



Confound & Destroy

RAF 100 GROUP MEMORIAL MUSEUM
ASSOCIATION NEWSLETTER



City of Norwich Aviation Museum, Old Norwich Road, Horsham St Faith,
Norwich, Norfolk NR10 3JF Telephone: 01603 893080

RAF 100 Group Association

ROGUES GALLERY



Founders: Martin Staunton & Eileen Boorman (sister)



Derek Waters
Trustee (Chair)



Kelvin Sloper
Trustee (Treasurer)



Kim Barwick
Trustee

Matthew Taylor
Trustee,
Keeper of
Exhibits.
Looks after all
aircraft and
helps Rob with
displays.
(No Picture)



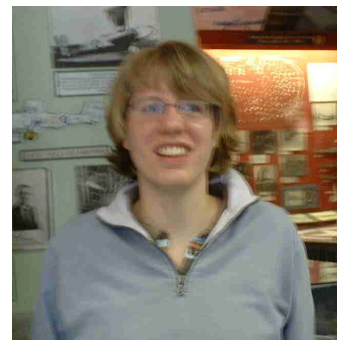
Rodney Scott
Custodian



Ann Scott
(Rodney's wife)



Robert Walden
Trustee/Curator



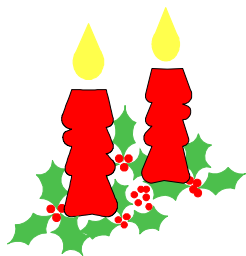
Steph Walden
Secretary



Right: Glen Ambler, Web Master

The Museum also has a host of over 90
Volunteers who work on the Museum and
Association's behalf

Editors Page



Dear Friends,

The past few weeks have been difficult and sad. Following a serious fall at his home, my father was hospitalized, and we were driving from North Yorkshire to Oxfordshire and back every few days. He passed away on 27th November just as we were arranging to transfer him to a Nursing Home. His funeral was emotional. And now, as Executors, we find ourselves caught up with oodles of paperwork and sorting a lifetime of possessions and writings. Christmas will never be quite the same again!

But then, the sudden Passing of our dear friend Martin Staunton cast a still deeper shadow. Already we miss him terribly. And we therefore ask you to accept our apologies if there is any delay in getting out this special Winter issue.

Martin has proved such a comfort and strength through the years, and we were talking almost every day. It was therefore a sad journey we made, further south from Oxfordshire, to the Crematorium in Hastings where we joined others from his family and RAF 100 Group Association in a final farewell.

We are now working with Bob, his friend of 30 years, and Kelvin, to create a separate compilation of his life and work, together with his sister Eileen, as a special memorial to them. Thank you Bob, in your help with this, and to you and your wife, Jill, for the time we spent with you and afterwards at High Beech with those who attended his funeral. It was a lovely if sad occasion.

In accordance with Martin's wishes, the Museum will continue to host Annual Reunions of the RAF 100 Group Association and we look forward to meeting up with you all again in May.

We do wish everyone a very

*Merry
Christmas*

and a peaceful New Year.

Janine & Ian

Future items for the Newsletter should be sent to the Editors:

Janine Harrington & Ian Kirk, 59 Finch, Cayton Bay Park, Mill Lane,
Cayton Bay, Scarborough, North Yorkshire YO11 3NJ
Telephone: 07789 935021 Email: writers.retreat@lycos.com



News from the City of Norwich Aviation Museum



Enclosed with this newsletter is the reminder for payment of your 2007 subscription. Those members who have already paid will have received their card and we will have this payment recorded. If we have our sums and lists correct, those who have paid will not receive the reminder.

However, in view of the number of members asking for additional copies of the 'Confound & Destroy' Newsletter, particularly those asking for it to be sent to addresses other than their own; we ask that a payment be made in addition to the subscription.

Membership of the Association brings one newsletter posted to the member's home address. For those wanting additional copies, we ask an extra £8 per year for each extra copy. This could then be sent in the same envelope as the subscription copy.

To cover postage and stationery costs of sending an additional copy to an address *other* than the members own, we think that payment of the full subscription should be made. We trust that members will understand given the high cost and demand of producing these Newsletters.

New Members

Once again, we are able to report increased membership numbers with several new members to welcome since our last newsletter.

Mr L Campbell, Cottingham ex West Raynham
Mr H K Deacon, Rugby
Mr V S Dyball, Norwich ex Great Massingham
Mr A S Garvard, Enfield ex 171 Squadron, North Creake

We hope that they will enjoy their membership of the Association.

A thank you is due to our members who have written in various publications of the Association. Many of the new members who have joined us in 2006 read about us in these magazines and newsletters. The continuing growth in our membership is a credit to the efforts of these writers. The quality of our newsletter also has much to do with the rise in membership numbers over the past twelve months. Well done to Janine and Ian. Publication of parts of the newsletter on the City of Norwich Aviation Museums internet site has also attracted attention from potential new members and we must thank Glen Ambler for making this possible.

The Museum

The restricted opening days at the Museum over the winter months obviously makes this a quieter time in some respects for the volunteers and staff. Nevertheless, much activity is still underway, another shed donated to us from RAF Coltishall has been completed, some work continues on the aircraft and the mild weather has seen us still cutting grass in late November. Visitor numbers between September and November are well up on 2005 and there is a great deal of interest already being shown in the Museum that should ensure that we are successful in 2007.

We must thank RAF 100 Group Association members for their continued support with purchases of items from our shop. The new Martin Bowman book has proved very popular, we have posted out nearly thirty copies to Association members. The income from these sales is very much appreciated, particularly during the winter months.

News from Coltishall

A BBC programme about Coltishall was shown as a local programme in East Anglia back in May but was repeated on BBC2 more recently for a national audience. The parades held on the 1 April were presentation of a new standard for 6 Squadron, the disbandment of 41 Squadron as a Jaguar Squadron and its immediate reforming as a testing unit operating Harrier and Tornado at Coningsby. There was also a station parade to mark the end of flying operations at Coltishall. The main parade to close Coltishall will be on 30 November 2006.

I was at Coltishall on 1st April and hope to be able to attend in November for the final parade and closure, and to write something to be printed in the April 2007 edition of '*Confound and Destroy*'. However, even after this final parade, the RAF will be remaining at Coltishall for some time after to complete the clean up. It seems the site will be offered for sale in December. Mick Jennings says he will still be there until early Spring. The programme on TV gave the impression everything is already closed, whereas in reality, although the aircraft left six months ago, there are still a good number of RAF and civilians hard at work moving equipment and emptying offices, houses and hangars.

Finally ... a reminder that, until 1 April 2007, the Museum opening times are Wednesday and Saturday from 10.00am to 4.00pm and Sunday from 11.00am to 3.00pm. We will be closed over the Christmas and New Year holiday period.

Kelvin (Sloper)



Mr G T Lowe

One of the original members of the Association,
visits the Museum for the first time late summer.

Mr Lowe was one of the first 100 Group Personnel
to arrive at Foulsham.

Letters Page



Peter Walker, Martin Staunton, Les Bostock
May Reunion 2006
Photograph taken by John Wynne's son, Ben

Dear Ian and Janine,

I, like many others was saddened to learn of the untimely passing of Martin Staunton.

