



Confound & Destroy

The magazine of RAF 100 Group Association

Summer Special 2018



RAF 100 Group Association Chairman Roger Dobson: Tel: [REDACTED]
RAF 100 Group Association Secretary Janine Harrington: Tel: [REDACTED]

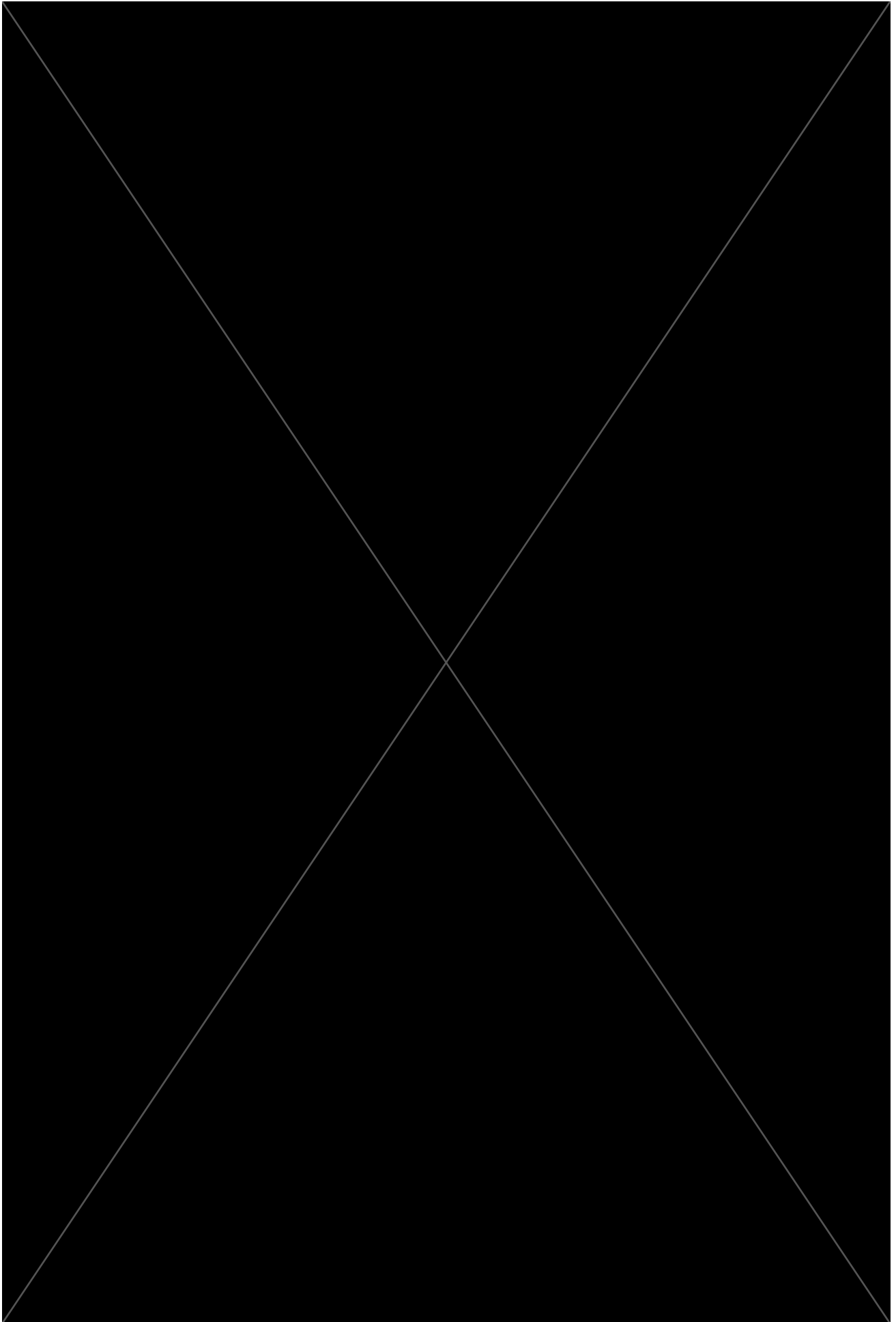
Email: raf100groupassociation@gmail.com

Home to RAF 100 Group Association Memorabilia
City of Norwich Aviation Museum
Old Norwich Road, Horsham St Faith, Norwich, Norfolk NR10 3JF
Telephone: 01603 893080

www.cnam.org.uk

RAF 100 Group Association

Committee



EDITOR'S PAGE



Dearest Kindred Spirits,

Yes, already you will have noticed a difference in our Committee line-up. Welcome Stuart and Mike! We know one another already so well, and I can say that both are as passionate as I about preserving the history and stories of RAF 100 Group. They were officially voted onto the Committee during the AGM at this year's glorious Reunion. A very special Thank You to everyone who made this Event so wonderful, with so many new faces attending for the first time after recently becoming members. We had representatives from four different countries – New Zealand, The States, Canada and Australia. Full coverage of the weekend is in this edition.

On a sadder note, there have been several 'Final Postings', veterans who have died over recent months – [Dr Peter Lovatt](#) and [Pilot Officer P. G. Nash](#), both 223 Squadron; [Rex Waters](#), Bomber Command New Zealander who flew on the 'Tirptiz' raids; [Ernie Hughes 'Taffy'](#), 171 Squadron, North Creak; and Gremlins [Lester Lee Jones](#), B24 Liberator Aerial Gunner; [Deacon Joe Melita](#), [Radio Operator](#), both 36th Sqn's Lt. George Sandberg crew, and [Art Brusila](#), a BS Pilot. Tributes have come in for all these wonderful people, shared in these pages. The day before leaving for the Reunion was my younger sister's funeral who died from Cancer just before her 58th birthday, while our thoughts and prayers should reach out at this time to Pam and Stephen Hutton as they mourn the loss of Pam's sister from the same awful disease. I'm just happy, dearest Pam and Stephen, that you were both able to make the Reunion. While members aware of my own diagnosis of Cancer last year have asked that I share this with you. We are a Family of Kindred Spirits. As such, we share so much, both good and bad. I was reminded of this as Stuart and I journeyed around the UK, visiting veterans and their families at home, which was an absolute delight! I should emphasise that I continue to write and fulfil my role on the Association, which remains my own valued lifeline just as much as it is yours. I thank God every day for blessing me with so many supportive and wonderful Kindred Spirits around the world. I should also add that I receive no treatment or operations. It is the *quality* not the *quantity* of Life that matters most to me. I will continue to campaign, to write the magazine and books ... with my 28th due out this Summer entitled: 'RAF 100 Group – Reasons to Remember' marking the 75th Anniversary of the formation of RAF 100 Group ... passionate as ever about preserving its history and stories of its people.



We WILL Remember!



In many ways, the journey on which Stuart and I embarked into wartime Britain, meeting veterans old and new, became a metamorphic experience. I felt just like a butterfly finding her wings, and I could so easily have travelled on, meeting more and more wonderful people, kindred spirits and firm friends ... Win Seeley with her son and daughter & husband (214 Squadron); Joe and Mary Sayers (192 Squadron); David and Edna Butler (171 Squadron); Bernie How (199 Squadron). Thank you all for your hospitality. Much appreciated and valued. Now this butterfly is finding it hard to settle. She can't become a chrysalis again now she's found her wings. Coming back to 'home alone' is hard. But then again, I have new emails and letters every single day, magazines to bring together and produce, and a new book to finish. So, life is enriched by things which matter most.

Thank you one and all for the joy you bring,
the love we share!

*Love & Hugs,
Janine^{xx}*

Items for the magazine should be sent to:

Ms Janine Harrington

7 Ashley Court, Filey, North Yorkshire YO14 9LS

Tel: 01723 512544 raf100groupassociation@gmail.com

CHAIRMAN'S LETTER



Dear Friends,

One of the more poignant aspects of my role as your Chairman is to represent the Association at funerals. This year, we lost Dr Peter Lovatt, a regular attender at our Reunions, who served in 223 Squadron as a B-24 Liberator Waist Gunner. My sister, Susan Eccles, and I accompanied our Standard Bearer Rod Vowler at what proved to be a wonderful celebration of Peter's life. After the war, Peter stayed on in the RAF, gaining the rank of Squadron Leader in the RAF Regiment. His passion for history resulted in him achieving a PhD which he put to good use including writing a fascinating biography of his wartime pilot. I can thoroughly recommend '*The Life and Times of Roy Hastie DFC, AE*' – that is, if you can find a copy. These are extremely rare, currently there are none available anywhere on the internet. One lucky member won a copy in the Silent Auction held at our Annual Dinner which, together with other items, raised £415.

This year's Reunion was a great success. We were lucky with excellent weather again, and I suspect we haven't enjoyed a better event. You will read more news of the Reunion elsewhere in the magazine, but I want to record our thanks to all who worked hard to ensure it was a success, especially our ever-diligent Secretary, Janine.

Important decisions were taken at the Annual General Meeting:

- **Committee:** two new Members were elected to your Committee – **Stuart Borlase** who, despite living in Australia, was Guest Speaker at last year's Reunion and has captured important veterans' memories on video; and **Mike Hillier** who organised the 70th Anniversary event commemorating the closure of RAF Swannington, and this year proposed a welcome innovation to our Reunion by arranging a visit to St Peter's Church, Haveringland, which is adjacent to the remains of RAF Swannington.
- **Annual Subscription:** it was decided to increase annual subscription to £20 with a 10% discount (£18 per year) for members who receive the magazine electronically. The subscription was last increased in 2009. The AGM also decided to award Life Membership to all current Veteran members.
- **Membership Secretary:** Len Witts was elected Membership Secretary. This recognises the importance of maintaining accurate membership records, the complexity of an organisation with a global reach, and the need to reduce the Secretary's workload.
- **Membership cards:** we will stop issuing annual cards. From January 2019, there will be a 'Lifetime Card' incorporating members' name and membership number. This will be issued to existing members and new members. If cards are lost or worn out, they will be replaced.
- **Magazine:** there was discussion over the number of editions that should be published – three or four per year. It was decided to survey members to ascertain what people prefer. A separate note on this is enclosed.
- **Website:** recognising that nine years of trying a low-cost DIY approach hasn't worked, it was decided to invest in commissioning an appropriate professional agency. The Committee will review competitive quotations.

I finish by welcoming our two new members to the Committee and expressing the thanks of us all to Linda Fraser who has served on the Committee for many years and leaves because of family commitments. We wish her all the best for the future.

A handwritten signature in blue ink, appearing to read 'Roger Dobson', with a stylized flourish underneath.

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

8th AIR FORCE REPRESENTATIVE

Stephen Hutton



Dear Friends,

In this issue, I write from America concerning some of our terrific England Reunion Events. Oh, what a BIG TIME!! Fortunately, my wife Pam was able to make the journey with me this time and what a fantastic time we had. To start with, once again we stopped and visited with my English friend Chas Jellis and his Mum Irene at their farm in



Cheddington. Chas showed me his 'new' old WWII B17 Mobile Training Unit and truck rig. He's landed a one-of-a-kind! Of course, we visited the 36th Bomb Squadron Memorial at Dad's old airfield, and the two Memorials that Chas worked to create at Ford End Farm, Ivinghoe and in Long Marston. Soon it was off to Foulsham with Chas and girlfriend Heda. T'was great again seeing Janine and Stuart, plus Roger and all the Association Committee members. There, we welcomed Stuart Borlase and Mike Hillier into the Committee. Both great guys! Later, I was most honoured when asked by Roger to represent the U.S and lay a wreath at the crash-site of the British Beaufighter and B17 in Foulsham. You recall our friend Richard Ravencroft dedicated the Memorial there last year.

Next, Pam and I along with Chas and Heda trekked on to be thrilled and enjoy the teas and Memorial ceremonies with two beautiful Flypasts – one at RAF Oulton, and one at RAF Swannington. Thank you, Mike, for organising the Swannington Event! Times there with the veterans are always so precious.

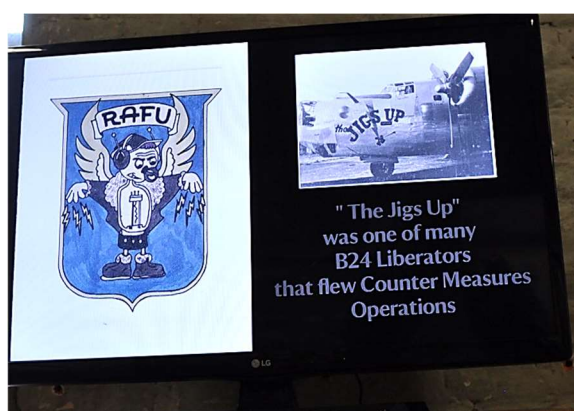
On Saturday evening, we enjoyed our Dinner and the fine entertainment by Singer Heather Marie. Once again, many ventured out on the dance floor for fun. We also found Major Walker's Cadets Airfield History program quite satisfying, learning that younger generations were being educated on the service and sacrifice of those in the RAF. The legacy of the Gremlins lives on! Yes, a wonderful gathering and pleasure being with the veterans and our Association friends.

Upon visiting Blickling Hall and its RAF Museum, we were happy to see our friend Geoff Sykes, the Museum Curator. There, I was astonished to see a hanging banner showing Dad's 803rd Squadron Commanding Officer Captain George Paris, plus a D-Day quotation and a photo of my father's crew with their B24 Liberator – *the JIGS UP!* The banner along with an RAF 100 Group video being shown to visitors featured photos from my book '*Squadron of Deception*'!

Wow, did that make my day!!



