

# Confound & Destroy

**The magazine of RAF 100 Group Association**



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

100 Group Association Secretary Janine Harrington: [REDACTED]

[www.raf100groupassociation.org.uk](http://www.raf100groupassociation.org.uk)

Home to RAF 100 Group Association

City of Norwich Aviation Museum

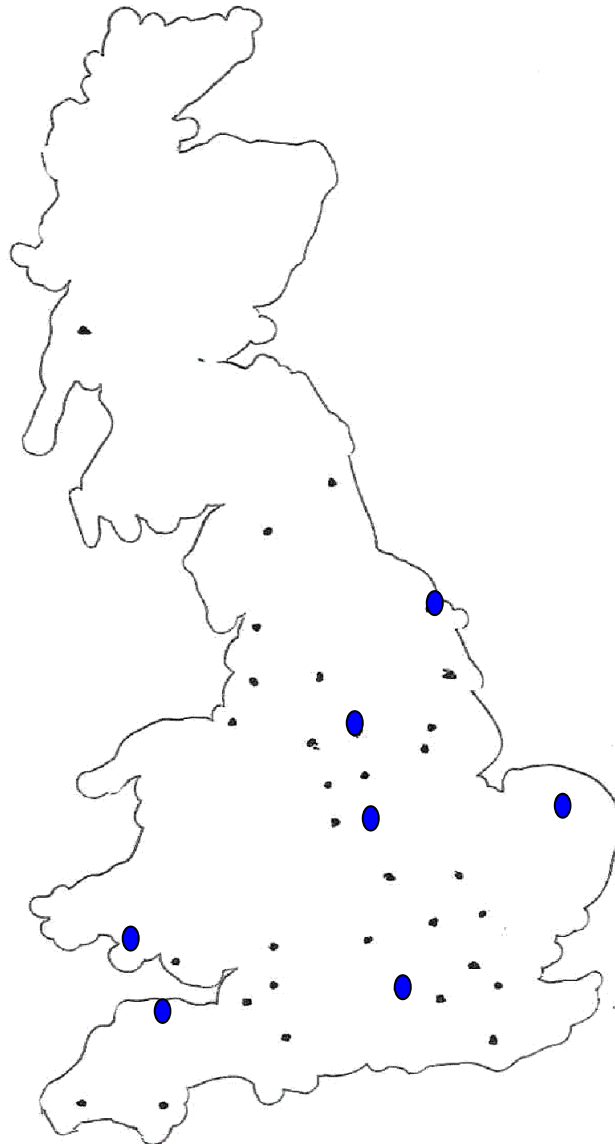
Old Norwich Road, Horsham St Faith, Norwich, Norfolk NR10 3JF

Telephone: [REDACTED]

[www.cnam.co.uk](http://www.cnam.co.uk)