Since the formation of the 100 Group Association, driven by the passion and zeal of Martin and Eileen, some ten years or so have passed.

We are indebted to them especially, but also to the many other friends and enthusiasts whose help they enlisted and who have built on the success of those early years to achieve what we have today.

In those early days when Martin was secretary, he took the Newsletter from a very modest affair into something which improved year on year with, for instance, the addition of colour. The improved quality of photographs was another additional benefit.

Many times when I attended the reunions Martin's was the only familiar face until, as the day advanced, others entered the proceedings.

Regards
Les Bostock

Hello Jan and Ian,

I am absolutely shocked to learn of Martin's Passing. I am so terribly sorry to hear the news and I am sure that all those belonging to the Association will miss him terribly, including me. He gave so much in his personality and kindness to everyone. My medals will always remind me of him! He certainly disguised his illness.

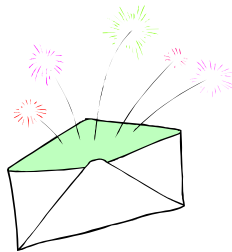
What does one say? He was a great character, very kind and understanding. We had a great rapport and I am sure that everyone enjoyed it. It was fun.

I am so pleased that he wishes for the Association to continue, that I think is typical of the man. He, Eileen and Len Bartram, will be remembered by its continuance ... It is an understatement to say 'he will be greatly missed.'

I received Kelvin's letter today with all the details about Martin's funeral. I will not be able to attend as I will be in hospital that day. However, I have not sent flowers but a cheque in his memory to the funeral directors. I work for a hospice and I know what good work they do. It is so sad and hard to comprehend. If condolences are passed on to members of his family, please include me. I am grateful that you have let me know, and as you say, it is still so hard to take in.

Keep in touch and take care.

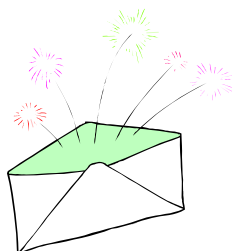
With best wishes,
Yours,
Dorothy Hudson



Thank you for writing to tell me of the sad news of our loss of such a stalwart member, as Martin was. I never had the pleasure of meeting him, but what I recall of his picture in the Newsletter, his was a very cheerful personality and an example to us all.

As a member of the 100 Group Family, I share the sorrow and sense of loss, felt by his family and all of us. May he Rest in Peace and his memory live on.

Ernie Taff Hughes



THANK YOU

To all RAF 100 Group Members

The words 'Thank You' really cannot express how we feel about the kind words and actions from Martin Staunton's friends. We have had condolences from the four corners of the world, each one remembering something Martin had said or done, he would have been tickled pink that so many people had so many good things to say about him.

A man who will be remembered

So again we like to say ...

Thank You

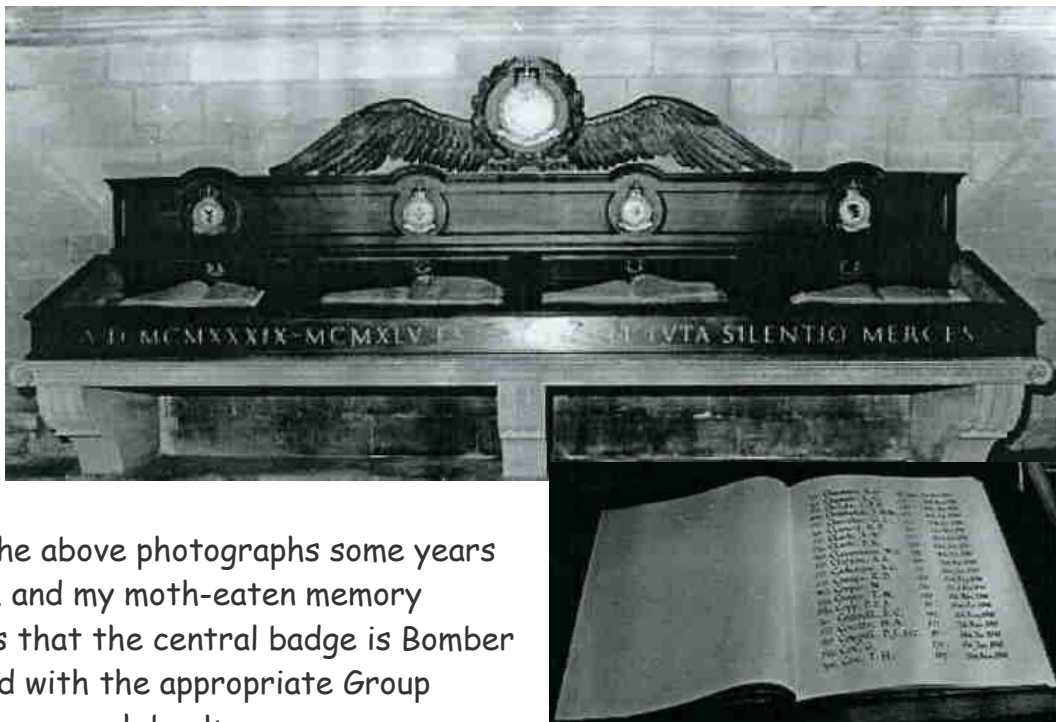
Bob & Jill Histed

Editors Note: *There have been many letters and phone calls following the sudden Passing of Martin both to ourselves and direct to the Museum, and a special Supplement will accompany this Newsletter created with the help of Bob Histed, Martin's friend of 30 years. It will include writings and photographs which we hope will pay tribute to the life and work of both Martin and his sister Eileen, and show just how much they are loved and missed both as our friends, and as Founders of RAF 100 Group Association.*

Dear Janine & Ian,

Autumn issue arrived this morning. Congratulations - just what we want! Salutations from a grateful reader!

I suspect that very few members are aware that Ely Cathedral is home to two Memorials to 100 Group. In the north aisle there is a cabinet containing four Group Memorial Books recording the names of all those who did not survive, the one on the extreme right being ours. The pages are turned daily. Above the cabinet is a Memorial Window.



I took the above photographs some years ago now, and my moth-eaten memory suggests that the central badge is Bomber Command with the appropriate Group Badge above each book.

I have written to the Head Verger of Ely Cathedral asking why the 100 Group Memorials were there, but have had no response other than he cannot help -

Letter to the Head Verger of Ely Cathedral

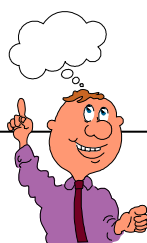
'Mr Austin - I've often wondered why the 100 Group Memorials should be in Ely Cathedral whereas all the Group airfields, I think, and HQ, were within the Diocese of Norwich. When we had a Reunion day at Foulsham of those who had served there it was the Bishop of Lynn who officiated. There must be a good reason for Ely to have them and I wonder whether you could tell me more.

*Kind regards,
Alan Thomsett'*

Unless diocesan boundaries have changed - most unlikely - all our aerodromes plus Bylaugh Hall, were in the Diocese of Norwich. It was the Bishop of Lynn who preached at the Reunion Service for Foulsham-based folk - and Lynn comes under Norwich.

