

Confound & Destroy

The magazine of RAF 100 Group Association

 Summer 2016 



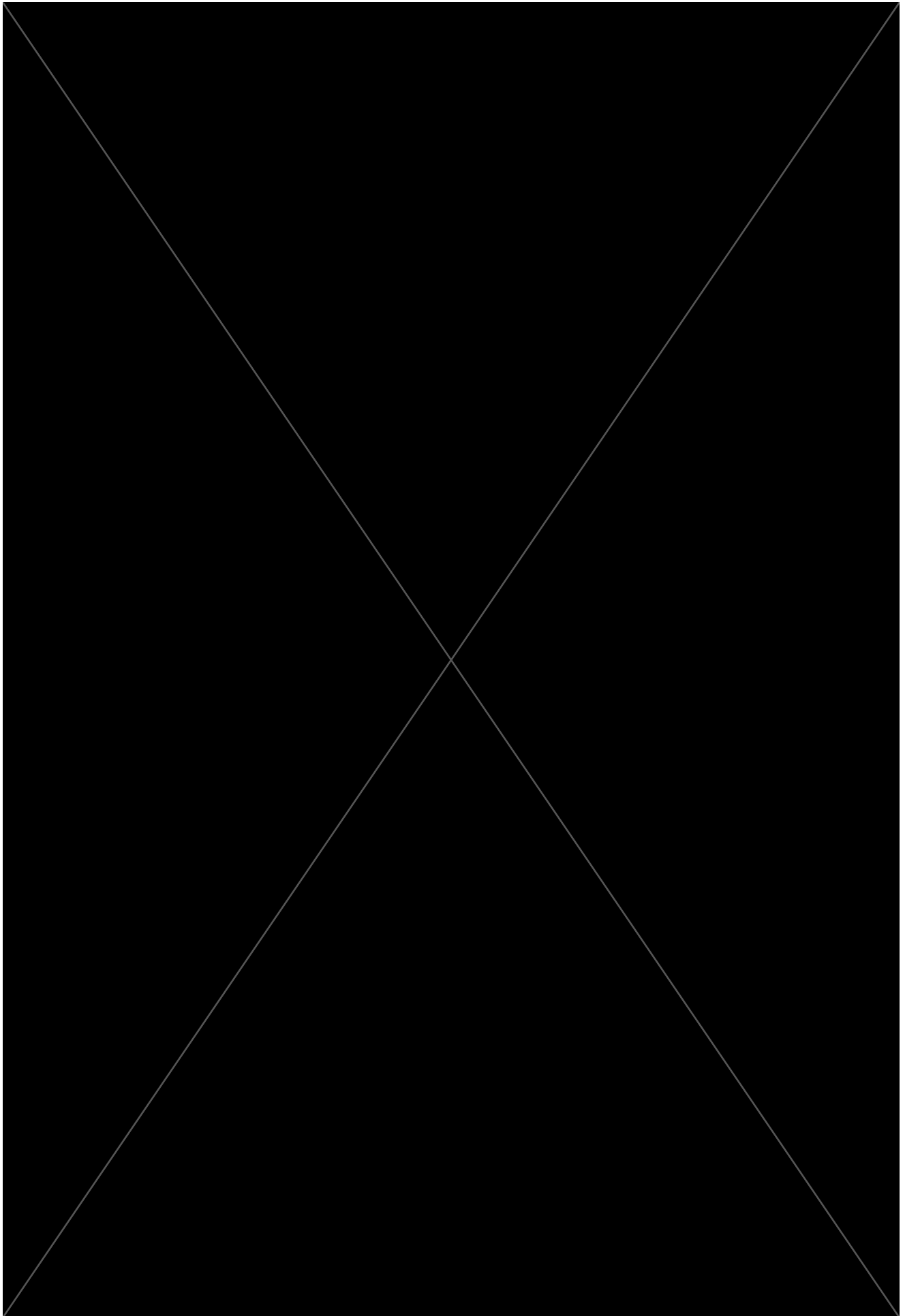
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RAF 100 Group Association



EDITOR'S PAGE



Dearest Kindred Spirits,

I have just spent the most glorious two weeks in Norfolk meeting for the first time members I have known for twenty years and more. Yes, we've written and talked on the telephone, but it's not the same as meeting in person ... an unforgettable experience I wouldn't have missed for the world! And I am thrilled that I will meet many more of you for the future as plans are afoot to return ...

First, of course, came our wonderful Reunion weekend, covered in the latter pages of this magazine. Even as a Wordsmith, it is difficult to find words for the tsunami of emotions shared. It was such a joy to see old faces and new, with the return of Jill and Rob Histed, and Carol and Jerry Dennison from Canada, while Peter Chappell joined us for the first time following the death of his father Allan (214 Sqdn). Our veterans stood proud by Oulton Memorial as photographs were taken ... dear Stan Forsyth DFC (192 Sqdn) and John Gilpin (214 Sqdn), Dr Peter Lovatt and Andrew Barron (both 223 Sqdn), with Doc Elliott (192 Sqdn) joining us at the City of Norwich Aviation Museum. It is always a joy to have veterans return year after year, the core of our Association. I remember a time when they crowded out families and friends there were so many in the early days. Now I hear that with only 1,100 Bomber Command Association members left in the world, another organisation will soon be folding. The good news is that we continue to grow worldwide, taking on new people all the time, with future generations wanting to know and understand the life and work in which RAF 100 Group were involved.

I stayed on after the Reunion, and have been back to Norfolk again since, joining Stuart Borlase who travelled all the way from Perth, Australia (nicknamed by me '*Upside-Down Land*!') to be with us. We spent days foraging through undergrowth in search of original runways, seeking out control towers, photographing old haunts such as *The Green Man* at Little Snoring, listening to tales of local people about the war years ... but more than anything else, meeting RAF 100 Group veterans in their own homes. That was an absolute privilege and joy. Thank you to those who hosted our visit, making us feel so welcome. We will return in August/September to continue visiting more members in Norfolk before venturing further afield, filming the sharing of wartime experiences. My book: *RAF 100 Group – Kindred Spirits* was a way of drawing together your stories under one cover. Now, with that winging its way around the world, and more and more people who knew nothing about the Group making contact, asking questions, wanting more information; Stuart and I are using the medium of film, using the premise that pictures speak louder than words, bringing to life people featured in the book as well as so many others, to become part of something very unique and special, as this documentary film comes together. We are both passionate about preserving the history and memories of 100 Group. Together we hope to produce something which will live on for the future. In the Autumn magazine, we will share some of our adventures and show pictures captured in a time out of Time, evidencing RAF 100 Group's existence in the now overgrown derelict airfields once filled with airmen, aircraft soaring across the skies.

I have a few '*Collectable*' hardback copies of '*RAF 100 Group – Kindred Spirits*' including veteran signatures left, if anyone would like to purchase one direct from me. A copy of this book is going to the Queen and Prime Minister who asked for a copy of this book when published. Veterans and families at the Reunion asked that I include a question to the Prime Minister as to why RAF 100 Group remains a secret, much of its work under a 100 Year Rule. I will let you know the response when it comes.

Finally, a gentle reminder to those who haven't paid Association subscriptions. This is important as we rely totally on these monies to run the Association and provide quarterly magazines, together with free admission into the City of Norwich Aviation Museum on production of your membership card.

Looking forward to meeting more of you soon,

Love & Hugs All,
Janine xx

Items for magazine should be sent to:

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LETTER from the CHAIRMAN



Dear Friends,

The 2016 Norfolk Reunion held between May 6th and 8th was our nineteenth and proved to be a great success. This may have been partly as a result of the most glorious weather which was present when we met at Foulsham and lasted through the weekend to the service at Horsham St Faith. Unfortunately, our President Phil James was unable to join us because of family illness. He was very much missed but we hope to see him next year.

It was particularly gratifying to be joined by Jerry and Carol Dennison from Vancouver, Canada and Stuart Borlase from Australia. Jerry is the younger brother of Gordon Dennison who served with 199 Squadron and flew out of North Creak. We enjoyed warm hospitality again from Foulsham at their village hall, at the City of Norwich Aerospace Museum and at Blickling School courtesy of Oulton Street Village and the National Trust. At last CNAM have clarity about their future. The new bypass is marked out passing close by the Museum but they have more land than before and now a 25-Year lease. With great ingenuity and skill, they have moved their aircraft collection out of the route of the by-pass. We can look forward to a new integrated tea room and possibly a hangar to protect the most important exhibits from the elements,

Our new venue for dinner was the Holiday Inn Norwich North. This proved satisfactory with an ideal sized room, good food and excellent service. We plan to return next year.

Author and photographer Martin Bowman delivered a fascinating after-dinner presentation. Martin has written over 180 books including several about 100 Group. He has interviewed many veterans and has a huge archive of photographs. I am grateful to him for locating this photograph (right).



The aircraft is [Mosquito Mark IVB DZ535](#) flown by [Flight Lieutenant Gordon \(Nobbie\) Clark DFC](#) and [Flying Officer Richard \(Dobbie\) Dobson](#) after crash landing in a field at

Craymere Beck, Briston on 23 September 1944. The photograph comes from the Hank Cooper collection. My guess is that Hank Cooper DSO DFC, who was a Navigator in the same flight as my father, probably took the photograph on the day of the crash or the day afterwards. DZ535 was written off and transported away two days later.

On Saturday the planned Flypast of a Harvard was cancelled due to a technical fault, but this did not dampen spirits at our moving ceremony at Oulton Memorial where the assembly seemed larger than in recent years and we were touched by the thoughtful contributions of two girls from the local Primary School. It was moving to see and hear our veterans make their own contribution to the service.

Looking forward, our first priority is re-establishing a website, probably with associated Facebook page. We also need to complete work on the constitution and find a means of providing long-term financial stability so that we are not dependant on gifts, raffles and auctions. Please note that we decided to move the Reunion dates for 2017 and 2018 to a week later. This will avoid conflict with national and local elections. We meet again on 12 May 2017.

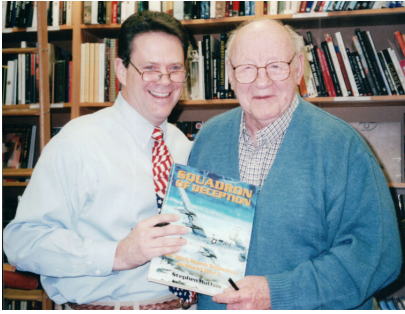
Very best wishes to you all.

A handwritten signature in blue ink, appearing to read 'Roger Dobson'.

Roger Dobson
Tir A Môr Uchaf, Cemaes Bay, Isle of Anglesey

8th AIR FORCE REPRESENTATIVE

Stephen Hutton: Association Committee Member



Dear Friends,

Here now as promised in the *Confound and Destroy* Spring issue are the USAAF's 803rd Bomb Squadron eyewitness reports on the Squadron's very first mission – D-Day, the invasion of Europe.



For the very first mission of the 8th Air Force's new Radar Counter Measure Unit, the 803rd Bomb Squadron (803BS) dispatched four MANDREL-outfitted B-17 Flying Fortresses* to fly in support of the airborne operations for *Operation Overlord* – D-Day. The B-17s left the darkened runways of RAF Oulton on 5 June, at 2200 hours. The four B-17s piloted by Capt. Robert Stutzman, Lts. Howard Klimetz, Richard Obenschain, and William Overstreet, were in position from 2235 hours on 5 June to 0450 hours on 6 June. The 803BS Fortresses and RAF 100 Group Stirlings orbited their assigned specific locations offshore southern England south of Portland Bill and Littlehampton and jammed virtually all of the Radars between Cherbourg and Le Havre. History has recorded this mission proved very effective in countering the enemy-warning system and contributed materially to the success of the landings on the Normandy beachhead.

D-Day pilot [Capt. Robert Stutzman](#), seen below, who served as the Squadron Operations Officer for the 803BS and later as the same in the 36th Bomb Squadron Radar Counter Measure Unit, related to me in a telephone interview:

Late in the afternoon or early evening of June 5 our Squadron was alerted that the long-awaited invasion was on. I received a copy of General Eisenhower's letter to the troops thanking them for the noble adventure they were about to undertake. I recall getting the flight crews together and briefing them for the mission that was laid on by RAF 100 Group. We did jamming and led groups of paratroopers and gliders that were flying. We saw gliders being towed by C-47 aircraft, many flights of C-47s with paratroopers. We did jamming so that the C47s carrying paratroopers and gliders wouldn't be sitting ducks. While we were in our orbiting position we could see the flashes of the guns from the Naval bombardment. We could see the firing, the softening up of the beaches there. We hoped our jamming would conceal the presence of airborne troops from the Germans.



[Capt. Stutzman's Navigator, Lt. Wade Birmingham](#), seen together below, penned this most detailed eyewitness account of the historic D-Day events:



For the last 8 or 10 days our Squadron has been alerted -- an air of mystery was hovering over our entire Base. We knew deep down that the mighty invasion was just a matter of days off; and when the time came, the 803rd Squadron was to play an important role. In fact, the importance of our work gave us all quite a start. We could hardly believe that at last, our 4 months of waiting was to bring a rich reward. We had all been waiting for this moment and now that we were to be back in operations we all felt 100% better. Morale was at its highest peak.



Early in the afternoon, the 5th of June, our C.O. [Capt. George Paris] alerted four of our trained crews, myself having the privilege of being on one of these choice few. Of course we did not know that this, at long last, was the real thing. We had an idea that it was just another night practice flight or perhaps a Bullseye practice for search lights. The Navigators were called for immediately after supper and, with an air of question surrounding our being, we entered the

British Intelligence briefing room. There on the map we found the answer to our questions -- we were to cover the airborne and seaborne invasion with our special MANDREL equipment. Our ships were equipped to put out a screen, a screen that rendered the Jerry's Radar-receiving equipment useless. They could not tell what was going on behind the screen, nor could they use Radar for aiming their coastal installation guns. In other words, our 'sets' would play havoc with the entire Radar system and communication system of our enemy.

