



# Confound & Destroy

## RAF 100 Group Association Newsletter

Winter 2010



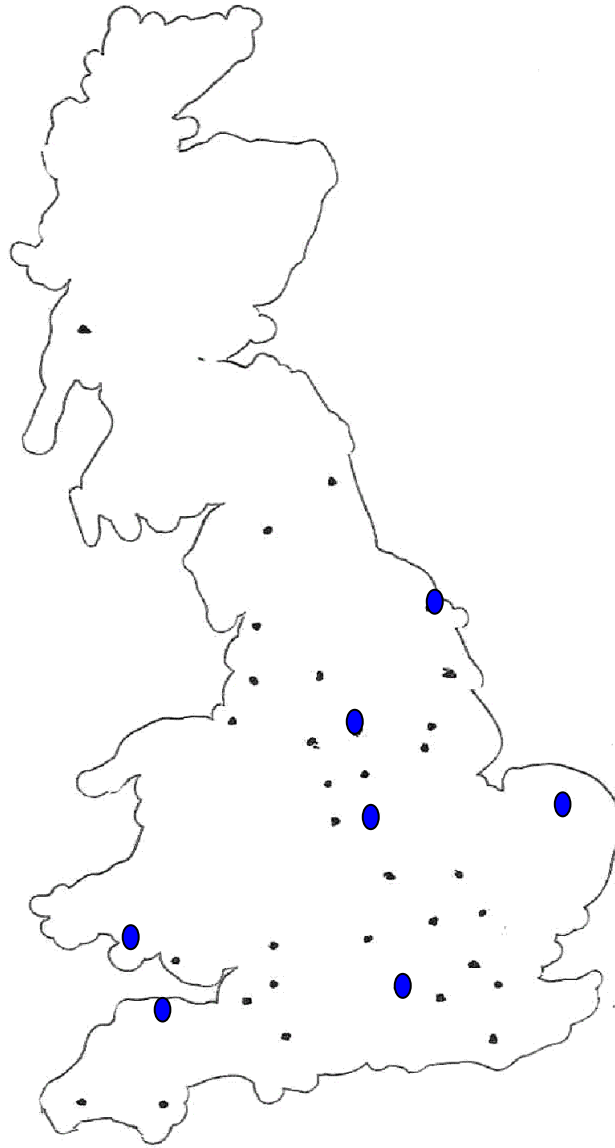
100 Group Association Chairman Wing Cdr John Stubbington: [REDACTED]

100 Group Association Secretary Janine Harrington: [REDACTED]

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

# RAF 100 Group Association

## Membership Areas



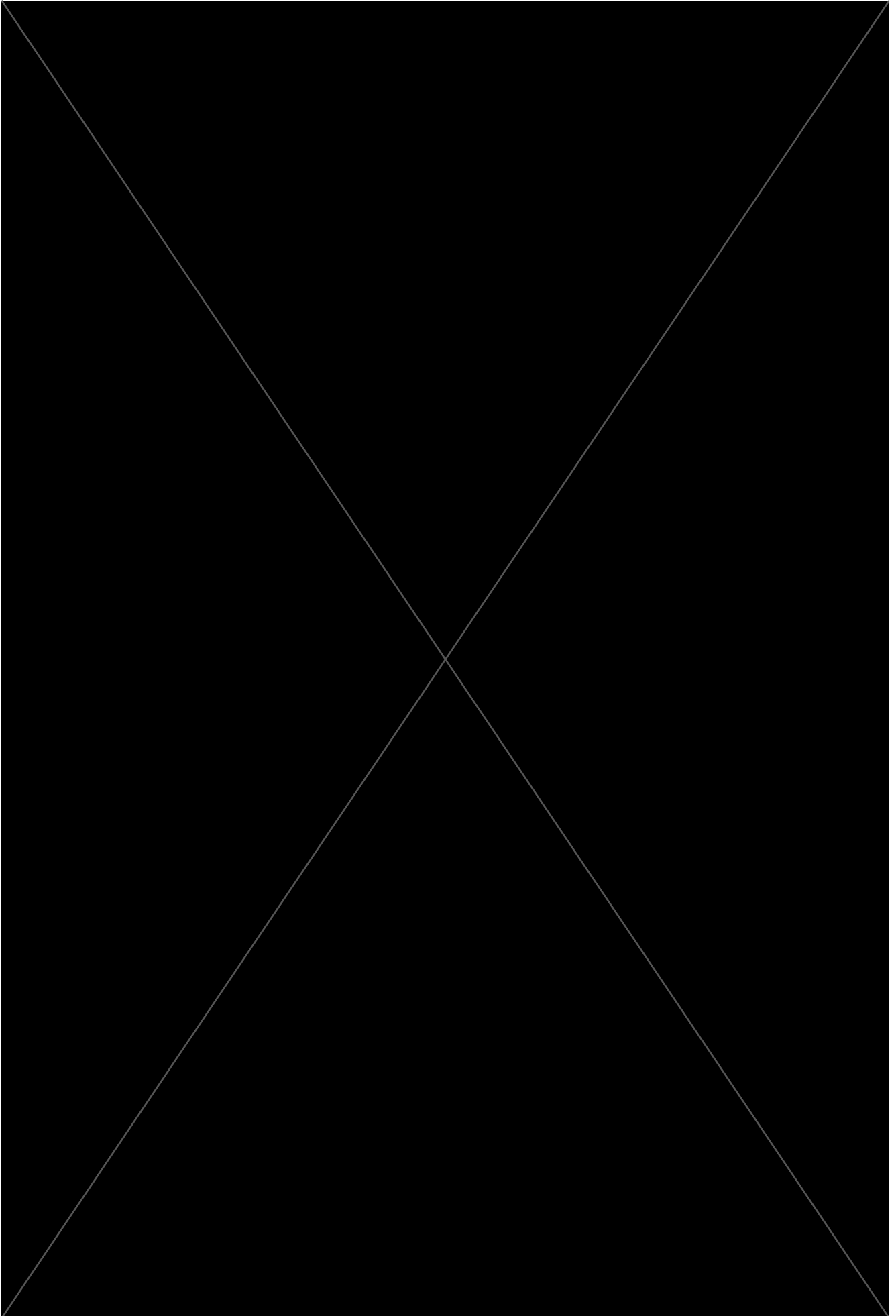
Each dot represents an area where there is a cluster of members  
Big dots show where members of the RAF 100 Group Association Committee live

Members who live abroad are in the following countries:

Northern Ireland  
Canada  
Austria  
China  
Germany  
Australia  
USA

# RAF 100 Group Association

Committee



# EDITORS PAGE



*Dear Friends,*

Your Newsletter, this time, comes in black and white format. This is due to rising costs in production and ink cartridges in particular. We have taken this step in an attempt to stop the yearly subscription rising. And it would be helpful, therefore, if members could please send 2011 subscriptions with the enclosed form before the end of the year. The next spring Newsletter comes out early, carrying news and full programme of the May Reunion. Please please let me know asap if you can receive Newsletters for the future through email to save costs. Just send me an email at the address below.

I do hope that lack of colour does not detract from the interesting and wide ranging issues contained herein. As always, thank you for the wealth of material. We have had a plethora to choose from. It's so lovely to hear from you, and thank you for your good wishes and cards. More and more it re-enforces the idea of us being 'Family' in the sharing of one another's lives.

It has proved an exciting few months. Tony and I leave on a Sunday for Warwickshire where we stay in B&B. He has a contract at Warwick Uni, implementing a new computer system in the Medical Centre. I work on my books through the day then we eat out at night, returning home Thursday before starting the routine again. I have two new books published in November, a flier for '*Brothers: A First World War Story of Courage & Commitment*' nominated for the Costa Award 2011 accompanies this Newsletter. Set in WWI, it still holds many lessons for today, and in the writing of it I had the strangest feeling the words were coming from some other place beyond the grave. It made me feel very much a part of the world as it was and I have to admit to feeling a very real sense of loss in the finishing of it.

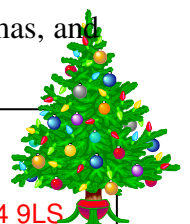
Meanwhile, post and emails continue to pour in, it's a full time job keeping up with them. There are a few I have included here to give you a flavour, and in responding to queries, we have gained quite a few new members this year, some of whom are already looking forward to next year's Reunion. Special items of note include a letter from a member in reply to Ernie Le Strange relating to the proposed new Memorial to Bomber Command, a request for information regarding the history of a mosquito, and an invitation to join the very last Reunion of 8th Air Force's 36<sup>th</sup> Bomb Squadron Radar Counter Measure Unit at Long Marston on May 7, 2011.