I would suggest that any member visiting or passing through Ely has a look and tries to get a shot of the window. And if any member knows or can find out the history of the Memorials at Ely I would be most interested to hear from you. Whatever information can be obtained might then, perhaps, be made available at the Museum.

Alan Thomsett



CAN ANYONE HELP?

Before he passed away, Martin Staunton was in the process of acquiring a recorder to be able to read Newsletters and other information relating to the RAF 100 Group Association onto tape.

We have had an urgent request for help in this way from one blind member. Martin knew of others experiencing difficulties in reading the written word who would value this as a service.

We would therefore urgently appreciate hearing from anyone who feels they could help in this way.

Please contact the Editors at the email or address given on the inside cover of this Newsletter for further details about this.

Dear Janine and Ian

Many thanks for your continued efforts with the Newsletter, it is really appreciated.

When we opened the Museum back in 1997, I gave many items on 199 Squadron, 171 Squadron and North Creake. They included North Creake disbanding photos, a full album on Bomber Command's last raid of the War, all the Sortie Records of both 199 and 171 Squadrons, which commenced on the eve of 'D' Day when 100 Group simulated an 80 mile wide armada, crossing the Channel in the direction of North France.

Your last page of the recent Newsletter (Autumn) gave 199 Squadron a credit of only 466 sorties - who gave you that 'duff gen'? Not counting early returns, I think you will find that 199 Squadron did 1622 sorties from 'D' Day till 2nd May 1945, the last raid of the war, when they lost two Halifax's, the last aircraft to be lost in action in WWII.

With a wartime total of 2,863 Sorties carried out by 199 Squadron, there were in all 32 aircraft lost. It is recorded in Bomber Command War Diaries that 199 Squadron is believed to have carried out the greatest variety of operations than any other Squadron in Bomber Command during the war. The variety includes mine laying, bombing, SOE missions, dropping agents and arms over enemy territory and all radio countermeasure activities. The Squadron was disbanded on 29th July 1945 at North Creake.

I think you are doing a brilliant job. I only wish I was young and fit enough to visit you again.

Yours sincerely
Cyril Bradley

Kelvin Sloper (Trustee, RAF 100 Group Association) response:

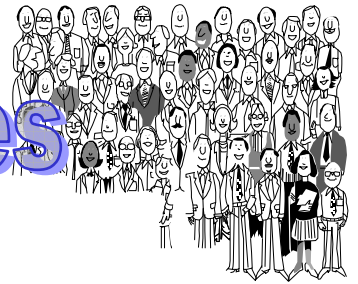
I'm sure that the ops figures for 199 Squadron on the board at the Museum are those that have been displayed since 1997. Not sure where these figures came from, most likely from a book such as 'Confound and Destroy' by Martin Streetly. We will check our figure and their sources - interestingly they have not been questioned in seven years, but this of course is not confirmation that the board is correct!

Shared Experiences

In Loving Memory

Mr F L Richards

'Richie'



'Richie' Richards joined the RAF in 1941 in Plymouth and was posted to Gunnery Training at Blackpool where he became an Air Gunner (rear) and was posted to 192 Squadron.

He was initially based at Foulsham and began operations over Germany mainly flying in Wellingtons. He flew from several aerodromes, including Swanton Morley, Mildenhall etc. He was involved in operations to discover the German radar frequency using specially adapted planes with Special Operators, for this he was awarded the DFM presented by King George VI at Holyrood Palace, Edinburgh.



He was transferred to the Desert Air Force serving in Egypt. He completed a full sixty operations and was transferred to Coastal Command (Lossiemouth) eventually completing his RAF career training new Air Gunners. He rose to the rank of Warrant Officer and married my mother who he met at RAF Lossiemouth. He often talked about his RAF service and regularly corresponded with his old comrades in Canada, New Zealand and Australia.

After the war, he trained as a bricklayer and worked on several local sites including the restoration of Smithfield Hall. After a particularly bad winter, he found employment working as a press operator at Lorival Ltd, eventually progressing to Senior Supervisor in the Battery Container Division.

Before his retirement he worked for a short period as Caretaker to a local shopping precinct. However, the love of his life was the RAF and 192 Squadron.

In loving Memory

By Richie's Son:

Michael A Richards

A Tribute

to Air Commodore Vic Willis
C.O of RAF Foulsham

Air Commodore Vic Willis, who has died aged 80, was twice decorated for gallantry for his operational flying in the top secret world of signals intelligence, radio countermeasures and electronic warfare.

In late October 1941 Willis was the pilot of one of six specially equipped Wellington bombers sent to the Middle East to provide electronic countermeasures in support of the expected offensive in the Libyan Desert. The objective was to try and jam communications on the 28 to 34 megacycles waveband used between enemy armoured columns. Operating from an advanced landing ground, the first sortie over the Sidi Omar area on November 20 satisfactorily caused a breakdown of tank-to-tank communications.



The following day, two Wellingtons took off for the Fort Capuzzo area. Willis was the pilot of one; the other, with the Army's top specialist in radio countermeasures on board, was lost. Fifteen minutes after starting the jamming operation, three Italian fighters pounced on Willis's lone aircraft. One of the fighters was shot down but the Wellington was severely damaged with its rear gun turret put out of action and some members of the crew wounded. Willis managed to escape into a patch of cloud and eventually limp back to base where it was discovered that his aircraft was damaged beyond repair.

A few days later, again flying alone deep over enemy occupied territory, his aircraft was attacked by a German fighter. His gunners damaged the enemy and drove it off. Willis completed his task of jamming the enemy communications despite damage to his aircraft. Shortly afterwards it was announced that he had been awarded an immediate DFC.

The son of the regimental sergeant-major of the Duke of Cornwall's Light Infantry, Charles Victor Douglas Willis, was born on November 11, 1916, at Calbourne, on the Isle of Wight. He was educated at Bodmin County School in Cornwall. In September 1933, he joined the RAF as an apprentice engine fitter at Halton where he excelled, finishing third in the order of merit and top in educational studies. As a result of his success, he was awarded a cadetship to the RAF College Cranwell

where he was awarded the Kings Medal for passing out first in the order of merit. He was assessed as the best pilot in his entry, being awarded the JA Chance Memorial Prize, and he also excelled at sport, gaining his colours at hockey and soccer.

Willis initially flew London and Sunderland flying boats with No 201 Squadron and he also fulfilled the duties of squadron adjutant. At the outbreak of war, the squadron was based at Shetland and flew patrols over the North Sea and to the Norwegian coast searching for surface raiders. In July 1940, he joined the recently formed Blind Approach and Training Development Unit at Boscombe Down. He was the source of some amusement for the other pilots who speculated on how long it would be before the former flying boat pilot committed the unforgivable and landed with his wheels retracted - he never did.

Willis was one of the initial group of pilots who investigated invisible beams that guided German bombers to their targets in the summer of 1940. These flights had to be undertaken during periods of enemy activity and often under hazardous flying conditions in order to gather the essential data for scientific analysis of the Knickebein beam. The data Willis and his colleagues gathered formed the principle for the development of blind landing techniques based on the German Lorenz beam. This in turn became the basis of the ground-controlled blind-bombing system called Oboe.