*Pam & Stephen Hutton
803rd Squadron Commanding Officer Captain George Paris centre back*



Iredell Hutton's wartime B24 Liberator 'The JIGS UP'

To cap off our visit, Chas booked for us an evening stay at the North Creak Tower B&B. Wow, how super! Our hosts Claire and Nigel treated us royally! Claire served up a wonderful breakfast and Nigel gave us the grand tour, with history of the tower and airfield. Being there at the home of RAF 100 Group's 171 and 199 Squadrons was truly a great experience! It was with 199 Squadron that my father's 803rd Bomb Squadron flew its first and most historic mission – flying on the morning of D-Day, putting up the MANDREL screen, jamming Nazi Radars and thus contributing materially to the success of the landings on the beach head.

Yes, my friends, we sure had a BIG TIME!! Thank you!!!

Most sincerely,

Stephen Hutton

Author: 'Squadron of Deception'

8th Air Force Historical Society Unit Contact

36th Bomb Squadron RCM

Website: www.36rcm.com. Email: smhutton@36rcm.com

Tel: [919-772-8413](tel:919-772-8413). Cell: [919-413-0876](tel:919-413-0876)

NEW COMMITTEE MEMBERS

MIKE HILLER



I was born and raised in Lambeth, South London. At the age of 16, I decided I wanted to travel, so I got a job with the NAAFI and went to live and work for the following three years in what was then West Germany. Some years later, after returning to England, I got married and started working as a technical advisor for a company manufacturing furnaces and ovens. However, my feet were telling me they wanted to travel again, so it was then I decided it was time to fulfil my boyhood ambition and joined the Royal Air Force as a Weapons Engineer. This is where I enjoyed twelve happy years, making many good friends, and travelling to many places around the globe. A life of which I would recommend to any young person today.

Unfortunately, due to an accident, I sadly and regretfully had to leave the RAF. After 3-4 years of recovery, I started work as a Resistive Systems Specialist for an electronics company where again, my work involved a lot of foreign travel. However, some years later, fate once again raised its heavy hand and the company I worked for was taken over, thus making many of the personnel there redundant, me included.

I felt that it was time for a complete overhaul of my employment regime, so I started working with young people with learning disabilities, by supporting them in their individual employment role. Whilst working there, I was finding it hard in trying to deal with my own physical disability, so I changed jobs; this time working in the field of rehabilitation for adults living with mental illness. This I did for the next 17 years, before cutbacks in funding brought about redundancy yet again.

Having to change tack again, I then gained employment as a Business Development Consultant, but before long, I had to retire early because of my health.

So, what can I bring to the Association by way of my experiences in life?

I bring a good understanding of how Service personnel feel when they look to coping in civilian life; after all, it's a totally different life to that in the Service, especially when Service life is so deeply ingrained. I bring an understanding that support, however given, can give people hope in their lives, therefore I would like to think that, as members of this Association, we can support each other. I also bring with me a knowledge and experience of Committee work, having previously been Chairman of one of the Royal Air Force's Association branches for 16 years.

I see the RAF 100 Group Association as a lifeline to those Veterans who form a great part of the Group's history. It is also a lifeline to the families of those Veterans who have gone before, by way of being a living memory to those Veterans. I feel that the needs and support of members, whether Veteran or family member, must be at the very pinnacle of the Association's work. As some may know, my interest is in the history of RAF Swannington and its role within RAF 100 Group during the war years. I have managed to find and contact some of the families of those who served there,

and I continue to this day by searching and researching for others. I am lucky in the respect that I have an understanding wife in Chayley, who supports me in this quest.

I hope to serve the Association for many years to come and will do my utmost to keep alive the memory of those Boys (and Girls) of RAF 100 Bomber Support Group.

STUART BORLASE



Stuart comes from a farming background in Nelson, New Zealand, where he lived for the first thirty years of his life, but who has been living in Perth, Western Australia, since January 1989.

He has had a keen interest in aeroplanes since childhood, learned to fly after leaving High School, and has had a keen interest in the Second World War, particularly the Air War, since his early 20s. Stories of the men and women of Bomber Command are of special interest because he grew up with the family of one former 50 Squadron Lancaster Skipper. Hearing stories of his war gripped him by what had happened, particularly to those who served in the Air.

2014 was the year he discovered RAF 100 Group through a Veteran in Nelson who, he discovered, flew Mosquitos with 169 Squadron out of Great Massingham ... a man still a young-at-heart 94-year-old! Stuart has since met many of our RAF 100 Group Veterans and their families, in New Zealand, Australia, Canada, the United States, and in the UK and endeavours to keep in touch on a regular basis.

In 2015, he began work on a Project to record the memories of our Veterans, as many as he can on-camera, which he plans to develop into a Documentary about RAF 100 Group to ensure their stories and the major role they played, together with the significance of what they achieved; are not lost in the mists of Time. He says he is honoured to call a number of our 100 Group Veterans and their families firm and valued friends.

Stuart is active in his local Church, loves looking after his forty-odd Roses, ten of which are huge Climbers. He's been married to the same lady for nearly 38 years, has a son and daughter, two grandchildren, and now a deceased cat called Muppet. Oh, he also has Kangaroos and Tiger Snakes as near neighbours ... more near than you would care to imagine at times ...

LETTERS PAGES

Dear Janine,

Thank you so much, as always, for the current '*Confound & Destroy*'. Like always, it has prompted me to make comments and I will snipe at things as they come to mind. You certainly did our local wind-up occasion proud, and Stuart filled the bill with his camera. On page 13 of the Spring magazine, the man wearing the Air Force blue in the right-hand corner is Mason Robinson, an excellent trumpeter who played the '*Last Post*' at our function. Mason also plays the '*Last Post*' every Wednesday at 6pm on our RSA Club nights. In the interval, between the '*Last Post*' and the '*Rouse*', I recite the verse from Lawrence Binyon's poem: '*For the Fallen*' as on page 22. I have now done this for well over one thousand times during the past thirty-odd years. A bit of useless information, I guess.

Moving on, you make mention of Glen Miller. Forgive me if I've mentioned this before, but Fred Herbert and I were the last people who ever saw this famous man alive. We were stationed at Twinwoods Farm, a satellite of Cranfield, as was John Moore, mentioned on page 32 of the Spring magazine. Glen Miller climbed into the Norseman in pouring rain on that December day, 1944, to fly to Paris to give a Christmas concert. He was never seen again. If I may offer a little gentle correction here, regarding Flight Sergeant Moore. I too trained at Virden, Manitoba, but this was only an Elementary Flying School, a grass field, using Tiger Moths. This was followed by a move to Brandon, Manitoba, where we did indeed fly Cessna Cranes and received our Pilot badges, and I would say that our man followed the same path.

Finally, on the same subject, his Service No. is wrong. Virtually all non-commissioned numbers during the war had seven digits, mine was 1339821. Perhaps John was later commissioned. But apparently this could not have been so as Officers did have a six-figure number. Just a thought. John would also have been at Great Massingham where 1692 Bomber Support Training Unit was located at that time but would have been subsequently posted to 157 Squadron at Swannington.

Mentioned on the same page in the Spring edition was the Belgian Vermeulen, whom I knew, also his Navigator Hersh, although the latter became Navigator of a Flight Sergeant Brough, this crew being involved in an incident at night at Woodhall Spa when we were on 627 PFF Squadron. Brough wrote off Mosquito AZ-P on landing. Full details of all this are contained in my book, which I think you have somewhere. My elephantine memory keeps bringing these things back to mind in full detail and I can recall them vividly. We had a bit of trouble with that inertial weight elevator thing on a new Mark XIX Mosquito which was delivered to 169, but ground crew sorted it out once I said it didn't feel right.

The Stigler Saga towards the end of the last magazine is sobering reading, making one realise the utter stupidity of young men going to war to kill each other. But I think, sadly, it could well happen again and probably will. After two thousand years of constant battle somewhere or other, wars are not going to come to a sudden end ... cannon makers will see to that!

John

John Beeching, New Zealand

jaybeebee94@gmail.com



Dear Janine,

I received your email address from the very kind folk at Little Snoring airfield. My father Stanley James Bartlam was a young Mosquito FBVI Pilot in 515 Squadron during the war. Sadly, he passed away when I was 15 years old, in 1986. In my later years, I have become very interested in his wartime past. Is there any information such as Squadron photographs, or other Records that you may be able to refer me to? I recently wrote on the RAF 100 Group Association Facebook page:

'A dream come true! On Saturday, after a long drive, I finally got to RAF Little Snoring HQ to 515 Night Intruder Squadron and met the wonderful owner Tom Cushing. He showed me around my father's wartime airfield and took me through his amazing collection of photographs. He gave up most of his day for me. My Dad, Flying Officer S. J. Bartlam is the one right, underneath the port engine of his Mosquito FBVI. To hear his stories, picked up from survivors over the years, of the unbelievable heroics of these brave and often terrified young men was amazing and at times tear-jerking. The attrition rate was absolutely staggering. An amazing day. Thank you so much, Tom. I will remember it forever. Very emotional.

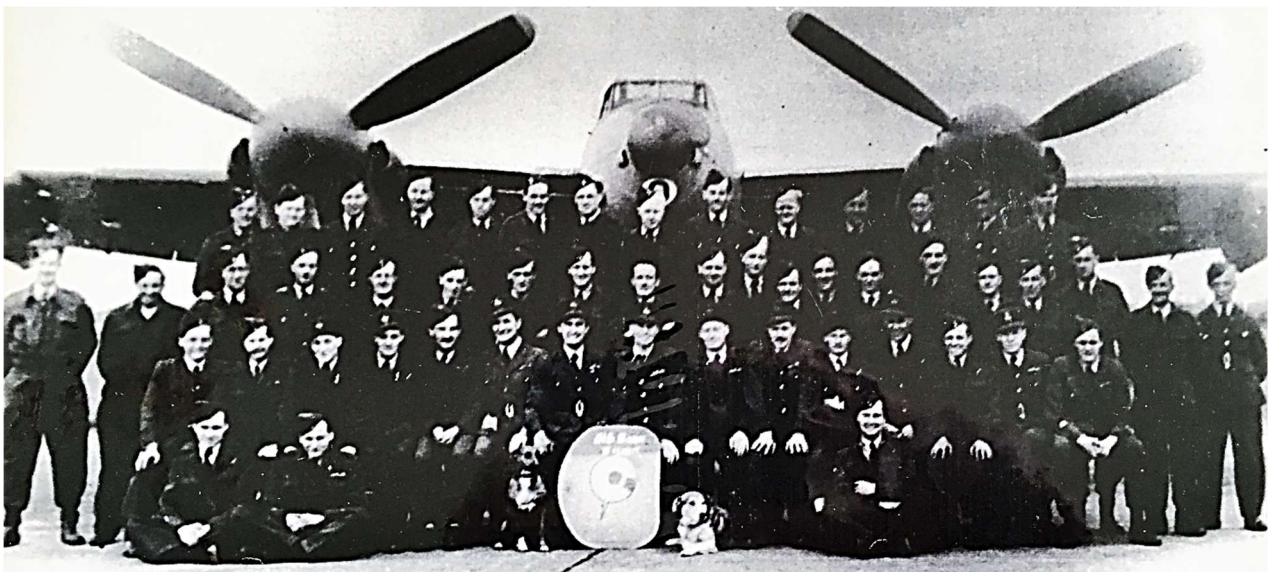
RIP Dad. Thank you.'

Many thanks and kind regards,

Andrew

Andrew Bartlam

abartlam@instartlogic.com



B Flight, early 1945



To the Association Secretary,

I am trying to find out more about my father-in-law. He was a Flying Fortress Pilot, part of 214 Squadron, flying out of RAF Oulton, and was shot down in August 1944. He survived the crash but became a PoW.

I never had the chance to meet him as he died before I met my wife, his daughter.

We have his Log Book, where some entries indicate he and his crew might have been carrying out missions involving countermeasures. We are going to visit the Museum at the National Trust property, Blickling, on 12 February as we will be in the area. We know there are references to my father-in-law at Blickling Museum.

His name is WO John (*known as Jack*) Richard Lee and he was shot down on 24/25th August.

If Jack's Squadron was part of No. 100 Group's operations and you have any references to his aircraft/Squadron, then we'll organise another visit to the Museum, Norfolk.

Regards

John

John Fehrenbach

johnrfehrenbach@hotmail.com



Hello Janine,

I have very recently bought a copy of your book: '*RAF 100 Group – Kindred Spirits*'. This is the type of book I had been hoping to find for a long while.

My late father Alan Rose also known as '*Jimmy*' served with 192 Squadron at RAF Foulsham in 1944/45. He was a Flight Sergeant Rear Gunner in a Halifax bomber. Sadly, he died at the end of December 1959, four months before I was born.

My mother who had known him since they were children told me the basic details regarding his wartime Service using his medals, badges and some photographs. I know he did his Gunnery Training, for example, up in Stranraer, Scotland, and after the war in Europe ended, he was posted to India in case they were required in the Far East.

Yours sincerely,

Peter

Peter Rose

NOTE: Thanks Peter for meeting me at the City of Norwich Aviation Museum to share what you knew of your father and his photographs. It's a shame you felt you couldn't share the remainder of the Reunion as you would have been most welcome. Perhaps next year? Meanwhile, it was good to have the opportunity for Stuart and I to meet you again at your home and be able to return these photos to you in person knowing how precious they are to you. I do hope someone remembers your father and can share about his time spent at RAF Foulsham during wartime.