To make our job a success, we, the Navigators, were entirely indispensable. Our duty was to patrol within 5 miles of a certain point near mid-channel and these 5 miles had to be stayed within. Each aircraft had an individual point and the points were so set that the screens would blend together without an opening. Our take-off was set for 10:05, and landing the morning of the 6th was supposed to be near 6:30 -- 8 hours of flying in a small area, in the dark -- quite a job! However, we knew we must make good. The success or failure of the invasion, the amount of losses, both naval and aircraft; these were all piled upon the shoulders of the 803rd.

[After] take off we proceeded to Portland Bill, and made good our time -- now to Point 11 and on went our sets at 11:35 -- that time had to be made to the minute and luckily our GEE set was working fine; no jamming interference, therefore my navigation was very precision-like. We began our orbiting 8 minutes one leg, 2½ the other. We had one helluva wind blowing from the Northwest and a velocity of near 80mph. In other words, if we weren't careful, we would be blown too far to the south and over enemy territory. Also our screen would be broken -- our whole task would be a failure. I began to sweat now, are we right? Did I judge this wind correctly? Will they send night fighters after us? Will our engines hold out? Two were running rough now. Would our oxygen hold out? Our gasoline? Hundreds of petty thoughts were running through my mind as we continued circling at Point 11.

At about 12:00 we watched the fireworks begin. As we were over an overcast, we could not see what was going on beneath the clouds, however, we could see huge flashes beneath the stuff. This no doubt was the fleet's pounding of the coast, the prelude to the airborne fleet. All during the night these flashes kept going at a mighty pace; I felt a surge of pride within me -- this is truly it and my part is being carried out! About 01:30 we could see the marker flares of the RAF ships. These boys were now doing their part -- precision bombing at night. We watched great flashes as the bombs found their targets. Truly it was; this is where the invasion took its first step. The remainder of the night was just a repetition of this -- flashes, gunfire we could see but not hear. Flak bursts at night are horrible sights. Again I was thankful I was sitting up here at 20,000 ft. away from enemy fire.

As time passed we all began to get tired, the Gunners began to see planes that did not exist, stars looked like lights of planes. I had taken so many GEE fixes that I could do it without even thinking, almost with my eyes closed. About 4 o'clock the daylight began to come into being -- and what a spectacle it brought into sight. We watched the fighters and the bombers going over to take part, hundreds of planes -- all kinds. How we wished the cloud cover was gone so we could see the sea power at work -- the 4,000 landing craft and ships that took part. All were beneath us, but not one could we see.

At 4:50 we cut off our sets and started for the base. 6:15 our wheels set down and ten very tired young men went into interrogation. Tonite we were told that our part was played to perfection, the screening was perfect. Also we were told that our job had caused the slight losses of the first blow -- 15 transport planes and just 3 ships. We felt wonderful! We'd had a job to do and we had done it!

*Note: After D-Day some of the 803rd Bomb Squadron war-weary B-17s were transferred out and took part in *Project Aphrodite*. These B-17s flew the ill-fated guided bomber missions against Hitler's dreaded Vengeance weapons and became missing in action. It was *Project Aphrodite* that took the life of Joseph P. Kennedy Jr., brother of U.S. President John F. Kennedy.

Stephen Hutton

May 2016

Author: '*Squadron of Deception*'

8th Air Force Historical Society Unit Contact

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CITY OF NORWICH AVIATION MUSEUM



Dear Friends,

Since the final confirmation was received that construction of the Norwich Northern Distributor Road would start at the end of last year, we have had much to occupy ourselves with both in terms of the logistics of realigning and expanding the Museum site, and starting to put in place plans for future development.

Those of you who attended the Reunion in May will have had the opportunity to see how much larger our site now is. In Spring, all necessary movements took place of our aircraft from that part of the land we had occupied for many years to an area to the west of our previous boundary. They now rest within our expanded site. Prior to contractors towing aircraft to their new positions, we had several weeks' work preparing the ground which had not been maintained for many years.

Arriving at the Museum, visitors now have a completely different first view from the layout which has been familiar for many years, with the majority of our aircraft collection now not visible from the car park. All buildings, however, remain as before the changes. We are now adapting to having a larger area of land to look after, with basic regular tasks such as grass cutting taking much longer. It is likely to take a season before we are fully comfortable with our new layout.

With confirmation of the road and our new boundaries, we now expect to be granted a very favourable long-term lease on the premises. The security this will give the Museum will enable us to move forward with improvements and, in the longer term, construction of additional and larger buildings. Already we have started to improve the entrance to the car park and replacement of some of our older boundary fencing. A long promised additional, already constructed building arrived in late May. This will replace the aged and worn portakabins which have served us as exhibition space for the past ten years. In the short to medium term, we intend to replace the tearoom with a more substantial and larger building in the same area.

At the end of 2015, as these changes were being discussed and planned, we had considered that the Museum may have had to close for a short time whilst movement of aircraft and fencing of new boundaries took place. In the event, this did not prove necessary. The contractors employed by Norfolk County Council to undertake these major works were very professional and our volunteer members and staff fully supported the alterations.

We still have much to do to present the expanded Museum site to the standard we want to achieve, but are confident that over the next few months, we will make rapid progress with this work.

New exhibits have continued to arrive for the Museum's collection. Small items arrive if not daily, certainly weekly. During the Reunion weekend, a small team of volunteers travelled to Warwickshire to dismantle and collect a Piper Aztec aircraft and this arrived at the Museum in time for Association members to see the unusual sight of an aircraft loaded in a large van in our car park. An Aztec was an aircraft on our 'Wants List' and the offer to purchase came unexpectedly, with only a very short time available to arrange transport back to Norwich.

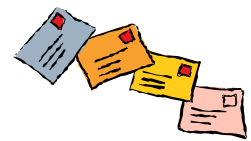
We hope that these notes offer an accurate impression of the many positive changes happening at the Museum over the first half of 2016.

Kelvin Sloper

CNAM

* * * *

LETTERS PAGES



It's always difficult to share news of people who have died, especially when we think of the sadness of their families. However, because there have been such a number recently, I feel it only right to give space to these members who led such remarkable and notable lives ... that we remember them.

Hazel Mary Southgate
Bryan Helme
William Rees
Tom Tate
Hugh Hollingworth
Allan Chappell DFC
Ken Spriggs
Donnie Wright
Bob Farnbank

Many have written in with writings, obituaries, memories of these people, that we all might come to know them, and share in the loss of kindred spirits:

Dear Janine,

I have thanked Rev. Leslie Wilman, on your behalf, for the brief prayers at Foulsham Memorial over the Reunion weekend. **Donnie Wright** died last month and of course it was he who set up the Foulsham RAF 100 Group meetings. The other person who died last month was **Bob Farnbank** who had lived in the village for many years and always attended the RAF 100 Group Reunions. His story is told in full in *Men of Air* by Kevin Wilson (Phoenix books). Aged 22 as a Navigator Flying Officer (158 Squadron) he was shot down over Normandy returning from a raid on Trappes. He set out to walk to Spain but managed to meet up with a unit of British Artillery. His crash occurred four days before D-Day. My son wrote his story up for his A Level History exam.

My best wishes,

Andrew Macnair

For the future, Dr Andrew Macnair has agreed to take over Donnie's position on behalf of the Association as Foulsham Representative, and will be receiving our magazine to share with villagers for the future.

HAZEL MARY SOUTHGATE

A valued member of RAF 100 Group Association, Hazel served on the first Association Committee as it came together under Eileen Boorman and her brother Martin Staunton's guiding hands.

Hazel passed away peacefully at the West Suffolk Hospital, aged 93, on 16 December 2015. Mother of two, Grandmother of four, and Great Grandmother to three, Hazel was an extraordinary woman who will be missed and loved always. Her funeral service took place at St Leonard's Church, Horringer, on Thursday 14 January 2016 at 1.30pm. The family invited people attending to wear poppies of remembrance, and all donations to be paid to The Royal British Legion.

Her obituary was published in the *Bury Free Press* on 1 January 2016



HUGH HOLLINGWORTH



Hugh and John, Reunion 2010

Hugh Hollingworth is seen left in the photograph taken at our Reunion in 2010, with John Gilpin. Hugh's elder brother Jimmy served alongside John in 214 Squadron at RAF Oulton, and like Jimmy, Hugh became like a brother to John. It was truly wonderful to see the very real connection between them.

Sadly, Hugh died in hospital on 4 May 2016. He had been looking forward to meeting up again with John despite his recent bout of ill health.

I'm sure all members will join with me in wishing Hugh's wife Eunice, and daughter Linda Fraser (our Secretary Support) well at this sad time. Please remember them in your thoughts and prayers.



BRYAN HELME

F/O Bryan Helme has been a member of our Association for a number of years.

During World War Two, he served in 192 Squadron at Foulsham. A Navigator, he became a F/O on the Wellington Flight and Halifax IV aircraft between August 1944 and February 1945. In total he completed 24 operations – 8 on Halifax with F/Lt Bob Gray.

Bryan died on 22 May 2015 leaving a daughter, Sally HelmeJagensen.



THOMAS 'Tom' HENRY TATE



Hi Janine,

Thanks for the Spring magazine. Lots of good reading. Hope your book is selling well. I've not had time to start it yet. We shall be coming to the Reunion in May.

A work friend of Chas, Julian Ayers who lives in High Wycombe, said earlier this week he was going to the funeral of an RAF veteran who lived in a local old folk's home. A friend of Julian's had been visiting a relative in the Home and heard that a resident had passed away, but there were no relations or friends to attend his funeral.

It turned out that the old man in question was an RAF veteran of 100 Group!

Julian thought this was so sad he contacted the local British Legion and RAFA to see if they could help organise a good send off and pay respects for [Tom Tate's](#) service to our country.

When Julian came to work next day he told Chas he had ascertained that Tom was with [214 squadron flying Short Stirlings, then B-17s](#), with the RAF 100 Group! Tom had been shot down in a Stirling, evaded capture and returned to England. He completed two tours of duty and went on to become involved in the Korean War. Julian then showed Chas the Order of Service which had a photo of Tom in his World War Two uniform (seen above).

We thought we would let you know about his passing. Do you have any record of Tom we wonder?

Lots love

*Heda*xx

NOTE: Both Chas and Heda who joined us for the Reunion, are aware that Tom Tate's wartime experience is shared in *RAF 100 Group – Kindred Spirits*. I'm sure members will welcome the news that Tom had a good send-off. We WILL remember him!



WILLIAM 'Bill' REES

Hi Janine,

So sorry we have not been in touch over the last couple of years, but Dad has been poorly and we have been caring for him. Sadly, he passed away last Saturday, 5 March; so another 100 Group member has fallen. We would be grateful if you could please include him in the next magazine.

Sergeant Fitter IIA, William James 'Bill' Rees, 1473 (Special Duties) Flight and 'B' Flight, No. 192 (Bomber Support) Squadron. Co-author of *'Espionage in the Ether'* and *'The Final Fling'*.

With love to you all,

John, Lynne Rees & Family



ALLAN CHAPPELL DFC



Allan Chappell DFC crouching bottom left

photograph (above), only that it was taken of my father, Allan Chappell DFC with his aircrew. Dad is crouching down on the bottom left of the picture. His wife, Constance Heather, passed away in May 2013. They had two sons: Peter (myself) who lives with his family in London, and Stephen who lives with his wife in Carson City, U.S.A.

I would love to know if anyone knew my father or flew with him, or indeed can tell us anything at all about his wartime service. We would be happy to receive a letter, email or phone call from anyone with any information, and thank you Janine, for the work you do, and for adding my father's name and known details to the FINAL POSTINGS section at the back of the magazine.

Warmest regards,

Peter

Peter Chappell: 59 Oakfield Road, Stroud Green, London N4 4LD. Telephone: 020.83419591

peterchappell@gmail.com

NOTE: Peter is now a valued Association member, and joined us at our Reunion this year in Norfolk.



CAPTAIN ERIC MELROSE 'Winkle' BROWN CBE, OBE, MBE, DSC, AFC, KCVSA, MA, PhD, Hon FRAeS, RN 1919 – 2016



The People's Mosquito would like to share news of the sad passing of the renowned aviator Captain Eric 'Winkle' Brown who died recently. He was a stoic supporter, valued advisor and friend for the past eighteen months.

Captain Brown was one of the world's most acclaimed Test Pilots, and held the world record for flying the greatest number of different types of aircraft: 487, making the highest number of carrier landings: 2,407, of which famously, one was the first Mosquito landing in March 1944. He was also the first to land a jet aircraft on a carrier in 1945. He was the Royal Navy's most decorated Pilot and during World War Two, flew fighter aircraft and witnessed

the liberation of Bergen Belsen Concentration Camp. He went on to test many captured Axis aircraft, including the rocket-fuel powered Me163B Komet.

After the war, Captain Brown continued his work as a Test Pilot for the Royal Aircraft Establishment, involved in testing the new supersonic jet types being developed and evolving carrier systems such as the steam catapult.

He accepted his last Naval appointment in 1967 when he took command of HMS Fulmar, then Royal Naval Air Station (now RAF) Lossiemouth. He retired from the Royal Navy in 1970, but didn't finally hang up his flying goggles until 1997.