After the experimental unit was re-designated No 109, Squadron Willis was made a flight commander with particular responsibility in the early development of Oboe. Such a revolutionary device inevitably suffered setback but, in due course, it became the primary blind-bombing aid used by Bomber Command's Pathfinder Force to pinpoint targets and achieve previously unattainable bombing accuracies.

After his encounter with fighters over the desert, Willis remained in the Middle East and joined the newly-formed No 162 (Special Signals) Squadron at Kabrit in Egypt. Flying Wellingtons, the squadron investigated and jammed enemy radio signals. Willis flew sorties over Greece and Crete to determine the nature of the defences, before another series of sorties to jam the radios of enemy tanks in the Western Desert. As the campaign in Greece finished, Willis and his crews transferred their attention to the location and jamming of radar installations at Benghazi and Derna.

Willis rejoined No 109 in June 1942 just as the squadron started to train for Oboe operations with the Mosquito. By the end of the year he was promoted to Wing Commander when he was ordered to form a new squadron, No 192, whose role was to

conduct exploratory flights over enemy territory to identify radars and the operating wavelengths used.

Flying just off the coast, the data was gathered, enabling counter-measures to be developed. Willis flew many sorties over the North Sea and the Bay of Biscay, but by early 1944 his Halifax and Wellington aircraft flew in support of the bombers streams, gathering signals information and jamming enemy night-fighter frequencies. During the night of the Normandy invasion, Willis and his crews flew along the English Channel gathering signals information. After 18 months in command, and on continuous operations, Willis was awarded the DSO. He was described as a fine leader, whose example of courage and devotion to duty had been worthy of the greatest praise.

Promoted to Group Captain in November 1944, Willis assumed command of RAF Foulsham, the home of No 192 Squadron and other specialist radio countermeasure squadrons. In addition to his decorations, he was twice mentioned in dispatches (1941 and 1945). After the war, he continued to work in the secret world of signals and spent two years commanding the flying operations of the Central Signals Establishment. In December 1948, he joined the RAF Mission in Greece where he spent the next two years at a particularly difficult time in Greek politics. He was appointed OBE.

After a period instructing at the RAF Staff College, Bracknell, and on the air staff at Headquarters Bomber Command, Willis was appointed the Senior Air Staff Officer at the Central Reconnaissance Establishment. He then commanded RAF Luqa, the large airfield in Malta and home to two reconnaissance squadrons that monitored the movements in the Mediterranean of the Soviet Black Sea Fleet. On promotion to air commodore in September 1962, he was appointed as Commandant of the RAF Staff College at Andover before retiring in March 1965.

Willis became chairman of the West Midlands Engineering Employment Association and sat on the numerous industrial tribunals in the Midlands. He was a very fine squash player and represented the RAF for a number of years. He remained competitive until his early sixties.

Vic Willis, who died on July 30, 2006, married Flight Officer Margaret Parry, the daughter of Admiral H Parry, in October 1941. He later married Margaret Dunne. Both predeceased him; his son from his first marriage survives him.

Taken from the Daily Telegraph, Thursday August 3rd 2006
Remembered by: Vic Parker Flt Lt Vic Parker, RAFVR (Ret'd)

The Last Raid of the War

by Cyril Bradley

My brother, F/Sgt Arthur Bradley, was the Navigator of Halifax BIII RG375 EX-R, the last Bomber Command aircraft to be lost in WWII.



He lies at rest in Kiel War Graves Cemetery along with his comrades; it was his 37th Op. Nearly six years of war was coming to an end on that night of 2/3rd May 1945 when Bomber Command carried out its last devastating air attack on Kiel. Some 290 aircraft took part and three failed to return - two Halifax's of 199 Squadron and a Mosquito of 169 Squadron, all from 100 Group. Their crews were the final victims of the RAF's offensive against the Third Reich. Mosquito NFXIX MM680 from Great Massingham exploded at some 23.30hrs over the target. Two Halifaxes RG373 and RG375 of 199 Sqdn, North Creake, collided over the city, scattering wreckage around

the village of Meimersdorf and thirteen perished aircrew were buried in a field alongside the wall of the local cemetery. The bulk of RG373 EX-T finally came to rest in a field next to the cemetery. Three of the crew survived the ordeal.

A photo taken in November 1945 showed the location of the graves alongside the cemetery wall by a large stone: this was a memorial stone within the cemetery. Many years ago the boundary wall was taken down and the cemetery grounds extended into the field which included



the area where our thirteen airmen have been laid to rest in 1945. That piece of hallowed ground, now lawned and planted with shrubs, reflects a lasting peace and tranquility for our airmen following their tragic accident.

Their remains were transferred to their final resting place at the Commonwealth War Graves Cemetery at Kiel in 1947.

They were -

†	W/O W F Bolton,
†	F/Sgt A Bradley,
†	F/Lt W E Brooks,
†	Sgt F T Chambers,
†	F/O K N J Croft,
†	W/O K A C Gavin,
†	F/Sgt D Greenwood,
†	F/O A S J Holder DFC,
†	F/Sgt J R Lewis,
†	S/Sgt J Loth,
†	P/O W H C Mackay,
†	W/O R H A Pool
†	F/Sgt D Wilson.

These men are all buried in the Kiel War Cemetery together with the crew of the 169 Squadron Mosquito who were killed earlier in the night.

History of 199 Squadron Operational Sorties 1944-1945

HISTORY OF OPERATIONAL SORTIES					
INT. 5/6TH JUNE			D DAY OPERATIONS		
199 SQUADRON			SORTIE RECORDS		
1944 - 1945					
POSNS	O.Q.L.I	A/C	CAPTAIN	RESERVES	
1 -		P	F/S DALE		
2 -		A	F/LT SUDROCK		
3 -		X	F/O HOLMES	AFW	CAPI
4 -		B	W/O KEEN		
5 -		R	F/O HANCOCK		
6 -		D	F/LT EDDY	BEX	T - F/S COX
7 -		N	F/LT CHILCOTT		Y F/S LIA
8 -		E	F/LT TURNER		
9 -	2	Z	P/O CATERALL		
10 -		G	P/O POWERS		
11 -		V	F/LT WINTER		
12 -		H	F/LT GUTHRIE		
13 -	1	S	F/S GILBERT		
14 -		K	P/O CATTELL		
15 -	3	Q	F/S MILSON		
16 -		C	P/O HARRISON		
ROUTE (1) BASE - READING - LITTLEHAMPTON - RACECOURSE					
LITTLEHAMPTON - READING - BASE					
ROUTE (2) BASE - READING - PORTLAND BILL - R COURSE					
PORT BILL - READING - BASE					
HEIGHTS - BASE - 12000 READING - 18000					
OPEN HT 12000 FT					
M.C.T. - 05.20 Hrs.					
IN. POSNS & TANKING - M.C.T. MINUS 5 Hrs 45 MINS					
TILL M.C.T. MINUS 30 MINS					
TAKE OFF 21.33					
FIRST OFF - 21.40 LAST OFF - 21.54 ALL AT ONCE					
REPORTS RADAR ORDERED TO RETURN					
T ORDERED TO TAKE OFF & JUMP AT NO 8					
Weather first used on 5th day The Racecourse was 80 miles long - being expanded by 2 miles, flying at 11000' This simulated an attack crossing the Channel in the direction of Northern France.					