# RAF 100 Group Association

## Membership Areas



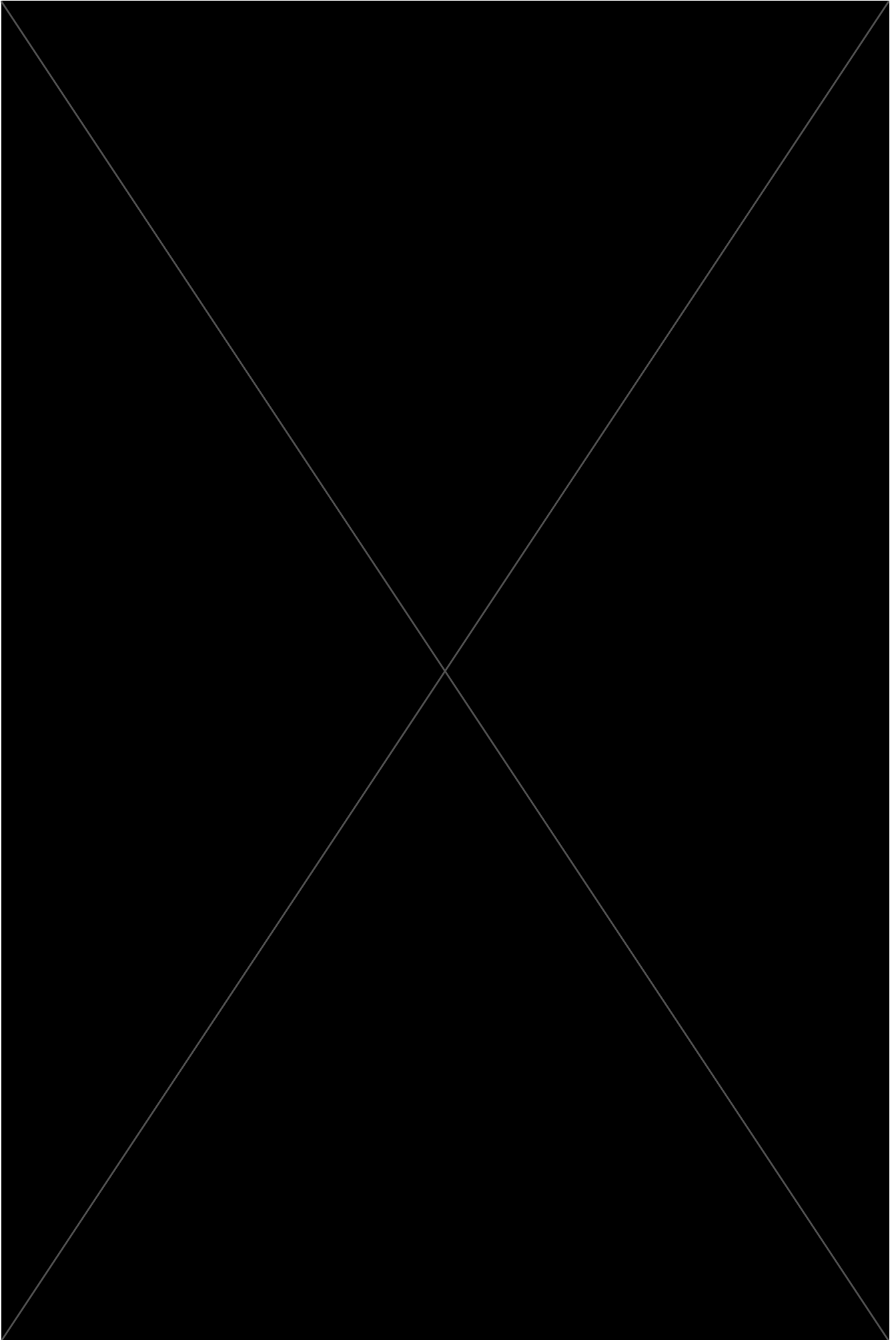
Each dot represents an area where there is a cluster of members  
Big dots show where members of the RAF 100 Group Association Committee live

Members who live abroad are in the following countries:

Northern Ireland  
Canada  
Austria  
China  
Germany  
Australia  
USA  
South Africa  
Thailand  
Brazil

# RAF 100 Group Association

Committee



# EDITOR'S PAGE

Merry  
Christmas



*Dear Friends,*

It hardly seems possible that a whole year has passed, and yet what a year! We've celebrated our Queen's Jubilee, the London Olympics and Para-Olympics, and the unveiling of a Bomber Command plaque in Green Park. That said, we thought the year warranted a very special ending, and included with this magazine is a supplement '*In Loving Memory*' in which one set of writings, those of Eric Clarkson (192 Squadron), deserves special mention. His writings were discovered in the attic by his grandchildren following his death. It was the first his family knew of his role in RAF 100 Group. It is therefore for them these are published here. Eric became a very dear friend through the years. I know he will be delighted that his writings are shared amongst friends who knew and served with him.