As we approach the end of another year, I am like a child at Christmas. For the last two years it has been an unhappy time of year, which I have tried to treat as just another day. Last Christmas, for the first time in my life, I had no decorations or tree, not even anything special to eat or to open. It was a desolate time. Now suddenly, I can't wait ... already Tony has made it full of promise and the whisper of secrets has begun.

Tony joins me in wishing every Association member a very wonderful and special Christmas, and every happiness for 2011. We look forward to meeting many of you in May.

*Janine & Tony*  
*XX*

Items for Newsletter should be sent to:  
Janine Harrington/Tony Bradley  
'New Dawn', 7 Ashley Court, Filey, North Yorkshire YO14 9LS  
Telephone: 01723 512544 Email: [writers.retreat@lycos.com](mailto:writers.retreat@lycos.com)



# Chairman's Report



## THE 100 (BOMBER SUPPORT) GROUP ASSOCIATION

### LETTER FROM THE CHAIRMAN



*Dear Members*

My very best wishes to you all.

There are a couple of things that I need to make you aware of.

I continue to be deeply concerned about the cost of the Newsletter, related both to printing and to postage. The budget is based on Annual Subscriptions, which at £15 per annum yields just £3.75 per edition including postage. The cost of colour printing is beyond the current Newsletter budget; and the cost of overseas postage forces all of those copies even further beyond the budget. This edition of the Newsletter is just Black and White; as will also be the Spring edition next year. We will see how the lower cost actually works out and this will be discussed at the Annual General Meeting next May. We have no choice but to work within the budget and we may have to make some hard decisions that may include reducing from four to three editions per year; reducing the page count of each edition; or reducing the number of pictures, etc. I would like to hear your thoughts on this very real problem, please. The problem will not go away; we have to face facts and make a decision within our budget.

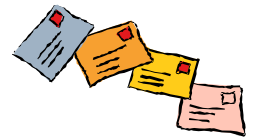
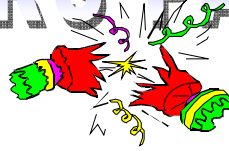
On a quite different matter, I am very very pleased to make you all aware of an exceptionally generous offer by Peter Witts. The offer is to pay for an Association Standard to be designed and produced. That Standard could then be used as appropriate at all future events and functions. Peter's family has very kindly supported his decision. I believe that all Members may join with me in expressing our most sincere admiration and appreciation of this offer. At present, I am in close discussion with a manufacturer and I would expect to be able to report in the next Newsletter that the Standard is ready to use at the May 2010 Reunion.

I hope and expect to see as many of you as possible at that Reunion.

With my most sincere best wishes to all members,

*John E G Stubbington*, Wing Commander, Chairman

# LETTERS PAGES



On Monday October 4<sup>th</sup> 2010, The Daily Express published a photograph of sculptor Philip Jackson's model of airmen. The Daily Express has led the crusade to build a Memorial in memory of the 55,000 airmen who sacrificed their lives during WWII.

Association member Ernie Le Strange, wrote in our last edition asking for feedback from members. And in response, we publish the following from a member who wishes to remain anonymous, but who has carried things further because of his concerns:

*'The following photograph is a true copy of a bomber crew ready to take off for Hamburg in July 1943. It is 171 Squadron, part of 100 Group, Bomber Command, of which I was proud to be a part.'*



*As flight engineer, I am shown on the right of the picture and sadly, a part of a tyre makes my trousers extra baggy. The pilot in the peaked cap was coming with us for experience as all new pilots did two trips with other, experienced crews, before taking their own crew on ops, hence eight members. The two ground staff airmen in the background are also a vital part of our team. The bomb aimer is holding the sextant box and in front of the w/op, crouched down, is the pigeon box.*

*Nearly all the expressions are cheerful and relaxed, and these are the true expressions of Bomber Command; the ability to control and conceal our fears when we had to keep going.'*

The member felt so strongly about the Memorial that he wrote to Bomber Command Association at Hendon urging that it reflect the true impression of the day and give crews the honour and dignity and pride they are due. In his letter, he voiced his concerns thus:

*'... I did not like the bulky dress and the flying boots appear to be too short. Some of the figures were staring in one direction and two others were just looking at the ground. These latter could be interpreted as showing dejection; despair, guilt, or shame by those who wish to tarnish Bomber Command. I decided to look for a picture of a crew in real life, about to leave on an operation, then to compare the two. The only one I could find among my papers and books was the enclosed photo taken by a Daily Sketch (long defunct), photographer ... here we have the pilot wearing the peaked cap, on a 2<sup>nd</sup> dicky trip with us ... the bomb-aimer holding the sextant box and in front of the w/op, crouched down, is the pigeon box ...' (see member's photo above)*

A response to his letter to Bomber Command Association arrived with enclosures, close ups of the sculpture, showing further detail than before. Our member sent a letter by return:

*'... Many thanks for the fine, enlarged pictures of sections of the Memorial. These do show acceptable detail which is not obvious in the picture of the model. I also note that there are different poses to some of the figures than what appears to be the model. I take it that the finished tableau is intended to be symbolic of Bomber Command rather than a representation of an operational crew? In doing this, I agree that it is truly so. However, the two figures with their heads down are open to unfavourable comment by objectors, but I believe that any such attacks can be forestalled. I have a similar photo to the one which I sent you, but in this photo I am bent down and am stroking the Squadron*



*(stray) dog which had come to see us off. Many Stations had a dog (stray or otherwise), and so I was wondering if the sculptor could add a mongrel to the spot that the downcast eyes are focused on? Not only would this fill the gap (if there is one) in the tableau, to show what downcast eyes were looking at, but also it would reveal the humane face of Bomber Command.'*

In the Autumn edition of 'Confound & Destroy' Gerhard Heilig kindly sent in a photograph of the Fortress II SR 384 in which he had flown. The aircraft was lost on the night of 25.5.1944 with P/O Hockley and was mentioned previously in a letter by George Fisher. The names of the crew have now been identified:



Fortress II SR 384. BU-A, 25.5.1944, lost that night with P/O Hockley

Crew of Flying Fortress Mark II SR 384 BU-C Dec 1944, No 214 Squadron RAF Oulton

FS Blake, Waist Gunner

FS Green, Flight Engineer

Sgt Herbert Harker, Waist Gunner (3rd from Right)

FS John Tudor Mills WOP/AG RAFVR (4th from Right)

FS Plumber, Navigator

FS Al Schaeffer DFC, Rear Gunner, RCAF (far Right)

Ft/Lt Shiel DFM, Special Wireless Operator

FS "Smithy" Smith, Mid Upper Gunner, RCAF

Sqn/Ldr Ralph Van Den Bok DFC\*\*, Pilot, RAFVR (4th from left)

Any information on other crew members would still be gratefully received.



*Dear Janine,*

*I am writing to tell you that my husband, Ken Ratcliffe, died on March 8<sup>th</sup> aged 86. He served in Bomber Command as a Nav/Bomb Aimer with 102 and 171 Squadrons (Pocklington and North Creak) flying in Halifax and Lancasters. He remained in touch with his crew all their lives.*

*Best wishes to all members of 100 Group Association*

*Yours sincerely,*

*Daphne Ratcliffe*

Dear Janine

Congratulations on yet another excellent Newsletter full of interesting historical gen. I am now in a position to fully identify all of the 223 Squadron pilots that appear in Bob Belton's photo shown at the bottom of page 10 in the Autumn Newsletter. From L to R the pilots are:



F/S W D James, W/O J Thorpe, F/S J Hastings,  
F/S W E Gatenby, F/O J J B Pocock, P/O R O Belton and F/O F D Carroll

Best wishes,

*Richard Forder (Committee)*



Dear All,

*Three items of interest for members -*

*Some of you may already be aware of the wonderful service provided by the Commonwealth War Graves. Now this is extended so that, if a headstone appears on a Commonwealth War Graves commission search, you can have a photograph either emailed to you or else sent by post. This is on payment of a fee.*

*RAF Millom in Cumbria has closed down. This Museum was run by volunteers. It ran into financial problems. Of interest to our members is that there were, at the Museum, records and photographs of 10 Air Gunners School at Walney Island. Several air gunners that were on 223 Squadron trained there: Dr Lovatt and Peter Witts, and my uncle. I have emailed them but have not had a reply. Not that I expected one, when they were going they would not reply to emails ... so more history will just disappear.*

*The other one to close is the Radar Museum at RAF Neatishead in Norfolk. This was closed by the Fire Brigade as the fire escapes and way outs did not conform to current regs. I do not know what the outcome of this will be.*