Living History

by
Phil James

Some weeks ago a lady who is a distant relative rang me up to ask what should she do with a pair of flying gloves, so I said bring them down to me and we would work from there. In the meantime, I rang Doug Radcliffe, Secretary of Bomber Command Association, to ask his advice and whether he would like them. He said he would love to have them and that they would be put on display in that Museum. This I told the lady.



She then came to see me and showed me the gloves that were in very good condition considering she had had them for 65 years. They had been given to her by an

Australian air gunner when she worked in the NAAFI at a RAF Station called Stormy Down during 1941/42.



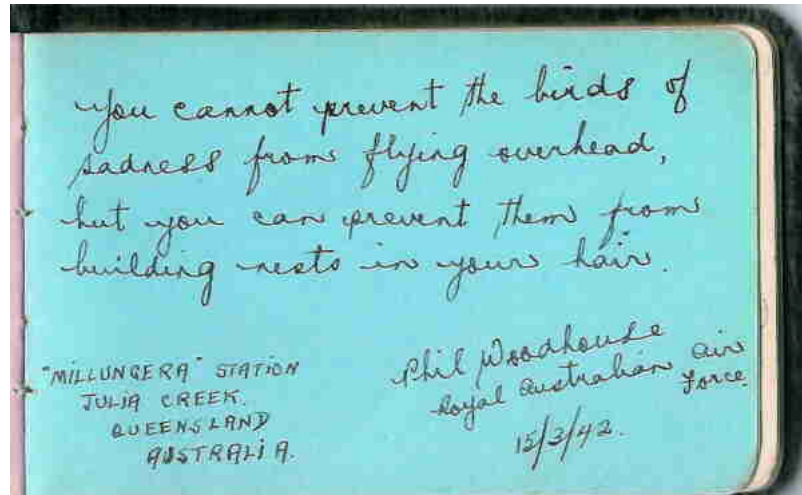
She then pulled a pink ribbon with a piece of cardboard attached to it, and on it were the

signatures of 8 Australians. I asked what was attached to it and she said a 'Toy Black Cat'. It was a wedding present from them as she was getting married at that time.

Next item out of the bag was a very good photograph of 13 RAF Personnel, all signed by them, it made a very good photo. I would think of some of the staff?



The next item out was an Autograph Book containing a few dozen autographs by aircrew from all over the world, Poland, USA, France, UK and a lot from Australia; there are lots of quips with the autographs.



We thought the above would be of interest to members.

Phil A James, MBE

Editors Note: *We noticed the front right hand man on the photo, Phil Woodhouse, signed the wedding card and album (with his address). Could he be the Australian gunner who gave her the gloves?*

We would also bring members attention to the fact that Phil has recently had an article published in Newsletter 52 of the Bomber Command Association relating to our Reunions and history.

Congratulations, Phil, and Well Done!



Editors Note: *In the Summer issue of the Newsletter, a member was interested to find out more about the women of Oulton M.T. drivers. In the Autumn Newsletter, we published a photograph of this group, together with their names and information about them. We have now received a letter from Jim Mitchell who wishes to record a tribute to them.*

Oulton M.T Drivers

I would like to record a tribute to the Oulton M.T. drivers and to one in particular, [Nellie Dawson](#).

Throughout 1944, I was Navigator in Eric Morrison's crew (B Flight, 214 Squadron), and Nellie usually delivered us to the aircraft and collected us in the 'wee small hours'.

She was about our age and she made a great contribution to crew morale. She appointed herself our Mum, reassured us as apprehensive children (as we were) whilst driving us to dispersal. After landing, she calmed us as she would boisterous and over-excited children (as we were) and delivered us for de-briefing.



Contrary to all orders, on one occasion she went with us on an air test, to her great enjoyment.

We had wonderful support from all the 'support family' at Oulton to whom we are indebted.

Yours sincerely,

Jim Mitchell

Dear Janine & Ian,

Thanks so much for the Autumn Newsletter - just the thing to cheer up a rainy day, although I felt nostalgic at the mention of Bylaugh Hall (I was posted there from Foulsham). I missed the Reunion visit there this year, but am hoping there will be another one next year.

I felt I must send you a picture of the inhabitants of our hut at Bylaugh Hall where we had many pleasant evenings roasting potatoes and listening to the 'Ink Spots' on the wind-up gramophone which we had somehow acquired. I am still in touch with Joan and Peggy, but wonder where the others are now?

Does anyone know?

Nancy Marshall

Joyce

Joan



Peg

Staff at Bylaugh Hall: 1944, 1945, 1946?
Sent in by Nancy Hewitt, nee Marshall

Wanting to Make Contact

I see the name of E J R Le Strange in the Mag. As he lives in Warminster and his address is in the phone book, I could make contact with him if we had anything in common. Are you able to tell me which Station or Squadron he was with and what his function was at that time?

Alan Thomsett



Dear Janine & Ian,

I have found the Summer Newsletter by chance through Google during searches of the No. 100 Group on the Internet. I read with great interest. I knew not of your RAF 100 Group Association before.

I am a 37 years old hobby historian. I researched for many years the allied air raids on my hometown Chemnitz during the years 1944-1945. In this connection, I investigate the fates of German, British, Canadian, Australian, New Zealand and American Airmen who lost their lives in these raids. Furthermore, I look for contacts of former crew members who flew these raids and can remember them. I am particularly looking for contact with crew members of the No. 100 Group Squadrons which flew missions on 14/15th February and 5/6th March to Chemnitz.

Your experiences are very helpful for my researches. Unfortunately it gets less and less. The time runs against me.

Best regards,

Ren Siegert

Turnstr. 40

D-09126 Chemnitz

Germany



Editors Note: *More and more, we are having people make contact with us through the Internet. If anyone would like to reply, it is easier to do so direct. But we would be most interested to hear any outcomes which can be printed in future copies of the Newsletter to keep members informed.*

Dear Janine,

We have just shared a long telephone conversation regarding my grandfather [William Langley](#), who served in the RAF during WW2. I was absolutely delighted to find a strong lead in finding out about my grandfather.

First of all let me give you some details about me.

My name is William Leach (formally William Langley). I am 52 years old and have a very strong interest in WW2 and the RAF in general, I am an Electronics Engineer in the repair field of electronics and I am trying to trace any person who either served with my grandfather or knows of him indirectly.

My grandfather William Langley served in a Mosquito Squadron as a Navigator and, as far as I know, was involved in Radar. He lived in Newton Aycliffe with his wife Elizabeth Langley (nee Bell). At the end of the war he went on to do a lot of work for the RAF; in particular as a Sign Writer and Commercial Artist he did an awful lot of Sign Writing for the RAF, eg: writing the signs outside RAF bases throughout the country.