Something else to celebrate is the creation of our website. If you have a computer please look for yourself. Tony has put a lot of time, energy and passion into making it interactive. It still needs a Front Page. But already it is attracting visitors. He writes about the website and how to access its information under 'New Website Details' in the next few pages. Meanwhile, he welcomes all positive feedback and anything else you might like to see there. Creating a website takes a long time. As you will appreciate, there is a wealth of material with so many Squadrons under RAF 100 Group. Our hope for the future is that members who take the magazine by email will download their own copy direct from the website.

A while ago now, I was contacted by William (Bill) and John Rees, authors of '*Espionage in the Ether- a history of 192 Squadron*'. They are now members and firm friends, and John is to be Guest Speaker at our 2013 Reunion. They have also written an article for this magazine relating to Lightnings at Foulsham in memory of *Captain Fred B Brink Jr* and *Lieutenant Francis I Kunze*.

The magazine also includes an interview with Bill Ramsey which will be of immense interest. Bill is actively involved in The People's Mosquito to which this Association has become affiliated. As long as work commitments allow, Bill has agreed to be Guest Speaker at our 2014 Reunion.

Those attending Reunions will remember Rev Andrew Beane who recently moved on from Horsham St Faith. We wish him well in his new Parish. The new incumbent, Revd Keith Rengert, was inducted on 10<sup>th</sup> October. 2012 Reunion pictures can be seen on the Oulton Council page:

<http://oulttonparishcouncil.norfolkparishes.gov.uk/2012/05/23/raf-100-group-veterans-visit/>

Finally, a RAF 100 Group Association wreath was placed for Remembrance Day at the Bomber Command Memorial in Green Park. A huge THANK YOU to Iain Forsyth for making this happen!

Tony and I join in wishing all members a very happy Christmas and every wish for a healthy and peaceful New Year!

*Love & Hugz*  
*Janine & Tony*  
XX

Items for magazine should be sent to:  
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Telephone: 01723 512544 [raf100groupassociation@gmail.com](mailto:raf100groupassociation@gmail.com)



# Chairman's Report



## THE 100 (BOMBER SUPPORT) GROUP ASSOCIATION

LETTER FROM THE CHAIRMAN, DECEMBER 2012

*Dear Members,*

There have been several important actions during the last couple of months, of which I would wish to make you aware.

Perhaps of most significance to you all was the very welcome initiative by Iain Forsyth to arrange for a wreath from the 100 Group Association to be placed at the Bomber Command Memorial in Green Park, before Remembrance Day. I am sure that we would all wish to thank Iain for that action; and as Chairman, I recognise the importance of his initiative to preserve and respect the actions of all members of No.100 (Bomber Support) Group during World War Two.

I am also very pleased to report that Janine has arranged for John Rees to be our Guest Speaker at the 2013 Reunion. John is co-author of the excellent book 'Espionage in the Ether'; the wartime story of electronic intelligence and radio countermeasures carried out by No.192 Squadron. I strongly commend that book (ISBN 1 900604 116) which is currently available from Amazon; but in very small quantity.

And by no means least is the excellent progress that Tony Bradley has made with the new Official No. 100 Group Association Website. That new website can be accessed using the web address:

<http://www.raf100groupassociation.org.uk/forum>

What is currently available represents only the starting phases and there is much still to be done. One significant addition will be the introduction of a Secure Section that can be accessed only by registered members of the Association. We should not forget that one important purpose of the website is to increase the visibility of the No.100 Group Association to the 'Rest of the World', which must be an important contribution to the long term survival of the Association. I congratulate Tony on his work and I recommend that as many of you as possible use that web address to see what is there; and also to offer relevant material that you may wish to see on the web.

Please also be aware of an unofficial website that purports to be from the Association but which is spurious. That website has the address: [www.raf100group.net/](http://www.raf100group.net/) and I must caution you all that this has no recognition by the No.100 Group Association.