Born in Leith on 21 January 1919, he was educated at Fettes College and the University of Edinburgh, where he learned to fly. His unerring enthusiasm, energy and positivity will be greatly missed by all involved in the Project.

For a flavour of Captain Brown's knowledge and to hear him discussing the first landing of a Mosquito on HMS *Indefatigable* in March 1944, you may be interested in watching a video shown on our website we made of him last year.

Best wishes,

The People's Mosquito Team
www.peoplesmosquito.org.uk



KEN SPRIGGS



In the Spring edition of the magazine, Wendy Spriggs shared the sad news that her father Warrant Officer in 462 Squadron, Ken Spriggs, passed peacefully away on the afternoon of 20 January 2016. She was wanting to get an RAF or Bomber Command flag to drape on his coffin.

Hello Janine,

Dad's funeral went very well, and I'm happy I was able to give him the send-off he deserved. I felt quite strong on the morning of the funeral, but when I arrived at the crematorium and saw five Standard Bearers – one being from the Royal Air Force Association, the other four from the British Legion – I just broke down. It was such a fitting tribute to him, and touched me deeply, as did the beautiful wreath you sent from RAF 100 Group which was magnificent.

It was a cold day, but rain held off until we were tucked inside The Old Bakery for the wake, which was delightful. Owners Janet and Alan did us proud by laying on a wonderful afternoon tea. Everyone agreed it was a good send-off, and that Dad would have been proud.

Thank you for all your support through this sad time. It has meant a great deal to me.

Lots of love and best wishes,

Wendy xxx



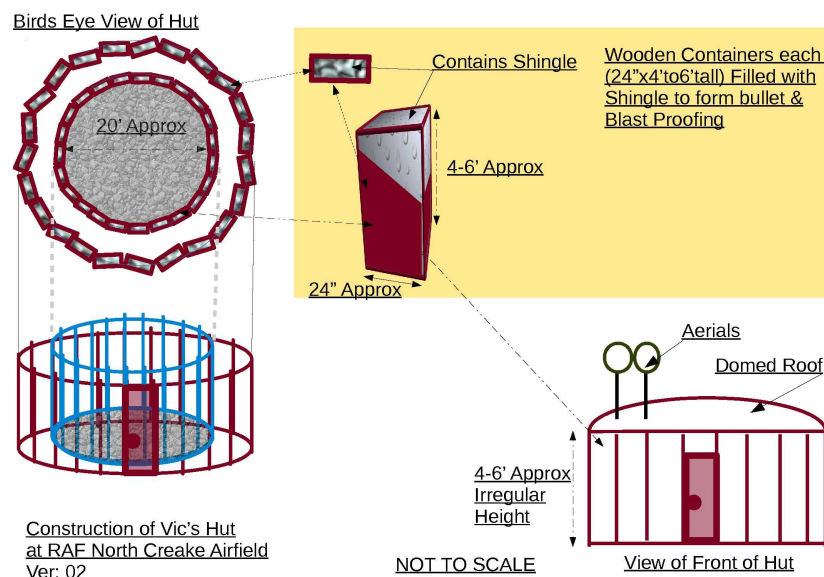
NOTE: I have heard from a few families asking how to give a loved one who served in RAF 100 Group the same kind of send-off. I suggest you ask your local RAF Station and British Legion.



Again, in the Spring magazine, Vic Flowers shared his frustration in seeking the exact whereabouts of the Direction Finding Hut which existed at RAF North Creake during wartime, and still has particular significance to Vic today. Nigel Morter, co-owner with Claire Nugent of North Creake Control Tower which they have extensively renovated into a home and B&B; identified that information from that period can be unreliable, with 1942 maps available only from Hendon, and the principle contractor W. O. Lawrence who erected buildings having gone out of business. David Lang writes on behalf of Vic:

Hi Janine,

We hope you are well and that the Reunion went as planned. It must have been very moving for you and all those who attended. Meanwhile, Vic and I have been doing some 'Brain Storming' in an attempt to identify the appearance of his missing hut. As a result of our efforts, I have put together a drawing (not the best!) showing the outside appearance of the hut –



Points to note:

1. It was only used to receive *incoming* signals. To this end, it had to be placed well away from anything that could interfere with that signal, like any metal objects, other transmitters, etc. This also meant it had to be located very carefully to enable it to operate to its full potential.
2. It could only be constructed with none metal parts, thus the materials used were mainly wood and shingle (which would deteriorate over time, and may account for the fact we cannot find it).
3. It was constructed in a round shape, but it was not even in its construction, this could have been to provide a better defence from bullets and bomb blasts. Also, the walls (made up of boxed panels and filled with shingle) were uneven in their height. I have shown this in my drawing. Vic is certain the roof was domed in shape, how it was constructed he cannot remember.
4. These requirements, and possibly the degree of secrecy involved; is perhaps the reason why we can find no evidence of it online.
5. Vic does remember that there was only one door and no windows; there was a small outside toilet however.
6. The building had to be located near a GPO telephone line, to send incoming signals to HQ for analysis. Vic does not remember where the power came from, but the lighting was very poor inside the hut (in fact, working conditions in general were awful for the operators).
7. The hut contained three operators from the RAF, one male and two females. They worked shifts and the post was manned 24/7.

Vic remains convinced that the hut was different from any other building. Maybe someone who served at North Creake either remembers the hut or recalls where it might have stood?

David Lang for Vic Flowers

daveandjanlang@gmail.com

Sometimes it is possible to get involved online with aviation website threads involving questions from people wanting to understand different roles of aircrew in wartime. This can lead to a series of interesting discussions which develop over time ... and often those asking the questions go on to become Association members. Sharing this particular discussion might prove of interest. It's like listening in on a conversation:

Question:

Can somebody tell me what the Bomb Aimer's duties were in Squadrons like No. 192 and No. 214? I was reading how the Fortress used by No. 214 had their bomb bays filled with 'JOSTLE' equipment, hence the question. This came up when I pulled up the Service File of J/37716 F/O Terrence McKee, RCAF, the B/A and sole loss on the crash of Fortress KJ103, 17 January 1945.

Dave

Response:

For 214 I understand the Bomb Aimer acted as a second Navigator, assisting with navigation tasks and some of their 'black boxes'. I think they used to operate the H2S and its display screens, the scanner for which was in the chin radome instead of the chin guns. Not sure what other stuff they may have had responsibilities for, given the W/Op and Special Operator were back in the radio room mid-fuselage.

Response:

Just an aside, the Bomb Aimer was also a fully trained Air Gunner (although only one aircrew badge could be worn by an individual at any one time, so they normally wore the 'B' badge). He was therefore responsible for both the Bomb Aimer's duties as well as operation of the front turret. He also functioned as the Navigator's assistant, largely because he occupied the position with the best view down and ahead, so was in the best place to map read and compare the land beneath with said map. By 1944, the front gun positions in most RAF heavy bombers were considered largely redundant (which is why Halifaxes completely lost this turret in favour of a clear blown streamlined nose fairing), as enemy fighter attacks tended to come from the rear quarters, but just in case some keen type might attempt a frontal attack, the front gun positions were retained on Lancasters and the few remaining Stirlings still in front-line service.

Dave:

The reason for my original question was because of the loss of F/O Terrance Velleau McKee, A/B of KJ103 BU-M on 17 January 1945. I now have his Service File with complete crew list and investigation. It appears he was in the radio room when an accident occurred.

Response:

The story of the crash to which you refer is given in some detail in Mel Rolfe's book: *'To Hell and Back'* where Pilot Neil Scott tells the story in which he says: *'Everyone else had gone to their crash positions for landing behind the main spar except the Navigator (Houston) and his cousin (McKee) who were in the nose. Somehow they didn't manage to get themselves out in time'*.

Dave:

I have a copy of *'To Hell and Back'*, and having now read Scott's account, there are even more questions. Not mentioned is the tree he hit 500 yards short of the runway, taking off 18 feet of the port wing. It is also clear that both Houston and McKee were in the radio room with F/Sgt Lewis, the W/Op. Scott gave no evidence as he was in hospital with memory loss. The court did find him guilty of error in judgement.

Response:

Another question arises. I've now noticed that the crew list as set out in the ORB doesn't match Neil Scott's version in his book. The ORB shows Sgt C Brown instead of Sgt Chalk who, Scott said, was Rear Gunner on that op. It's not impossible that the ORB is wrong, but on the other hand, I've found mistakes in stories in books before. However, if Chalk was involved prior to the crash as recounted by Scott, you wouldn't think he (Scott) got that person's identity wrong!

Another query against 'To Hell and Back'. The 214 Squadron ORB says the Leuna/Merseburg op (when they were weather-diverted to Tangmere) was on 14/15 January, not the night immediately before this one when BU-M crashed (16/17).

Dave:

That's down to the late Gerhard Heilig. As you know, he was on both 214 and 101 Squadrons as was Sgt Phineas Glick. When Gerhard died, I was filling in some notes on his biography and found the 214 Squadron page ... saw the McKee loss and figured any questions could be answered by a look in his Service file. It shows:

The Crew:

152592 F/O Scott N.T – Captain
J37516 F/O Houston R.V – Navigator
1083677 F/Sgt Lewis D.V – W/Op
J37716 F/O McKee T.V – Air Bomber
1592289 F/Sgt Smith R – Rear Gunner
1895893 Sgt Lunn B.H.F – Stbd Waist Gunner
1892486 Sgt Brown C – Port Waist Gunner
R213050 F/Sgt R.J. Knickle – MUG
Aus424832 F/O Hardman E.T – Special Operator
1896166 Sgt Willing R.J – F/Engineer

Response:

Many thanks for sending the copy of the Co1 Report. These extra documents make fascinating reading, adding so much more to what you can find in basic documents such as the ORB. It also shows that Brown and not Chalk (per 'To Hell & Back') was the Rear Gunner on that flight. However, looking at the Report, I don't see it shows that McKee was in the radio room at the time of the crash. It does list four of the crew – Houston, Nav; Lewis, W/Op; McKee, A/Bomber; Hardman, Spec/Op – as seated in the 'W/Ops Compartment' but two of those functions, Nav and Air Bomber (sometimes referred to as 'Second Navigator' or 'Nav') were carried out from the nose section of a Fortress. My interpretation therefore is that they're just using 'W/Ops Compartment' as a general term to cover BOTH areas: nose section and radio room. I could be wrong, but reading it like that doesn't have to mean Houston and McKee weren't in the nose section (where Neil Scott in 'To Hell & Back' said they were).

You mention a couple of chaps (Gerhard Heilig and Glick) who were in 101 as well as 214. I've recently done a complete listing (nearly 14,000 lines on a spreadsheet) of all crew members on every one of 214's 1,275 Fortress sorties, including (where listed) where they came from and where they went immediately before and after flying with 214. I'll have a look to see which others are also shown as coming from and going to 101, and we'll see how that matches with your Records!

I was up at Oulton last Thursday. The Museum and display at Blickling Hall is excellent. Much improved from when I was there some years ago. The 'Buckinghamshire Arms' immediately next door serves a great beer (*shame I can't remember its name!!*).

Dave:

Was that common procedure to leave crew in the nose on landing? I know with Lancasters it wasn't, no matter how much the Air Bomber wanted to stay. I would think the Co1 would be pretty precise as to where people were. But I can only go by what it said. We can't ask Houston because he passed away in 1971. Then again, you have data that shows Brown as Rear Gunner (presumably the ORB?) and the Co1 says he was a Waist Gunner. Glick had eight ops on 214 and did a further 15 on 101, according to his Service File. Another name you probably have is Herzog, serving as John Hereford on 101 ...

Response:

I wouldn't have thought so either, but obviously we can't tell why in this case (if so) they were still there. 'To Hell & Back' does say something about the Nav finishing off his Log entries ... maybe a blind eye was being turned and then that tree appeared and lopped 18ft off the wing and suddenly it all went **** up!

As per my previous note, I'm still not convinced that the Co1 Report says McKee was in the radio room. There weren't four seats in a radio room (nor really any room for four bods, as far as I recall – must re-check the books of Fortress-interior photos I've got) and as the Co1 refers to 'W/Op's Compartment' I still think that could be (is?) referring to both nose and mid-ship parts of the aircraft.

To some extent, my notes about crew positions for the Gunners was a 'best guess' based on the order in which they're listed in the ORB taken alongside any more specific info from other sources, including books and personal descriptions which may confirm (or amend) the positions. This task is particularly tricky with the four Gunners in the Fortresses, so in this case, I'm happy following details given in the Co1 Report and have amended my notes accordingly. Fortress (and other) Gunners did sometimes swap positions, so I'll trust the Co1 Report on this one, as it was compiled just a few days after the crash.

Dave

Many thanks for taking on my question. I do know that F/O Houston, Navigator on this 214 Squadron Fortress was the cousin of P/O McVee. He died in 1971, but I haven't had a chance to request his Service File as yet.

Have you come across the writings of Willis 'Sam' Cole? In 2010, a USAAF Researcher in Ohio told me about this 'Lady Jeanette' caper. My interest was Lt Noble's Canadian fellow-escapee, P/O Henri Dube. But it's rather difficult to make sense of the whole B-17 crash being used as cover for the crash of a jamming B-24 ...



Hi Janine,

I was reading 'Kindred Spirits' (great book!) and came across the line about F/O Douglas Nugent Donald RCAF (S/O on Fortress HB785 BU-A) being an American from Indianapolis. It was actually his wife, Corrine, who was from the U.S. He was born in India of Canadian Missionary parents. His dad ran the United Church Presbytery in the area I live so they are well known.