This is my very first attempt to contact a club of any description and I really hope that someone somewhere knows of or about William Langley. I would add that I would be very happy to travel or to talk with anyone regarding my grandfather.

I currently live in East Sussex in a village called Beckley. I can be contacted by email or telephone and at the following address:

williamleach@onetel.net or bill-uk@msn.com

Home phone: 01797 260828 Mobile: 07745675350

William Leach
2 Chapel Cottages,
Main Street,
Beckley,
East Sussex TN31 6RN

By the way, did you see the documentary about the Spitfire they found in France using metal detectors? That was a fantastic team effort and I was so intrigued that I would love to go on such an expedition myself. I really have a great interest in WW2. Since living with my grandparents as a child, it has always been with me.

Bill Leach



Take Note

We have received a report about a current scam targeting consumers:

A card is posted through your door from a company called PDS (Parcel Delivery Service) suggesting that they were unable to deliver a parcel and that you need to contact them on 0906 6611911 (a premium rate number).

DO NOT

telephone this number as it is a mail scam originating from Belize.

If you call this number and you start to hear a recorded message you will already have been billed £15 for the phone call.

If you do receive a card with these details contact -

Royal Mail Fraud

0207 239 6655

or

ICTIS

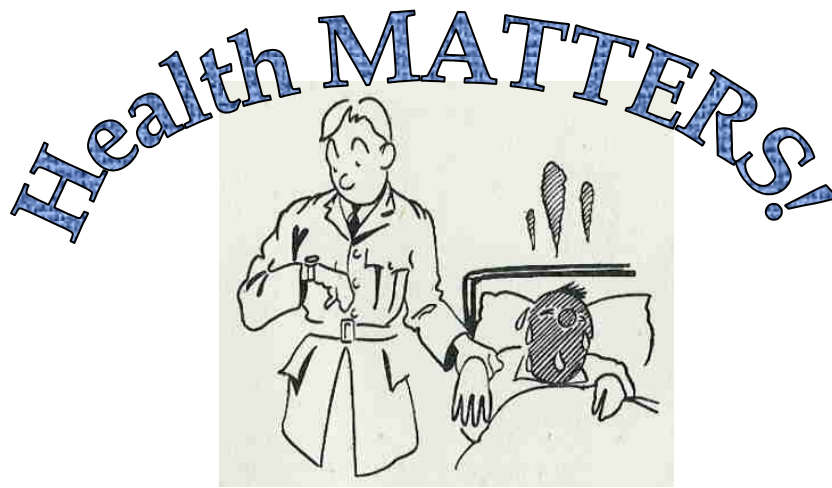
(the premium rate service regulator)

<http://www.icstis.org.uk>

or

Consumer Direct North East

08454 04 05 06



Editors Note: *This is a new Section which Martin & Bob were particularly keen to include for future Newsletters. Martin starts it off with a story to set the scene -*

We OLD people have problems that some people haven't even considered!

An 85-year-old man was requested by his doctor for a sperm count as part of his physical exam. The doctor gave the man a jar and said, "Take this jar home and bring back a semen sample tomorrow."

The next day the 85-year-old man reappeared at the doctor's office and gave him the jar - as clean and empty as on the previous day. The doctor asked what happened and the man explained, "Well, doc, it's like this - first I tried with my right hand, but nothing. Then I tried with my left hand, but still nothing. Then I asked my wife for help. She tried with her right hand, then with her left, still nothing. She tried with her mouth, first with the teeth in, then with her teeth out, still nothing. We even called up Arleen, the lady next door and she tried too, first with both hands, then an armpit, and she even tried squeezin' it between her knees, but still nothing.

The doctor was shocked!

"You asked your neighbour?"

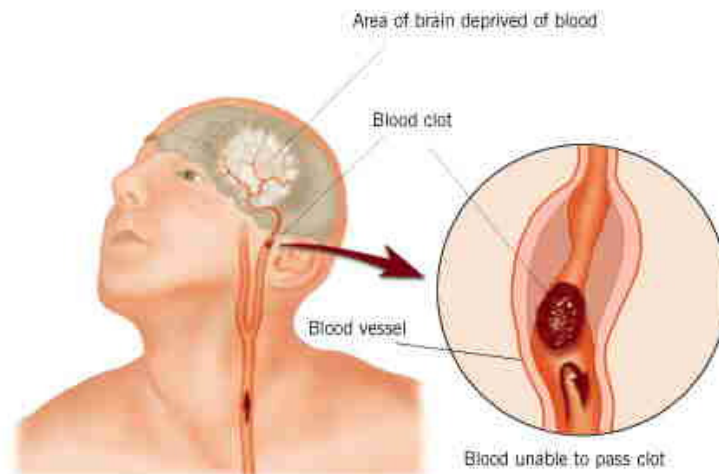
The old man replied, "Yep, none of us could get the jar open."

* * * *

SIGNS of Advancing Middle Age: No 37

When you bend down to pick something up from the floor and you find yourself thinking: 'Is there anything else I can do while I'm down here?'

STROKE IDENTIFICATION



During a BBQ, a friend stumbled and took a little fall - she assured everyone that she was fine (they offered to call paramedics) and just tripped over a brick because of her new shoes. They got her cleaned up and got her a new plate of food - while she appeared a bit shaken up, Ingrid went about enjoying herself the rest of the evening. Ingrid's husband called later telling everyone that his wife had been taken to the hospital - at 6:00pm, Ingrid passed away. She had suffered a stroke at the BBQ. Had they known how to identify the signs of a stroke, perhaps Ingrid would be with us today.

A neurologist says that if he can get to a stroke victim within 3 hours he can reverse the effects of a stroke ... totally. He said the trick was getting a stroke recognized, diagnosed, and then getting the patient medically cared for within 3 hours, which is tough. A stroke can be recognized by asking three simple questions:

- S** Ask the individual to **SMILE**.
- T** Ask the person to **TALK**, to speak a simple sentence (*'It is sunny today'*)
- R** Ask him or her to **RAISE BOTH ARMS**.
- O** If he or she has no trouble with ANY **ONE** of these tasks,
- K** This is probably not a stroke and the person is probably **ok**.
- E** **EMERGENCY** ... If he or she has trouble with ANY ONE of these tasks, call 999 immediately and describe the symptoms to the dispatcher.

NOTE: Another 'sign' of a stroke is this: Ask the person to 'stick' out their tongue ... if the tongue is 'crooked', if it goes to one side or the other that is also an indication of a stroke.



