HB815, bearing code letters 'BU-J' killed 3/4 March 1945, remembered by nephew Leslie Barker.
- 214 Squadron** Alan Mercer died 6 June 2009
- 214 Squadron** Warrant Officer Gordon Wing, 'Howie', died Nov 2009 age 87. Rear Gunner, Eric Morrison's crew, Stirlings/Fortresses; Founder member of Airgunners' Association.
- 214 Squadron** Robert Louie William Darracott, Navigator, died May 8 2010, 94 years

- 214 Squadron** Flying Officer Reginald Coates completed whole of 2nd Tour of Ops as Bomber Pilot in March 1945. Died 10 Nov 1963. Remembered by son.
- 214 Squadron** Bomb Aimer Les Bostock in Don Austin's crew died just before Christmas 2010. Remembered by M/U gunner C A Piper, 'Pip'.
- 214 Squadron** Flt/Sgt George V Cox died 21 July 2011. Flight Engineer in crew of S/Ldr Miller DFC.
- 214 Squadron** Squadron Leader William 'Bill' Doy DFC died 28 November 2011.
- 214 Squadron** P/O Peter Witts 223/214/462 RAAF, Air Gunner, commissioned after the war. 1925 – 2011. Missed by family and friends, remains in our hearts, a Legend.
- 214 Squadron** George Fisher, Navigator with No.214 REM & No.206 Squadrons 1942-1946, died 25 Sept 2012
- 214 Squadron** Flying Officer William 'Bill' Foskett died 21 December 2011. Missed by wife Pauline, 2 sons, 4 grandchildren, good friend Tony Cooper.
- 214 Squadron** 'Doug' Douglas, Tail Gunner on Fortresses and ex POW, died in Nelson, New Zealand, 2013.
- 223 Squadron** Flt/Lt A E L Morris (Tony) died June 2005. Andrew Barron's skipper: Oct 44 – 1945.
- 223 Squadron** Tom Butler 'Bishop'.
- 223 Squadron** C. L. Matthews (Les) Rear Gunner, Peter Witts Nose Gunner in Flt/L Stan Woodward DFC crew before Peter went on to 214 Squadron.
- 223 Squadron** Arthur Anthony, Flight Engineer, died 13 May 2006.
- 223 Squadron** F/Lt Jack Brigham DFC died 2008. Original Captain as 223 reformed. Flew Liberator TS524/6G-0; 36 ops. Remembered by Len Davies, Waist Gunner, only surviving member of crew.
- 223 Squadron** F/L/Sir John Briscoe died a few years ago.
- 223 Squadron** 2nd Pilot Mervyn Utah, Canadian in late Tony Morris's crew, died 8 Nov 2010.
- 223 Squadron** James Edward Bratten: 26.11.1922 - –6.11.2001. Andrew Barron's crew.
- 223 Squadron** Mick Stirrop died March 2012.
- 223 Squadron** Flying Officer Reggie Wade, Navigator, died Christmas Eve 2012. Reggie served in the crew of Squadron Leader Carrington, 'B' Flight Commander.
- 223 Squadron** Air Gunner John McLaren died 31.3.2013, leaving wife Margaret and son Graham.
- 223 Squadron** F/Lt Navigator Ron Johnson died August 2013. Missed and remembered by wife Betty & Richard Forder.
- 223 Squadron** W/Mechanic Desmond Pye, Ground Crew, B Flight died 3/4 May 2014, remembered by daughter Virginia Cranfield and family.
- 223 Squadron** Flt/Lt John R. Maunsell DFC, Navigator with Flt/Lt Allnutt crew, died beginning of 2015.
- 223 Squadron** Flt/Lt Robert Oliver Belton, Pilot died 11 January 2015. Remembered by his family with love.
- 23 Squadron** Flt/Lt Johnny Rivas, died 2 January 2013.
- 23 Squadron** Wing Commander Phil Russell died end November 2012.
- 23 Squadron** 'Bud' Badley, died beginning of 2013
- 141 Squadron** Flt/Lt Doug Gregory DFC, Pilot died 2015 aged 92 yrs. Missed by wife Liz, son & daughter.
- 157 Squadron** W/Cdr K. H. P. Beauchamp DSO*, DFC, Commanding Officer 157 Squadron, Swannington, died 1996 aged 80yrs. Missed by son Paul, Association member.
- 88 Squadron** F/Lt Len Dellow died Christmas/New Year 2006-7; veteran of 88 Squadron, 2 Group & Rear Gunner/Wireless Operator on Bostons.
- 49 Squadron** Len Bradfield died Nov 2005. POW 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' died 6 April 2008 in New South Wales.