I've also been looking up the final flight of the Irvine crew on No. 192 Squadron on 5-6 March 1945. The S/O, 'Scotty' Young, wrote a book about what happened to him, but a lot of it was drivel. Anyway, I have the 192 Squadron ORB and Young had just joined the crew. Their regular S/O was a W/O C. Penny, RAF. Any idea what his Christian name was?

Kind regards,

Dave

davidchampion63@gmail.com



Hello Janine,

I have just published a post online about your book 'RAF 100 Group – Kindred Spirits'. The home site is: <https://travelforaircraft.wordpress.com/2016/02/16/raf-100-group-kindred-spirits-write/>

The site at the Seattle Post-Intelligencer in the paper's hosted blogs section in which it appears is: <http://blog.seattlepi.com/travelforaircraft/2016/02/15/raf-100-group-kindred-spirits/>

Again, I greatly enjoyed your book.

Joe

Joe May

travelforaircraft@gmail.com



Hallo Janine,

It's Peggy Pollard emailing you (ex-wartime WAAF shorthand-typist to Group Captain Porte, HQ 100 Group, Bylaugh Hall).

Lovely to receive the latest magazine which I have to admit I got my visiting son to download for me as, at 92, I find computers a bit tricky! Lovely to know that there is still so much interest in our wartime activities. I have to admit to being a very minor cog in the wheel, bashing away at my typewriter on the top floor of Bylaugh Hall, waiting for the buzzer on the wall to ring and hurry in to Group Captain Porte's office with my notebook and pencil at the ready. My off-duty activities included meeting my late husband Ron Pollard, who was Sergeant i/c Air Staff at Bylaugh Hall, so it will always be a special place for me.

At Group HQ we deskbound types were away from the realities of the nearby airfields in our Group and their flying operations, security and 'sealed lips' being of such importance and it is only now that one can look back on those times almost with disbelief, but proud to have been a small part of them.

I would very much like to own a copy of *Kindred Spirits* and wonder if I can order it through you – if it is not putting you to a great deal of trouble ... I do hope you are in a better place than you were, and that life is settling down again for you ... I am so sorry things broke up for you and quite amazed that you still managed to carry on with your tremendous *Kindred Spirits* work so successfully. That took so much dedication and we old 100 Group folk owe you very much.

With best wishes,

Peggy

Peggy Pollard



Hi,

Just recently I read about my 'Uncle Doug' (Gregory) in RAF 100 Group. It was a real awakener for me. To explain, he became my uncle as my father, G. D. Bates, were great friends while serving together on 141 Squadron and later. As you may understand, I am no spring chicken, but the words you wrote about us as relations not knowing what our fathers did during their service time touched me to the core, and a lot of questions reappeared, questions I have wondered about for a very long time. I am now busy reading all relevant books for background information. I suppose I am at last giving it all room in my life. Now I live in Sweden and usually take a trip to England once a year to visit relations in Norfolk and I would like to know more about the Association and its activities, and wish to become a member ...

Reading through the Spring magazine and now an Association member, I saw that Douglas Gregory, 141 Squadron, died in 2015. The last time I met him was at my father's funeral in 1989. I find myself in a bit of a situation as I have no address for his family and wonder if any Association member might have an address for his wife?

About my Uncle Doug ... his active service information I have learned partly through your *Kindred Spirits* book and partly through a manuscript (unpublished: '*History of 141 Squadron*', written by Don F. Aris, an LAC on Ground Crew at West Raynham). For me, he was a fantastic Uncle who had a series of terrific sports cars, my favourite being a 1928 Alvis. I still today remember clearly the colours of a vase which he designed and made and sometimes I wished he had been my teacher when I was at school.

My father: F/Lt G. D. Bates known as 'Charlie' to his friends, came to 141 Squadron in July 1944 together with his Navigator/Radio Operator F/O W. S. Field. They were together for the remainder of hostilities when F/O Field was posted to Yorkshire. I have a sort of memory of meeting W. S. Field when I was quite young. He visited in Wiltshire where we then lived. Prior to 141 Squadron, my father was an Instructor at several flying Training Units, the first being Upavon, then Hullavington, and later Errol, Tayside, where he trained Fleet Air Arm Pilots. He did his night fighter training at Cranfield, then Scotland, Great Massingham, and so to 141 West Raynham. He was released on 4 March 1946.

I send you my best wishes and thanks,

David Bates

davidjarnek@gmail.com

NEWS FROM NEW ZEALAND



Hello Janine,

As we haven't been in touch for a wee while, I thought I would hammer out a word or two to bring you up to date with happenings in the antipodes.

ANZAC DAY came and went; the Powers That Be decided that a six-thirty a.m. start was too late as there was getting to be too much daylight by the time the Padre and others had said their piece, so they slid it back half an hour and we kicked off at six a.m. which meant falling out of the sack even earlier! For reasons which can only be guessed at I was Guest of Honour at this year's function, but on looking around, I suspect it was probably because I am about the last man left standing from the Second World War. As the Parade was carried out at such an early hour this year, it was all pretty well in darkness, so no worthwhile pictures were forthcoming. There was a magnificent display of wreaths, including a Bomber Command one. Wendy and I went next morning to take some pictures, but vandals had beat us to it and all the wreath centres had been kicked out, so there was really no point in taking shots of empty wreaths. It makes one wonder about the minds of such people.

BOMBER COMMAND ASSOCIATION LUNCHEON was yesterday and, sad to say, there were only two genuine last war veterans attending – myself and an old Lancaster pilot, Buzz Spillman, so I guess it will be a case of old soldiers fading away, or in our case, airmen. I am halfway through a book '*Bomber Crew*', which apparently was made into a documentary series on BBC Channel 4, although a TV production could never duplicate the book's content which describes the training of crews better than anything I have read so far, a lot of it being anecdotal from old survivors – much in the style of your book: *RAF 100 Group - Kindred Spirits* I guess, which makes it all very readable.

Yes, I agree, Norfolk is a wonderful county and I still cherish the lovely memories of my time spent there, in spite of it being during the war. I doubt whether there would be much of Great Massingham airfield left. Our old drinking pub, the Royal Oak, is now a house, and I suppose most other pubs would have gone by now. I think there were another four, plus Leveret, the Baker. There is a series running here at the moment called '*Hairy Bikers*', with two old chaps doing the rounds of interesting pubs in the UK. Amazingly, one of the pubs visited was the *Blue Bell Inn* at Woodhall Spa, where I used to drink when stationed there on 627 Squadron. It hadn't changed at all!

All the best,

John & Wendy xx

NEWS FROM AMERICA

Hello Family & Friends,

For those with computers able to get online, please at your convenience check out the Burlington, NC Times-News story by Don Bolden at the link:

<http://www.thetimesnews.com/news/20160605/d-day-flights-of-the-squadron-of-deception-remembered>

for the story on the 36th Gremlins of yesterday and today.

The Gremlins of the 36th Electronic Warfare Squadron continue in service to our nation today!

Best regards

Stephen Hutton

NEWS FROM INTERNATIONAL BOMBER COMMAND CENTRE

We have been notified of the following losses from the diminishing numbers of veterans:

Mr Stanislaw Jozefiak died 20 December 2015, 304 (Polish) Sqn, W/Op AG

Mr Richard Slatcher died 25 December 2015, 14 Sqn, W/Op AG

Mr W. Paul Symons died 19 January 2016, 619 Sqn, Navigator

Mr Ken Spriggs, died 20 January 2016, 462 Sqn, Mid-Upper Gunner

Mr Dan Cullen DFC Ld'H died 26 January 2016, 460 Sqn, Pilot

Dr Malcolm Arthurlton died 27 January 2016, 617 Sqn, Medical Officer

Mr Sidney Brown died 22 January 2016, 514 Sqn, Flt Eng

Mr Tom Tate died 27 January 2016, 214 Sqn, W/Op AG

Mr Robert (Bob) James Tizzard died 28 January 2016, 148 Sqn, Navigator

Mr John Jorgensen died 29 January 2016, Pilot

Mr John Gower Hughes died 29 January 2016, 75 Sqn, Navigator

Mr Kenneth William Trueman died 29 January 2016, 640 Sqn, Navigator

Mr Charles Campbell Shepherd died 30 January 2016, 75(NZ)Sqn, Ground Engineer

Mr Fred Jones died 31 January 2016, 50 Sqn

Air Cdre John Mitchell died 6 February 2016, Navigator on Churchill's plane, *Ascalon*

Mr Trevor Strong DFC Ld'H died 8 February 2016, 179 and 7 Sqns, Pilot

Flt Lt Victor Charles Viggers DFC died 8 February 2016, Wop/AG 101 Sqn

Our thoughts are with all their families

We are delighted to announce that the IBCC has been awarded Round 2 funding of just under £3 million from the Heritage Lottery Fund (HLF) for the creation of the exhibition, community engagement and education programmes and digital archive for the International Bomber Command Centre (IBCC).

President of the Bomber Command Association, Air Commodore Charles Clark DFC said: *'Knowing how difficult it was to raise the funds for the Memorial in London, it is exciting news that the HLF are supporting this worthy project. We have to do everything we can to ensure this project is delivered whilst we still have some veterans alive.'*

Jim Dooley, 70's Pop star and fundraiser, says: *'It is absolutely wonderful news that HLF have agreed a grant to fund the archive and exhibition installation for the IBCC. A really significant milestone has been achieved, many thanks and congratulations to all who have played a part. The race is really on now to raise the necessary funds in order to build the Chadwick Centre that will house the archive and exhibition. In wartime Bomber Command, over 1 million individuals internationally played a part. If we could now find 1 million individuals to donate at least £3, gift aided, we could reach our target in no time. I appeal to all those who wish to see the exploits and sacrifices of wartime Bomber Command endure for future generations, to please donate now.'*

Jonathan Platt, head of HLF East Midlands, said: *'Bomber Command was truly international, with casualties from 60 countries and on five continents. This project has also demonstrated its importance with support from across the world. There is a wealth of stories connected to Bomber Command that, until now, have never been fully told. We are proud to offer this National Lottery support to interpret the full story of its activities and to record the testimonies of veterans as well as those affected by the bombing. It will be an essential resource to help us all appreciate and reflect on people's experiences during this important period in world history.'*

To raise the £3.8 million needed to build the Centre, the IBCC has launched the *'Are You One in a Million?'* campaign.

<http://internationalbcc.co.uk/>

International Bomber Command Centre, 13 Cherry Holt Road, Bourne, Lincs PE10 9LA

NEWS FROM THE PEOPLE'S MOSQUITO

We are pleased to announce that The Charity Commission has approved our application to become a registered charity and The People's Mosquito Ltd. has been entered onto the Register of Charities with Registered Charity No: 1165903. This new status will present opportunities for the project that will enable us to take the next steps in approaching potential sponsors and seeking Heritage Lottery Funding. Although The People's Mosquito has been a charitable organisation since July 2012, in the form of a Company limited by Guarantee, registration has been a key target for the project to enable it to progress towards achieving its aims.

The objects of the charity are simple: the acquisition and restoration to flight of a De Havilland DH.98 Mosquito aircraft for heritage, conservation and educational purposes. The ongoing maintenance and operation of the aircraft in an airworthy condition and the display of the aircraft to the public.

The project is founded on three defined aims, which make up its motto: *'To Fly – To Educate – To Remember'*

We have reserved the registration marks G-FBVI for RL249

The People's Mosquito has reserved registration marks G-FBVI for the restoration of this iconic British aircraft with the Civil Aviation Authority. RL249, originally a Mosquito NF.36, will be restored as an FB Mk. VI so this is a most appropriate and fitting registration.

Work continues on the wing ribs for RL249

The project's New Zealand partner, Aerowood Ltd., is nearing completion on RL249's wing ribs, and has started work on elements of the tail section.

Wing Commander (Ret.) Bill Ramsey appointed as Operations Director

At the Company's AGM on 3 April 2016, Wing Commander (Ret.) Bill Ramsey was appointed to the Board of Directors as Operations Director. Bill has been involved with the project since 2012 in a non-board role as Technical R&D and Ops Advisor, but with the end of Vulcan XH558's operational life, he is now able to focus more time on The People's Mosquito project, and an agreement was made that he could best serve the project in a Director's role. The role is voluntary and non-remunerative, as are all Directors' roles within the organisation. Bill will eventually be responsible for developing the Operations Manual for RL249 and other operational matters. In the interim, he will be reaching out to other Mosquito operators to discuss any particular problems they might have encountered with the type, as well as working with Ross Sharpe, Director of Engineering and Airframe Compliance, and our New Zealand partners to ensure that The People's Mosquito produces the safest and most reliable Mosquito possible.

As Operations Director, Bill will be consulting with former Mosquito pilots to glean as much data as possible. Bill has already been in contact with George Stewart in Canada (23 Squadron, Little Snoring, RAF 100 Group, Bomber Command). George is one of the most experienced surviving Mosquito pilots, with well over 1,000 hours on type. While Bill, during his RAF career, has flown around 6700 hours in some 35 or so aircraft types – mainly Vulcan, Jet Provost, Tornado GR1 and Hawk; but was also lucky enough to fly the Lancaster and Dakota with the Battle of Britain Memorial Flight in 1999. Apart from the UK, he served overseas in Germany and Saudi Arabia, visiting many more countries in various appointments.

His last flying tour was Senior Supervisor to the Red Arrows, accompanying the Team on many memorable occasions, particularly tours to Canada, the Middle and Far East. He rounded off a long RAF career as a Full-Time Reservist Qualified Flying Instructor on the Grob Tutor at Cranwell, where he was RAF Solo Aerobatic Pilot for the Tutor in 2009/10. At the start of the 2011 season, he returned to Vulcan flying with the crew of Vulcan B.2 XH558, and was the last aircraft Captain for the final flight in Oct 2015.