With my most sincere best wishes to all members,

*John Stubbington*

John Stubbington, Wing Commander, Chairman

# New Website Details



<http://www.raf100groupassociation.org.uk>

*Dear Members,*

I am pleased to say the Association website is now up and running ... but still at a very early stage. There is a front page to create, and there will be photos of 100 Group aircraft shown at the top of the webpage. The website can be reached at

<http://www.raf100groupassociation.org.uk>

Please take a moment to register on the site with a User Name and a Password because some sections will be restricted to members only.

When you enter the website, you will see first the **Public Area**. This area gives an overview of the RAF 100 Group activities in WW2 and has sections for general details about each Squadron. It has a Section of useful **Internet Links to other websites** that our Association feels can help members and other visitors. There is a **Bibliography Section**. This works by having an alphabetic index as the first posting and then details about each book in subsequent postings in the section. On the **Master Index** there will always be a link to the relevant book details so that further searching is not required. There are **Historical Magazines** and a section for people searching to ask for **help in finding someone** or something, together with some very helpful notes on where to go for help and information.

In what will be the **Members Section** there are further details about the Squadrons. This is where details about particular Aircraft, Missions Flown, Stories about People, and Personal Stories can be put, together with any photographs. There will be copies of a rolling twelve month magazines for members only in this section as well.

Finally there is a **Committee Section** where a record of who is on the Committee, Minutes of Meetings and of the AGM will be stored.

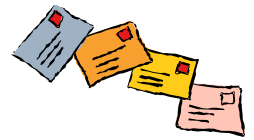
I hope you see the potential of the website. If you feel something is missing or needs to be added please let me know. My contact details are in the Committee Section of this magazine.

All I can say now is that I hope the website grows as we anticipate and those who use it gain benefit and enjoyment from it.

*Tony Bradley*

Association Website Project Manager  
[apgbradley@aol.com](mailto:apgbradley@aol.com)

# LETTERS PAGES



Hi Janine,

Wow, what a superb website and great Archive re all of the previous Magazines and Info therein, Congratulations for the content, it will keep me quiet for hours.

Apologies for the delay in replying as I have been away. I have now registered on the website.

I will be away again from Thursday, escorting ex Squadron Leader Joe Patient (95) Weather "Pampus" Flights, to Germany as Hon. Guest of the German Air Force for their Military Tattoo. I'm identified as his carer, not sure who is looking after who!

Kind Regards

*Dave Coeshall*



Dear Sirs,

I am Secretary of RAF 264 Association and wonder if you would be kind enough to link us to your website list of Squadron Associations - [264 RAF Squadron: http://264squadron.co.uk](http://264squadron.co.uk)

It was May 2000, that we re-formed our Association.

Briefly, I re-started our Association following an insert into a RAF magazine looking for a member of our Squadron. I had 7 replies, none from the person we were seeking! But those who did reply were lonely and missing the Squadron in terms of comradeship. I decided I couldn't walk away, so started the Association. Initially we had my old CO, Wing Commander Hugh Tudor DFC, AFC, but sadly he died and our new President has been diagnosed with Alzheimer's. So apart from the Treasurer, we run it almost single-handed. We now have about 100 members, including several Battle of Britain Aces, ex Commanding Officers, Pilots, Navigators, Airframes, Engines, Radar, Instruments, Armourers, etc.

We have now had 11 Reunions, which have all been judged great successes, based around RAF Fighter bases or Air Museums. Many friendships have been re-kindled and new friends made, all in the spirit of service comradeship.

We are endeavouring to keep our Reunions going and 2012 is no exception. Centred around Bletchley Park, we stayed at a local hotel, and launched our new Association website. I was extremely lucky in getting a Web mistress who set up a website for our Male Voice Choir. Her son is in the Army in Afghanistan and therefore she is very pro-military organisations, so we got our website for a very small amount.