Best wishes

*Rod Vowler (Committee)*

Dear Janine,

Thank you for publishing the picture of my Uncle Jim, *Flight Lieutenant James Douglas Murray*, Service No 173769 (Airman's Service No 1388913), in the Summer issue of 'Confound and Destroy'. Thanks to a reader I was contacted by Mr Reid regarding the picture and he was able to supply me with important information. Using official RAF entries, we were finally able to name Jim's crew members whilst serving with 100 Group. Although the quality of the tiny picture does not allow me to read the brevets and so put face to



name, I am so pleased they are no longer just faces, after which I would be delighted to discover more from anyone who knew or served with them. The picture contains the crew and aircraft used by these gentlemen on 2.5.1945 for the operation over Kiel. Their names follow as found in the log:

F/L Murray J.D – Pilot, F/S Prince W.A – Navigator, F/S Hyde S - W/Air, Sgt Baldwin H.W - Spec/Air, P/O Brown J - Air Bomber, F/S Blaker L.A - MU/AG, F/S Bunce H.E - R/G, Sgt Shields A.B - F/E

Best wishes

*Philip H. Haynes*

19 Wilton Road

Yeovil, Somerset, BA21 5XP

Tel: 01935 477212. email: [planithipi@yahoo.co.uk](mailto:planithipi@yahoo.co.uk)



Dear Janine,

*I am a former Royal Marines officer when I was an FAC and I worked at RAF High Wycombe, 1991 – 1993. My father, Flt Lt W H G Thomas, RAFVR, served in 223 Squadron, RAF, as a Navigator. I have his RAF Log Book and all his charts and Nav logs from his 223 operational flights and photos. My father told me all about his RAF experiences before he died and I know the history of 100 GP from my own studies. I offered what he left to the RAF when I was at RAF High Wycombe but without much of a response. However I was able to arrange from him to stay at the Officer's Mess with me and he had a full tour of 'The Bunker' where I worked as a staff officer as well as a visit to Bomber Harris' office where he sat in his old boss's chair. Sadly my father passed away before we could visit RAF Oulton and Blickling Hall, but we did get to RAF Cosford for us to go through the B24 there together.*

*I live in Miami and Belize now but I am interested in joining your Association. One of my previous interests was with flight simulators (I have US Commercial Pilot & Instructor certificates) and I wish to make an add-on for Microsoft Flight Simulator for 100 Group's WW2 ops if anyone is interested in working with me.*

Regards,

*Martyn Thomas*, [martynwg@gmail.com](mailto:martynwg@gmail.com)

Hello,

My interest in RAF 100 Group stems from the 1960s, and from the other side, as it were, in the Luftwaffe at night. Let me explain.

I had a cousin who flew in 4/NJG 3 and later II/NJG 5, and while flying with 4/NJG 3 in a Do 217N-1 shot down a Mossie FB on the night of August 3<sup>rd</sup>, 1943 from 605 Squadron over the ocean, after it had flown an intruder raid over Sylt.

My cousin was later killed, in December 1943, on a take-off accident in his Bf 110G-4 out of Parchim, Germany. But it was from this that my interest obviously grew in the night air war operations, especially from 1943 until the end of the war. I have completed many interviews of former Luftwaffe night fighter crews post war, and am currently involved in writing with another U.S author on Kommando Welter, or 10/NJG 11, which flew the elusive Me 262 jet at night. We have amassed a huge amount of information on this unit and its members, of which its primary mission was to intercept the LSNF Mosquitoes flying on any of their routes over to Berlin and back, plus any Mosquito Intruders put up by Bomber Command or 100 Group Night Fighters, of which I believe two were claimed.

Another cousin of mine was KIA on November 26<sup>th</sup>, 1944, with the Luftwaffe unit JG 301, attacking US B-24 bombers and mixing it up with US P-51s during the day while the target was the Misburg oil refineries just south of Hannover.

I am also a pen-ink artist in landscapes. And I am interested to know if there is a print or pencil or ink print of a Mossie Night Fighter XIX or XXX in flight sold by the City of Norwich Aviation Museum? I am also looking for a special link or booklet covering RAF 100 Group activities during the war. I know of Streetly and Martin Bowman's works, but are there others perhaps that the Association has produced or is selling through the Gift Shop at the Museum I can acquire online?

I would very much like to become a member of 100 Group Association if you will accept me and we can find a way of accepting my monies through the bank, which seems at this moment in time, to be difficult, coming through a small bank from abroad.

Thank you for your interest

*Eric Brown*

Grants Pass, Oregon, USA



*To All Gremlins, Veterans, and their Families:*

*There will be a final memorial ceremony and celebration honoring the Mighty 8th Air Force's 36<sup>th</sup> Bomb Squadron Radar Counter Measure Unit in England on May 7, 2011.*

*At that time a memorial shall be dedicated in the village of Long Marston remembering the service and sacrifice of airmen Fred Becker, Howard Haley, and Carl Lindquist of the Lt. Louis McCarthy crew that perished in the take-off crash of the B24 Liberator nicknamed 'Beast of Bourbon'.*

*To give tribute for this fitting occasion John "Des" Howarth, the crew navigator will be in attendance along with his son Brian, plus other British and American military representatives and veterans. Of course, my wife Pam and I will be there.*

*Our good English friend Chas Jellis, who established a memorial there in England last November honoring the Gremlins - those of the 36<sup>th</sup> Squadron - is again my point man and organizer for this final squadron event. A Flypast shall be requested by the Air Force for the big day with newspaper and TV media coverage.*

*In addition to the Saturday memorial dedication honouring airmen of the 36th who died in the take-off crash of the B24 Liberator nicknamed Beast of Bourbon, my friend Chas Jellis has booked the local village hall there in Long Marston for after ceremony teas and viewing of related 36BS displays. There too, that evening, a 1940's dance is planned along with a fish and chips dinner. The next day Sunday a trip to the Gremlins old airbase at Station 113 Cheddington is on tap for the veterans, families, and attendees. And finally, on Monday a visit to the American Memorial Cemetery at Cambridge is planned followed by a tour of the IMPWM and the American Air Museum at Duxford. All should be great fun so please come!*

*This shall be the last official squadron gathering so anyone interested in attending or wishing to contribute to this final memorial event honoring the 36<sup>th</sup> Bomb Squadron, please contact me at my address: call 919-772-8413, or email [smhutton@36rcm.com](mailto:smhutton@36rcm.com) so I can provide further details.*

*Long live the Gremlins!!!*

*My Best Regards,  
Stephen Hutton*



Dear Ms. Harrington,

My father, Len Fanstone, was a member of the RAF 100 Group Association and was recently sent your Autumn 2010 Newsletter. As noted on page 25, my father passed away January 13, 2010. I was really touched to read this notation and the comments of his dear friend, and former wireless operator, Harry Freegard, with whom I remain in touch. I will treasure this Newsletter copy and keep it with Dad's Air Force keepsakes.

I very much appreciate it having been sent.

I must say that you produce a most excellent newsletter which was not only most interesting for Dad to read, but is quite interesting to me and others who were not a part of RAF 100 Bomber Command. I wish the Association the very best in the future and commend you for all that you do for your members.

With kind regards,  
(Mrs.) Lennett Yorke

*Calling all ex Navigators and W/Ops,*

*Can you please help me?*

*Can you remember what procedures were observed when a Mandrel sortie was commenced and ended over the North Sea? When one ponders long enough on this, it is remarkable that up to 18 Stirlings flew out with one precise co-ordinate given to each pair of aircraft – they were literally both flying to the same air space – and then in total darkness set themselves up on an orbital track switch on their jammers, switch them off, and make some form of harmonised return to base.*

*I have contacted the author, Martin Streetly, who wrote the RCM book 'Confound & Destroy'. My question to him was: how did the navigators know when they were actually right on the position they were detailed to go to with their accompanying aircraft and where both aircraft were in relation to one another before turning on the Mandrel jamming equipment? I asked him if there had been any communication between the paired aircraft and also were they in touch with 100 Group HQ because flying such a precise orbit over the North Sea with minimal separation must have been risky? Martin did not know the answer to this and suggested there was no communication between aircraft and land based listening posts.*

*What do Navigators and W/Ops recall about this?*

*John Reid*

Stirling Bomber Archive



Hello Janine,

Thank you for the Newsletter, such an interesting read - very enjoyable! It was very nice to read that life is so positive for you, your happiness shines through! There are some great letters written by such interesting people.

We had the privilege of meeting Gerhard and Sissy at the 214 Squadron Reunion at Derby in July, such a precious moment for me as he had flown with my late Uncle - Jimmy Hollingworth, with the Squadron way back then and remembered him as a fellow Wireless Operator.