Nick Horrox, Director of Communications nick.horrox@peoplesmosquito.org.uk

NEWS FROM THE SWAN at LAVENHAM

Search for a 487th Liberator

I attended the RAF 100 Group Association's annual Reunion in Norwich where I met Rodney Vowler. Rod contacted me to ask for the 487th Group's help with the following search for information:

Rod writes: *'My uncle was shot down and killed in action on the night of 20/21 March 1945. His plane crashed near Wolfhagen which is near the Eder Dam of Dambusters' fame. The crew are now in a cemetery in Hannover in Germany. The B-24 Liberator they were flying had the RAF number of TS 526. It came from the Bomb Group at Lavenham, as did several other B-24s. The RAF had them as the electronic jamming equipment could be fitted in the bomb bays. The Lancaster and others British made, only had hooks to hold the bombs up. There is a book about the final flight and the RAF 223 Squadron he was with. The book is called: 'Special Ops Liberators' by Richard Forder. It is available on Ebay. The tail number of the B-24 is 42 52572. I would appreciate any help I can get. I am looking for a photograph of the plane in USAAF markings.'*

May 2017 – Vintage 1940s Weekend in Lavenham

2017 will mark the 75th Anniversary of the 8th USAAF starting to arrive in the East of England in support of World War Two. To mark this, The Baker Boy Collective and The Swan are organising a series of events across the weekend of Friday 19 May up to, and including, Monday 22 May 2017, in and around Lavenham. It is my intention to then hold annual events in May each year, culminating in the commemoration of the 75th Anniversary of VE Day (8 May) in 2020. My contact details are below.

Airmen's Bar 'Signatures Project'

This Project continues to make progress thanks to the hard work of the team from 8th in the East and the Stour Valley Community Archaeology Group. To find out more or to get involved with the Project please contact:

Jane Larcombe

Business Development Manager – The Swan at Lavenham Hotel & Spa

Mobile: +44 (0) 7787 426371

Tel: +44 (0) 1787 247477

Email: jane.larcombe@theswanatlavenham.co.uk

Hotel: www.theswanatlavenham.co.uk

NOTE: Lovely to be able to meet and talk with you in person at our May Reunion!

OFFICIAL SPITFIRE HERITAGE TRUST 80TH ANNIVERSARY SHIRT



Due to huge demand, Samurai Sportswear are now taking repeat orders for the official Spitfire Heritage Trust – 80th Anniversary Shirt.

Available in sizes XS (38”), S, M, L, XL, 2XL, 3XL, 4XL, 5XL (54”).

Priced £25.65 with an RRP of £50. Samurai make a donation to the Spitfire Heritage Trust for every shirt sold. MOQs 10 units.

Key features:

- Spitfire Heritage Trust logo on left breast
- Spitfires flying formation
- Union Jack layered backdrop
- Authentic Spitfire blueprint layered backdrop
- R. J. Mitchell signature towards hem
- ‘1936’ in gold script across collar
- Developed in Samurai’s extremely comfortable IKOMA fabric

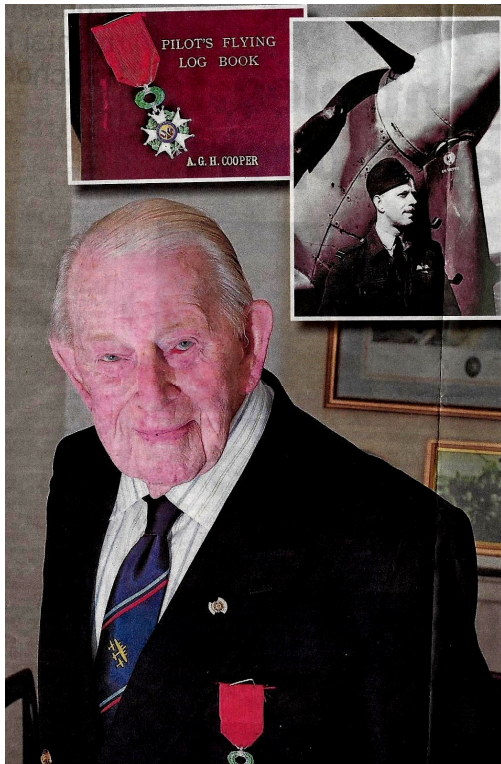


For further details and to place orders contact:

Nick Smith
Retail Sales – Operations Manager

Tel: +44 (0) 1508 486159
Mobile: +44 (0) 7825 809315

Ex-Spitfire Pilot turns 100 years old!!



Tony Cooper, born in 1916, went to boarding school aged seven at Beccles. From there, he went to Framlingham for two years, but after twice suffering diphtheria, attended a boarding school in Bishop Stortford.

Aged 21, in 1937 he was accepted for pilot training in the RAF Volunteer Reserve at Luton. Progressing onto a Flying Instructor's Course, he was posted to Ontario, Canada, in November 1940 to help with flying training.

He then met and married Pearl, a Canadian, and they remained married for 56 years. On returning to Britain, Tony embarked on a Spitfire Course in Shropshire and, assessed as an above average Spitfire Pilot, he joined No. 64 Squadron at Ayr, Scotland in July 1943.

He served the following 16 months with the Squadron, involved in many operations over occupied Europe. In late June, the Squadron moved to Harrowbeer, Devon, and a few months on became involved in sorties in support of *Operation Market Garden* – the Arnhem-Para Landings. In November 1944, Tony went back to instructing, his final sortie in the RAF being on 18 June 1945.

Returning home to Lowestoft, he became the 5th generation to work at W. B. Cooper Ltd, near the Town Hall.

Distinguished guests from across the country gathered to celebrate this remarkable life of a former Spitfire Pilot to mark his 100th birthday.

He had flown a total of 3,200 hours, 160 operational sorties, and survived five forced landings – two at night, two on fire, one as a result of being hit by enemy fire. Notably, he flew twice on D-Day, the first as part of a 13-aircraft formation providing fighter cover for Utah beach, the second over Omaha beach.

More than 100 guests arrived at the Ivy House Country Hotel on Saturday 6 February 2016 to recall memories of his life, with pilots of the Royal Air Force Battle of Britain Memorial Flight (RAFBBMF) based at RAF Coningsby, Lincolnshire; making up part of the ceremony.

Last year, Tony was awarded the Legion d'Honneur medal from France for his Spitfire flying during the Second World War. On receiving this medal, he said: *'The beautiful medal is incredible and the French have got it right!'*

Tony Cooper has two children, five grandchildren, and four great-grandchildren.



FRENCH GOVERNMENT RECOGNISES D-DAY VETERANS



The Government of France told the UK Ministry of Defence that it wished to recognise the selfless acts of heroism and determination displayed by all surviving veterans of the Normandy landings, and of the wider campaigns to liberate France in 1944 – the Invasion of Provence (*Operation Dragoon*), the Liberation of Paris – awarding them the Legion d-Honneur.

This recognition extends beyond the troops who actually landed on and fought their way up the beaches 70 years ago, and includes Royal Navy and

Royal Air Force personnel who operated in support of the landings.

Requests for the award should be made using an Application Form available from the address given below. It will be processed by the Ministry of Defence. All applications should be submitted to DS Sec Desk Officer and they will submit consolidated lists to the French authorities. It is not indicated if there is a cut-off date for applications, but has been advised the offer will not remain open-ended.

It is also confirmed that approval is given for recipients to wear the decoration. Once applications are sent, the French authorities will make all final decisions relating to the awards.

How to apply ...

Any veteran wishing to apply for the award, or anyone enquiring on their behalf; should send for a form to:

Mr Simon Lane
DS Sec Desk Officer
Personnel and Training – Defence Services Secretary – Commemorations
Floor 6, Zone C
Ministry of Defence
Main Building
London SW1A 2HB

Tel: 02072 183029

Email: PersTrg-DSSec-CommemAug1@mod.uk

The French Government will review the applications, which means the MOD is unable to give guidance on timings or arrangements for presentation of awards. Awards will not be given posthumously. All questions should be directed to the address given above.

36th ELECTRONIC WARFARE EVENT

By Stephen Hutton

Oh, how sad Pam and I were to be unable to attend this year's RAF 100 Group Reunion. What a shame we couldn't be there to join you, the veterans, Martin Bowman, along with family and friends for fun and festivities. However, we were invited to attend the 36th Electronic Warfare Squadron (36EWS) Change of Command ceremony at Eglin Air Force Base in Florida. Another reason for the trip was to loan the Squadron Dad's WWII *JIGS UP* flight jacket. On our way down we visited the Mighty 8th Air Force Museum near Savannah, Georgia. That's always a good stop!

Major Thomas Moore, the new incoming Commanding Officer of the 36EWS as well as the outgoing CO, Lt. Col. Lamont Jubeck welcomed us in the Distinguished Visitors room. We sure had a big time and were most favorably received by the Air Force during the Change of Command ceremony and our entire time there. During the ceremony we had front row seats with the wives and family and the MC of ceremony, and both the ingoing and outgoing 36EWS Commanding Officers made mention of me and Dad and my book: *Squadron of Deception*. Actually, for the past many years, the 36EWS has not only engraved the RAFU Gremlin, but also *Squadron of Deception* on their Challenge Coins. (See pictures below) Neat huh!!! During the past year, my book: *Squadron of Deception* has also been part of the 36EWS Outstanding Awards Program. All this sure makes me so very proud of my father.



Capt. Paul Bennett, a 36EWS Outstanding Award recipient, gave Pam and me a tour of the Base plus the Heritage and Grotto room where Dad's flight jacket is now on display. There hanging in the room you can also see the 36BS flag I made back in 2011 for the Lt. McCarthy Crew - *Beast of Bourbon*, Long Marston, England Memorial Ceremony and gave to Lt. Col. Driscoll. (See photos below). All four gifted framed pictures – two in the display box with the jacket and two now hanging on the wall, were from Dad's collection that hung on the wall outside of Dad's stereo room.



The JIGS UP Display



The JIGS UP Heritage

To go along with *the JIGS UP* flight jacket, I made for the 36EWS a notebook that pictured Mom and Dad, the Lts. McCrory and Boehm's crew, Dad's mission records, news stories of Dad's later life, Dad's obituary and newspaper write-ups following Dad's death. Also included in the notebook were pictures of the wreckage of *the JIGS UP* there in Wales. The last two pages showed the letter from Gov. Reagan to Miss Iredell Hutton (*you'd have to see it!*) and finally three photos – one of Dad in his stereo room, one of him cooking us a steak, ending with the one snap taken here showing all the family in our back yard in front of my back shed, taken I believe around 4th July.

Also, I gave the new CO Major Moore a special memento – a piece of Plexiglas from the B-24 the *Beast of Bourbon* along with two photos of that Liberator included with my note to him.

There's much more to tell you, however, I'll wait until next time we speak to give you the full story of our trip South. Just know that when you go to bed tonight those U.S. Air Force GIs of the 36EWS are really great people that you can be most proud!

Please give our very best to all veterans and Association members. We miss you! Do take good care. Here's sending our love!!

Your friend,
Stephen
Stephen Hutton



6th – 8th May 2016
Norfolk



RAF 100 Group Association Reunion 2016

Past & Present Coming Together



RAF 100 Group veterans & families together with Oulton villagers at Reunion 2016:
Including Dr Peter Lovatt 223 Squadron, Andrew Barron 223 Squadron,
Stanley Forsyth DFC 192 Squadron, John (Paddy) Gilpin 214 Squadron, Doc Elliott 192 Squadron

Thank you everyone
who made this weekend
such a resounding success.
See you all again next year ... commemorating our 20th Reunion!!

Reunion 2016 Experience

Annual Reunions are precious, beyond words, which is the reason so many photographs are included, hopefully offering to all unable to make the journey back to this Norfolk home of RAF 100 Group for whatever reason, a very real sense of what it means to return. This year was poignant to many of us for different reasons. But it was wonderful to offer a special welcome to Stuart Borlase all the way from Western Australia with a passion for preserving the history and stories of RAF 100 Group through film ([seen right with Janine](#)); to Jerry and Carol Dennison ([below left](#)) from Canada, and to Peter Chappell ([below right](#)) whose father Allan died just prior to the



Reunion. Peter's father Allan served with 214 Squadron at Oulton, but his son knew nothing about this until after his death when he discovered his Log Book. Now he has joined our Family to find out more about the secrets which Allan took with him to the grave. What a wonderful gathering ... old faces and new ... with so many varied and personal stories to tell!

For each of us, it is akin to being on a journey as indeed Peter Chappell is today and for the future, exploring the past, arriving at that point where it meets the present, with the uncoverment of lessons learned we need to carry forward into the future, to preserve that knowledge for all who follow after.

Our Reunion Dinner this year was held at a new venue – The Holiday Inn, Norwich North – and meticulous planning had gone into providing for individual needs and requirements of those staying, particularly for the Saturday evening meal; one of the main highlights of the weekend. It is our hope that finally RAF 100 Group Association as it continues to grow and develop worldwide has finally found its 'Home' for the future.



For those members and their families who couldn't attend our Reunion this year, the following pages moves through the programme at a leisurely pace, sharing happenings of each day, with cameos of what took place. For everyone who joined us for the weekend, it can also provide the opportunity to re-experience time shared while walking back down Memory Lane to re-capture kindred spirits you met along the way ...

Your own thoughts would be most welcome, whether you are a newcomer to Reunions or make it an annual pilgrimage. Please send any writings/photographs you would like to share to Janine by the end of August for the Autumn edition of this magazine, out in September.