462 Squadron Donald Hulbert died October 2009.

462 Squadron Pilot Bruce Drinkwater died 2 May 2010. Peter Witt's Skipper.

? Flt/Lt Eric Atkins DFC* KW* died 22.11.2011. Blenheim pilot with 139 Sqn flying from Horsham St Faith & Oulton in 1940/1. Flew Mosquitoes with 2 Group.

? Corporal Charles 'Fred' Savage died 18 Dec 2011 - a Wireless Operator, serving in No 2 Heavy Mobile W/T Section in France, 1940.

Dates for your Diary



2016 REUNION

Please ensure you put the dates of our next Reunion in your diaries now. Due to Elm Farm being fully booked with weddings and unable to host our Reunion for the foreseeable future, we have been forced to find another venue, not easy it seems in Norfolk to cater for the number we had this year, but also giving over their dining room for Saturday evening.

PLEASE NOTE: We are now booked at THE NORWICH HOLIDAY INN for the main Saturday evening dinner 7th May 2016. 10 rooms have been put aside for us, but it will be first come first served. Tony and I have already booked in to be certain. We would advise anyone else wanting to stay where the evening dinner is being held to do the same. The 3 course meal will be £25. Rooms are £80 B&B.

They have been extremely helpful and responsive to our needs.

We will have **THE HALIFAX SUITE** with our own private bar ... and a dance floor! So be prepared those of you who have the urge, as at this year's Reunion, to get up and dance. The room is spacious, and they are laying on a lot of extras for us, so I'm hoping we might finally have found a home for the future. They pride themselves on their aviation history, and their decoration reflects this.

Those attending using public transport or flying need to know The Holiday Inn is right by the airport and close to the railway station. Those with cars, there is plenty of free parking.

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

I would suggest booking early to avoid disappointment. Mention you are with the RAF 100 Group Association Reunion party.

* * * *

CONTACT DETAILS FOR STUART BORLASE : Living History Film Productions

For veterans willing to be filmed sharing their wartime experiences

67 Woodvale Drive
Woodvale,
Western Australia 6026

livingfilm@amnet.net.au

100 Group Order of Battle

SQD	AIRCRAFT	1st 100 GROUP OPERATION	BASE	SORTIES, LOSSES ROLL
192 USAAF 7 th PRG	Mosquito II, B.IV, B.XVI, Halifax IV Wellington B.III Lightnings P-38	Dec 1943 Aug 44 – March 45	Foulsham	2171/5 Losses Electronic Intel/Elint
141	Beaufighters VI, Mosquito II, VI, XXX	Dec 1943	West Raynham	1214/11 Losses 80 EA, 58 Trains, 7 Ships Dest
219/239	Mosquito II, VI, XXX	20 Jan 1944	West Raynham	1394/9 Losses 51 En AC Dest
515	Mosquito II, VI	3 March 1944	Little Snoring	1366/21 losses 29 En AC Dest
169	Mosquito II, VI, XIX	20 Jan 1944	Little Snoring, Great Massingham	1247/13 Losses 25 En AC + 1 V1 Dest
214	Fortress II, III	20/21 April 1944	Sculthorpe, Oulton	1225/13 Losses Electronic Jamming
199	Stirling III, Halifax III	1 May 1944	North Creak	1707/6 Losses Electronic Jamming
157	Mosquito XIX, XXX	May 1944	Swannington West Malling	1336/6 Losses 37 En AC +39 V1 Dest
85	Mosquito XII, XVII	5/6 June 1944	Swannington West Malling	1190/7 Losses 71 En AC+30 V1 Dest
23	Mosquito VI	5/6 July 1944	Little Snoring	1067/8 Losses 18 En AC Dest
223	Liberator VI, Fortress II, III	Sept 1944	Oulton	625/3 Losses Electronic Jamming
171	Stirling II, Halifax III	15 Sept 1944	North Creak	1583/4 Losses Electronic Jamming
462 RAAF	Halifax III	1 January 1945	Foulsham	621/7 Losses Jamming/Windows
36 & 803 BS	Boeing B-17F P38	Jan 1944	Sculthorpe, Oulton	1211/0 Losses Electronic Jamming
857 & 858 BS	Consolidated B-24G	Jan 1944	Oulton	280/2 Losses Electronic Jamming

Created by Janine Bradley

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