My Uncle had been serving in 100 Group but lost his life on a training flight from Westcott in January 1945. I have always held his memory in high regard and then, last December, a photo of Uncle Jimmy and the crew, including Gerhard, emerged from a box of old photos. On the back of the photo, my uncle had written all their names, and luckily 214 Squadron. From then on, we set about trying to trace anyone who had known him and were put in contact with the 214 Squadron Association.

We met Gerhard, Sissy and Peter Witts in Derby and Peter suggested that I join the 100 Group Association, which I was delighted to do. Now, we are so looking forward to the Reunion next May in Norfolk. We have also met another 100 Group Member - John Gilpin and his wife Gwen on a visit to Northern Ireland and we are looking forward to seeing them again too.

We were wondering, if we sent in a letter relating our search to contact old pals of Uncle Jimmy - do you think it would be interesting enough to include in the next Newsletter? Anyway, please let me know what you think.

Hope to hear from you soon and look forward to meeting you next May,  
Kindest Regards,

*Ian and Linda Fraser*

# Shared Experiences



## Jimmy Hollingworth

by Linda Fraser

I was very young when I first learned about my Uncle Jimmy and remember studying his log book, written in a very neat hand, but far too complex for a nine year old to decipher. He had been a Wireless Operator in Bomber Command and had lost his life after a terrible accident on a training flight, following many previous missions. To me he was a Hero.

Soon after, I decided to go to his grave to pay my respects, so set off on my bicycle with two loyal friends in convoy. On arrival at the churchyard, we were searching for his grave but were promptly told to go away by the Rector, who no doubt thought that we were up to mischief. Undeterred, I have returned many times since with no further misunderstandings.

Over the years, I have wondered about Uncle Jimmy and his life in the RAF. Unfortunately, my father cannot remember very much as he was quite young and all he knew was that his older brother was 'down south'. As everyone knows, to a Northerner, that means anywhere south of Birmingham!



The years went by and last December it was my mother and father's Diamond Wedding Anniversary. I asked could I have some photographs, the older the better, to frame and display at the Celebration Party. Mum produced an old-looking box and on sifting through the contents, I found pictures of Uncle Jimmy. Written on the back of one in that same handwriting that I had last seen fifty years ago, were the names of the crew of Fortress BU-N of 214 Squadron:-



Gerhard is 2nd from the right - standing on the back row, Uncle Jimmy is 2nd from left, John Gilpin is in the middle (again, both standing)

|                                       |                                                                         |                                                      |                                            |
|---------------------------------------|-------------------------------------------------------------------------|------------------------------------------------------|--------------------------------------------|
| <i>Ken Hovers</i><br><i>Navigator</i> | <i>Self</i><br><i>W/Op (Air)</i>                                        | <i>Jackie Hewitt</i><br><i>Waist Gunner</i>          | <i>'Paddy' Gilpin</i><br><i>Top Gunner</i> |
| <i>Alf Read</i><br><i>Rear Gunner</i> | <i>Bill Howard</i><br><i>Flight Engineer</i>                            | <i>Gerhard (Harry) Heilig</i><br><i>Special W/Op</i> |                                            |
| <i>Jake Walters</i><br><i>Pilot</i>   | <i>Tommy Thomas</i><br><i>2<sup>nd</sup> Navigator &amp; Air Bomber</i> |                                                      |                                            |

It was such an exciting moment! Maybe now I could begin to find out about Uncle Jimmy and hopefully contact someone who had known him. I presumed the gentlemen not named must be ground crew.

We were relative strangers to the internet, so I wrote a letter for publication in a favourite magazine: *'Best of British'*; asking if anyone remembered my Uncle. A welcome response gave me contact details for Jock Whitehouse, historian of 214 Squadron Association, who has helped me enormously in my search. When I read out the names of the crew, he said that he had known most of them and that two still came to the Reunions – John Gilpin and Gerhard Heilig. Jock kindly suggested that I could attend the July Reunion in Derby where I could meet these two gentlemen. I had a further call from Peter Walker, Secretary of 214 Squadron Association, who was so informative and helpful also.

The next day, I had a message on the answer phone from John Gilpin, Uncle Jimmy's old pal, and it was an emotional moment listening to his message. I nervously returned John's call and we were soon chatting away like old friends, and he cheerfully told me some of his memories of their time together. I was 'over the moon' and could never explain just how much this all meant to me.

I joined the 214 Squadron Association and Peter Walker helped me with my application for Uncle Jimmy's Service Record from RAF Cranwell. Our places were booked at the Reunion, but we were disappointed to hear that John and Gwen Gilpin were not able to attend. On hearing this, my husband Ian (who luckily is as keen as I am) said *'We will just have to go to Ireland to meet them.'* I was so pleased, those were my thoughts also, the trip was planned.

On arrival in Derby for the Reunion, we wandered into the bar and I spotted the first of my heroes – Gerhard Heilig, having seen his picture on the internet. I immediately rushed over to introduce myself, as I was so eager to talk to him. Gerhard was so charming and polite and all four of us had a great conversation over lunch together. We had been worrying that we were not really entitled to be there, never having served in the Squadron, but everyone was so warm and welcoming at the AGM and Dinner, we had a wonderful time. In his presentation, Gerhard kindly said that we were welcome as part of the Association.

Peter Witts told us all about the 100 Group Association Reunion and kindly asked his son Leonard to organise an application form to be sent to us. The following day, we attended the Memorial Service at the National Arboretum where I laid a wreath, specially made to honour the memory of Uncle Jimmy and all the men of 214 Squadron. It had been a very memorable weekend.

Less than a week later, we flew to Belfast to meet John Gilpin and his wife Gwen. I was so excited to be meeting yet another hero, especially as John had been close friends with my Uncle. Any nervousness on our part was swept aside by the welcome that we received. John told us that in recent years he had written to Uncle Jimmy's last known address, asking if anyone had any knowledge of his family, but never received a reply. Unfortunately, none of my relatives had lived there for over 30 years. Then, out of the blue, Peter Walker had called him to say that I was trying to contact anyone who knew his old pal!

Our weekend with John and Gwen was wonderful. They took us to some beautiful places and showered us with kindness and hospitality. We found it very hard to tear ourselves away and they are both very special and dear to us.

We have discovered so much about Uncle Jimmy and our thanks go to Jock Whitehouse (historian of 214 Squadron Association), Peter Walker (Secretary), and especially dear John Gilpin for all the tales of their escapades when not flying! We were so glad that Uncle Jimmy's life was not just about fear and danger but more importantly was about friendship, loyalty and most of all fun. These fine gentlemen that we have met say that they would not have missed those times for anything. They deny that they were brave, saying that they were just 'doing a job'. In our eyes, as in millions of others, they are the true heroes in this world.

It is a privilege to now be a part of the 100 Group Association and we are eagerly awaiting the Reunion next May. To meet up with the gentlemen of 214 Squadron and the other members will be an honour.



Jimmy Hollingworth (left), Wireless Operator, 214

*Linda Fraser*

## Information sought on De Havilland Mosquito NS998

by Tony Hayling



I am a member of an Aviation Museum here in Norfolk ([www.fawnaps.webs.com](http://www.fawnaps.webs.com)) and one of our exhibits is the wreckage of a de Havilland mosquito FBVI, serial number NS998. I have been involved with cleaning this wreckage for the past 18 months and have taken it upon myself to do research into her history including obtaining her orb's from the National Archives.

She was delivered to 169sqn Gt. Massingham on 30<sup>th</sup> March 1944 and began operations on the 13<sup>th</sup> July.

Whilst at Gt. Massingham she was regularly flown by F/O G.V. Hart & F/S G. Scott. I do not have any information regarding these two apart from that. On 12<sup>th</sup> January 1945 they were onboard NS998 on fighter support duties in Bergen Norway and encountered five enemy FW190s. Hart & Scott attacked two of them and damaged one. Any information or pictures of these two airman or anyone else who had anything to do with NS998, would make a great addition to my growing portfolio on the history of this fabulous aircraft.

On the 14<sup>th</sup> of January 1945, she went from Gt. Massingham along with three other Mk VIs to 85 Squadron, RAF Swannington, in an exchange for five Mk XIXs .

The Swannington orbs do not use the aircraft serial numbers to identify them, but a code letter. Unfortunately we do not know this letter and so cannot follow her in the orbs. Anyone with information regarding this letter for NS998 would be greatly received so we can complete her Service Records.