Final Postings

*Death is but crossing the world as friends do the seas
-they live in one another still.*

Martin Albert Staunton and **Eileen Boorman (nee Staunton)**

Founders of RAF 100 Group Association - remembered with love.
(see separate 'In Memory' about their life and work)

192 Squadron Sqd/Ldr **George Ward** DFC Phil James' Canadian pilot

192 Squadron Flt/Lt **Paddy Passmore** DFC Canadian pilot

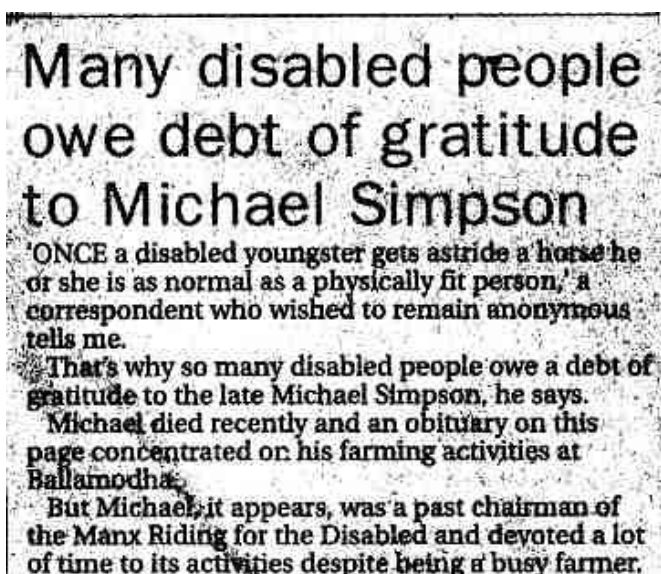
192 Squadron **John Cooke**, who was a regular at 100 Group Reunions, attending each year from 1997 to 2004, travelling to Norfolk from his home in Kent. John always enjoyed the Reunions and we believe he left the Museum's building fund a bequest and his collection of aviation books and memorabilia to the archive collection.

192 Squadron **Ron Phillips** has passed away after facing illness with great dignity in late 2005. Ron, although a native of Cornwall, was a resident of Aylsham and therefore a local member of the Association. Kay and I represented the Association at his memorial service at Aylsham Methodist Church where Ron had been a committed member of the congregation. (*Kelvin Sloper*).

192 Squadron **Ted Gomersall** passed away on 30th November 2004,

192 Squadron **Hank Cooper DSO, DFC** passed away last year, 2005.

192 Squadron **Michael Simpson**, a W/Op and F/O has recently passed away on the Isle of Man. He is remembered by Alan Thomsett with this clip from a local newspaper -



- 192 Squadron** **'Richie' Richards** passed away in the latter half of this year. This news was conveyed to us by his son, Michael. Richie was a Rear Airgunner, based at Foulsham, mainly flying in Wellingtons. *(A memorial piece about his father is written by Michael in the 'Shared Experiences' Section of this Newsletter.)*
- 192 Squadron** **Air Commodore Vic Willis, C.O of RAF Foulsham** passed away July 30th, 2006. He is remembered by Flt Lt Vic Parker, RAFVR (Ret'd). *See 'Shared Experiences' Section.*
- 214 Squadron** **Geoff Liles** passed away on 4 March 2006 after a long illness. Geoff was a pilot with 214 Squadron at Oulton and a member of the RAF 100 Group Association for many years.
- 214 Squadron** **Mr J Creech** passed away in April 2006. Mr and Mrs Creech attended our 2005 Reunion and we remember with fondness how much Mr Creech enjoyed our visit to Oulton and particularly the coach tour around the airfield.
- 214 Squadron** **Don Austin** has recently passed on and is remembered by Les Bostock.
- 233 Squadron** **Arthur Anthony**, a Flight Engineer on 223 Squadron and a very valuable member of our committee when at the start of the Association; passed away on May 13th after a long struggle with Alzheimer's disease. He leaves a widow and son. Arthur will be sorely missed by everyone who knew him. *(Martin Staunton)*
- 49 Squadron** **Len Bradfield**, a founder member and director of the City of Norwich Aviation Museum for many years, passed away in late November 2005. Len joined the RAF at the start of World War Two training as a navigator bomb aimer. While on operations, Len was shot down in Lancaster ED625 of 49 Squadron. Only Len and his pilot Johnny Moss survived, spending the rest of the war as prisoners. Len returned to Britain with injuries he had sustained in a frustrated escape attempt and was nursed back to health by Nora, who he soon married. He became a surveyor for Norfolk County Council until his retirement. His friendship, advice, patience and knowledge were an inspiration to all who knew him, we shall miss him. *(Robert Walden).*

223 Squadron

Flt Lt A E L Morris (Tony) died mid-June 2005. He is remembered by Andrew Barron as his skipper from October 1944 - 1945. *'I was crewed up with Jack Wallace and I was a spare Navigator and front gunner in Scottie Steele's crew - the only crew with two navigators! Then I was asked by Paddy O'Leary if I would like to be Tony's Navigator and of course, I said 'Yes Please!'*

Andrew Barron has promised to write a memorial, sharing his experiences with his Skipper, for the next issue of '*Confound & Destroy*', due out April 2007.



TOMORROWS

They gave all of their tomorrows
So that your tomorrows could be free
Asking only that in your tomorrows
Lovingly remembered they would be

What gifts have been found in your tomorrows
That have been paid for with their lives:
The lilting laughter of your happy children
And the warm caresses of your wives.

These and a thousand others filled your days
And filled your years, many joys and a few sorrows,
A land alive with opportunity, their gift to you
Paid for by giving us all of their tomorrows.

Their watchword was for freedom
And freedom was their greatest gift to you
To live your life as you would have it be,
And do the things that they could never do.

So bow your head and heart in prayerful thanks,
Keep evergreen the thought so true.
The memory of the courage and devotion
That sent them out to fight and die for you.

Wally Kasper, 408 Squadron, RCAF



Recommended by Members

'Instruments of Darkness'

by Alfred Price

This book comes highly recommended by Phil James who says you need the 2005 edition which might be obtained at the library.

'Espionage in the Ether'

by William and John Rees

'Mosquito - Bomber/Fighter Bomber Units 1942-45'

by Martin Bowman

'Out of the Blue'

Edited by Laddie Lucas

Halifax at War

by Brian Rapier

One Man's War

by Johnnie Clark D.F.C

Published by Peacock Press of Holt, all profits going to the RAF Benevolent Fund

First Light

By Geoffrey Wellum, published by Penguin

Geoffrey did a four year tour of duty with 192 Squadron, and shares in this book his experiences as a fighter pilot through World War II.

Mosquito Pathfinder

By Albert & Ian Smith, published by Crecy

A Navigator's 90 WWII Bomber Operations

The Silver Thread

By Ernest W Hughes

A lovely book of poetry, dedicated to all those who served in RAF Bomber Command 1939-1945.

The Golden Lure

By Walter H Berry

The Pool of Light

Further poems by Ernest W Hughes

A Patch of Blue Sky

A narrative poem by Ernest W Hughes

(All of Ernest Hughes books above are available for £5, postage & packing included, direct from the author. Please contact Editors direct for address and details).

Circuits and Bumps

By Gerhard Heilig, published by Woodfield Publishing

Reminiscences of an airman in war and peace.

The Cry of the Nightjar

By Gerhard Heilig

A novel based on the author's wartime RAF experiences.