Peter's shared photographs follow on the next page in the hope that someone will remember his father and be able to tell more:



Alan Rose, known as 'Jimmy', 192 Squadron



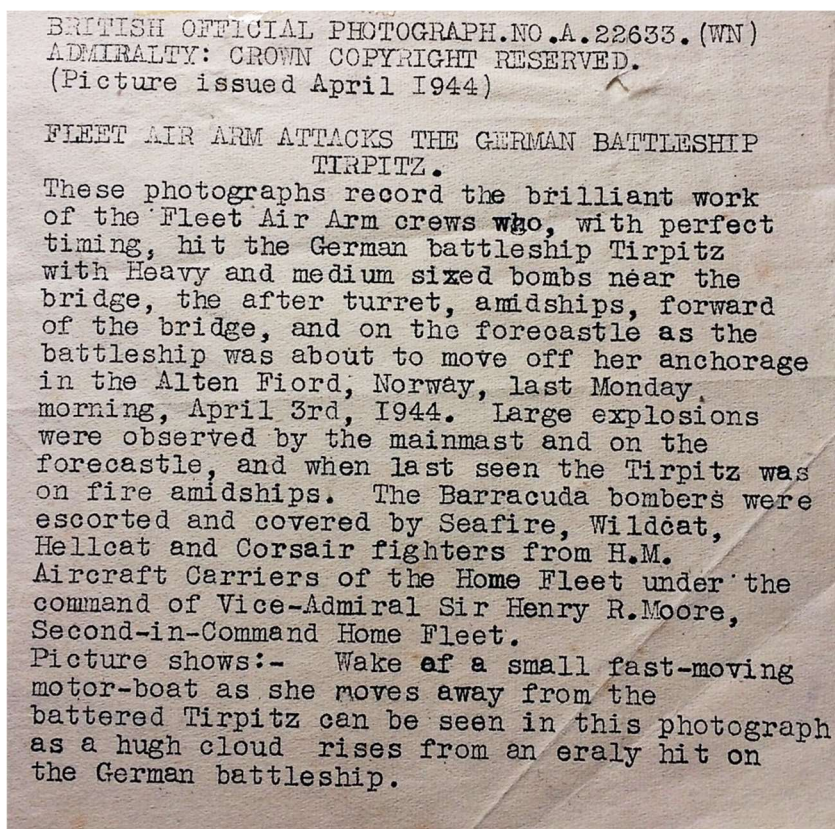
Anyone who can place names to faces shown here we would love to hear from you!

Hi Janine,

Trust all is well and hope to see you this year at the Reunion. Could I ask a favour? I think one of the RAF 100 Group veterans is a chap called Stan – Navigator on the 'Tirpitz' raid who spotted the ship. I've just got hold of an original RAF photo of that ship being hit on the bombing raid and would dearly love to contact Stan to ask if he could write me a little note of what he did or sign the picture for me. It would mean a great deal. I'm sure my grandfather and his brother, the Lancaster Pilot in 195, heard the accounts of action for that raid, so it would be superb to have something like that for him.

Kit Harvey

Kit247@hotmail.com



STAN FORSYTH DFC ACCOUNT

In 1944 I was a Special Operator in 192 Squadron based in Foulsham. My crew and I flew Halifaxes. We never carried bombs. Our purpose was to fly on bombing raids and stay over the target area, trying to pick up German fighter Radar frequencies.

We were the airborne section of Bletchley Park – it was all very secretive, even my crew didn't know what I/we were doing. The information I collected was transferred to Bletchley Park where it was then analysed and used to determine future actions.

On 31 August 1944 I was in one of five crews ordered to go to RAF Lossiemouth in Scotland. From there, five aircraft were despatched to fly over to Norway to try to find the 'Tirpitz'. Flying from Scotland meant we had a greater flying range. I was in one of the aircraft and each aircraft was given a different section of the Norwegian coast to search, each also had its own waveband to use.

We set off at night at 22:21 hours and returned at 07:17 hours the next day. We flew up towards the Arctic Circle, following the coast. It was the coldest I have ever been in my life because, due to the cloud, we were flying at 1000ft. I will never forget how cold I felt then. Two or three of the aircraft were unable to complete the mission and returned to base, leaving only my plane and one other to carry on.

I was fortunate enough to pick up the 'hoped-for signal' on both the outward and return journey over the target. I recorded the location in my Log and when I returned to Lossiemouth the information was immediately flown by Mosquito to Bletchley Park.

The information I had collected provided the exact location of the 'Tirpitz' and was used by Squadrons 9 and 617 to successfully bomb and destroy it.

I was later awarded the DFC for my part in this operation.

Stan Forsyth DFC



Hi Janine,

I wonder if you can help me? I recently came across an article online that showed a photo of my grandfather Wilf McCann as part of a bomber crew. I knew he had served in the RAF during WWII, but he never spoke in detail about it.

I am currently reading your book: 'RAF 100 Group – Kindred Spirits' and notice you mention my grandfather as part of 192 Squadron on page 126. I was hoping you could give me more information about his time in the RAF, especially D-Day as I have his Log Book and there is a gap around this date. I would be very excited and appreciative if you had any information to share, and think it is amazing that you are keeping these events and heroes in the public eye.

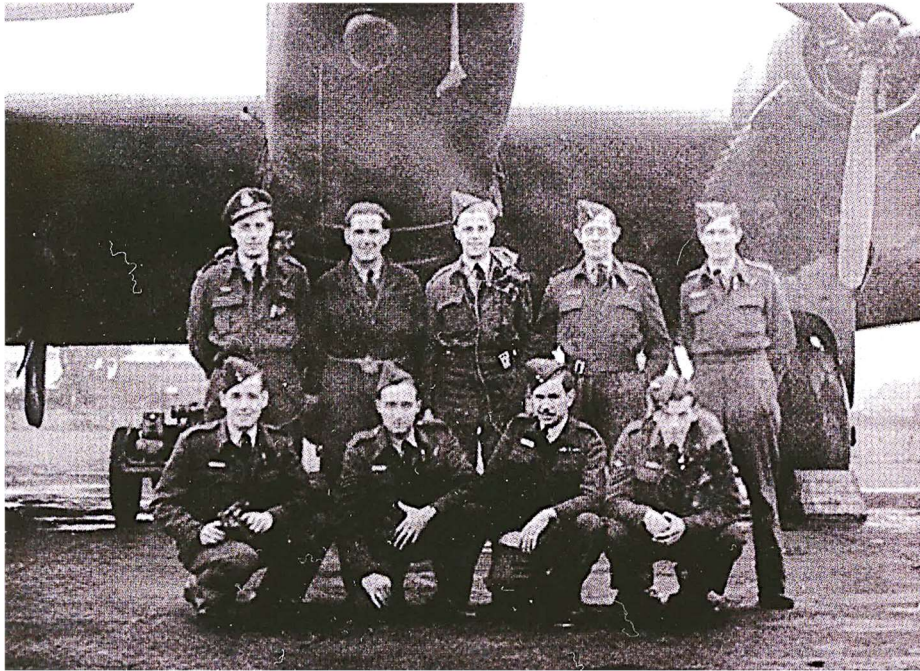
I look forward to hearing from you.

Kind regards,

Simon

Simon James

catherine.douglas1@sky.com



Kenneth Macdonald's Halifex Bomber crew in 1944.

From front row left: *Special Operator Stan 'Ginger' Forsyth (RAF), Flight Engineer Les Coggins (RAF) Pilot Ken Macdonald (RCAF), Tail Gunner Paddy Nevin (RAF).*

Back Row: *Navigator Stan Crane (RCAF), unidentified Ground Crew, Mid-Upper Gunner Don Maskell (RAF), Wilf Geordie McCann Wireless Operator (RAF), Bomb Aimer Barney Vanden (RCAF)*

NOTE: I was thrilled to receive this letter from Simon James and, recognising dear friend Stan Forsyth in the attached photo, knew immediately he would be delighted to be back in touch with one of his own ... even through his crew member's grandson. I wrote a late-night email to Linda, Stan's daughter, the quickest way to reach him. Next morning came her reply:

Morning Janine,

Only found this last night about 10pm as I was getting Dad into bed, so spoke to him about it immediately. We ended up sitting on his bed chatting about it. How wonderful!!

He remembered Geordie straight away – says he was the Wireless Operator, a quiet but very nice man. Dad reckons he flew with him on over 20 Ops. Said one of Geordie's jobs was to clean all the radio microphones/mouthpieces (not sure of official names). Instantly, he wanted to know if he's still alive, so I said I'd check. Dad already has a paper copy of that photograph. I think Ken Macdonald posted it up on a Canadian website sometime before he died. Having a list of all the crew names is great as Dad couldn't remember any apart from Ken!

Linda Forsyth

The best news is that Stan, Simon (Geordie's grandson) and now Geordie's son Kevin are now directly in touch with one another and arranging to meet in Liverpool. What a Gathering!! It's an absolute joy being able to bring people together in this way. Long may the two families share this very special bond.



Dear Sir/Madam,

My father, Flt Lt Ron Carpenter DFM ([seen left](#)) served on 223 Squadron Liberators from Sept – Dec 1944 at Oulton. He completed 10 Operations. I am a volunteer at the RAF Oulton Museum at Blickling and would like to become a member of the RAF 100 Group Association please and attend the Reunion in May.

Thanks,
David Carpenter
davidcarp54@yahoo.co.uk



My favourite photo of Dad taken in the Bomb Aimer's position in a Halifax Mk 2 Series 1 (Special) of 10 Squadron, early 1943



Crew photo of 223 Squadron. Ron in front row wearing cap

FLIGHT LIEUTENANT RON CARPENTER DFM

Flight Lieutenant Ronald Carpenter DFM was born on 23 July 1920 in Hornsey, North London. He left school at the age of 15 and completed a printing apprenticeship with the *Hornsey Journal*. In October 1940, he joined the RAFVR before commencing basic training in Blackpool.

In July 1941, he passed a Wireless Operator's Course at RAF Cranwell and RAF Yatesbury and in April 1942, an Air Gunner Course at No. 8 Air Gunnery School at RAF Evanton, Scotland.

Finally, re-mustering to Air Bomber in 1942, he attended No. 12 OTU at RAF Chipping Wharden before commencing his first operational sortie on 25 June 1942 to Bremen (1,000 Bomber Raid) in a Wellington.

In July 1942, Ron completed a Halifax conversion course before joining 102 Squadron at RAF Pocklington.

By 1943, he had completed a tour of duty with 10 Squadron Halifaxes at RAF Melbourne. Here he was awarded the DFM.

Such was Ron's expertise that he was soon selected as an Air Bombing Instructor and attended a training course with 91 Group in 1943, before becoming a fully-fledged Instructor in May 1944 at RAF Manby.

From September to December 1944, he got his first experience of B24 Liberators on 223 Squadron (Radio Countermeasures) at RAF Oulton, Norfolk; this notoriously unforgiving aircraft proving to be a major change from Halifaxes and his Instructor duties.

In April 1945, Ron joined 29 Group (SEAC India) moving into a passenger and freight role, and after the war, moved on to Dakotas at RAF Saigon and RAF Mingaladon before leaving the Service on 4 July 1947. Once out of uniform, Ron returned to the *Hornsey Journal*, then to the *News Chronicle* and *London Evening Standard* before finishing his printing career on the *Eastbourne Gazette*.

Between 1950 and 1960 he reconnected with the Service as an RAFVR on Avro Ansons at Gledhill. Following that tour of duty, Ron finally and permanently put his feet back on the ground, settling in Stamford, Lincolnshire.

He died peacefully in his sleep on 6 December 2011 at the age of 91. He is survived by his devoted wife Barbara, his son David, his daughter Anne, and his grandchildren John, Katie, Sam, William, Edward, Molly and Hermione. Ronald is greatly missed by his family and friends.

Courtesy: *RAF News*, 9 March 2012

NOTE: Ron Carpenter DFM joins the many newly honoured Servicemen on the FINAL POSTINGS pages at the back of this magazine.



Dear Janine,

My Grandad, Albert Fairweather, was Ground Crew with 1692 Flight at Great Massingham and Little Snoring, and I would like to join the Association. It was a very interesting magazine, and it's great to see that RAF 100 Group is not forgotten! Grandad talked a lot about his time at Great Massingham, he loved the Mosquito, and I remember him speaking about Keith Miller and Chiefy, but I wish I had recorded his memories as he sadly died in 2002. Dad went to an Event at Great Massingham a few years ago and was pleased to talk about Grandad. I don't know if this was an RAF 100 Group Association Event or a village one. I live in Sherringham, Norfolk, and have visited all 100 Group airfields. You do a grand job of keeping the memories of 100 Group alive, and I look forward to reading your new book, and becoming a member of this Association.



I found these two photographs of Grandad. I don't know if they were taken at Great Massingham as he was also at Upper Heyford. However, the group picture has names on the back ... Joe, Paddy, Dick ... I'm hoping someone will recognise these names or faces.

Best wishes

Jane

Jane Fairweather: dusty64@btinternet.com



Albert Fairweather, Joe, Paddy and Dick



Hi,

My father was John Frederick Wincott. He was in 199 Squadron in 1943 as seen in this photo:



Seated front row, second from right sitting down.

His plane was the 'Jolly Roger', EX R. He was a Gunner. He said that Ted Woolston was a Radio Operator on his plane, pictured with him. I wonder if anyone has information on his crew, or other photos of him? He married a WAAF, Hilda Downing, stationed with him before going to 199 Sqn. He passed away in 2006. I have also a short book which my Dad wrote in later years ...