She did, however, have a short life at RAF Swannington as she crashed into The Wash whilst on a training exercise on 20<sup>th</sup> March 1945 killing both of the crew. That morning she was being flown by F/L G.H. Ellis, 28yrs old, with navigator Sgt W.P. Reidy, 20yrs old. The crash card suggests NS998 was *"turning onto target in a vertical bank. Turned over on its back and spun into the sea"*.

We know quite a bit about Sgt William Patrick Reidy, or Pat as he was known, as we are in contact with his brother who, like Pat, comes from Bournemouth in Dorset. He arrived at Swannington on 26<sup>th</sup> of February 1945 from 51 OTU. He did most of his training in Canada. He was a keen sportsman and was 6' 2" tall! He was buried at RAF Marham with a flypast of a Tornado, a Guard of Honour and a lone bugler.

The pilot, Gabriel Hitch Ellis, was given a private funeral by his relatives and we believe he is buried in his home city of Norwich. The relatives wanted closure on this accident so we have no more information or pictures of him. He had been in the RAF since 1941 and he too arrived at Swannington on 26<sup>th</sup> February on board the 'Wimpy' that Pat Reidy was on. Any information or pictures regarding G.H. Ellis would be a fantastic edition to the crew portfolio as it is rather one sided at the moment! It would be great to put a face to this unfortunate pilot. It would also be the crowning glory to find a picture of NS998.

I look forward to hearing from anyone who has had anything to do with this fabulous aircraft's short, but eventful life.

*Mr. T Ayling*



Sgt William Patrick Reidy



NS998 parts on display at the Museum.  
More pictures at [www.fawnaps.webs.com](http://www.fawnaps.webs.com)

## Secrets of World War II



Dear Ms Harrington,

I'm wondering if you could help me in a very general sense. I have not read it, but a friend advises that the end notes in a new book - *'The Secret History of MI6'* by Keith Jeffery - includes in it *"....a mention of agents inside Germany during the Second World War sending out weather observations by radio, along with information about other things (such as troop movements and factory activities)"*.

My friend then goes on to say *"The system was, I have been told, that British aircraft trailed long aerials specifically to pick up such messages whilst flying over Germany on missions,"* (his statement, not the book's.)

It seems to me that to use aircraft for intelligence gathering in this way was a very hit and miss affair for a variety of reasons, my initial thought being, why use an aircraft when radio transmissions can be sent over very long distances between sender and receiver?

However, I thought that if any Group was involved in such activities it would have been 100 Group, hence my reason for writing. Do you know, or is there anyone within the Association, who could advise if 100 Group aircraft were used in this way?

Any advice you could offer would be much appreciated.

Best wishes,  
*Brian Booth*

\* \* \* \*

Good evening Janine,

Thank you for such a prompt response. I apologise for not getting back sooner but I've had my nose stuck in books trying to find the answer to my query.

I'm pretty sure now that the unit concerned was 161 (SD) Squadron which made *Ascension* wireless flights (as they were known) over France and the Low Countries "talking" to agents. The 100 Group connection was a red herring on my part (apologies) as it had a totally different role, Radio Counter Measures, whereas 161 (SD) was involved in SIS/SOE operations.

You sound a very busy lady and your passion and enthusiasm for 100 Group really shines through. Apart from my query, 100 Group is rather outside my area of interest, meteorology, so I'll take a rain check on your offer of membership, but I wish you every success.

Best wishes, and thank you again.  
*Brian Booth*

\* \* \* \*

Afternoon, Janine,

Thank you for the invitation to join RAF 100 Group Association. I've been having a long, on-going, discussion with an ex-colleague about whether or not weather reports were received from agents in either Germany or occupied countries during the war, and he'd come up with this quote from a book about MI6. He then connected it with something he'd been told, by someone who, in his turn had been told by a third party that long aerals trailing from aircraft were used to gather the information.

I have many problems with this, not the least being that weather reports only have significant value if they are frequent, at regular times and from the same place. Weather reports collected by aircraft would simply not fit these requirements, besides which from the beginning of 1941, if not earlier, regular weather transmissions from enemy occupied countries (including Germany) were being intercepted and decrypted as routine. In other words there was no need for agents to compromise their security making such reports.

The odd report might well have been made to help forecast the weather at a particular drop-zone for agents or supplies for resistance groups, but that's not quite the same thing.

All that said you might be interested in page 12 of <http://www.rmets.org/pdf/hist03.pdf> - although I suspect that it will not tell you anything you didn't know already.

\* \* \* \*

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Published by

**THE ROYAL METEOROLOGICAL SOCIETY**

**Specialist Group for the History of Meteorology and Physical Oceanography**

JULY 2001 ISBN – 0 948090 17 0

104 OXFORD ROAD – READING – RG1 7LL – UNITED KINGDOM

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**BOMBER SUPPORT (BS)**

During 1943, several air activities connected with the strategic bombing offensive had begun to grow outside HQBC control. In December of that year, the Air Ministry agreed requests from Harris to bring these within his Command by setting up a new 100 (BS) Group, with its HQ at Bylaugh Hall, Norfolk, to co-ordinate all bomber support operations. The brief for the new Group was twofold: (i) to mount INTRUDER flights against German night fighters and their airfields; (ii) to develop and operate Radio Counter Measure (RCM) flights against the Luftwaffe and its Control centres and communications. Both of these activities played important roles on D-Day. Most 100 Group operations were unique to the Group, whose MMO prepared the necessary forecasts.

Four Mosquito night fighter squadrons were transferred from Fighter Command to the new Group for INTRUDER work, at least two of these equipped with the latest narrowbeam airborne

radar designed for low level work. These aircraft ranged widely in small numbers to the airfields most likely to be used against the bomber stream on the particular night, and clearly required special forecasts and briefings, as they had received from the Type II offices at the night fighter airfields.

At the core of the RCM development task were the very special activities at Foulsham, where 192 Squadron (sometimes known as the Snoopers) was based, equipped with Halifax and some Mosquito aircraft. This Squadron was formed in January 1943 from the Wireless Investigation Flight of 109 Squadron (see under PFF) that had inter alia test flown OBOE in secrecy at Tempsford and Gransden Lodge.

Throughout 1943 and 1944, 192 Squadron operated widely over Germany and the occupied countries, its crews listening to enemy radio chatter to discover the frequencies being used, and checking similarly on German ground and airborne radars. The Bomber Support Development Unit was also based at Foulsham from Spring 1944, and there was a FIDO installation there as well. With all these special operations to look after, the Met Office must have been kept very busy indeed and was no doubt manned as Type II. Another unique piece of RCM development was carried out at Oulton by 214 Squadron, the only one in the RAF equipped with Flying Fortresses. Strictly speaking, this was not bomber support at all, but it unquestionably came into the RCM field, because its task was to seek evidence (if any) that the V 2 rockets were being radio controlled. These were under development at Peenemunde, which had been attacked by Bomber Command in a memorable raid on 17/18 August 1943 but remained the principal location for all rocket test flights. The V 2 rockets were first launched against England on 8 September 1944.

The first warning received by the Germans of approaching RAF aircraft normally came from their ground radar stations near the coast, so an important aspect of RCM work was to blind these by heavy jamming. The equipment was called MANDREL, and the appropriate stretch of coast line could be covered by a number of carefully positioned aircraft flying race track patterns through the period of coverage. This work was carried out by Stirlings of 199 Squadron based at North Creak, where special forecasts and briefings were needed with an emphasis on winds so that the aircraft could maintain position without drifting away.

To anyone wanting to read the full document, which is too much to print here, go to:

<http://www.rmets.org/pdf/hist03.pdf>

# **The Stirling Bomber Archive**

by John Reid

Although having a lifetime general interest in the role performed by the RAF during WWII, this became more specifically focused on the Stirling Bomber about twenty-five years ago.

I was shown a mural of a Stirling that had been painted on the brick wall of a crew room situated at the old wartime 100 Group airfield at North Creake in Norfolk. From research carried out, it was discovered that the aircraft depicted had been lost on a Mandrel Operation (jamming the German early warning radar) over the North Sea on the 16 June 1944. From this small beginning, it was possible to find the name of the airman who painted the picture, the names of the crew who were all killed and a little of their personal history.

After contacting the owners of the old airfield, they readily agreed that this important painting could be removed, provided a suitable home was found for it. The RAF Museum at Hendon in London was approached with the details of the mural and they were more than willing to accept it for display in their new Bomber Command extension. After several months of planning and requests for assistance to carry out the removal of the wall, this all came to fruition on 29 October 1983 when the mural was removed and shortly afterwards sent to Hendon. On 17 June 1984 the mural was unveiled at Hendon by the widow of the artist F/Sgt Ted Allen. In attendance were members of the Squadron to which the Stirling and crew was attached, members of the crew's families that had been traced and many of the people who had been directly involved in the removal and transportation of the mural.