Over past years, I was also instrumental in getting us invited to the Luftwaffe Fighter Pilots Association weekend, which was really interesting and we met some incredible people. I was not in aircrew myself, but as a qualified Aeronautical Engineer when I was called up I was posted immediately (after Square Bashing) to 264 Night Fighter Squadron.

Our Squadron Association's aim is to follow the ideals of the Royal Air Force Association and RAF Family, in that, whatever our rank or position, we are all equal and this has made our Association that much stronger. We do have a Newsletter which forges a very real link between us, keeping alive the spirit of comradeship.

Kindest regards

*Geoff Faulkner* [264sqdn@talktalk.net](mailto:264sqdn@talktalk.net)

Tel: 01308 897275

Hello,

I live in Garmisch, Germany and have taken some pictures of RAF Graves of members of 214 Squadron and others. Those able to access a computer are more than welcome to share them. Sadly I don't have enough time to name or catalogue the pictures.

All the Best,

*Chris Edwards*

<http://www.facebook.com/pages/Durnbach-War-Cemetery-near-Bad-T%C3%B6lz/172240452887275#!/pages/Durnbach-War-Cemetery-near-Bad-T%C3%B6lz/172240452887275>



Dear Members,

Those of you able to access a computer might like to view the following link on You Tube. It is such a moving tribute this is well worth sharing with you –

<http://www.youtube.com/v/RU1oB8sGyYM>

It is a film made up of some excellent photography both past and present footage showing magnificent machines showing we do still fly our 'war birds'!!!!

*Rod Vowler*

Association Standard Bearer



Dear Janine,

I attended the RAF day at Blickling Hall today. The Museum there presented very well. I was only able to be there for an hour late on, but there was so much enthusiasm, it was good to see.

*Chris Lambert*

Oulton Representative  
Association Committee



Dear Janine

I've just sat downloading and reading the Autumn magazine. What momentous times those of us who served in 100 Group lived through all those years ago. As a mere WAAF (ex BBC Secretary) working as a "Clerk G.D. Shorthand-typist" to Group Captain Porte at Group HQ Bylaugh Hall, while being aware of what was going on, I found the 100 Group Order of Battle on the last page really brought home to me, at last, at age 89, the reality of the Group's important mission. I also think sadly of all those brave young men of my own age group, who lost their lives carrying it out.

I was so proud to watch on TV the recent unveiling of the Bomber Command Memorial in Green Park.

*Peggy Pollard*



Dear All,

The Bomber Command Memorial in Green Park has been long awaited by all those who served under Bomber Command and now represents a fitting tribute to so many lives lost.

However, the Government it seems has now seen fit to place VAT on this Memorial. A VAT bill of £500,000 has been charged for professional services on the building of this one of a kind Memorial ... a Memorial, it should be said, that has been entirely funded by public donations, receiving no Government aid and no Lottery funding.

Previous Governments waived the tax for charities such as the Princess Diana Memorial and the Band Aid single 'Do They Know It's Christmas?' Sir Elton John's 1997 charity single 'Candle In The Wind' was given a £2.5million exemption, Under the Labour Government charities could claim back VAT for Monuments once they had planning permission. In January, the Coalition stopped charities reclaiming VAT, which was then hiked to 20%. The Memorial has been running for five years now, with the Government constantly moving the goal posts.

If you consider it unfair that VAT is being placed on the Bomber Command Memorial in Green Park please make your feelings known and sign the petition already begun –

[epetitions.direct.gov.uk/petitions/17967](http://epetitions.direct.gov.uk/petitions/17967)

The Department for Culture, Media and Sport have provided the following response to this e-petition:

*'In 2011/12, the Department for Culture, Media and Sport awarded grants totalling £1m in support of meeting the VAT costs of the construction of the Bomber Command Memorial in Green Park. £204,000 of this was awarded through the DCMS Memorial Grant Scheme and £796,000 as a separate grant. In 2012/13, DCMS also awarded a grant of £200,000 to the Bomber Command Association to support the costs of the Memorial's unveiling ceremony. '*