Tony Wincott
ajwincott@gmail.com

NOTE: John Wincott's writings will be shared in the Autumn magazine



ROYAL AIR FORCE 100th ANNIVERSARY YEAR 1918 - 2018

also celebrating & and remembering lives lost in this our:



RAF 100 GROUP 75th ANNIVERSARY YEAR 1943 - 2018

**WELCOME TO SPECIAL MEMORIES
of**

**RAF 100 GROUP ASSOCIATION REUNION
Friday 18th – Sunday 20th May 2018**



Featuring:

**Village Teas
Flypasts**

**Main Reunion Dinner & Dance w
Singer Heather-Marie**

**Horsham St Faith Service w Aylsham Town Band
Haveringland Sunday Show**



The Reunion Experience

Every year, we gather for our annual May Reunion in Norfolk ... yet each year is different. 2018 was no exception. So many new faces seeking out stories of a loved one, wanting to share with others their journey in Time reaching back to the Second World War, when Norfolk was teaming with airmen and WAAFs, the air thrumming with the sound of engines, and people energised by the threat of a common enemy intent on invasion. Now is a time for reflection, for honouring and remembering those who never returned from that war yet remain a valued part of us today. This year, there were representatives not just from the States and Australia, but also Canada and New Zealand. It provided the opportunity to meet old friends and new, re-connecting as Kindred Spirits within the worldwide Family we are today ... and with the promise of good weather throughout, it became the perfect weekend

FRIDAY 18th May

The City of Norwich Aviation Museum at Horsham St Faith was open for 10am to welcome early visitors through their doors, while during the afternoon, behind closed doors of the New Frost Hall at Foulsham, the main Committee held a two-hour meeting in preparation for the AGM taking place the following day. We then joined the throng gathering around the village sign and Memorial where wreaths were laid in memory of all who served in wartime at RAF Foulsham. It was then a reflective walk up the road to the Memorial Plaque commemorated last year in memory of the USAAF/RAF crash in 1943 where all crews were lost apart from two survivors of the B-17. The Rev Leslie Wilman presided over the Memorials, while Stephen Hutton laid a wreath in memory.



Our evening meal at The Plough, Marsham, was our first real chance to come together informally and simply relax and enjoy both the ambience and one another's company. Val and Roger Stock, Proprietors, made us welcome as always, and we all shared a wonderful meal amidst the renewal of friendships, much laughter and conversation.

SATURDAY 19th MAY

We knew from the start that this was going to be a full day, and yet the programme offered so much to keep us interested and involved. Not everyone came to the Annual General Meeting held in the Mission Hall, Horsham St Faith. People chose instead to meander around the Museum. Many had spent Friday travelling, and this was their chance to catch up on latest developments there, especially as the circular maze of new roads could make for an interesting and unplanned journey!!

However, for those who attended the AGM, it was an opportunity to catch a glimpse of the behind-the-scenes workings of the Association, understand the roles people play, and how much work goes into the smooth running of a worldwide organisation:



RAF 100 GROUP ASSOCIATION ANNUAL GENERAL MEETING 19th May 2018

1. Welcome

Roger Dobson (Chair) welcomed all members, veterans and families to our 2018 Reunion, marking the 75th Anniversary of RAF 100 (Bomber Support) Group. A special welcome was made to our veterans:

- Arthur Reid, 192 Squadron, here for first time with his son and daughter-in-law,
- Stan Forsyth DFC, 192 Squadron, here with his extended family,
- Andrew Barron, 223 Squadron, here with his family.

This welcome was extended to people representing four different countries outside the UK:

- Jerry & Carol Dennison, Canada, honouring his brother Gordon, 199 Squadron, North Creake,
- John & Christine Baumfield, New Zealand, remembering father Ted 'Lofty' Baumfield, 214 Sqn
- Stephen & Pam Hutton, America, representing U.S. 8th Air Force in which father served,
- Stuart Borlase, Australia, building a catalogue of film to provide a legacy of RAF 100 Group.

New members attending this year include:

- Andrew Crotch/Linda Read/Julia Read & family, on behalf of their father/grandfather John Crotch who served in 192 Squadron, Foulsham,
- Yvonne & Paul Reed on behalf of Yvonne's father LAC A. J. Mansfield, 85 Sqn. Swannington,
- David Carpenter – son of Flt Lt Ron Carpenter DFM, 223 Sqn.

2. Apologies

- Phil James MBE, President of RAF 100 Group Association,
- Fred 'Doc' Elliott, 192 Sqn: *'I will miss all my friends & will be thinking of you all'*.
- Des Streatfield, 192 Sqn: *'so sorry can't attend due to health problems'*.
- Eric Dickens: father Group Captain Thomas Charles Dickens, RAF Oulton Commander 1944/45
- Squadron Leader David Butler DFC, 171 Sqn, North Creake.

3. Minutes of 2017 AGM

Everyone is happy with Minutes of last AGM in May 2017.

4. Membership update (Janine Harrington, Secretary)

We currently have a total of 117 paid-up members worldwide, including veterans and their families, with a further 6 U.S. 36th Bomb Squadron, 8th Air Force veterans, who flew combined operations with RAF 100 Group in wartime. This makes a total of 123 paid-up members. Our youngest is an Air Cadet aged 14 years old, hoping to make a career in the RAF. Countries represented in our membership include:

- | | |
|--|-----------------|
| • UK | China |
| • Australia | America |
| • Canada ... where we have quite a few | Brazil |
| • New Zealand | The Netherlands |
| • South Africa | Thailand |
| • Austria | Germany |
| • France | |

We continue to take on an extraordinary number of new members, clearly proving how the legacy of RAF 100 Group and those who served with them lives on!

5. Finance (Andrea Sluman, Treasurer)

RAF 100 GROUP ASSOCIATION FINANCIAL ACCOUNTS YEAR ENDING 2017

Income	Actual 2017
Membership	£ 1,795.00
Donations	£ 775.94
Raffle	£ 278.15
auction/book sales	£ 190.00
ReUnion Dinner	£ 2,012.43
Cr Deposit Reunion dinner	£ 250.00
	£ 5,301.52

Opening Bank Balance Jan 2017 £ 2,454.70
Closing Bank Balance Dec 2017 £ 2,661.33

Expenditure	Actual 2017
Magazines	£ 1,356.20
Postage	£ 765.67
Membership Cards	£ -
Stationary	£ 31.07
Reimbursements	£ -
Secretarial	£ 45.55
Wreaths	£ 210.00
Raffle	£ 11.40
Reunion Programmes	£ 49.00
Reunion Dinner	£ 2,126.00
Deposit 2018 & 19 Reunion Dinner	£ 500.00
	£ 5,094.89

375 magazines printed 2017

Donations include payment in full to cover the cost of Summer Magazine and Postage: **£571.27**
Without donation we would have a deficit of: **£-364.64**

Paid not on accounts 1
Honorary Members 13
Total paid Membership 120

375 mags printed/ Avg cost £3.62 per mag
Avg postage £2.04 per mag

Surplus 2017 £ 206.63
Deficit 2016 **-£ 689.87**
Surplus 2015 £ 19.43
Deficit 2014 **-£ 563.36**
Deficit 2013 **-£ 77.34**

Bank Balance 30th April 2018 £ 3,121.05
Bank Balance 30th April 2017 £ 3,049.29

ACCOUNTS JANUARY TO DECEMBER 2017 INCLUSIVE

Andrea Sluman May 2018

RAF 100 Accounts

Forecast 2018

Income Forecast 2018	
Membership	£ 1,950.00
Donations	£ 230.00
Raffle	£ 300.00
Auction etc	£ 150.00
Dinner	£ 1,850.00
Credit dinner deposit	£ 250.00
	<u>£ 4,730.00</u>

Expenditure Forecast 2018	
Magazines	£ 1,491.82
Postage	£ 842.24
Membership Cards	£ -
Stationary	£ 34.18
Secretarial	£ 50.00
Donations	£ 100.00
Msc	£ 50.00
Wreaths	£ 120.00
Raffle	£ -
Reunion Programmes	£ 53.90
Reunion Dinner	£ 1,988.00
Dinner Deposit	£ 250.00
	<u>£ 4,980.14</u>

Deficit -£ 250.14

Budget 2019

2019 Income Budget	
Membership	£ 2,340.00
Donations	£ 230.00
Raffle	£ 300.00
Auction etc	£ 150.00
Dinner	£ 1,800.00
Credit dinner deposit	£ 250.00
	<u>£ 5,070.00</u>

2019 Expenditure Budget	
Magazines	£ 1,641.00
Postage	£ 926.46
Membership Cards	£ 40.00
Stationary	£ 37.59
Secretarial	£ 55.12
Donations	£ 100.00
Msc	£ 50.00
Wreaths	£ 150.00
Raffle	£ -
Reunion Programmes	£ 59.29
Reunion Dinner	£ 1,767.00
Dinner Deposit	£ 250.00
	<u>£ 5,076.46</u>

Deficit -£ 6.46

We are grateful to all who provide donations so generously.

6. Membership Subscription from 1 January 2019 – Resolution

In approaching the budget for 2019, the Chairman made it clear that we, as a Committee, have looked stringently at costs incurred in providing the magazine, which remains our main expense. For the purposes of creating the budget, suggestion has been made that we assume paid-up members of 130 and raise the annual Association subscription to £20. This small inflationary increase would make reserves at the end of this year rise to £2,500.

Expenditure has consistently exceeded income. We remain in a healthy situation. But there are fears for the future of this situation changing in the light of rising costs generally. The fact that we need to place deposits of £250 per year with The Holiday Inn 2 years in advance to secure our booking is a case in point. It was an extraordinary Reunion last year with the current 36th Electronic Warfare Squadron, 8th Air Force, coming to join us from the States, which boosted our numbers for the main Saturday evening Dinner to 85. This year it was 71. In terms of income/expenditure, this produces a significant deficit, given there is no cost to the Speaker and any guests. This year, the main Speaker brought 2 ATC Cadets. For future years, we would ensure that Dinner costs break even, with the only guests being the Speaker and partner.

7. Feedback from Committee Meeting held at New Frost Hall Foulsham Friday 18th May

Association subscriptions were last increased in 2009 from £10 - £15, to be put in place in 2010. If we had applied the same increase in subsequent years, it would by now have reached £19.50.

The Committee decided there were two avenues of thought:

- To apply a small increase now and return to this issue next year,
- Or to raise subscriptions to £20 for 2019.

The majority view of the Committee was the latter, and it becomes a matter for the membership to decide.

[Carolyn Witts](#) raised the point about same address Family Membership. Meanwhile, [Sue Eccles](#) expressed the opinion about looking at what it needs for the Association to continue to grow for the future.

Four main issues came up for discussion, which affect the whole membership:

- raising individual membership to £20 per year for 2019;
- a 10% discount for all members accepting the 'Confound & Destroy' magazine electronically;
- [Len Witts](#) suggested marking this 75th Anniversary of RAF 100 Group with Life Membership being given to all current veterans.
- Membership cards are highly valued by members. Roger Dobson suggested what he considered to be an attractive compromise which was previously discussed with the Committee; that from the beginning of 2019 there should be Lifetime Membership Cards instead of the Annual Cards currently presented. If a card is lost or in need of repair, then members are entitled to a new one.

These motions were passed unanimously by those present for the AGM.

8. Election of New Members to Committee

A vote of thanks was given to Linda Fraser who had to resign from our Committee due to family circumstances. Meanwhile, two new members have been nominated:

- [Mike Hillier](#)
- [Stuart Borlase](#)

Last year, Mike Hillier put in a huge amount of work at Haveringland, known in wartime as RAF Swannington, to mark in November 2017 the 75th Anniversary of the airfield's closure. While Stuart Borlase was our Reunion Speaker last year when he showed on screen our veterans sharing wartime experiences for his Documentary-in-the-making about RAF 100 Group.

It is proposed to nominate a Vice Chairman at the AGM next year. Meanwhile, the Committee proposed a new Membership Secretary: [Len Witts](#), who's role it will be to keep abreast of current membership figures.

9. Magazine

The 'Confound & Destroy' Association magazine was discussed at the earlier Committee Meeting. Currently, it comes out with the Seasons, and because it has the greatest impact on expenditure, discussion took place about reducing it from four editions to three.

94 hard copy magazines go out in the post around the world.
100 magazines go out through email.

Email copies include those going to Honorary Members, such as representatives of Norfolk villages for display, Aviation Museums worldwide, The People's Mosquito of whom we are an affiliated member; etc.

Overall, the view of the Committee was to leave magazines as they are. We can sustain things as they are without anything drastic happening. [Roger Dobson](#) made the point that there is a definite margin between the actual number of pages and postage costs, giving availability for more. [Margaret Taverna](#) suggested using thinner paper, which proves impracticable because of the photographs, while [Carolyn Isaacs](#) favoured magazines coming out 3 times per year instead of 4, with the dramatic effect on expenditure.

Ultimately, the discussion ended when [Sue Eccles](#) suggested asking the whole membership for their views, with a proposal that [Roger Dobson](#) as Chairman compile a Survey to go out to all members with the Summer magazine. All surveys should be returned to Roger direct.

10. Association Website

This is an issue which has been addressed for almost 10 years, while looking at ways to create an RAF 100 Group Website cheaply. It was decided this doesn't work, and now believe we should investigate professional options. A clear decision was made to investigate moving this forward.

11. City of Norwich Aviation Museum Report – Colin Kerrison, Chairman

'Since signing the new lease last June, our thoughts have been firmly set on how we move the Museum forward. This not only means meeting our primary goal of preserving and displaying Norfolk's aviation heritage, but also encapsulating that heritage on a site which meets current standards all Museums aspire to. We have recently opened our new Coltishall Room and we proudly display the model Spitfire at our entrance – part of the Heritage Trail celebrating 100 years of the RAF.

The new Northern Distributer road is open, and it appears to have a positive impact as our visitor numbers have increased compared with last year.

Our short-term plan is to ensure that our site and exhibits continue to be maintained to the best standard we can achieve with the limited funds we have. At this point, I must give a big mention to our band of dedicated volunteers who tirelessly beaver away all year round at everything – from the mundane jobs such as grass cutting, to the more specialised jobs of aircraft maintenance.