... & Magazines

'Aeroplane'

Published monthly £3.45

'Airmail'

Published quarterly

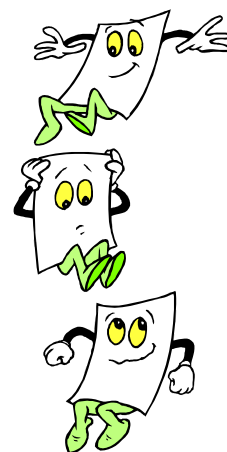
Journal of the
Royal Air Forces
Association

ACA Magazine

RAFA Magazine

Bomber Command Magazine *(see article by Phil James in Newsletter 52)*

Fly Past Magazine *(see July & August issues for write-up of RAF 100 Group)*



100 Group Related Items

Available from the City of Norwich Aviation Museum Shop

PLASTIC COASTERS

We have square plastic coaster available with the following squadron crests 171,192,199,214 and 223 squadrons and the 100 Group headquarters. The Engineering Science Aviation Group at Oxford University who donate the money they charge us to the Royal Air Force Benevolent Fund makes these coasters especially for us. [Each coaster costs 75 pence \(post free\)](#)

LEATHER BOOKMARK

A fairly recent addition to our stock is these 9" RAF 100 Group bookmarks [£1.00 each \(post free\)](#)

Blazer Badges

We have had long delays on delivery of blazer badges, but are assured that the problems with these have been resolved. If you have a badge on order, this should be despatch soon. We can accept orders for the 100 Group crest and all the Group's squadrons. [£12.00 each \(including UK postage\)](#)

BOOKS

[Avenging in the Shadows-Ron James](#)

We have already sold many copies of this book, the history of 214 Squadron. Republished edition of the early 1990's book by ex 214 Squadron Gunner Ron James who completed two tours with 214 Squadron, one on the Stirling and a second on Fortresses from Oulton.

Publisher Compaid Graphics A4 size soft back, 253 pages

[£17.50 \(including UK postage\)](#)

[100 Group \(Bomber Support\)-Martin Bowman](#)

Published in November 2006, this is the first book in a new aviation heritage trail series. The publishers say; *'as part of the AHT guidebook series, the airfields and interest in this book are concentrated in a particular area, in this case Norfolk. The growing importance of the electronic war in the air in 1943 caused the creation of 100 Group to fly both defensive and offensive sorties employing highly secret radio counter measure equipment. This book looks at the history and personalities associated with each base, what remains today and explores favourite local wartime haunts where aircrew and ground crew would have gone.'*

Publisher Pen and Sword soft back 192 pages [£12.99 \(including UK postage\)](#)

Nina and Vic-A World War Two Love Story-edited by Janine Harrington

The wartime letters of Vic Vinnell, 192 Squadron, Foulsham and Nina Chessall - the mother of our Newsletter Editor, Janine Harrington.

Vic Vinnell failed to return from a mission to Munich on 26/27 November 1944. No trace of Vic or his pilot Jack Fisher has ever been found. Nina and Vic were to have been married the following week. Their story is told, mostly in Nina and Vic's own letters, supported by diary entries, telegrams and photographs.

Publisher Woodfield Publishing, soft back, 348 pages: [£14.50 \(including UK postage\)](#)

John 'Cat's-Eyes' Cunningham-The Aviation Legend-John Golley

John Cuning achieved legendary status. His wartime fame as an outstanding night fighter pilot was followed by a long career as a test pilot. He played a major role in perfecting the operational use of radar interception, being the first pilot in the world to shoot down an enemy aircraft using radar. He commanded 85 Squadron before their transfer to 100 Group, but managed to fly several mission from Swannington after officially leaving the Squadron and was credited with three 'kills' whilst operating from the Norfolk airfield.

Publisher Airlife Books, soft back, 224 pages, £9.99

[Special Price £5.50 \(including UK postage\)](#)

Bombers Over Berlin-Alan W Cooper

Details of RAF Bomber Command raids on Berlin between November 1943 and March 1944. Stories of individual crews who flew on these raids, of those who returned safely and those who were shot down.

Publisher Airlife Books softback 312 pages £10.99

[Special Price £5.50 \(including UK postage\)](#)

Combat Legend deHavilland Mosquito-Robert Jackson

A succinct, yet detailed book on the design and history of the Mosquito. Well illustrated to show the variations of the basic design and the different operational theatres of combat.

Publisher Airlife Books, soft back, 96 pages, £9.99

[Special Price £4.99 \(including UK postage\)](#)

[We can accept credit/debit card payments by telephone, just ring the Museum on 01603 893080 during its opening times. Or send you order with payment by post to: The City of Norwich Aviation Museum, Old Norwich Road, Horsham St Faith, Norwich, Norfolk. NR10 3JF](#)

Dates for your Diary

2007



JANUARY 2007

1st

Annual Subscription due for RAF 100 Group Memorial Museum Association Membership.

(Please note: Membership fees have gone up for the first time since the Association was formed.

They are now £10 per person. Please contact the Museum if there is a problem.)

MARCH 2007

1st

Deadline for inclusions in **Spring issue** of Newsletter, due out in April.

MAY 2007

11, 12, 13th

RAF 100 Group Association Reunion ... Hurray!

(Any suggestions for visits and activities gratefully received! Please contact the Museum direct with them.)



JUNE 2007

1st

Deadline for inclusions in **Summer issue** of Newsletter, due out in July.

SEPTEMBER 2007

1st

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

DECEMBER 2007

1st

Deadline for inclusions in **Winter issue** of Newsletter, due out hopefully for Christmas 2007.

100 Group Order of Battle

SQD	AIRCRAFT	1st 100 GROUP OPERATION	BASE	SORTIES, LOSSES ROLL
192	Mosquito, Halifax Wellington	Dec 1943	Foulsham	2088/5 Losses Electronic Intel/Flint
141	Beaufighters, Mosquito	Dec 1943	West Raynham	1214/11 Losses 80 EA, 58 Trains, 7 Ships Dest
219	Mosquito	Jan 1944	West Raynham	1394/9 Losses 51 En AC Dest
515	Mosquito	March 1944	Little Snoring, Messingham	1366/21 losses 27 En AC Dest
169	Mosquito	Jan 1944	Little Snoring	1247/13 Losses 25 En AC + 1 V1 Dest
214	Fortress	April 1944	Sculthorpe, Oulton	1225/12 Losses Electronic Jamming
199	Stirling, Halifax	May 1944	North Creak	466/6 Losses Electronic Jamming
157	Mosquito	May 1944	Swannington	1336/5 Losses 37 En AC +39 V1 Dest
85	Mosquito	June 1944	Swannington	1190/7 Losses 71 En AC+30 V1 Dest
23	Mosquito	July 1944	Little Snoring	1067/8 Losses 18 En AC Dest
223	Liberator Fortress	Sept 1944	Oulton	629/3 Losses Electronic Jamming
171	Stirling, Halifax	Sept 1944	North Creak	583/4 Losses Electronic Jamming
462 RAAF	Halifax	March 1945	Foulsham	621/7 Losses Jamming/Windows
36 & 803 BS	Boeing B-17F P38	Jan 1944	Sculthorpe, Oulton	1211/0 Losses Electronic Jamming
857 & 858 BS	Consolidated B-24G	Jan 1944	Oulton	280/2 Losses Electronic Jamming



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