*Janine Harrington*

Secretary: RAF 100 Group Association  
(taken from a letter received)

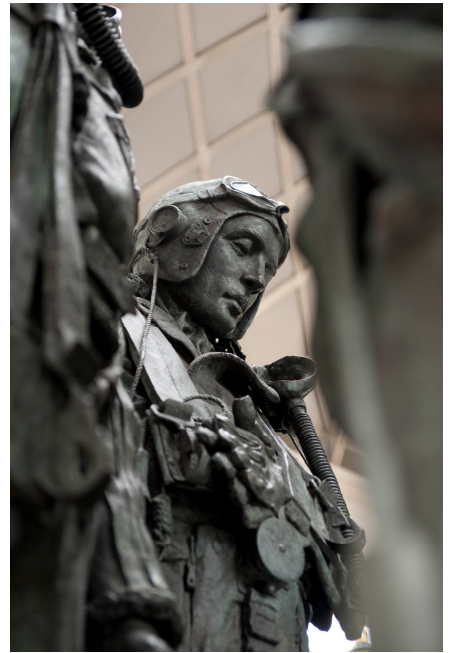
Dear Janine,

Gerhard Heilig has passed me your details and said that the Association might like to use an image or two that I took at the Memorial unveiling in Green Park back in June.

My best wishes to you

*Steve Hatton*

\* \* \* \*



Photographs credited to Steven Hatton/[www.intothewind.co.uk](http://www.intothewind.co.uk)

## New DVD: 'Into the Wind'



'*Into the Wind*', directed by award winning filmmaker Steven Hatton, is a compelling and unique record of deeply personal stories, tales of friendships gained and lost, the perpetual possibility and proximity of death, the importance of love and family, the shared passion for flying and the moral implications of aerial bombing.

Over 55,000 men from across the world died in Bomber Command during the Second World War. '*Into the Wind*' focuses on surviving aircrew veterans, many speaking of these experiences for the first time. In a series of personal testimonies we meet unique characters who were united by this life changing event. Filmed internationally, the documentary features interviews with veterans from New Zealand, Australia, Canada, Guyana, Trinidad and Tobago and the UK, all of whom have helped changed the course of history.

Steven has kindly agreed to a discount for this video to RAF 100 Group Association members of £12.99, cheques made payable to 'Electric Egg Ltd'. See details at the end of the interview with him:-



## Interview with Director STEVEN HATTON on his film: INTO THE WIND

**Into the Wind** is a new feature length film documenting the experiences of Bomber Command veterans from the Second World War. The director of the film, Steven Hatton, talks a little about the film and its making.

*"It's all memories now and you wonder..."*

This is the opening line of the film. These words, spoken by Bomber Command Ground Crew veteran, Frank Horn, are spoken against the scene of the crumbling remains of a wartime building like those found on the many airfields across Lincolnshire and Nottinghamshire that are now slowly being reclaimed by Nature. As time obscures these monuments to Britain's wartime history, so to do we lose the direct testimony of the veterans of the Second World War.

*Into the Wind* is a personal project, a documentary four years in the making. It is not a film that looks at the strategy and technology of Bomber Command. This has been done many times before, be it in film or through the many books written on the subject. Nor is it an exhaustive history of well-known raids or a particular squadron. Instead, *Into the Wind* is a film that recounts the experiences of the veterans – from their perspective. The veterans recount their experiences of serving with Bomber Command in the Second World War. I chose to make the film in this way to allow the veterans to give direct testimony to their own feelings and experiences rather than being distilled, as is so often the case, by a narrator or presenter. As a result, what they recount are deeply moving stories; tales of comradeship, friends gained and lost and a vivid portrait of what it was like to serve on Bombers during the Second the World War.