Medium to long term plans include the following:

- Replacement of the Tea Room with a more modern functional structure,*
- Improving accessibility on the site, including automatic doors, accessible toilet facilities and a hard pathway around the site, suitable for wheelchair users,*
- Creating better educational provision, particularly for Junior School aged children. We hope to turn the F27 fuselage into such a provision,*
- Enlarge the site by hopefully acquiring a small piece of land from a local farmer adjacent to the Museum,*
- We would like our next exhibit to be a Tornado,*
- Ultimately, we would like a hangar to get some of our aircraft under cover.*

To enable us to achieve some of our plans, we have engaged two local gentlemen who are looking at potential grants we can access. We have had the initial meeting and at present I am gathering quotes for some of the work required.

I have tracked down our landlords and put our plans to them and, in principle, they are supportive. I have also been in touch with the local planning authority and tourism board who have also made supportive comments. The next move is to get some plans drawn up for the new Tea Room and continue liaising with the appropriate people.

One thing I have learned during my time in the Chair is that nothing happens quickly. I make enquiries and it might be weeks before a reply surfaces, but luckily so far, the results have been positive.

It is a team effort at CNAM and I am convinced that the Museum will continue to develop to become a top-quality Norfolk attraction.

Colin Kerrison

Chairman
May 2018

12. Oulton Tea - Oulton Representative, Chris Lambert

Chris explained that, as the National Trust were now using Old Blickling School as their offices, we were going back to using the Marquee which, this year, would be in the garden at Holly Tree Cottage, Oulton Street, at the usual time of 3pm. We would then proceed up the road to Oulton War Memorial with a Remembrance Ceremony including local villagers at 4.15pm.

Janine had arranged a Flypast by David Nock in his Harvard, who always provides a wonderful performance in honour of his dear friend Phil James MBE. Unfortunately, Phil was unable to be with us this year.

13. Reunion Dates

2019: 17 – 19 May (confirmed) dinner Holiday Inn Hotel Norwich - North

2020: 15 – 17 May (provisional) Spring National Holiday 25 May

2021: 21 – 23 May (provisional) Spring National Holiday 31 May

14. Saturday Evening Dinner

Janine confirmed this was starting at 7.30pm prompt in The Halifax Suite of The Holiday Inn, Norwich North, with 1940's Singer Heather Marie providing her special and very popular blend of music from 7pm.

15. Sunday afternoon 20th May from 1.30pm – Haveringland (RAF Swannington)

Mike Hillier shared the fact that it was Churchill who changed the name of Haveringland in wartime to Swannington to cover visits he made to a relative living there. Villagers were preparing for a special occasion on Sunday afternoon to which everyone was welcome

16. Any Other Business

Janine shared news of an Event taking place at Little Snoring through the words of Gary Thompson, McAully Flying Group:

'I am writing to confirm details of the Memorial Stone being placed at Little Snoring airfield in conjunction with the Airfields of Britain Conservation Trust (<http://www.abct.org.uk/>) in memory of all who were based there and flew operations during World War Two. The idea is to place the Stone Marker to one side of the private access road leading to St Andrew's Church where more people will have sight of it. RAF 100 Group Association are invited to the Ceremony.

The Opening Ceremony will take place at 14.30 on Saturday 21st July 2018. It is expected to last about 30 minutes. As the Memorial is to mark the presence of the wartime activity of 23, 115, 141 & 515 Squadrons, we are not intending to lay wreaths. It is more a recognition of the Service these Squadrons made. We will open the McAully Flying Club from midday so that guests can both park and use our facilities. We will be serving tea and coffee and may even have a barbeque from midday if the weather is favourable. As the airfield is still operational, there may also be several aircraft flying on the day. Subject to demand and weather, we may take people up for short flights around the area after the Opening.

We will then move from the Club House at 14.15 to get to the Memorial for 14.30. Depending on numbers, we will either shuffle or drive in convoy down the taxi way to access the private track where the Memorial is located. Preference will be given to the less able to minimise the amount of walking. The Memorial site is wheelchair friendly.

Access to the McAully Club House will be off the Thursford Road. If people follow the official highway signs to the airfield they will not go wrong. We will also be placing local signs on the day to help people find us. Car parking along the highway is limited, but there is a car park at the church which is roughly 5 mins walk away. Details will be on our website: <http://www.mcaullyflyinggroup.org/>

Further details from: Gary Thompson, McAully Flying Group, Little Snoring. 01603 456286/07792827968.'

[Stephen Hutton](#) read words from Tom Moore, Lt Col 36th Electronic Warfare Squadron, 8th Air Force:

'Greetings from the other side of the pond as we say! I hope the Reunion is going swimmingly well and the Gremlins are deeply saddened that we could not attend this year. All of you and your families, both past and present, are in our thoughts as you come together to honor the legacy of those in the RAF and USAF that have gone before us so that we may continue to live in freedom. It's been an honor to be the Commander of the 36th for the past two years, but sadly my time has come to a close. I hand the reigns to Lt Col Andrew 'Chowda' Maguire on the 23rd May and can assure you that he'll be carrying on the legacy of the Squadron and will be bringing the Gremlins overseas next year to the Reunion. I look forward to seeing and hearing from all of you sooner [rather] than later!

Cheers,

Lt Col Thomas 'Gosling' Moore

36th Electronic Warfare Squadron Commander'

17. Thanks

Grateful thanks were given to Horsham St Faith & City of Norwich Aerospace Museum.

* * * *

SATURDAY 19th MAY Afternoon



A buffet lunch generously provided by volunteers of the City of Norwich Aviation Museum provided plenty of time for fun and frolics as this pair on the left reveal. [Stan Forsyth DFC](#) and [Stephen Hutton](#) make the most of the sunshine, sitting outside. It's a wonderful setting, amidst aircraft of all shapes and sizes, together with memorabilia and photos of a bygone age, it offered the chance to talk and share with both Association and Museum members. People wandered or mingled at their own pace, until came the time for tea at Oulton with a veritable collection of delights!

Each year, Oulton villagers provide home-baked fancies, and a constant supply of tea/coffee. This year, the Marquee was in the garden of Keith and Ksynia Reeves of Holly Tree Cottage. Welcomed with smiles, we became a part of new friendships forged, familiar faces remembered. Friendship and love was almost palpable, a very real part of the atmosphere in this beautiful setting. Again, it's an easy, relaxed time. I sit next to dear [Arthur Reid](#) who travelled from Edinburgh with his son and daughter-in-law. Arthur served with Stan (above) in 192 Sqn, Foulsham, and he's back for the first time! Chris Lambert counted in excess of 100 present, welcoming everyone to the feast, particularly those who travelled from faraway places – Australia, Canada, USA and New Zealand. We remember absent friends such as Phil James MBE & John Gilpin unable to be with us, and those no longer with us: Sidney Pike & Dr Peter Lovatt: a constant presence in previous years. Chris then introduced and paid tribute to our four veterans present: [Andrew Barron, 223 Sqn.](#), [Stan Forsyth DFC, 192 Sqn.](#), [Arthur Reid, 192 Sqn.](#) and [Bernie How, 199 Sqn. North Creake.](#)



Finally, it came time to gather at Oulton Memorial, villagers actively participating in a united Act of Remembrance with the haunting notes of a bugler, and wreaths placed in memory of those who did not return.

[Chris Lambert](#) took the lead, surrounded by a swell of people in the hot sun, offering a note of introduction and welcome, saying that most of those present are family members of loved ones lost while serving in RAF 100 Group during wartime:

'We, the villagers who live here, also remember with you. We want you to know we also care and remember.'

It is shortly after the 75th Anniversary of the 'Dambusters' raid, and to commemorate the occasion, villager [Rob Hannan](#) read an extract from Herr Clemens Mols' Memoir. Herr Clemens Mols lived downstream of the Mohne Dam in the town of Wickede. He was interviewed during October 1945 about events which took place on 17th May 1943:

'When in the night from 16th to 17th May, air raid was given by the horn. Nobody could guess what hours of terror were to come for the lower parts of Wickede. It was about 11.30hrs, the sky was clear, the air was calm. I was with my wife on the way from Wiehagen to Wickede/Ruhr when the horn set in. When back home (Post Office) my wife, who manifested a strange restlessness, asked me to listen where the English planes were. I could state this from a warning line which was connected with the Post Office. The Report I listened to ran as follows: 'Enemy aircraft flying, low above Arnsberg and the Mohne Lake'. As Arnsberg lies not far off from Wickede, I had the inhabitants of the neighbouring house wakened. While my wife was doing this, I stood in the open window in the first floor with sight to the Mohne Lake. The humming of the planes came from a distance. Suddenly an unusually loud detonation was heard, and I saw in the direction of the Mohne Lake a high column of water or smoke soaring ...'

[Veteran Stan Forsyth DFC of 192 Sqn](#) followed these poignant words by reading 'For the Fallen':

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

Robert Laurence Binyon



Into the silence fell the haunting notes of the 'Last Post' played by bugler [John Landymore](#). A two-minute hush followed, before 'Reveille' interrupted the mood. Faces gazed up expectant as [Veteran Andrew Barron of 223 Sqn](#) spoke the 'Kohima':

*'When you go Home,
Tell them of Us and say:
For your Tomorrow,
We gave our Today.'*

[Bernie How, 199 Sqn](#), lay flowers on behalf of RAF 100 Group Association. [Carol Ann Killingback](#) placed flowers on behalf of Oulton Village. While [Elsie Phelps](#) lay flowers on behalf of children of the village. Flowers were also laid by the Witts family in remembrance of their father, Peter Witts, who served at RAF Oulton.

Villager [Susan Mather](#) then read a poem: 'When I come Home':

WHEN I COME HOME

Lesley Coulson

*When I come home, dear folk o'mine,
We'll drink a cup of olden wine;
And yet, however rich it be,
No wine will taste so good to me
As English air. How I shall thrill
To drink it in on Hampstead Hill
When I come home!*

*When I come home and leave behind
Dark things I could not call to mind,
I'll taste good ale and home-made bread,
And see white sheets and pillows spread.
And there is one who'll softly creep
To kiss me, ere I fall asleep,
And tuck me 'neath the counterpane,
And I shall be a boy again,
When I come home!*

*When I come home from dark to light,
And tread the roadways long and white,
And tramp the lanes I tramped of yore,
And see the village greens once more,
The tranquil farms, the meadows free,
The friendly trees that nod to me,
And hear the lark beneath the sun,
'Twill be good pay for what I've done,
When I come home!*

Finally, concluding this moving ceremony, [Roger Dobson](#) read the words:

*'In friendship and in Service one to another,
We are pledged to keep alive the memory of
Those of all Nations who died
In the Royal Air Force, the Air Forces of the Dominions,
And the United States Air Force.
In their name we give ourselves to this noble cause.
Proudly and thankfully we will remember them.'*

The air around us was still, silent, sombre. Words we heard and shared this day were powerful, meaningful, moving. As I read them again here, they are enough still to produce tears for the fallen, names easily coming to my lips, held deep within my heart. We **WILL** remember them!

Finally, Chris Lambert thanked everyone for sharing, including villagers, in this short but bitter-sweet period of remembrance spent together. With Time moving on a-pace, we took our places for photographs to capture stilled images of these precious moments ... and then a Flypast:



RAF 100 Group Veterans: Arthur Reid, Stan Forsyth DFC, Bernie How, Andrew Barron



*Honouring Veterans, and all who served under RAF 100 Group, Bomber Command
Our thanks to Air Commodore Jack Broughton of RAFA Sherringham who provided
Standard Bearer Ray Loakey for the RAF Oulton Event.*

Pilot David Nock explains about his aircraft:

'My aircraft is a North American Harvard, built in 1944, and painted in the colours of the 353rd Fighter Group based at Raydon in Suffolk during 1944-1945. Although the Harvard was only used as an advanced training aircraft, many Fighter Groups utilised aircraft of this type as a Station 'hack'. I shall be flying from my base at Gloucester to Old Buckenham to position and refuel early Saturday afternoon, departing around 4.45pm to be overhead at Oulton for 5pm. It will be a great honour for me to do this for the Association, not least for my long-standing friend Phil James and 192 Squadron who were based nearby at Foulsham.'



*Taken on ground at Old Buckenham just before taking off for Flypast
Courtesy: David Nock*



Courtesy: Stuart Borlase

Thank you, David, for again providing us with an extraordinary several minutes of flying time. You made the air sing as you passed over our heads a few times, and it was wonderful to see the pleasure on people's faces. We must arrange to meet up next year!

SATURDAY 19th MAY

Evening



At 7pm that evening we were finding our table places in The Halifax Suite at The Holiday Inn, decorated in red, white and blue. The atmosphere was electric! Time to sit back and enjoy a medley of wartime favourite songs already wrapping us in a warm blanket of memories ... I may not have been around during the war years, but I still treasure memories of

playing these songs for hours on our piano at home, my parents dancing in time to the music.



Professional 1940's Singer Heather Marie (*seen left with veteran Stan Forsyth DFC*) brought her own unique and very special style to this Saturday evening. She is a rare and talented Singer, and she certainly inspired me to grab hold of my dance partner, Stan Forsyth DFC for a waltz. I will repeat what I said last year, that again, for me this truly is a dream come true. Never in my life had I ventured onto a dance floor until last year ... yet here I was, until midnight, Cinderella at the ball, dancing her little heart out! The trouble is that once you get these veterans on the dance floor, they don't want me taking a few tentative steps.

Suddenly, it's like they're nineteen years old again. *'If you're going to dance, Gal, you need to learn the steps!'* More than once, Heather Marie joined in to encourage my feet to go where they were supposed to, and it ended up with us all laughing and singing as gradually the dance floor burst into life, more and more joining us for a variety of dances. Heather's husband Matthew is Director of Music for the Central Band of the RAF based at RAF Northolt, and he made a marvellous job of taking charge of the backing music.