FRIDAY 6TH May

With our first rendez-vous scheduled for 4pm at the [Memorial in Foulsham village](#), there isn't usually time to book into accommodation, so this becomes our first port of call. As we gather in the village Square it is always heartening to meet up with well-loved faces and to have that special feeling akin to returning home, being drawn in by Family and loved ones. New faces arrive, hesitant at first, but quickly finding their place with the rapport of strangers already welcoming friends. It ensures they become an immediate part of the warmth and love already pervading the scene. I collect the wreath ready for laying at our Memorial, saddened that Phil James MBE, our President; is not able to join us, yet at the same time knowing he is with us in spirit at his home in Wales while caring for Vera his wife after her series of recent bad falls and spell in hospital. She is not at all well, and I would ask that we all hold both Phil and Vera in our thoughts and prayers over coming months.

The Memorial Ceremony is brief but poignant led by Rev Leslie Wilman. The names of Phil James's crew together with those of Flt/Lt Vic Vinnell (my mother's wartime fiancé) and his Canadian friend and Pilot Flt/Lt Jack Fisher are spoken aloud and remembered, as too is Roger Dobson's father Richard, known as 'Dobbie' Dobson. All served at RAF Foulsham. Too many never returned from war and remain forever young.

We WILL remember them!

At [Frost Hall](#), just up the road, a veritable feast of delights awaits us. It's our first opportunity to sit and talk and share, drawing in new members. Villagers are on hand with cups of tea, sandwiches, sausage rolls, quiche and cake, and soon the Hall is alive with laughter and chatter. Then too soon we're wending our way down country lanes towards the various places where our accommodation awaits. I always like to stay where the Saturday evening meal is being held, for convenience. It was my younger sister Gill who drove me from North Yorkshire to Foulsham. Now I have a shift in drivers, as Stuart Borlase, a firm friend, steers the car towards The Holiday Inn, Norwich North, where we're staying both for the Reunion weekend, and the following week. I have a Talk booked by my publishers to give on Monday evening at the 2nd Air Division Memorial Library in Norwich, and then we're working on producing a documentary film which highlights the history of RAF 100 Group, filming veterans in their own homes sharing wartime experiences. If any veteran hasn't yet heard about this ongoing project, we would love to hear from you!

Act One, Scene Two, swiftly changes to [The Plough at Marsham](#) which hosts a Committee Meeting at 6.30pm after which we join members for a meal hosted by Val and Roger Stock who know us well. In familiar surroundings and in slower time we are able to relax and catch up with friends. I have my back turned towards the doorway, and it is an unexpected joy to be joined suddenly by Jill and Bob Histed. These are founding members of the Association and haven't been with us for a good few years. Tens of years ago, they would drive Martin Staunton and his sister Eileen Boorman up to Norfolk from Sussex, involved from the beginning in planning a Memorial to be placed at Oulton, which in turn, led to the formation of this Association. It was their vision to perpetuate the memory of Eileen's husband, RAF 100 Group with whom he served, its Units, airfields and most importantly all the men and women of this unique and special Group from its formation in December 1943 until its disbandment in December 1945. It is an absolute joy to have Jill and Rob share the weekend after so long away ... and somehow time drifts, lost in the strength of unity, friendship and love ...

SATURDAY 7TH MAY

Refreshed after a night's sleep, many members browse and take stock of new memorabilia and exhibits seen in the 100 Group Memorial Room at the City of Norwich Aviation Museum, Horsham St Faith, and it is here in the village, opposite the main church, we start to gather at 11am for our Annual General Meeting:

AGM AGENDA

Welcome

A warm welcome is given to several people who have either travelled from foreign parts, who hadn't attended for a while, or are newcomers:

- Stuart Borlase from Australia
- Carol & Jerry Dennison from Canada
- Bob & Jill Histed – founding members
- Peter Chappell – new member, son of Allan Chappell of 214 Squadron, Oulton
- Jane Larkham from The Swan, Lavenham, with the U.S Air Force Signature Project

Apologies

- Phil James MBE, Association President
- Julia Dobson, who is involved as a candidate in the Welsh Assembly Election
- Philip Dobson
- Stephen & Pam Hutton from the States, attending an event in Miami
- Richard & Janice Forder
- Linda Fraser & family, due to illness
- Joe Sayers, veteran of 192 Squadron, Foulsham
- Sissy Heilig, wife of Gerhard Heilig, veteran of 214 Squadron, Oulton
- The Magee Family caught up with prior commitments, and being in the middle of exams
- June Stephens
- John Lilley of *'The People's Mosquito'*
- Ian & Theresa Wolff who are moving home
- Paul Henry

Recent Deaths

- Bryan Helme (192 Squadron)
- William Rees (192 Squadron), co-author of 'Espionage in the Ether'
- Allan Chappell (214 Squadron)
- Hugh Hollingworth (brother of Jimmy Hollingworth, 214 Squadron), Linda Fraser's father
- Hazel Southgate, who served on the first Association Committee in its infancy
- Donald Wright, who represented Foulsham village in ensuring villagers had sight of our magazine

Members are asked to please hold families in thoughts and prayer at this sad and difficult time.

Treasurer's Report – Andrea

The good news is that 2015 ended with our Association bank account in credit, with over £3,000. It means we remain solvent. However, in the long-term we do need to be looking at how to keep the Association going, which means seeking funding. We are solvent because of donations made through the generosity of members which we value and appreciate beyond measure. Our only other source of funding comes from subscriptions, the after-dinner raffle and auction during Reunions. The Committee was committed last year to look at finances given our outgoings exceed that of our income. We take this responsibility very seriously, and will be looking for the future at various avenues open to us. The magazine remains the largest expense with a recent hefty rise in postage costs. We do offer the magazine through email which we realise isn't to everyone's advantage. However, if you do feel you are able to be sent the magazine via email attachment for the future please let Janine know as soon as possible as this will reduce costs, and eliminate postage incurred. We will however, continue to serve hard copies to members wishing to receive the magazine in this format, and will be looking for the future to reduce postage by use of a Franking Machine.

Membership Update – Janine

Janine reads a letter recently received from Stephen Hutton, 8th Air Force representative:

Hello Janine & RAF 100 Group Committee Members,

From the Spring Confound & Destroy news magazine it appears everything is shaping up for a delightful and entertaining Reunion weekend. As much as Pam and I would love to attend this upcoming special occasion, due to a kind invitation from the Commanding Officer of the 36th Electronic Warfare Squadron (36EWS) we shall be in Florida at Eglin Air Force Base for the Change-of-Command ceremony on Friday May 6th. The 36EWS is the offspring of my father's WWII



Unit, the 36th Bomb Squadron Radar Counter Measures Outfit. They are responsible for all the operational testing and reprogramming for all electronic warfare systems of all U.S. combat Air Forces. In past years (see my website

www.36rcm.com News Page) I have had the opportunity to visit the 36th there, meet the Gremlins of today's Air Force and have even donated items to their Heritage Room and Grotto. Always I have been greatly welcomed and have enjoyed a most splendid time. On this trip, the Hutton family will be loaning the 36EWS my father's WWII flight jacket to go on display there. You may remember his jacket had my mother's name Caroline painted on the front and his B-24 bomber: 'The JIGS UP' painted on the back. I regret



Pam and I can't share your company this time and visit your beautiful country. However, please know we send our best wishes to you all. We realise you're in for great fun and a most memorable time. Please give all RAF veterans, their families and friends our very best regards.

May God Bless you always,

Most sincerely,

Stephen Hutton

Janine goes on to say that the Association continues to develop and grow around the world. She receives up to 50 letters per week, through email and by post, and taking on more new members all the time. We currently have a total of 166 members plus numerous Honorary Members made up of representatives of different Aviation Groups, Projects, Associations, Museums, Libraries, etc. However, some members still have not paid their subscriptions for this year, and the Committee asks that this be resolved in order to help finances for the future. As has already been stated, we rely on these subscriptions. We have no other form of funding, other than donations.

Membership

Membership subscription remains at £15 per year. However, the Committee suggests it being paid in May rather than at the end/beginning of each year.

Association Website

The Association has now lost the main contact for the website, and as a consequence, did not renew its subscription with the current website provider. It becomes urgent therefore that we identify a new provider for the future, approaching and discussing this option with –

- A School, where young people could take the website on as a project. Our Chairman, Roger, has approached his old school and is currently awaiting a reply;
- One further suggestion is to approach City College in Norwich;
- Roger Dobson's son Edward is in the field of IT, and with no other in-house expertise, this may become a viable option;
- Otherwise, a commercial enterprise would charge, and costs could be prohibitive;
- The City of Norwich Aviation Museum has offered us space on their own website, and already has a link, which needs to be changed from leading to our website which is now de-funked, to our Association email address to make us more widely accessible for the future.

City of Norwich Aviation Museum Report – Derek Waters

Derek began with a very warm welcome to all members and their families before sharing with us that for the Museum it has proved to be a monumental year. Over the months of last year, they remained in a state of limbo, not knowing where they might end up when the new road was built. That state of flux continued until 20 December when they were told they had just six weeks to move all aircraft to make room for the route passing through their land. The last plane was finally moved three weeks ago. Now the Museum presents a very different shape, but they were shocked at how close to the Museum the new road would be. The one positive was that local people would become more aware of their presence, and hopefully generate interest. CNAM website attracts tourists. But tucked away in a corner of Norfolk, in the main, locals have remained oblivious to what is on offer from a past age, and the history contained there. Now the Vulcan bomber will be prominently on display as villagers drive past on their way to and from work each day, and it is hoped that will create a curiosity that will lead people to their door. Meanwhile, the main fence was completed just yesterday, and a new 25-Year Lease is on offer to them, with a favourable lease amount. At the eastern end of the area around the Museum, the new road has taken about an acre ... but then an acre and a half has come back to them from another direction. Negotiations are ongoing. But from the furthest point you now cannot actually see the tearoom ... that's how big their area has become!

For the future, the Museum Committee has three or four projects in mind, together with the Museum accreditation they need to get back. One project discussed with RAF 100 Group was the new tearoom. The little wooden tearoom of yester-year is to be demolished after twenty-five years of service. In its place, a newer, bigger tearoom with office facilities connected for volunteers so they don't have to get wet running in-between showers is hopeful of being completed in time for next winter. The 74 Squadron Association is putting monies towards making this happen. They are also trying to get their wonderful aircraft indoors given they have some pretty unique crafts and are currently in the process of applying for funding.

Derek ended by inviting us all to a buffet spread available in the tearoom, thanking us for our patience over their eight years in limbo while the new road was sorted.

Constitution

The Association Committee will be looking over coming months at bringing together a Constitution with a view to seeking outside funding. It has been agreed by the main Committee that members need to be both included and involved in this process from the outset. Our objective is therefore to send out the proposed Constitution with the Spring 2017 magazine, with a view to formally adopting it at the AGM of the 2017 Reunion.

Oulton Tea – Chris Lambert

Chris shared the fact that villagers were beavering away at the Old Blickling School in preparation for what seems to have been nicknamed by members attending Reunions as '*Death by Cake*' taking place at 3pm prompt. He went on to explain to new people attending that we would meet at Oulton Memorial for 4.30pm.

Janine conveyed David Nock's apologies for not being able to do the planned Flypast, but he hoped next year everything would go according to plan.

Reunion 2017

The Committee recommends for various reasons that we revert to the original date for Reunions in the second weekend in May – 12/13/14 May 2017. We would wish to remind members that 2017 will represent our 20th Reunion, so should look forward to something that extra bit special!

Early dates for the following year are also provided for those into forward planning as being 11/12/13 May 2018.

12 – 14 May 2017

11 – 13 May 2018

Everyone seems to be delighted with our new venue at The Holiday Inn, Norwich North, which has already been booked for next year. However, the question was posed as to whether the evening meal should be moved back half an hour because of the lateness of the hour? This in turn gives less time between the end of the Memorial Service at Oulton around 5pm, getting back to accommodation places to change for the main evening meal, driving to The Holiday Inn for those not booked in there.

It should be noted that Geoff West has been creating DVDs of Reunions over the past few years. However, despite this time-consuming job and best efforts, the take up of these DVDs has been so low he feels he cannot do it for another year. This year, as things stand, is therefore his final time of bringing together our Reunion on film, making it available to those many unable to attend worldwide. While the question has been asked as to whether the City of Norwich Aviation Museum might consider selling DVDs of Reunions, helping spread the word to those not aware; we thank Geoff for all his dedication and hard work. It hasn't gone unnoticed. He is deeply appreciated. We realise from seeing the way he has to move camera gear and set things up at every location we move to, not to mention the editing, etc. once he returns home, just how much work is involved in the process. We are also mindful of the loss of these presentations if he does no more, as these memories of Reunions and time shared are so precious, given the kindred spirits we are. The magazine is only able to offer a cross-section of photographs portraying Reunions. It is Geoff standing quietly in the background, capturing the essence of mood and atmosphere as well as the many events in which we become involved that truly denotes what Reunions mean. To obtain a DVD from Geoff, his details are:

Mr Geoff West,
Bancroft,
The Street,
Little Snoring,
Fakenham,
Norfolk.
NR21 0HU

Telephone number - 01328878501

AOB

A huge vote of thanks is given to Peter Holness, his wife and helpers for arrangements at Horsham St Faith on both Saturday and Sunday.

City of Norwich Aviation Museum : Buffet Lunch

Following our AGM in the Mission Hall at Horsham St Faith we leave to partake of the wonderful spread of food awaiting us at the Museum just up the road. For many who haven't had the chance earlier, it is our first glimpse of the larger grass area spoken about by Derek and the new layout. Of course, our eyes as always, are drawn to the display of aircraft stretching to the perimeters, and it is good just to have that space and time to meander, taking in the scene. It also provides a welcome opportunity to talk with both Association and Museum members, browsing in the bookshop while keeping an eye on that last tempting sausage roll!!