After this initial project, there began for me a search for anything and everything involved with the Stirling Bomber. This has resulted in an archive of photographs totalling over 3,500 – all mounted in large albums, accompanied by suitable captions - together with thousands of documents and records of all the Squadrons that operated this aircraft in all the various roles assigned to it. The photographs, wherever possible, have been meticulously researched and any relevant information included in the captions. The documents are held in over 80 lever arch and ring binder files and include a history of each of 2,383 Stirlings manufactured from construction to loss or final disposal. The files are arranged in serial number order from each batch of Stirlings produced and include details of units and codes and of any operational losses, crash locations, crew names and where appropriate, full particulars of casualties and places of burial.

This project alone took over 4 years to complete. Further supporting records include copies of crew operational log books and combat and escape evasion reports together with material related to SOE and SAS supply Ops. One significant addition to the archive was when I was given several copies of original Squadron Operational Record Books, Forms 540 and 541, these are mostly summaries, but also contain some full Stirling Ops for 3 Squadrons. Other files are made up of OPREP reports mainly dealing with supply drops to Resistance groups all over occupied Europe, plus manufacturers and other technical drawings.

Perhaps the most important set of records to be found and added to the archive were those relating to 199 Squadron during its service with 100 Group. The papers were found at an RAF stores depot by Cyril Bradley – a member of 100 Group Association - whose brother Arthur was killed on the last raid of the war serving with 199. Hand written, in two foolscap books, these form a day by day account of all the sorties flown by the Squadron while engaged on RCM operations. They are very accurate, giving Pilot and aircraft details, exact courses to be flown and positions and timing of when the Mandrel jamming equipment was to be operated.

From an early stage of running the archive, I have been contacted by hundreds of aircrew's families to try and find out what had happened to their relations who were either killed or shot down and captured during operations, and to this end I have, in most cases, been able to compile a complete profile of their service with a particular Squadron. In the beginning it proved difficult to carry out any in-depth research due to lack of my own knowledge and availability of records. However I was extremely fortunate to make contact with Bryce Gomersall who wrote "*The Stirling File*" and he gave me valuable assistance and guidance. Gradually my range of connections with various people involved in all aspects of the RAF and aviation in general increased, as did the availability of documents and records. The setting up of a database on computer listing all Stirlings manufactured - which again was a long and laborious task - came into its own when finally completed with an enormous amount of information readily available at the touch of a button.

As my own experience grew, I was able to assist several authors who were writing books associated with the Stirling. This proved to be a rewarding experience supplying background information and photographs.

As many of you will know, there are no surviving Stirlings left as an example of this large and multifunctional aircraft and, to this end, there have been several projects to recover some that crashed or ditched during the war.

It was in 1992 I helped to organise a dive on a ditched 196 Squadron Stirling EF311 that came down off the Isle of Wight on 28 August 1944. The wreck was found and a survey carried out by the RAF sub-aqua team, but due to adverse currents and salt water corrosion, nothing worth saving was recovered. Another similar project by the same RAF team was undertaken on another Stirling that had crashed into a lake in Norway. Again, I co-ordinated the venture carried out during September 1994, but once more it proved time and the elements were against a recovery of any substantial items.

Over the past 4 years, I have written a complete history of 199 (Bomber Support) Squadron and this includes the whole story of the Mural briefly described above. I am indebted to Janine Harrington who has taken on the role of Editor/Agent and is currently readying the manuscript for submission to a publisher. The book deals with the Squadrons formation in the early years of the war and its service with 3 Group Bomber Command leading to being transferred to 100 Group and taking on the secret role of RCM Bomber Support. The latter subject deals with the task of flying Mandrel and Window sorties from D Day to the end of the war and includes descriptions of the equipment used and its effects on the German early warning radar and fighter control. There are many personal anecdotes and concise lists of every crew who flew with 199 from the Wellington to the Halifax, names of ground crew and a complete Roll of Honour of all those who lost their lives.

*John Reid*

\*\* A publisher of some note has expressed interest in John's book and the Aviation Editor is currently investigating its marketability and whether they should take it on.

# **A Farthing's Worth of Advertising**

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But where do you go when it's written?

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# Be Warned!!!



The new telephone 'scam' has arrived.

I received a call from a 'representative' of BT informing me that he was disconnecting me because of an unpaid bill. He demanded payment immediately of £31, or it would be £118 to re-connect at a later date.

The guy wasn't even fazed when I told him I was with Virgin Media, allegedly VM have to pay BT a percentage for the line rental.

I asked his name – the very 'English' John Peacock with a very 'African' accent – and phone number – 0800 0800 152.

Obviously he realised I wasn't entirely believing his story, so offered to demonstrate that he was from BT. I asked how and he told me to hang up and to try phoning someone – he would disconnect my phone to prevent this.

And he did!

My phone was dead – no engaged tone, nothing – until he phoned me again.

Very pleased with himself, he asked if that was enough proof that he was with BT. I asked how the payment was to be made and he said by credit card, there and then.

I said that I didn't know how he'd done it, but I had absolutely no intention of paying him. I didn't believe his name or that he worked for BT.

He hung up.

I did a 1471 to identify the last number dialled on my phone and phoned his fictitious 0800 number. It came back 'not recognised'. I phoned the police to let them know. I found I wasn't the first. It's only just started, apparently, but it is escalating.

Their advice was to let as many people know by word of mouth of this scam. The fact that the phone does go off would probably convince some people it's real, so please make as many friends and family aware of this.

This is good, but not that clever.

He gave the wrong number – it should have been 0800 800152 which takes you through to BT Business. The cutting off of the line is very simple. He stays on the line with the mute button on and you can't dial out – but he can hear you trying (this is because the person who initiates a call is the one to terminate it). When you stop trying he cuts off and immediately calls back. You could almost be convinced!

The sad thing is that it is so simple. It will certainly fool the elderly and vulnerable amongst us. Obviously, if this scam is real, once they have your credit/debit card details, there is nothing to stop them cleaning out your account.

Sent in as a timely warning by *Alan Thomsett*

# In Memorium

## Wing Commander David Donaldson



In what was, given the cruel statistics of wartime flying, a remarkably long career on bombing operations, David Donaldson flew his first raids during the Battle of Britain in September 1940, when Bomber Command's techniques were in their infancy, and he was still there at the end. He participated in Pathfinder ops in 1943, by which time the whole strategic air offensive had taken on a much more scientific cast and was beginning to achieve results. And he was still airborne over enemy territory on electronic countermeasures missions in the last months of the war, by which time the RAF and the US Army Air Forces were masters of the skies over Western Europe.

In four tours of operations, Donaldson flew 86 sorties, a figure which put him well above the average survival chances. During Bomber Command's worst days in 1941 and 1942 (if one discounts the virtual suicide missions against heavily defended German naval bases in December 1939), the average life in the command was as low as eight sorties.

David William Donaldson was born in 1915 at Southampton, a son of the managing director of the Thornycroft shipyard. He was educated at Charterhouse and Trinity College, Cambridge, where he was a keen rower. Taking a boat over to Germany with the First Trinity Boat club in the mid-1930s, he enjoyed the hospitality of boat clubs in the Rhineland – and at the same time became sharply aware of the culture of aggression that was taking over the German psyche with the advent of Hitler.

In 1934 he joined the RAF Volunteer Reserve as a weekend pilot, and did much of his flying training at Hamble. After graduating at Cambridge he had joined a firm of solicitors in London. But his articles were interrupted in September 1939 when he was called up.

After basic training he did operational training on Wellington bombers and on September 20 was sent to 149 (Wellington) Squadron at Mildenhall, Suffolk. No 149 had already been involved in some desperate missions: the forlorn-hope attack on German shipping at Wilhelmshaven on December 18, 1939; the equally hopeless attempt to stem the German advance in the Low Countries in May 1940; and a brave but futile transalpine lunge at Genoa in June after Italy had opportunistically entered the war on the German side. Now it was ordered to attack invasion barges which had been collected in Channel ports, and Donaldson's first sortie was a daytime raid on Calais harbour.

With the end of the Battle of Britain, No 149 was redirected to strategic-bombing. This was soon to be revealed as far too dangerous against flak and fighter defences by day, and was therefore conducted by night, when (frequent) bad weather made locating targets extremely difficult in the state of development of navigational aids at this time.

During the winter of 1940-41 the main effort was against targets in the relatively close Ruhr, but there was a much longer sortie to Berlin, in vile weather, in October. This ended with Donaldson's Wellington becoming completely lost on the return trip. At length, with fuel running perilously low, he achieved a casualty-free forced landing at St Osyth, near Clacton.