As the evening moved on and we were replenished from our three-course meal, we offered a warm welcome to our Speaker for the evening Major Gary Walker with two ATC Cadets: Sergeant Adam Bocking and Corporal Erin McGonigle. Our programmed Speaker, Fl/Lt Pauline Petch, CO of Kings Lynn ATC Squadron, was unexpectedly invited to the Royal Wedding in London. She could hardly turn down such an invitation and a once-in-a-lifetime experience! Gary was therefore taking her place and outlined the Aviation Heritage Project in which they are involved, showing a sample of one of the large model aircrafts being made by Cadets in fibre-glass, before strategically placing them on BT telephone poles (*with BT's permission!*) linking wartime airfields, including all which came under RAF 100 Group, Bomber Command. Aimed at commemorating the 100th Anniversary of the Royal Air Force, the Project received funding to make it happen. It was excellent to hear from each of the Cadets about what being involved meant to them ... in turn, bringing past, present and future together! The Talk included overhead pictures projected onto a screen, making it easier to follow and prompting questions and discussion.

A Raffle and Silent Raffle then took place, before Heather Marie continued the evening with her wonderful voice filling the room with sound, unlocking a portal into past times.

Finally, it was wonderful to have everyone come together on the dance floor to join in the words of the timeless melody:

'We'll meet again ... don't know where, don't know when, but I know we'll meet again one sunny day ...'

The words echoed in my heart. The hour was late. Already we were into the early hours of Sunday morning. But I knew without a doubt, memories of that evening would remain with me always.

We join in giving a very special THANK YOU to Heather Marie and husband Matthew for a wonderful evening spent in your company, edging us through the portal to a time when these songs were so familiar, born out of a world at war. You truly did them justice!

We also thank Major Gary Walker and ATC Cadets: Sergeant Adam Bocking & Corporal Erin McGonigle. It was good to see such commitment to keeping the past alive in memory of those who went before; honouring them by creating an Aviation Heritage Trail for the future.

SUNDAY 20th MAY

Service of Remembrance & Thanksgiving

Presided over by Peter Holness



We woke to glorious blue sky and a bright summer's day, some of us more energised than others! It had been a late night ... dancing sapped much of our strength. Yet here we still were, in the beautiful land of Norfolk, where the portal remained open into Times Past, and we scurried to join the throng entering Horsham St Faith 'St Mary & St Andrew's Church', where Anglicans and Methodists worship together.

It must be said that Peter, a dear friend I've known for years, felt daunted at the challenge which lay ahead of him. He had explained their new vicar had only arrived a couple of weeks previous, and Peter felt it unfair to presume on her for this auspicious occasion. It was agreed that Peter was an ideal person to lead the proceedings ... while I agreed to light one of the three candles and speak the required words.

Aylsham Town Band played us in through the doors before the Standard was presented by Rod Vowler. They played throughout the service, accompanying the hymns, and provided a stirring performance at the end which was uplifting, and just the kind of note we needed to set forth to our next destination.



Despite Peter's concerns, it was a truly special service. Everything fell into place beautifully, and his words were moving and evocative. Roger Dobson read words of Scripture, and despite my own misgivings about fire ... as I'd recently set a menu alight in a restaurant while resting it inadvertently against the candle on the table ... all went to plan. We came out unscathed to share a tea/coffee and biscuits with villagers, before making our way through sleepy villages, down narrow lanes with high hedges either side, to Haveringland, known in wartime as RAF Swannington.

We join in giving heartfelt thanks to Peter Holness for his evocative words. Despite your reservations, my dear friend, you should be well proud of yourself for that Special Day. It was extraordinary the way you touched so many hearts ... there were many who commented after at how right you were to be leading that Service.

Our thanks also to the wonderful joyous sound of Aylsham Town Band which is always a valued part of our Reunion Service, leaving in its wake melodies like strings of pearls trailing alongside us, tugging at our hearts as we depart.

SUNDAY 20th MAY

St Peter's Parish Church, Haveringland



Picture courtesy of Mike Hillier, taken of the Avenue of Remembrance

Haveringland is steeped in history. It is a place where Churchill secretly visited in wartime, hence the change of name to Swannington where 85 and 157 Squadrons were based under RAF 100 Group, Bomber Command. The name change was meant to confuse the Germans. Many relatives attended the Remembrance Day in November last year, when an Avenue of Remembrance was planted in memory of brave airmen who served here. Mike Hillier, now a member of our Association Committee, instigated the Remembrance Day Event, and for today put a great deal of time and energy into bringing together displays to denote Swannington's history and stories which became a valued part of its heritage. We also had the joy of waiting, listening for and watching a bi-plane fly across the still blue sky to honour those for whom this place became Home in wartime.

It was an extraordinary feeling, standing in a place held in Time. No matter how many times it happens, it still goes through my mind about in whose footsteps I might be standing, what might be their story, what became of him. Questions to which there are no answers. We can never know exactly the way it was. However, gathered with us were families who attended the Remembrance Day in November last year, relatives of loved ones who served at RAF Swannington, talking and sharing with others in a like-experience, wanting to know and understand more about the kind of life their relatives led. The atmosphere was poignant, the air stilled, almost holding its breath as



we gazed out across the scene, taking in the silent fields that once spoke of men and machines, the noise of engines filling this now empty space in Time.

St Peter's Church is the only building still standing, and within we discover rich treasures from the past ... pictures, stories, paintings and books of a bygone age. So much suddenly to see and then to hear as John & Chrissie who make up 'Timescape' fill the air around us with songs of the day.

A team of villagers have laid on a wonderful tea, with so many goodies to tempt us we can't help but reach for a plate and cuppa. Both duly filled, we take a 'pew' to enjoy a reviving tea and cake, letting the rich wonderful music wash over us.



Suddenly, there is a flurry of activity as people rush to the windows, spying a bi-plane performing a flypast, clearly outlined against a perfect blue sky. It's a thrilling sight! Another reminder of times past. As it passes from view, people gather outside for a brief but poignant Memorial Ceremony led by Mike Hillier and local minister, Rev Andrew Whitehead alongside the Memorial Stone:



The sun is hot. The air alive with voices, sharing memories of loved ones, exchanging details to keep in touch. Laughter and love are tangible. These are precious moments. I'm not alone in feeling overwhelmed by the emotion of the day. Final hugs and goodbyes are shared as people begin moving towards their cars and for many a long journey home. Martin Rouse attracted a great deal of attention and interest with the Merlin engine from Mosquito MM677 (RS-U) he acquired in April last year which he brought with him. It was from an aircraft of 157 Squadron, based at RAF Swannington. He continues to research both the aircraft and its crew, while carrying out sympathetic restoration of the engine, removing as much Norfolk mud and corrosion from it as possible and re-assembling it using as many original parts as he can find.

Gradually, the once-home of RAF Swannington emptied of people. For Stuart and I this marked the beginning of a different journey as the ensuing two weeks were spent exploring the countryside, driving further and further afield, visiting veterans in their own homes. A pleasurable experience, catching up with old friends, making new ones. Along the way, we met Bernie How, 199 Squadron veteran who served at RAF North Creak. His story will appear in the Autumn magazine, while Bernie is now a valued member of the Association and remains in contact. We were also able to bring back together two wartime friends. Both were WAAFs serving at RAF Oulton where Winnie and Daphne were best friends, but lost touch through the years. When Winnie mentioned Daphne lived in Malton, a village in North Yorkshire not far from my home; immediately we made plans to visit, taking with us both wartime and present-day photos to share with her on Stuart's laptop. In turn, Daphne was delighted to hear about her friend, and Win's daughter is arranging for the two of them to come together for a visit soon.

Our sincere thanks to all who made the day at Haverland possible. It was appreciated and valued by so many. We'll hope to meet you all again next year.

And to those dear friends of Stuart and I, we offer a heartfelt thank you for your hospitality. Lovely to see you all again. We'll remain in touch, and look forward to seeing you soon xxxx

FEEDBACK FROM VILLAGERS OF HAVERINGLAND

'I felt honoured and privileged to be a part of this truly Special Occasion.

Our normally peaceful 'church in the fields' was vibrant, resplendent with colour, stained glass windows brought alive by the sunshine, brasses glowing in candlelight, atmosphere enhanced by music from the 1940s, the sounds of people coming together and sharing their stories.

All this added a human side to the facts and figures we already knew about the history of the airfield surrounding our church. Here were people whose lives, or the lives of their relatives, had been touched by our village during World War Two. I found it particularly moving to see the broken engine from the training aircraft which left RAF Swannington only to crash in another field in Norfolk. Lives full of hope and expectation, extinguished before their first battle with the enemy had even been fought. I enjoyed hearing stories from those who had been stationed here, meeting the families of those whose names had hitherto been part of a list, learning little details about life here in the 1940s. The simple service brought real poignancy to the event. The Standard Bearer, the laying of wreaths, remembering those who had served our country during the silence that we can enjoy due to their war efforts.'

Lorna

'It was great to see so many people at this event, and especially the three veterans; two fine gentlemen and one Merlin engine that came from RAF Swannington! You'd all be very welcome to come and see us again next year.'

Nigel

'To me it was an honour and privilege to meet such a brilliant group of people who were entertaining, especially the Scottish veteran (Arthur Reid). It was nice to see the different generations together. I also felt it was a lovely gesture to remember those who did not return, followed by a two-minute silence.'

Carol

'Just to say it felt wonderful to be able to give something back and to be part of such a lovely day. Our little church is raising its profile and visits such as these all help to put it on the map. Everyone who came spoke so highly of the church, for some it felt like coming home. I feel these days are really important because they help to keep the spirit of the airfield alive.'

Mary

These words shared by villagers of Haveringland are echoed by many who are involved in our Reunion. It's always difficult to answer the question: *'What was the Reunion like?'* *'How did it go?'* These words which express so eloquently what it meant to them explain the way it is. You really have to be there to know! Meanwhile, for those who cannot travel the distance, I have done my utmost to share what happened, and the treasured memories we carried home.



'Pans People' reinvented!



A Family of Kindred Spirits



*Janine with Mike Hillier
on the dance floor*



The fondness of veterans Arthur Reid & Stan Forsyth DFC who both flew from RAF Foulsham in 192 Sqn is tangible. They sparked off one another throughout the Reunion, and it was an absolute delight to share in their mischief & mayhem!!

Our heartfelt thanks
to everyone who made
this wonderful Reunion
possible:

Heather Marie – Singer
Sqn Ldr Matthew Little
David Nock – Pilot
City of Norwich Aviation Museum
Aylsham Town Band
Saturday evening Speakers
Villagers at Oulton/Swannington
Chris Lambert
Mike Hillier
Peter Holness



Final Dance of the Evening

IN MEMORY

It has been sad to hear of so many well-known, well-loved veterans of RAF 100 Group who recently passed away.

This section of the magazine provides Tributes to honour their memory and to share something of their lives and service when our country was at war.

Our love and best wishes go out to their families. Please know we are thinking of you with love, enfolding you in our close Family of Kindred Spirits of which you continue to be a valued part.

More is known of some members than others. I would ask therefore that if anyone has further information they would like to share about any one of these veterans we would be happy to include your own written memories in future magazines.



Dr Peter Lovatt, 223 Squadron, RAF Oulton, died March 2018



Ernest Hughes, Flight Engineer, 171 Squadron, North Creak, died May 2018



Pilot Officer P. G. Nash, 223 Squadron, died May 2018



New Zealander Rex Waters, 9 Sqn, took part in raids on the 'Tirpitz', Feb 2018



Lester Jones, B24 Aerial Gunner with 36th Bomb Squadron, died January 2018



Deacon Joseph Melita, S/Sgt 'Lady in the Dark' B-24, died May 2018



Pilot Art Brusila, 36th Bomb Squadron, 8th Air Force, died May 2018



CELEBRATING THE LIFE OF PETER ERIC HAROLD LOVATT

16 November 1924 – 5 March 2018

by daughter Nina



Dad's experience in 223 Squadron and the time he spent stationed at RAF Oulton flying in Jock Hastie's crew were to help shape and inform his adult life. Friendship was always important to Dad and at Oulton he became particularly close to Bob Lawrence and Soapy Hudson. They were all billeted together in a Nissen hut in a field that Dad managed to find on our last trip to the RAF 100 Group Reunion. Despite his age, he navigated us through the lanes without any hesitation and we found the site easily. You could clearly see the remains of the concrete base of his hut in the field.

It was quite a walk to the airfield from the hut, but Dad stressed not as long a walk as it was to the Black Boys Inn in Aylsham! A walk he seemed to do fairly regularly with Bob Lawrence to enjoy a half a pint of beer.

At one stage he had a bicycle. However, Dad told us a lovely story about the Canadians pinching his bike and abandoning it in the duck pond in Oulton. Before it could be reclaimed, some German fighters flew over and shot it to pieces ... Dad was seriously '*fed up*' about this!

Another story was shared about how Dad got into trouble with the Military police when he was caught stealing coal from the coal store for their fire in their freezing Nissen hut. Apparently, he was the youngest and fittest in the hut (*or at least that was Dad's story!*) so he was tasked with getting some coal to attempt to keep the hut warm ... poor Dad was caught and got into some '*bother*'!

Dad was very proud of the large silver cup he won for being the best shot at Gunnery Training School, but never had reason to fire his gun on an active mission.

He had complete faith in Jock Hastie and very much admired his skill and ability as a Pilot, remaining friends with Jock and his wife Isa until their deaths. He wrote his book '*Ordinary Man, Super Pilot*' to keep his promise to Isa to tell Jock's story. Dad was a man of his word!

Dad was a committed member of the RAF 100 Group Association and always looked forward to annual Reunions, to catching up with everyone and being part of the RAF 100 Group Family.

Dad's wreaths are now on the Bomber Command Memorial opposite the RAF Club in London, and they look very well indeed. Dad's lovely brother Tony took them and placed them there. Peter's family and friends sent a tilted fresh flower wreath – the outer ring is thistles; while the wreath from RAF 100 Group is at the front with your card. We all thought this was much better than leaving them at the Crematorium. Dad would have liked it too!