100 Group Airfields



*Fred 'Doc' Elliott, Warrant Officer, 192 Squadron, Foulsham, standing proud at the Museum
Courtesy: Yvette, CNAM*

Gradually people begin drifting away while there is still time, to visit old haunts, 100 Group airfields, and Blickling Hall, taking in an attic tour of what used to be the Officers' Quarters during the war. Then at 3pm we are drawn to Blickling Old School close to the Hall where another lavish spread of food covers a room of tables ... a taste of home-cooking provided by villagers, offering a warm welcome as always. As one villager explains: 'It's our way of saying 'Thank you' to the many airmen in wartime who served in airfields around here and kept us safe. It isn't much, but in our hearts we carry such gratitude and love for them all'

BLICKLING OLD SCHOOL

Welcoming faces old and new ...



The Forsyth Family



Welcome back Jill and Rob Histed!!



Above: The Gilpin Family from Northern Ireland

To the right: Nigel and Claire from North Creake Control Tower where you will be sure of a warm welcome at their aviation-themed B&B!!



Oulton Memorial



Oulton Memorial sits peacefully in a quiet corner of Oulton. We return each year to remember those who died, and every time, within that sense of stillness and solitude, there comes that feeling that those names we carry in our hearts are right there with us still, quietly looking on, kindred spirits sharing our thoughts, our prayers, the poignancy of readings, knowing ... we **will** remember them.

Chris Lambert, a resident of Oulton and Association representative, offers a warm welcome to those present for the first time as we stand quietly together in the sunshine in reflective mood.

*'That night, I snuggled beneath my patchwork blanket, knitted with love by my Grannie. Through the skylight, I glimpsed the clear stars and hoped that **they** wouldn't come tonight. The shelter wasn't ready and I was very, very tired.*

As I drifted into a deep sleep, a bright candle invaded my eyes. I was barely awake as my mother frantically dragged me out of bed, blanket and all. As I was pulled down the stairs, I could hear the rocketing boost of the enemy's engines. People said they would come. People said they would target the airfield, but I didn't think it would happen this soon – so soon.

Under the old, oak Yorkshire tea-stained table we dived, shivering to think what might happen in the next few minutes. The humming engines came closer and closer. Our muscles got tenser and tenser. Thoughts of: 'Will we make it?' flashed through my head. My teeth chattered and I held my breath for what seemed like forever. Suddenly, I realised they'd gone past. All that was left was the trace of exhaust across the stars and the smell of the petrol which nearly choked me. We're safe this time ...

Perhaps somewhere in Germany (in Dusseldorf perhaps) a little girl might be crouching under a table, her head in her hands, eyes closed ... just like me.'



Elsie Phelps reads her writings, her proud father, left

Elsie Phelps' words fall into the clearing, echoing around her until the final word is said. They build a picture of a child, just 8 years old, on 13 February 1943. A time out of Time. Elsie lives in Oulton, has attended Remembrance services ever since she was small. She wrote these words.

In quiet contemplation, the wind whispers unknown thoughts into the silence which follows. Then catches and holds as Dr Peter Lovatt (223 Squadron) speaks the well-known words:

*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.*

The haunting notes of Lew Dye from Aylsham Town Band plays the *Last Post* and *Reveille*, followed by two minutes' silence in peaceful remembrance of the fallen. Andrew Barron (223 Squadron) then speaks the words of the Kohima Epitaph:

*When you go home, tell them of us, and say
For their Tomorrow, we gave our Today.*

A wreath is laid by John Paddy Gilpin, 214 Squadron; on behalf of the Association and in memory of the recent passing of Hugh Hollingworth, whose brother Jimmy served with John at Oulton. Carolann Killingback lays flowers on behalf of the village/Parish Council, while a voice breaks into the silence:

*I think it's inspirational
That these brave men
Met their fate
Just so we could be where we are today.*

*They fought with all their might,
Dusk till dawn,
Day and night*

*And when their day of duty was over
They returned, older.*

*They came to the Old Post Office
Which is my home now
And let go of their fears and woes*

*They shared love and laughter
And wished for peace ever after*

*They also spoke of cunning plans
To catch the Germans out*

*They confused the enemy
By dropping strips of silver foil
So the Germans couldn't see*

*So because of their commitment
We now live happily*



Rosa Dunford, aged 10 years old

Rosa Dunford is 10 years old. She lives in the old village shop in Oulton and wrote this poem: 'These Brave Men'. Both Rosa and Elsie live locally and have attended Reunions through their growing years. Their parents have a keen interest in wartime history, remembering those who served on the airfield. The girls only needed to be asked to say something, and without question, said they would, preparing what they would say based on what they already knew from their parents and remembered themselves.

Finally, Andrea Sluman reads Hazel Southgate's poem: 'Nothing Happened', placing flowers in memory of her father Peter Witts and those with whom he served, on behalf of her family:



NOTHING HAPPENED

*Could you tell us, Flight Lieutenant,
of your battles in the skies?
We see scenes of burning aircraft
and it's hard to realise
How the aircrews stayed undaunted
Hour on hour up there so high.*

*Well, nothing really happened –
There's not that much to tell.
You just did what you had to
And you tried to do it well.
If fires broke out, we dealt with them
As anyone would do.*

*The injured men were cared for
In the usual sort of way
But when the flak was heavy
And the opposition strong
You hadn't time to notice
If little things went wrong.*

*It was pretty noisy up there
But you had your job to do,
The boys were counting on you –
This applied to all the crew.
For many years the battle raged
And many friends were lost,
Which made us more determined
To succeed at any cost.*

*What stories can I tell you
That would stand the test of time?
We did succeed, that's very true,
With humour masking fear –
Don't think ahead – count yourself dead.
Pray God to stay with you.*

Hazel Southgate, January 1997

Sadly, David Nock is unable to feature the scheduled Flypast this year despite the perfect day. An inner tube of a tyre on the aircraft needs attention. He sends apologies, frustrated and disappointed at having to let us down while waiting for the necessary part from abroad. But next year, being our 20th Reunion, he will be on track, and the sound of engines will once more fill skies over Oulton ...

Meanwhile, Chris concludes the Memorial ceremony by offering a timely reminder that crews of the U.S. 306th Bomb Squadron died whilst serving here at RAF Oulton, leaving us with the thought that they may be gone, but we have a responsibility to keep them alive by holding them in our thoughts, remembering the ultimate sacrifice they made. Photographs in front of the Memorial include:



Left: Standard Bearer Rod Vowler, with Stan Forsyth DFC (192 Squadron) and John 'Paddy' Gilpin (214 Squadron)

Right, our 4 veterans: Stan Forsyth DFC (192 Sqdn), John Gilpin (214 Sqdn), Dr Peter Lovatt (223 Sqdn), Andrew Barron (223 Sqdn). Doc Elliott (192 Sqdn), joined us earlier, but had to leave.



HOLIDAY INN, NORWICH NORTH

The Halifax Suite



The main Saturday evening dinner is always a grand affair, but it's wonderful to see people gathered together, just having a wonderful time, relaxing after following through the programme of the day. It's a time for slipping off shoes under the table and enjoying an excellent meal in good company. The Holiday Inn did us proud. At every stage, there were waiters moving quietly in the background, on hand for anything more we might need. Everyone is agreed that hopefully, we have found our 'Home' for the future!

Martin Bowman, author of a considerable number of books, was our Speaker for the evening (seen left) and he received a warm welcome. Photographs portrayed on the screen behind him brought alive his words, it was just a shame that veterans found it difficult to hear him, with no microphone facilities in place. Next year, I will be sure to correct this oversight. Otherwise, these pictures set the scene of a wonderful evening shared ...



Table 4: Andrew (223 Squadron) & Dorothea Barron with family



Nina with father Dr Peter Lovatt (223 Sqdn)



Stan Forsyth DFC (192 Sqdn) with daughter Alison

MARTIN BOWMAN

Author

Martin Bowman was born on 15 October 1952. His interest in World War Two and contemporary British and U.S. aviation was fired by the proliferation of U.S and R.A.F. Air Bases in his native East Anglia. He is author of over 180 books on Military and commercial aviation as well as photographic books on a variety of subjects.

His first book: *'Fields of Little America – A History of the U.S. 2nd Air Division'* was published in 1977. *'Castles in the Air'*, *The U.S.A.F. at War*, *'The B-24 Liberator'* followed, and more recently he has authored *'The U.S.A.F. Handbook: 1939-1945'*, *'F-104 Starfighter'*, *'Vought F4U Corsair'*, *'Wild Blue Yonder'*, *'Remembering D-Day'*, *'Personal Histories of Everyday Heroes'*, *'The Men Who Flew the Mosquito'*, *'Mosquitopanik!'*, *'Confounding the Reich'*, and *'The B-52 Stratofortress'*.

All have been built up from many years of painstaking and fact-finding research, interviews and correspondence with contributors in America, Europe and throughout the world. His quest has taken him to all parts of the world, to 22 countries, including the U.S.A, Africa, Australia and Russia. He has flown into the world's war zones of Mogadishu, Somalia, and Bosnia, and he has participated in German and USAFE air/land and night air/drop missions aboard C-160 and C-130 Hercules aircraft. He continues to explore all matters aviation and landed aboard (in a C-2 Greyhound) and was catapulted from, the U.S.S. *John F. Kennedy* in the Mediterranean. He has flown in B-17 Flying Fortresses, the Lancaster and Liberator and with the Canadian *Snowbirds*. In 2004, he became one of the few Englishmen to fly in a B-52 Stratofortress.

An accomplished aerial and landscape photographer, he has had several photographic books published, including: *'Piston Powered Propliners'*, *'The Battle of Britain Memorial Flight'*, *'Jetliner Generation'*, *'Wild Blue Yonder'*, *'Glory Days of the 8th A.F. in England'*, and more recently: *'Airs and Graces'*, which features a collection of his evocative air-to-air shots and two further photographic essays: *'Norfolk: Above and Beyond'* and *'Echoes of East Anglia'*.

For many years he has been a frequent contributor of photographic and written articles to aviation journals in Britain, the United States and Australia. In 1999, he was appointed as an official researcher for DERA. He has completed a magnum opus with Theo Boiten of Holland called: *'Battles with the Nachtjagd'* which follows on from their successful collaborative projects: *'Raiders of the Reich'*, and *'Battles with the Luftwaffe'*.

Martin lives in Norwich, Norfolk, England.



Heda Kootz and Chas Jellis enjoying the evening meal

SUNDAY 9TH MAY

Horsham St Faith



Horsham St Faith church greeted us on a wonderful warm Sunday morning. For most of us, thoughts of our return journey home were uppermost in our minds. For some it would be longer than others, so we were prompt in our arrival. However, it was with some surprise we viewed the main porch on entering. a recent copy of the Eastern Daily Express had published a double-page spread on Janine's *RAF 100 Group – Kindred Spirits* book, and Peter Holness had ensured people would realise its importance by setting out a display, seen on entering the church; an appropriate time as veterans together with family and friends gathered for the final farewell of the weekend.

Thank you, Peter, for bringing this together on our behalf. It represented a fitting end to what was, as always, a wonderful weekend shared. It certainly drew the eye, and I am hoping that local people who perhaps don't know its significance, on attending the church, might become aware of the connection between RAF 100 Group with the local area during wartime when Norfolk became 'home' to a variety of different Squadrons, involved in very secret and dangerous work during their time here. Many of the airfields are gone, or at least have gone back to the fields they were. But the land can still give up its secrets even today, with a rich harvest of history coming to the surface to those with a discernible eye, and with it so many stories waiting to be told.



Eastern Daily Express – April 12th 2016, showing Flt/Lt Henry Victor 'Vic' Vinnell, 192 Squadron, far right



Aylsham Town Band produced a spectacular performance of well-known tunes which immediately set the tone of what was to follow.

Our grateful thanks to Clive, the Band Master, for creating such a symphony of sound.

Our thanks also to Revd Keith for a special and moving service. As always, RAF 100 Group were at the forefront, especially those who could not join with us this weekend. It came as a moving tribute to 'the boys in blue' who had given so much, with many paying the ultimate price for the freedom we enjoy today.

Finally, at the Mission Hall opposite, we said our final fond farewells. It is always sad to know we won't see one another for another year, knowing at the same time that many emails/letters will pass between us over coming months. We were so sorry this year not to have the company of the Magee Family, and we truly hope that, especially for our 20th Reunion next year, they will make the journey to share it with us to provide a special medley of songs and music ... with Brendan and Anne also. Peter Holness and wife Linda, with their busy band of helpers had worked hard to give us a rousing send-off, but already people were leaving for their long journey home, our love and prayers going with them for a safe return. All that remained, was a furious signing of books between veterans, who wanted to ensure that their own hardback copy of *RAF 100 Group – Kindred Spirits* was signed by other veterans present ... an heirloom to hand down to the next generation, ensuring that RAF 100 Group would be remembered by some forever!