There were also further attacks on northern Italian industrial cities, one of which an attack on the Fiat works at Turin. Donaldson was asked by the BBC to describe in a radio broadcast in December 1940. Instead of dwelling on the difficulties of such a mission, he eloquently described the majesty of the snow-covered Alps for his audience.

Donaldson won his DFC for a highly successful raid on Merignac aerodrome near Bordeaux, which he bombed from a height of 1,500ft, destroying its large hangars. Further publicity for these early efforts by Bomber Command came from his featuring in a series of propaganda photographs taken by Cecil Beaton entitled '*A Day in the Life of a Bomber Pilot*'. One of these, which features the aircrew of a 149 Squadron Wellington at Mildenhall, adorns the cover of a recently published video of the 1941 propaganda film: '*Target for Tonight*'.

Donaldson was 'rested' after completion of this tour in March 1941. But there was still plenty of flying to be done. He was seconded to the Air Ministry to help to buy aircraft in the US. This turned out to involve hazardous ferrying across the Atlantic of American aircraft that had been purchased, notably the invaluable Hudson long range patrol bomber for Coastal Command.

In September, Donaldson returned to operations with 57 Squadron, another Wellington unit. Bomber Command was faring no better than it had earlier in terms of results, and an improvement in German air defences was increasing the rate of losses among aircrew, with corresponding effects on RAF morale. No 57 was roughly handled. In a raid over Dusseldorf in October, Donaldson's aircraft was badly shot up and limped home without hydraulics. The undercarriage could not be lowered and the sortie ended with a crash landing at Marham. After several more raids Donaldson succumbed to the strain and at the end of the year was admitted to hospital.

After a period of sick leave he was posted as group tactical officer to 3 Group, but in July 1942 the air beckoned again when he was posted to No 15 Operational Training Unit for six months as a flight commander. Though this was not supposed to be a frontline unit, he did get in one operational trip to Dusseldorf during this period.

Through January 1943 he was appointed as Flight Commander to 156 Squadron, one of the original units of the Pathfinder Force, which had been making strides in the improvement of bombing through its marking techniques since its formation under the Australian Don Bennett six months previously. The four-engined Lancaster was now the mainstay of Bomber Command and both the weight and accuracy of the air offensive began to assume a different dimension. With No 156 Donaldson carried out 23 raids and was awarded the DSO and promoted to Wing Commander at the end of his tour. Bennett himself said of Donaldson: '*He has provided an example of determination and devotion to duty which it would be difficult to equal*'.

Rested again in June 1943, Donaldson commanded a conversion unit and then went as Staff Officer to No 100 (Special Duties) Group. The air war had changed out of all recognition and the

need to be able to jam and confuse the enemy's radars and radio direction beacons was now well recognised.

In June 1944, just after D-Day, Donaldson was back in the air again in command of 192 (SD) Squadron. Flying a mixture of Wellingtons, Halifaxes and Mosquitoes, over the remaining months of the war No 192 sought out, and jammed the enemy's radio and communication systems using methods ranging from the well-tried 'Window' – dropping steel foil strips – to more sophisticated electronic deception techniques.

Leading the Squadron in a Halifax III, Donaldson flew 25 more sorties, some of them in daytime. On one daytime operation he was attacked by two Me109s. Rather than trying to shoot it out with the cannon-armed fighters, with the Halifax's .303in machine guns, Donaldson chose to elude the foe by violent and skillful evasive action, and brought his aircraft and crew safely home. He was awarded his second DSO in July 1945.

Donaldson had no ambition to further a career in the RAF and on demobilisation he resumed his law articles and qualified as a solicitor. After four years in the City firm Parker Garrett, he joined National Employers Mutual Insurance, where he was at first company secretary and later a director. He left NEM to become chairman of an industrial tribunal, which he greatly enjoyed, presiding over some notable cases. He finally retired in 1987.

His wife Joyce, whom he married when she was a WAAF officer during the war, died in 1996. He is survived by a daughter and two sons.

\*\* This obituary is included at the request of a number of Association members who asked for it to be printed.

# **GEORGE HONEYMAN**

## **Navigator with Remarkable Flight Record**

In a 30-year career with the Royal Air Force, Sqn Ldr George Honeyman, who has died aged 86 after a long illness, qualified as a night-fighter navigator in a remarkable 10 different planes.

Respected as one of the top navigators in the RAF, he was posted to Florida on a three-year mission to train the United States Air Force in night navigation techniques.

Born in Recife, Scotland, he was to spend most of his life in Norfolk, living latterly at Heacham and finally at Snettisham. After his RAF career, he joined the DHSS (Department of Health and Social Security), working as accommodation officer at the Norfolk & Norwich Hospital and also Wayland.

It was inevitable that he would serve his country, given his father's record.

Aged 17, George, later nicknamed "Jock" by his RAF colleagues, walked into a recruiting office in Edinburgh. He was accepted for training as a navigator from June 1942 and posted to Canada.

His father, also George, had joined the colours and had taken part in Queen Victoria's state funeral in 1901. Then, serving in the Scots Guards, he was one of the "Old Contemptibles" fighting from the first day to the last in the First World War.

On his return, he was posted to Swannington, Norfolk. His first combat mission was on Christmas Eve, 1944 from Great Massingham because Swannington was being used to test the latest Mosquito.

He served for the duration in Norfolk and later qualified at Staff College with one of the highest marks ever recorded. He qualified in other planes including the Gloster Javelin, Vampire F3, Mustangs as well as several other USAF fighters.

He was promoted to Squadron Leader while serving at RAF West Raynham but was never promoted, partly because he was too outspoken. After retiring with 31 years' service in 1973, he retained his keen interest in aviation.

His wife, Jill, predeceased. He leaves two sons, Ian and Simon, who run Castle windows and Conservatories, and daughter, Georgina, and 5 grandchildren and 7 great-grandchildren.

A funeral service was held at Mintlyn Crematorium on Wednesday, September 1, at 12.15pm.

**\*\*George Honeyman was a member of our Association until a few years ago.**



## LEST WE FORGET

One day a breed of men were born  
from every walk of life,  
they came from near and far to fight,  
for a certain way of life.

Some were tall and some were short,  
and some were dark and lean;  
and some spoke different languages,  
but all were young and keen.

They all trained hard, and then one day  
a Wing Commander came  
and pinned upon their breast, a badge,  
Air-Gunners they became.

A squadron was their final goal,  
to join an aircraft crew,  
on Wimpeys, Lancs and Stirlings  
and some on Blenheims too.

They fought at night and in the day  
their ops increased in number,  
some returned – and some did not,  
for ‘thirty’ was the number.

Some survived to reach this mark,  
and some continued flying,  
some spent years behind the bars,  
with many of them dying.

At last the victory came in sight,  
the runways now are silent,  
the echoes of the past remain  
a conflict long, and violent.

This breed of men are now but few  
but they remember others,  
who flew with them so long ago,  
their Royal Air Force brothers.

Bunny Austin

*Taken from ‘The Poems We Wrote,  
An Anthology of Air Force Poems’, by Eddy A Coward*



## Final Postings

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

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

Founders of RAF 100 Group Association – remembered with love.