The following are pictures of Dad, Bob and '*Soapy*' from their Service at Oulton and regular get-togethers.



Peter Lovatt, wartime



Bob, Soapy & Peter: RAF Oulton



Bob, Soapy & Peter during one of their 'get-togethers'



Dr Peter Eric Harold Lovatt PhD, Sqn Ldr, RAF (Rt'd)
223 (Bomber Support) Sqn, 100 Group, Bomber Command
by Richard Forder

It was a moment of great sadness when Janine contacted me to give me the news of Peter's death on 5th March earlier this year.

Peter and I first met at the memorable initial 100 Group Reunion in 1994. I had been invited to join by Martin and Eileen (Founders of this Association) following my approach for information about Sgt David Brockhurst (Brock), a 223 Sqn Air Gunner shot down and killed with Flying Officer Norman Ayres crew on the night of 20th/21st March 1945. I was therefore highly delighted to be introduced to Peter who had served with him in Brock's first 223 Squadron crew skippered by Flt Lt Jock Hastie. With Peter that night was Bob Lawrence, another member of the Hastie crew, and Peter's fellow Waist Gunner. Both had been good friends with Brock and had completed their Air Gunnery School (AGS) training with him. Peter was a particularly interesting person because, not only did he retain an interest in his wartime service, but eventually was to research the history and operations of 100 Group, producing the Thesis that led to his Doctorate. We maintained contact through the years with lengthy phone calls and correspondence, particularly in the years leading up to the publication of my book featuring 223 Squadron.

Peter's wartime service had commenced on a high note when he was accepted by the RAF to train as a pilot under the Pilot, Navigator, Air bomber (PNB) Scheme. He successfully progressed from Reception, through Initial Training Wing (ITW) to an Elementary Flying Training School. The latter was known as Grading School where would-be pilots were given 12 hours of flying instruction to accurately assess a candidate's suitability for full pilot training. This procedure under the PNB Scheme greatly reduced the high wastage rate that had previously occurred under the earlier approach. Sadly, for Peter and his contemporaries improving aircrew survival rates, as the tide of war turned in the Allies favour, reduced the requirement for trained pilots. They were given little choice by the Air Ministry who invited them to retrain as Air Gunners. The alternative was to re-muster to an RAF ground trade, the Army or become miners. It was a massive disappointment for the would-be pilots, many of whom, including Peter; had progressed to flying solo.

His Air Gunnery training was completed at 10 AGS, RAF Walney Island, and with 37 other members of the Course, all newly promoted Sergeants, he entrained for RAF Oulton on 2nd September 1944. After a lengthy cross-country journey from Lancashire they arrived at Aylsham Station. A truck took their heavy kit, but the weary travellers formed up in threes to be marched to Oulton. Next day, Peter and Bob Lawrence were allocated to Hastie's crew – Brock was to join them later flying 18 ops. I have spoken with Hastie's Flight Engineer Flt Sgt Jamie Brown, and his Rear Gunner the South African Sgt Sydney Pienaar; all four were unanimous that Hastie was an outstanding personality and Skipper. On meeting Hastie, they were told that they were to call him Jock on the ground, but communication was to be strictly professional in the air. It was a measure of Peter's respect for Hastie that led him to write a biography of Hastie: *'Ordinary Man, Super Pilot – the Life and Times of Roy Hastie DFC AE'*.

Peter and Bob were to fly on all 41 of Hastie ops. One of these sorties resulted in a most unusual occurrence. The op itself had been uneventful, until Syd Pienaar in the rear turret reported to Hastie that he had seen a hostile approaching. The enemy aircraft must have passed below the Liberator because either Pienaar lost sight of it or was unable to get the aircraft in his sights. The next moment, Bob Lawrence reported to Hastie that the hostile, clearly a Bf 110; was positioned under the starboard wing and thought it had misjudged its approach. Indeed, Bob thought it was

too close for their own safety to open fire, adding that he could almost read the instruments on the pilot's instrument panel. Bob tapped Peter on the shoulder and there was just time for him to catch a glimpse of the long greenhouse of the Bf 110's cockpit under the starboard wing. Hastie wisely chose to sideslip to port with everyone keeping a watchful eye; whereupon the enemy fighter dived to starboard and quickly disappeared.

Their final op, a Window patrol, as a crew took place on the night of 15th/16th April 1945.

Peter, like many aircrew who continued to serve in the RAF after war ended, had to re-muster to a new specialisation. In his case, it was the end of flying duties with a move to the RAF Regiment. He was to serve for many years and achieved commissioned rank, retiring as a Squadron Leader.

He joined the RAF 100 Group Association at its very beginnings and was an ever-present attendee at Reunions up until a couple of years ago. For many years, he was accompanied by his friend June Stephenson, and latterly by his daughter Nina. He was a friendly, intelligent man and very knowledgeable on the historical aspects of 100 Group operations. He will be greatly missed by all who were fortunate enough to know him.



*F/L 'Jock' Hastie (Pilot), W/O 'Wee Jock' Watson (WOP), Fg Off 'Soapy' Hudson (Nav),
Flying Off Chris Spicer (Nav) and Peter Lovatt (Port Waist Gunner)*



*Flight Lieutenant Hastie & crew members, with Peter Lovatt far right
Credited to Bob Lawrence*



Ernest W. Hughes, Flight Engineer
171 Sqn, North Creake, RAF 100 Group, Bomber Command
by Jim Fawcett (Canada)



I first met Taffy at Holme on Spalding Moor when we were with 76 Squadron. I was known as '*Ginger*' (being a redhead). Taffy was Flight Engineer and I the Rear Gunner. Together with our crew we completed 31 operations.

Our first op was 75 years ago on 21 June 1943 to Krefeld. We were blessed to have survived ops on targets such as Cologne, Berlin, Hamburg and Peenemunde to name but a few. We didn't always return unscathed, but we got back in one piece due in large part to our beloved Skipper Johnny Hodson.

Taffy always knew more ladies than me ... he was taller and milder mannered than I was. We were both basically loners, but of our crew, the two of us chummed together and shared many happy times. We were both keen to listen to music, have a pint and tease each other. I think I annoyed him on a few occasions when I would imitate Gene Krupa's drumming, usually while Taffy was sitting quietly or writing letters!

Once when we were in the City of York, we stayed too long in the pub and missed the last bus back to the base. So, we started walking the approximate five miles. At the River Ouse, I thought Taffy should construct a raft for us as he was the Engineer. Needless to say, after a couple of pints, trial and error, plus our lack of building skills, the 'raft' didn't float and the non-swimmer ended up in the river (*not me!*). Contrary to popular belief, I did not push him!!

On another occasion, Taffy lost his flying boots. He set them down and forgot where he put them. Through the years, being a good friend, I wouldn't let him forget about losing his boots again!

After our first tour ended, we both joined different Squadrons and lost touch. Fortunately, 60 years later, in 2003, we reconnected through 76 Squadron Association. We kept in contact from then on by letter, but mostly by phone. I immigrated to Canada in 1947 and Taffy was residing in Aberystwyth. We were separated by an ocean, but our ties to each other never weakened. We shared many enjoyable telephone conversations and shared memories over the last 15 years. Sadly, we never reunited in person.

Taffy was well educated, an excellent mechanic, always kind and pleasant. He was a prolific writer, having written many books of poetry, a history of the Welsh people, etc. He was very proud of his Welsh heritage. Through his writing, he literally met many people from all around the world.

We will miss you but will never forget you.

Ernest W. Hughes ... my crew mate, my friend.

God Bless you, Taffy.

Bombs away RAF!

Ginger (Jim) Fawcett rfawcett5@cogeco.ca



Left: Ernie 'Taffy' Hughes. Right: Jim 'Ginger' Fawcett

FIRST OPERATION

*It is 50 years that have flown away
Though sometimes it seems but as yesterday
When we flew as a crew in a big, black kite,
At the end of a day – on the edge of night.*

*The longest day and the weather was fine
As we drank (in our youth) the immortal wine
Of the English air – with its scent of rose –
Its tang of freedom, but taint of foes.*

*It was twenty to twelve when the Skipper said –
'Standby for take-off' – away we fled –
A bump and a bounce and with nothing to spare
We were airborne at last on a wing and a prayer.*

*We crossed the coast of the 'Land of the Free'
Then a steady climb o'er the bleak North Sea;
(What thoughts now roamed – seeking Mums and Dads!)
'There's the Enemy coast – Straight ahead, my lads'.*

*So quiet and calm was the Skipper's voice –
He could well have said – 'Be strong and rejoice,
For in thee, O Lord, do I put my trust ...'
(A searchlight's beam warned of 'dust to dust').*

*Now on we flew through the flak and the fear
To the Enemy's heart, back to thoughts of a beer,
On that long descent, o'er that bleak North Sea;
On course for home and the 'Land of the Free'.*

*Yes – it's 50 years that have flown away
And, somehow, I wish it – but yesterday,
And tonight, as a crew, we would fly once more
In the fight for peace and end to war.*

By Ernest W Hughes
The Welsh Poet

Taken from his book: *'The Silver Thread'*

Chosen by Jim Fawcett in memory of the 75th Anniversary of their 1st operation with 76 Squadron



Jim 'Ginger' Fawcett far left, Ernie 'Taffy' Hughes, far right talking to an American



Ernest W. Hughes, Flight Engineer
171 Sqn, North Creak, RAF 100 Group, Bomber Command
by Mel Carey

I first met Ernie in Doha in 1974. We worked together as Engineers for a start-up company by the name of Gulf Helicopters Ltd. The operation was basically to provide a Helicopter service to the off-shore oil rigs overseen by the giant international Shell Oil Company.

Ernie departed Doha at the end of his two-year contract and returned to Wales. We kept in touch over the years and I considered him to be a rather special friend like no other – he had a very unique personality – easy to like and difficult to explain why.

On my return to Blighty in the year 2000 after having clocked up 28 years working overseas – Ernie and I began exchanging letters and phone calls as you do. I was gradually educated and brought up to speed with Ernie's glorious past, in particular his time in the RAF as aircrew on the Halifax bomber and how he was lucky to come through it all having completed 43 missions on night-time raids.

Wow! He kept that one quiet all those years.

I repeat: Ernie was easy to like and difficult to explain why ... now we all know – his special personality was chiselled and shaped by the wartime experiences looking for that elusive 'Patch of Blue Sky' to wash away the awfulness of war.

Yes, we will all miss the very modest Ernie Hughes and his fine collection of Poetry and letters that he would automatically spin from his mind like magic.

Mel Carey



Ernest W. Hughes, Flight Engineer
171 Sqn, North Creake, RAF 100 Group, Bomber Command
by Janine Harrington

My Dearest Friend Ernie,

I shall miss you more than you can ever know. Sadly, we never had the chance to meet, to talk face to face, yet shared so much during long conversations on the phone or chatting to one another through writings just as if we were sitting side by side.

I knew you for 20 years. We were comfortable with one another. We could speak so easily about every-day things just as much as the war, moving on to more personal topics. Time slipped away from us, and before we'd even spoken about half the things intended, it was time to hang up the phone, or draw the letter we were writing to a close.

I knew you as a modest man, someone who felt things deeply but couldn't always find the words. You wrote best through poetry, and your letters often slipped into that way of speaking, like my own, in a stream of consciousness. You were a proud, very private man, and extremely independent. You had a keen sense of responsibility for his fellow man and would take on other people's worries in an instant. A man of action, you would be seeking options available. You hated injustice. And your passion for Wales made you well-known locally, together with your endless battles for justice.

It's the little things which trigger thoughts of you.

I recall how the phone would ring towards the end of an afternoon. You would have been baking ... something you learned after your wife died. You were proud of the fact and opened the conversation with the words: *'Come on, it's best fresh from the oven! I'm just cutting a slice of this new recipe I'm trying out. Looks good!'* It was like being drawn into a scene from a Play happening in two places at the same time. I would immediately put the kettle on saying it was my turn, while I could hear a chair being pulled away from the table. I'd pour a mug of tea and start sipping it as you shared the fact that the slice was on the plate. *'Mmmm ... delicious!'* This was serious. No joking matter! We'd talk about the recipe for a while and you'd fill in time during the eating of another slice - because it really was that good! - with one of your many stories. The place where you lived near Devil's Bridge intrigued me. You knew that and would send many postcards of the place. The perilous three-tiered stone bridge was a viewpoint for a waterfall that plunged into a deep, wooded gorge far below. As an independent man and a Walker, definitely with a capital 'W' ... you would follow the treacherous path to the bottom, explaining how the waters were so steep and rapid they sculpted rocks into works of art. You would tell me, like a father to a child at bedtime, the legend behind Devil's Bridge, and the old lady, Megan, whose cow was on the wrong side of the ravine prior to the bridge being built. The Devil, watching the concerned Megan, offered to build her a bridge and in return, the first living thing to cross would be his. The bridge was built, just as it is today, alleged to be the Devil's work by the creation of a very different kind of feature. But crafty Megan took up some bread before leaving home, throwing crumbs for her dog to follow. She hedged with the Devil asking if it would carry her weight, to which he asked her to test it. He hoped she would come herself. But instead, she threw the bread, and the dog following the breadcrumbs, took off after it, crossing the bridge as the first living thing to do so. Hence Megan outwitted the Devil and was able to bring back her cow safely.

In later years, you hated losing your independence. We still talked and shared, but now there was frustration in your voice as you were moved into Care Homes.

I'm just pleased to have been able to talk to you a few days before you died. Stuart and I were still travelling at the time but decided to make a further attempt at contacting you, having tried a few times previously. You'd spoken with Stuart on a few occasions. He shared your passion for cricket and sent you a radio, so you could listen for yourself. This time however, you simply asked me, in a whisper, to speak the words with which I ended every conversation with you: *'Love and hugs, Dearest Ernie. Sleep tight.'* Little did I know that they would be my final words spoken to you.