John Gilpin looks on as friend Stan Forsyth DFC signs the book



2nd AIR DIVISION MEMORIAL LIBRARY

TALK: Monday 9th May 2016

Janine Harrington

For some of us, it wasn't the end to our time in Norfolk. Arranged by my publisher, I had been invited to give a Talk entitled: *'RAF 100 Group – Kindred Spirits: voices of RAF & USAAF on secret Norfolk Airfields during WWII'* at 6.30pm on Monday evening at the 2nd Air Division Memorial Library, Norwich. My good friend Stuart Borlase came with me, bolstering confidence and providing both transport and film. Lost in the town was not a good start however, especially as no-one seemed to know where this place was ... hard to imagine as finally we approached this large sweeping building with so much to offer inside. But with no time to look round, we were met by Libby Morgan, our



Quite literally, the building was closing down around us. The evening had passed in a heartbeat ... only later did we have time to go through the photographs taken which now appear on the Austin Macauley Publisher's website. The book is selling well worldwide, while families and loved ones continue to get in touch, asking searching questions, needing to know what happened to people they knew, how they became involved, why hadn't they known, how could there still be secrets over seventy years on???

My personal thanks to Stuart for his friendship and support, and Stephen Hutton for his help on the American side with this talk. Photographs above show 1. Janine building a rapport with the audience; 2. [Flt/Lt Henry Victor 'Vic' Vinnell \(192 Sqdn\) RAF Foulsham](#), my mother Nina's wartime fiancé, killed just days before their wedding; 3. [Flt/Lt George Stuart DFC](#), 23 Squadron, RAF Little Snoring.



REUNION PHOTOGRAPHS

Stuart Borlase
Geoff West
Rod Vowler
Yvette, CNAM

GRATEFUL THANKS TO

Geoff West for filming the entire Reunion weekend. DVDs are available and out now!!
Jade Fromings & her team: The Holiday Inn, Norwich North
Foulsham New Frost Hall and villagers
Rev Leslie Wilman, Foulsham
Dr Andrew Macnair
Peter Holness and helpers, Horsham St Faith
City of Norwich Aviation Museum
Rev Keith, Horsham St Faith
Aylsham Town Band

The grand total for the raffle following our main Saturday evening Reunion Dinner at The Holiday Inn was slightly down on last year, but all tickets were sold ... £160. I'll need to remember to bring more raffle tickets next year!!

The painting of a Mosquito donated by Roger Dobson (Chairman) raised a further £120.

All monies will go towards furthering the work of the Association.

Our thanks go to everyone who helped make Reunion 2016 such a memorable event.

Preparations are already underway for Reunion 2017 which represents our 20th Reunion.

We do hope as many veterans and their families will attend this very special event
which I am hoping will hold more than a few surprises!!

With some forward planning, we can also put out our 2018 Reunion dates early ...

12 – 14 May 2017

11 – 13 May 2018



LIE IN THE DARK AND LISTEN

Lie in the dark and listen,
It's clear tonight, so they're flying high –
Hundreds of them, thousands perhaps,
Riding the icy moonlit sky –
Men, machinery, 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 villages, hills and streams,
Country churches and little graves,
And little citizens' worried dreams.
Very soon they'll have reached the bays
And cliffs and sands where they used to be
Taken for summer holidays.
Lie in the dark and let them go.
Theirs is a world we'll never know.
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 passing above your heads.
Just turn over and try to sleep.
Lie in the dark and let them go.
There's one debt you'll forever owe.
Lie in the dark and listen.

Hamish Mahaddie recited Noel Coward's poem on 4 September 1982
in Guildhall, at a Dinner held in honour of Marshall of the Royal Air Force
Sir Arthur Harris, attended by some 600 former aircrew.

It was on this occasion that Group Captain Sir Douglas Bader made his last speech.
He died of a heart attack the same evening while being driven home by his wife after the Dinner.



Final Postings

Death will be but a pause...

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

Founders of RAF 100 Group Association – remembered in love

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

- 192 Squadron** F/O Bryan Helme, [Navigator](#) on Wellington Flight & Halifax IV A/C, Aug 44-Feb45, completing 24 Ops, 8 Ops on Halifax w F/Lt Bob Gray. Died 22 May 2015. Remembered by daughter Sally HelmeJagensen and members of RAF 100 Group
- 192 Squadron** Sergeant Fitter IIA, William James 'Bill' REES, 1473 (Special Duties) Flight and 'B' Flight. Co-Author of '*Espionage in the Ether*' and '*The Final Fling*'. Remembered by John, Lynne & family.
- 199 Squadron** F/O Ed Emmerson, Navigator to Flt/Lt Paddy Passmore DFC, Canadian
- 199 Squadron** Arthur Fitch, former RAF Bomber, died July 2006
- 199/171 Sqn** Group Captain George Cubby, MBE, FRMets died 2005. Remembered by wife Betty and Roy Smith, only surviving member of his crew.
- 171 Squadron** Joe Brogan, Halifax pilot died 2004, remembered by widow Sheila
- 171 Squadron** Arthur Adcock died February 2008 & Syd Love, Canadian crew member, died April 2008. '*Friends to the end!*'
- 171 Squadron** Len Fanstone died 13 January 2010. Missed by Harry Freegard & wife, in touch since his return to Canada in 1946.
- 171/102 Sqn** Ken Ratcliffe Nav/Bomb Aimer died March 8 2010 age 86. Flew Halifax & Lancasters, in touch with crew all their lives.
- 171 Squadron** Flight Engineer Andrew Melvin Robertson died 1998. Remembered by son Colin Robertson.
- 171 Squadron** Wop/Ag Wilf Thompson died 1991. Remembered by son Peter, Association member.
- 171 Squadron** Warrant Officer Edwin Moore died 15 May 2014. Remembered by son Ian & family.
- 171 Squadron** F/Lt Charles 'Chuck' Warner, Edwin Moore's pilot, died 6 July 1965.
- 157 Squadron** Bryan Gale Flt/Lt died 2 January 2009. Missed by daughter Valerie & son Chris
- 169 Squadron** Fred Herbert, Navigator/Radar, died 15 October 2010, remembered by friend, colleague & pilot John Beeching
- 169 Squadron** Flt/Lt Bert Vine, former Navigator of Sqdn/Ldr. James A. Wright, 'A' Flight Commander, both no longer with us, remembered by 169 pilot John Beeching
- 214 Squadron** Geoff Liles, Pilot, died 4 March 2006
- 214 Squadron** Mr J Creech died April 2006
- 214 Squadron** Don Austin, remembered by Les Bostock
- 214 Squadron** Air Vice Marshall Jack Furner died 1 Jan 2007
- 214 Squadron** 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 Jan 2008. Remembered by sons, Michael, Robin & Shirley Whitlock.
- 214 Squadron** Ft/Sgt Hadder, Air Gunner in Fortress III HB815, bearing code letters 'BU-J' killed 3/4 March 1945, remembered by nephew Leslie Barker.
- 214 Squadron** Alan Mercer died 6 June 2009
- 214 Squadron** Warrant Officer Gordon Wing, 'Howie', died Nov 2009 age 87. Rear Gunner, Eric Morrison's crew, Stirlings/Fortresses; Founder member of Airgunners' Association.
- 214 Squadron** Robert Louie William Darracott, Navigator, died May 8 2010, 94 years
- 214 Squadron** Flying Officer Reginald Coates completed 2nd Tour of Ops as Bomber Pilot in March 1945. Died 10 Nov 1963. Remembered by son.
- 214 Squadron** Bomb Aimer Les Bostock in Don Austin's crew died just before Christmas 2010. Remembered by M/U Gunner C. A. Piper, 'Pip'.
- 214 Squadron** Flt/Sgt George V Cox died 21 July 2011. Flight Engineer in crew of S/Ldr Miller DFC.

214 Squadron Squadron Leader William 'Bill' Doy DFC died 28 November 2011.

214 Squadron P/O Peter Witts 223/214/462 RAAF, Air Gunner, commissioned after the war. 1925 – 2011. Missed by family and friends, remains in our hearts, a Legend.

214 Squadron George Fisher, Navigator with No.214 REM & No.206 Squadrons 1942-1946, died 25 Sept 2012

214 Squadron Flying Officer William 'Bill' Foskett died 21 December 2011. Missed by wife Pauline, 2 sons, 4 grandchildren, good friend Tony Cooper.

214 Squadron 'Doug' Douglas, Tail Gunner on Fortresses and ex PoW, died in Nelson, New Zealand, 2013.

214 Squadron Sgt Gerhard Heilig, Pilot Officer in post-war RAFVR; died 24 October 2014 in Austria. Loved and missed by wife Sissy, together with all who knew him. A true Gentleman!

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

223 Squadron Flt/Lt A E L Morris (Tony) died June 2005. Andrew Barron's skipper: Oct 44 – 1945.

223 Squadron Tom Butler 'Bishop'.

223 Squadron C. L. Matthews (Les) Rear Gunner, Peter Witts Nose Gunner in Flt/L Stan Woodward DFC crew before Peter went on to 214 Squadron.

223 Squadron Arthur Anthony, Flight Engineer, died 13 May 2006.

223 Squadron F/Lt Jack Brigham DFC died 2008. Original Captain as 223 reformed. Flew Liberator TS524/6G-0; 36 ops. Remembered by Len Davies, Waist Gunner, only surviving member of crew.

223 Squadron F/L Sir John Briscoe died a few years ago.

223 Squadron 2nd Pilot Mervyn Utah, Canadian in late Tony Morris's crew, died 8 Nov 2010.

223 Squadron James Edward Bratten: 26.11.1922 – 6.11.2001. Andrew Barron's crew.

223 Squadron Mick Stirrop died March 2012.

223 Squadron Flying Officer Reggie Wade, Navigator, died Christmas Eve 2012. Reggie served in the crew of Squadron Leader Carrington, Commander of 'B' Flight.

223 Squadron Air Gunner John McLaren died 31.3.2013, leaving wife Margaret and son Graham.

223 Squadron F/Lt Navigator Ron Johnson died August 2013. Missed by wife Betty & Richard Forder.

223 Squadron W/Mechanic Desmond Pye, Ground Crew, B Flight died 3/4 May 2014, remembered by daughter Virginia Cranfield & family.

223 Squadron Flt/Lt John R. Maunsell DFC, Navigator with Flt/Lt Allnutt crew, died beginning of 2015.

223 Squadron Flt/Lt Robert Oliver Belton, Pilot died 11 January 2015. Remembered by his family with love.

23 Squadron Flt/Lt Johnny Rivas, died 2 January 2013.

23 Squadron Wing Commander Phil Russell died November 2012.

23 Squadron 'Bud' Badley, died beginning of 2013

141 Squadron Flt/Lt Doug Gregory DFC, Pilot died 2015 aged 92 yrs. Missed by wife Liz, son & daughter.

157 Squadron W/Cdr K. H. P. Beauchamp DSO*, DFC, Commanding Officer 157 Squadron, Swannington, died 1996 aged 80 yrs. Missed by son Paul, Association member.

515 Squadron Flt/Sgt Reg Fidler, Navigator w Townsley crew on Mosquito died 4 August 2015. Remembered with love by daughter Jenny & husband Martin, with stepsons David & Laurie.

88 Squadron F/Lt Len Dellow died Christmas/New Year 2006-7; veteran of 88 Squadron, 2 Group & Rear Gunner/Wireless Operator on Bostons.

49 Squadron Len Bradfield died Nov 2005. PoW w pilot Johnny Moss, shot down in Lancaster ED625. Nursed to health by Nora, who he married.

462 RAAF Sqn F/O H. R. Anderson DFC 'Andy' died 6 April 2008 in New South Wales.

- 462 Squadron** Donald Hulbert died October 2009.
- 462 Squadron** Pilot Bruce Drinkwater died 2 May 2010. Peter Witt's Skipper.
- 462 Squadron** Warrant Officer Ken Spriggs died peacefully at home 20 January 2016. Loved and remembered by Wendy, his daughter, his family, and by all who knew him in RAF 100 Group
- ? Flt/Lt Eric Atkins DFC* KW* died 22.11.2011. Blenheim pilot with 139 Sqn flying from Horsham St Faith & Oulton in 1940/1. Flew Mosquitoes with 2 Group.
- ? Corporal Charles 'Fred' Savage died 18 Dec 2011 - Wireless Operator, serving in No. 2 Heavy Mobile W/T Section in France, 1940.
- USAAF 36th BS** Sergeant Aubrey 'Bill' Whitworth, Nose-Gunner for Lt Soderstrom crew died 11 August 2015. Missed and loved by daughter Kim and family & all who knew him.

Dates for your Diary



2015: 16 December – 'RAF 100 Group: Kindred Spirits' by Janine Harrington, published by Austin Macauley, bringing together the voices of RAF and USAAF who flew in partnership.

2016 Membership – Subscription of £15 are still due from some members!!

2017 REUNION : Friday 12 – Sunday 14 May

2018 REUNION : Friday 11 – Sunday 13 May

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

THE HALIFAX SUITE with our own private bar and dance floor is reserved. Be prepared those who have the urge to get up and dance as the band will play on! The room is spacious, and they are laying on a lot of extras free of charge. We HAVE found our home for the future! They pride themselves on their aviation theme, and decoration reflects this throughout. 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

Mention you are with the RAF 100 Group Association Reunion Weekend.

PLEASE NOTE: this is the final year that Geoff West will produce a DVD of our Reunion Weekend if the take-up is not greater this year, and more people don't buy them. These are precious memories of wonderful weekends shared, history in the making, please make the most of this opportunity to purchase and show family and friends the true meaning of our Association and the very real love we share, connecting us around the world. I have purchased copies, and I do hope you will do the same. We need this valued service to continue ... thank you Geoff!

Geoff West: Bancroft, The Street, Little Snoring, Fakenham, Norfolk NR21 0HU

Tel: 01328 878501

Email: grwest@btinternet.com

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

My heartfelt thanks goes to David Mortimer and his team
for continuing to support our Association in the printing of this magazine:
Tracey & David Mortimer, Prontaprint, Scarborough, North Yorkshire