|                     |                                                                                                                                                   |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>192 Squadron</b> | George Ward DFC Sqd/Ldr; Phil James' Canadian pilot                                                                                               |
| <b>192 Squadron</b> | Kenneth 'Paddy' Passmore: DFC Flt/Lt; Canadian, died 2005.                                                                                        |
| <b>192 Squadron</b> | John Cooke left memorabilia to the Museum archive collection.                                                                                     |
| <b>192 Squadron</b> | Ron Phillips passed away late 2005.                                                                                                               |
| <b>192 Squadron</b> | Ted Gomersall passed away 30 <sup>th</sup> November 2004,                                                                                         |
| <b>192 Squadron</b> | Hank Cooper DSO, DFC passed away 2005.                                                                                                            |
| <b>192 Squadron</b> | Michael Simpson W/Op & F/O passed away on the Isle of Man.                                                                                        |
| <b>192 Squadron</b> | 'Richie' Richards Rear Airgunner, who flew Wellingtons, passed on, as did son, F L Richards in August 2009, both members of the Association.      |
| <b>192 Squadron</b> | Air Commodore Vic Willis, C.O, RAF Foulsham, passed away 30.7.06                                                                                  |
| <b>192 Squadron</b> | Group Captain Jack Short passed away December 2006. Chair of RAF 100 Group Association until 1996.                                                |
| <b>192 Squadron</b> | W.O (later P/O) A G McEachern RCAF died 15th August 2007 at home in Lanigan, Saskatchewan aged 85.                                                |
| <b>192 Squadron</b> | LAC Harris, Ground Crew passed away 15 <sup>th</sup> August 2007. Grandson James Kerslake is now a member of the Association.                     |
| <b>192 Squadron</b> | Wing Commander David Donaldson, DSO*DFC passed away 15.1.2004.                                                                                    |
| <b>192 Squadron</b> | Wilhelmson, F/O Sander Willie Raymond (J10026).Distinguished Flying Cross. Home in Elbow, Saskatchewan.                                           |
| <b>192 Squadron</b> | F/Lt Richard (Dick or Dobbie) William Dobson, died 1996, remembered by son, Roger & daughter Susan, both members.                                 |
| <b>192 Squadron</b> | W/O John Rhys Powell, rear gunner flying Wellingtons, died 1992 remembered by son John Powell.                                                    |
| <b>192 Squadron</b> | Sgt George Richards, tail gunner, posted missing 4th/5th July 1944. Remembered by niece Cheryl Cairns nee Colgan & sister Agnes Colgan.           |
| <b>192 Squadron</b> | F/Lt Henry Victor Vinnell (Vic), posted missing 26/27 <sup>th</sup> Nov 1944. Remembered by fiancée Nina Chessall always & her daughter Janine H. |
| <b>192 Squadron</b> | Jack Glen Millan Fisher, Pilot Officer with Royal Canadian Air Force, posted missing 26/27 <sup>th</sup> Nov 1944. Remembered by sister Audrey.   |
| <b>199 Squadron</b> | F/O Ed Emmerson, Navigator to Flt/Lt Paddy Passmore DFC, Canadian Pilot, passed away.                                                             |

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|-------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>199 Squadron</b>     | Arthur Fitch, former RAF Bomber, passed away July 2006.                                                                                                                                                                             |
| <b>199/171 Sqdn</b>     | Group Captain George Cubby, MBE, FRMets passed away 2005. Wife Betty donated memorabilia to the Museum. Also remembered by Roy Smith, only surviving member of his crew.                                                            |
| <b>171 Squadron</b>     | Joe Brogan, Halifax pilot, who finished the war at North Creak; passed away 2004, remembered by his widow Sheila.                                                                                                                   |
| <b>171 Squadron</b>     | Arthur Adcock passed away February 2008 & Syd Love, Canadian crew member, passed away April 2008. <i>'Friends to the end!'</i>                                                                                                      |
| <b>171 Squadron</b>     | Len Fanstone passed away 13 <sup>th</sup> January 2010. Greatly missed by Harry Freegard & wife, who were in touch since his return to Canada in 1946.                                                                              |
| <b>171/102 Squadron</b> | Ken Ratcliffe Nav/Bomb Aimer passed away March 8 <sup>th</sup> 2010 age 86. He flew Halifax & Lancasters, remaining in touch with his crew all their lives.                                                                         |
| <b>157 Squadron</b>     | Bryan Gale Flt/Lt passed away 2 <sup>nd</sup> January 2009. Remembered by daughter Valerie & son Chris.                                                                                                                             |
| <b>214 Squadron</b>     | Geoff Liles, pilot, passed away 4 March 2006.                                                                                                                                                                                       |
| <b>214 Squadron</b>     | Mr J Creech passed away April 2006.                                                                                                                                                                                                 |
| <b>214 Squadron</b>     | Don Austin, remembered by Les Bostock.                                                                                                                                                                                              |
| <b>214 Squadron</b>     | Air Vice Marshall Jack Furner passed away 1 <sup>st</sup> Jan 2007.                                                                                                                                                                 |
| <b>214 Squadron</b>     | Squadron Leader/Flight Commander Bob Davies passed away June 2007.                                                                                                                                                                  |
| <b>214 Squadron</b>     | Bill Howard passed away October 2007.                                                                                                                                                                                               |
| <b>214 Squadron</b>     | Flt Lt Blair passed away Sept 2007.                                                                                                                                                                                                 |
| <b>214 Squadron</b>     | John Hereford, Spec Op has passed on.                                                                                                                                                                                               |
| <b>214 Squadron</b>     | Robert Moorby W/Op passed on January 2008. Sons, Michael and Robin, gave memorabilia to the Museum. Also remembered by Shirley Whitlock.                                                                                            |
| <b>214 Squadron</b>     | Ft/Sg Hadder, Air Gunner in Fortress III HB815, bearing code letters "BU-J" killed 3/4 <sup>th</sup> March 1945, remembered by nephew Leslie Barker.                                                                                |
| <b>214 Squadron</b>     | Alan Mercer passed away 6 <sup>th</sup> June 2009.                                                                                                                                                                                  |
| <b>214 Squadron</b>     | Warrant Officer Gordon Wing, 'Howie' (character out of Australian newspaper cartoon page) passed away end of Nov 2009 age 87. Rear Gunner in Eric Morrison's crew in Stirlings & Fortresses; also Founder member of Airgunners Ass. |
| <b>214 Squadron</b>     | Robert Louie William Darracott, navigator, philatelist, opera buff, avid bridge player, died May 8 <sup>th</sup> 2010 age 94 years. Bob was one of England's gentlemen, gone to his rest. Sadly missed by family & friends.         |
| <b>223 Squadron</b>     | Flt Lt A E L Morris (Tony) died June 2005. Remembered by Andrew Barron, his skipper: Oct 44 – 1945.                                                                                                                                 |
| <b>223 Squadron</b>     | Tom Butler 'Bishop', remembered by Peter Witts.                                                                                                                                                                                     |

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|--------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>223 Squadron</b>      | <b>C. L. Matthews (Les)</b> rear gunner, Peter Witts nose gunner in Flt/L Stan Woodward DFC crew before Peter went on to 214 Squadron.                                                                                                              |
| <b>223 Squadron</b>      | <b>Arthur Anthony</b> , Flight Engineer, passed away May 13 <sup>th</sup> 2006.                                                                                                                                                                     |
| <b>223 Squadron</b>      | <b>F/Lt Jack Brigham DFC</b> passed away 2008. Original Captain when 223 reformed. Flew mainly Liberator TS 524, 6G-0; 36 ops. Remembered by Len Davies, Waste Gunner, only surviving member of crew.                                               |
| <b>223 Squadron</b>      | <b>F/L/Sir John Briscoe</b> passed on a few years ago and now been identified as one of 223 Squadron.                                                                                                                                               |
| <b>88 Squadron</b>       | <b>F/Lt Len Dellow</b> passed away Christmas/New Year 2006-7; veteran of 88 Squadron, 2 Group & rear gunner/wireless operator on Bostons.                                                                                                           |
| <b>49 Squadron</b>       | <b>Len Bradfield</b> passed away Nov 2005. Len & pilot Johnny Moss survived as war prisoners when their Lancaster ED625 was shot. Len returned to Britain with injuries sustained in escape attempt, nursed back to health by Nora, who he married. |
| <b>462 RAAF Squadron</b> | <b>F/O H.R. Anderson DFC 'Andy'</b> passed away 6 <sup>th</sup> April 2008 at home in New South Wales with family around him.                                                                                                                       |

# Dates for your Diary

## 2011

**7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup> May 2011**

### **Final Memorial Ceremony & Celebration**

Honouring RAF 36<sup>th</sup> Bomb Squadron Radar  
Counter Measure Unit

A Memorial shall be dedicated in the village of Long Marston remembering the service and sacrifice of airmen Fred Becker, Howard Haley, and Carl Lindquist of the Lt. Louis McCarthy crew that perished in the take-off crash of the B24 Liberator nicknamed *Beast of Bourbon*. To give tribute for this fitting occasion John "Des" Howarth, crew navigator, will be in attendance along with son Brian, plus other British and American military representatives and veterans

Chas Jellis, who established a Memorial in England last November honoring the Gremlins, is organising the event. A flypast is expected by the Air Force for the big day with newspaper and TV media coverage. The 3-day event includes a visit to the American Cemetery at Cambridge, a tour of the American Air Museum at Duxford and also the old airbase at Cheddington.

This shall be the last official squadron gathering so anyone interested in attending or wishing to contribute to this final Memorial event honouring the 36<sup>th</sup> Bomb Squadron, should contact –

Stephen Hutton  
919-772-8413  
[smhutton@36rcm.com](mailto:smhutton@36rcm.com)

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### **Friday 13<sup>th</sup>/Saturday 14<sup>th</sup>/Sunday 15<sup>th</sup> May RAF 100 Group Association Reunion 2011**

Full Programme appearing with next Spring Newsletter, out in Feb 2011



# 100 Group Order of Battle

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

Produced by  
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