Thank you for your friendship, your support, your strength and encouragement, and for the valued conversations we shared. I feel blessed to have known you. A true Kindred Spirit. Now, finally, you are at peace.

God Bless ... till we meet again xx

* * * *



Pilot Officer P. G. Nash
223 Sqn, RAF Oulton, 100 Group, Bomber Command
by Richard Forder

Sadly, we have just lost another 223 Squadron veteran, Pilot Officer P. G. Nash. His daughter Barbara Nash emailed to say that George died on Saturday 5th May aged nearly 94 years.

George was the 2nd Pilot in the crew of Squadron Leader R. E. C. McKnight, Officer Commanding of A Flight. He arrived at RAF Oulton on 31 August 1944. Promoted to Temporary Flight Sergeant on 28 November 1944, he flew on all but one of the crew's operational Liberator sorties. The crew flew their final Liberator op on the night of 28 Feb/1 March 1945, a Window Patrol to Lake Constance. They then converted to the Fortress and completed two more ops. This brought George's ops total to 32. He was commissioned as a Pilot Officer on 27 February 1945.

* * * *



Ft Lt Rex Waters
New Zealand Bomber Command Association
by John Beeching



Rex Waters, centre of picture

Rex Waters, featured at the final luncheon of Bomber Command Association New Zealand in our Spring magazine, died in February this year. He was a Lancaster Skipper with 9 Squadron, flying on at least one of the *Tirpitz* raids. 9 Sqn also often flew on ops with 617 Sqn. Returning from one op, he was forced to make an emergency landing with flak damage to the hydraulics, which meant the undercarriage wouldn't come down. Everyone got out safely. He became a Dairy Farmer after the war.



Lester Lee Jones, B24 Liberator Aerial Gunner Lt. George Sandberg's crew, 36th Squadron, 8th Air Force by Stephen Hutton



I recently learned from the Lester Jones family that Norman's Waist Gunner, Lester Jones, just passed away at 95 years old in Roanoke, VA. It means that George Eberwine is possibly the last living member of Lt. George Landberg's crew. I have sent George notification of Lester's death and posted a message and photo on the Funeral Home website guest page. Here I include photographs of the 36BS Liberator piloted by Lt. Landberg in which Lester broke his leg in the crash of B24 219 on 15 November 1944, and which took the lives of Walter Lamson and Leonard Smith. Those B24s always did seem to break into threes!

His Obituary appeared in the Roanoke Times newspaper:

'May 20, 1922 – January 16, 2018.

Lester Lee Jones, 95, of Roanoke, VA; passed away on January 16, 2018. He served his country during World War II in the United States Army Air Corps. Lester retired from the Internal Revenue Service after 33 years of service.



Lester grew up on the farm in the Back-Creek Community and he continued his love of farming throughout his adult life. He was preceded in death by his wife, Evelyn 'Mildred' Jones; parents A. B. and Mamie Jones; seven siblings; and daughter-in-law Barbara Jones. Left behind to cherish his memory are two sons, David Jones and wife Candis, and Michael Jones; including seven grandchildren, and extended family...'

Courtesy: 'Roanoke Times' newspaper.

I added Lt Landberg crew photo and statement below to the Internet Roanoke Obituary Guestbook

'January 19, 2018

During WWII, Lester Jones served bravely like my father as a B24 Liberator Aerial Gunner in the 36th Squadron that flew on night missions with the British Royal Air Force performing electronic warfare. On one such mission in November 1944, his bomber crashed on take-off killing two of his crew. Although injured in the crash, with God's great blessings, Lester was able to return home, be productive, raise a family, love and be loved. May he rest in Peace.'





Deacon Joseph Melita, Radio Operator S/Sgt in Lt. George Sandberg's crew, 36th Squadron, 8th Air Force by Stephen Hutton



I am so very sad to tell you that our friend and avid supporter, Gremlin Deacon Joe Melita, Radio Operator for the 36th Squadron's Lt. George Sandberg's crew, suddenly passed away on May 14, aged 95 years. Pam received the phone call from Joe's daughter Nancy the day we left for England for our RAF 100 Group Reunion.

Deacon Joe (*known as such for his 40+ years in the Roman Catholic Church*) was a truly wonderful man whose contagious smile and kind words always enlightened your day. He had true concern for others, a kind heart and open mind. He not only served his country during World War II, he later gave great love to his family, church and community. He attended our 36th Bomb Squadron Reunions, always offering the Opening and Closing Prayers. It was not unusual for him to pick up the telephone and call just to see how we were all doing and chat. Joe loved all the 'Confound & Destroy' Gremlin news and was so thrilled that Heda Kootz honoured his crew by getting an A2 flight jacket painted like his B24 Liberator – 'Lady in the Dark'. He was so proud of all the Gremlins. He now joins his crew in God's blue heaven.



Our lives are greatly richer for our paths having crossed!



Lt. Landberg's crew smiles



Art Brusila, 36th Bomb Squadron Pilot by Stephen Hutton



Hello Friends,

Sad news to report that Art Brusila has died. Just today I received a note from his daughter Kristin that Art passed away on June 2nd. She says: *'He will have a Military Memorial service in July at Fort Indian Town Gap in PA'*. She goes on and says: *'We had just celebrated his 96th year on May 10th. Up until the summer of his 95th year, he was managing living in his own home. It got to the point that he needed help with mobility, so he moved into Assisted Living. It was quite a downward spiral over the past year.'*

So now another Gremlin has taken his final flight *'to join that heroic band of airmen who have gone before'*.

Yes, may he rest in Peace. Our lives are richer for our paths having crossed.

Along with Gordon Caulkins, his Tail Gunner who I believe is still around; and Des and Ernie Lamson, he attended the Memorial Ceremony in May 2011 to honor those of Lt. McCarthy's crew killed in the crash of the *'Beast of Bourbon'* on February 19, 1945, seen here:



'Go Art ... !!'

Yes, Bless Them All!!

A Quiet Corner



Fold up the flags
Freeze-frame the stained glass colours
On the white walls of this age-old church
Now all the words in the world
No longer matter
Only the names safe written
In that slim hand-crafted book
We leave it for other eyes
To look and read and wonder.
Outside chill freshening breezes
Stir in the long, wet grass
Beside the sloping churchyard path.
Now follow to the great iron gates
And red-bricked towers of Blickling
Pause to remember, kindly,
Warm oak-panelled walls
And letters written in the music room.

And so to Oulton in the afternoon
Along the once familiar lanes
To where the shrouded stone
Sits at the crossroads
On the little green
Beneath the windswept hedge
Four square and permanent
As if to say
Come from all corners of the earth
This is the spot they chose
And here we stay.
Then to the endless flapping of the flags
Unveil and dedicate the stone
With simple prayers and honest words
Chosen to tell the tale
Of how and why we came today
To Oulton fields
Each to remember and for each
The bitter-sweet recall of that remembrance.

Now fold away the flags
And catch the bugle's
Last complaining note.

In some clear crystal bowl of memory
Slip quietly away
And leave the future of this special place
Safe in the hands of children
Playing in the field beyond
And when the school bus voices
Daily meet and echo round
The crossroads here
Let them watch over what we did today
As we watched over them
In all those yesterdays commemorated.
Then when the evening mists of Norfolk
Drape their swirling scarves
Around our stone
The roar of engines on the runway
Will be silent
And the final '*Stand Down*' order done.

Written by Ron W. James
Veteran of 223 Squadron, RAF Oulton, Norfolk

Spoken at the dedication of Oulton Memorial stone
May 1994 by Ron, in memory of his days spent there,
clearly illustrating what it means as we return each year
for Reunions.



We WILL Remember Them!





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 Air Gunner, 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 Harrington, Association Secretary. '*Love is Eternal!*'
- 192 Squadron** P/O Jack Glen Millan Fisher, Royal Canadian Air Force, (Vic's friend & Pilot: Mosquito DK292) 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.
- 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.
- 199 Squadron** John Frederick Wincott, Gunner on 'Jolly Roger' EX-R. Died 2006. Remembered with love by son Tony and family.
- 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.
- 171 Squadron** Ernie Hughes, Flight Engineer. Died 11.6.2018. Remembered with love by Janine & Stuart.
- 157 Squadron** Flt/Lt Bryan Gale died 2 January 2009. Missed by daughter Valerie & son Chris
- 169 Squadron** Fred Herbert, Navigator/Radar, died 15.10.2010, remembered by friend, & pilot John Beeching
- 1692 Flight** Albert Fairweather, Ground Crew at Great Massingham & Little Snoring. Died in 2002. Remembered with love by granddaughter Jane Fairweather & family.
- 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
- 169 Squadron** Flt/Lt Frank Win died 13 July 1998. Remembered by daughter Chris, and friend 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** Russell Owen Douglas, Tail Gunner on Fortresses, 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
- 214 Squadron** Steve Nessner died the latter end of 2016, remembered with love by wife and family
- 214 Squadron** Sgt F. Alan Wilkes died on 15 November 2016 aged 92 years. Missed by son Robert Wilkes
- 214 Squadron** W/O Archibald 'Jim' Mitchell Navigator DFC died 5th April 2013 aged 92, Eric Morrison's crew Stirlings/Fortresses. Missed by daughters Judith and Angela
- 214 Squadron** Alistair McDermid, Waist Gunner in Flying Fortresses, died 23.2.2017 aged 92. 1 of only 2 survivors when intruder shot down plane over Oulton on 3/4 March 1945. Remembered by daughter Linda and family. Attended Reunions until 10 years ago.
- 214 Squadron** Flt/Lt Sidney Pike died 3 July 2017. Remembered with love by all who knew him.
- 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 family with love.
- 223 Squadron** Kenneth Lionel Stone, Tail Gunner on Liberators. Died early 2017. Remembered by son Roger

223 Squadron	Dr Peter Lovatt, Squadron Leader , died in hospital 5.3.2018. Remembered with love by daughter Nina & Family. A well-known, well-loved Association member who attended Reunions.
223 Squadron	Flt/Lt Ronald Carpenter DFM, died 6 December 2011, aged 91. Remembered with love by devoted wife Barbara, son David, daughter Anne, and grandchildren.
223 Squadron	Pilot Officer P. G. Nash. Died 5 th May 2018. George is remembered with love by daughter Barbara, and friend Richard Forder.
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
239 Squadron	Flt Lt Cliff Rhind, Canadian Mosquito Pilot died 15 June 2017 aged 94 yrs. Missed as a much-loved volunteer at Alberta Aviation Museum, Edmonton, Canada
141 Squadron	Flt/Lt Doug Gregory DFC, Pilot died 2015 aged 92 yrs. Missed by wife Liz, son & daughter.
141 Squadron	F/Lt G D Bates, known as 'Charlie', served with F/O W S Field, his Navigator/Radio Operator.
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.
157 Squadron	Flt/Lt Bryan Gale died 2 January 2009. Missed by daughter Valerie & son Chris
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.
85 Squadron	Wing Commander Branse Burbridge died 1 November 2016, missed by son and daughter.
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 all who knew him in RAF 100 Group
Bylaugh Hall	Flt/O Shirley Bellwood, Intelligence Officer remembered with love by son Chris and friend John Stubbington, Wing Commander.
?	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, Wireless Operator serving in No. 2 Heavy Mobile W/T Section in France, 1940, died 18 Dec 2011.
USAAF 36th BS	Sergeant Aubrey 'Bill' Whitworth, Nose-Gunner on Lt Soderstrom crew , died 11 August 2015. Missed and loved by daughter Kim and family & all who knew him.
USAAF 36th BS	Lester Lee Jones, B24 Liberator Aerial Gunner on Lt George Landberg's crew , died 16 January 2018. Admired and respected always.
USAAF 36th BS	S/Sgt Deacon Joseph 'Joe' Melita, Radio Operator on B24 'Lady in the Dark' , died 2018. Remembered for his 40+ years in the Roman Catholic Church, his deep faith, courage and love.
USAAF 36th BS	Art Brusila, Pilot , died on 2 nd June 2018. Remembered by all who knew him.

Dates for your Diary

2019: 17 – 19 May (confirmed) dinner Holiday Inn Hotel Norwich - North

2020: 15 – 17 May (provisional) Spring National Holiday 25 May

2021: 21 – 23 May (provisional) Spring National Holiday 31 May

Be sure to put these important dates in your diary.

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Autumn 2018 magazine - out end September. Deadline for material: Start of August.

Winter 2018 magazine - out start of December. Deadline for material: Start of Oct.

* * * *

Saturday 21st July 2018

Noon

McAully Flying Club, Little Snoring, Norfolk

Special Invitation to all RAF 100 Group Association members to attend a Barbeque from midday if the weather is favourable, with tea/coffee available. There will also be an opportunity for people to be taken for short flights following the main Event.

Main Event: Opening Ceremony of a Memorial Site

2.30pm

Memorial is aimed at marking the presence of wartime activity at Little Snoring airfield by 23, 115, 141 and 515 Squadrons. This is intended to be a recognition of the Service these Squadrons made.

Memorial Stone is being placed at Little Snoring airfield in conjunction with the Airfields of Britain Conservation Trust in memory of all who were based at this airfield and flew operations during World War Two.

Access:

Access to the McAully Club House is off the Thursford Road. Follow official highway signs to the airfield. We will place local signs on the day to help people find us. Car parking along the highway is limited, but there is a car park at the church roughly 5 mins walk away. Details will be on our website: <http://www.mcaullyflyinggroup.org/>

Further details from: Gary Thompson, McAully Flying Group, Little Snoring.
01603 456286/07792827968.'

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 Harrington

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for continuing to support our Association in the printing of this magazine:
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