Shot on location in the UK, Canada, Germany and New Zealand, *Into the Wind* features aircrew from Poland, New Zealand, Australia, Canada, Guyana, Trinidad and the United Kingdom. The film features some veterans whose names will be well known to readers such as Les Munro, known widely for his role in the Dam's Raid and now the last surviving pilot of that raid and Ken Wallis, a 103 Squadron pilot and now widely recognised for this work with Autogyros.

However, most of the contributors featured in *Into the Wind* are speaking on record for the first time on the subject of their experiences.

Des Andrewes, a New Zealander who served as a navigator on Lancasters, gave a moving account of his time in Bomber Command and explained his reluctance to speak of the past:

*"I've got four sons and two daughters and I've told them very little, you don't want people to get the idea that you're glorifying war",*

others like Dick Smith had similar feelings,

*"The family don't know... they've got an idea but they don't really know of what it was all about and what went on".*

For families of the veterans, often it would be the first time they'd heard their father or grandfather speak so openly about these wartime memories. Many veterans remarked that it

was easier to talk about the experience of war with those who had shared the experience and explained the close bonds shared by aircrew.

The DVD includes the 72 minute Director's cut of *'Into the Wind'*, extras short documentaries and trailers, chapter selection menus and optional subtitles.

Extra features include:

- New Zealand at War: A 22 minute documentary looking at New Zealanders in Bomber Command. This film was made for the opening of the new aviation display hall at the Museum of Transport and Technology in Auckland, New Zealand.
- Ken Wallis. Aviator: A 13 minute documentary portrait of Ken Wallis' career in aviation from his days in Bomber Command to his ground breaking autogyro designs.
- Into the Wind trailer.
- The trailer for Steven Hatton's new documentary, Heilig.
- A short film in which former Halifax pilot Dick Smith talks through the workings of the aircraft.

*"There's a special relationship between us having flown together. You have other sorts of friends in life but these are friendships and relationships where you know the fact that you're still living has depended very much on the professionalism of the boys that you flew with."*

Leslie Temple – Special Operator, 101 Squadron based at Ludford Magna.

*'Into the Wind'* is a personal, new and often revealing insight into a well known subject matter and is available to purchase in the UK online at [www.intothewind.co.uk](http://www.intothewind.co.uk) and also on Amazon. It can also be bought in person at Newark Air Museum's shop, Lincolnshire Aviation Heritage Centre, IWM Duxford and the RAF Museum.

The DVD is usually £14.99 but a special offer is available by sending a cheque for £12.99 and made payable to 'Electric Egg Ltd' to -

*Electric Egg Ltd, Sparkhouse Studios,  
Ropewalk,  
Lincoln, LN6 7DQ, UK.*

[Please quote 'RAF 100 Group' special offer, postage to the UK is included.](#)

To join the Into the Wind email newsletter, please email us at [info@electricegg.co.uk](mailto:info@electricegg.co.uk) or for further info phone 01522 837273

*Steven Hatton*  
[www.intothewind.co.uk](http://www.intothewind.co.uk)

## 'FINAL CHECK'

*Mosquito 'Mossie' Aircrew*

### *Limited Edition Certificate*

This bronze sculpture by Peter Close captures and depicts an evocative and intimate moment between a Mosquito aircrew, of pilot and navigator, prior to departure and boarding their aeroplane on yet another mission during WWII & or post WWII. The bronze depicts and details the crew's uniform, the pilot wearing his flying helmet and carrying his Irvin flying jacket, whilst the navigator has placed his navigator's bag, chest type parachute and flying helmet on the ground, note map and flares (colours of the day), to top of right and left boots respectively, whilst they finally check the route on the map the navigator is holding.

In commissioning this Bronze, I wanted to capture a 'moment in time' not only dedicating this to the memory of all Aircrew, but to the Ground Crew, the Design Team and Construction Workers involved in the flying and manufacture of this wonderful aeroplane, the de Havilland Mosquito 'Mossie', which developed into some 50 No variants and could be termed the first 'Multi-Role Combat Aeroplane' and during its service life, together with its aircrew, carried out and completed some of the most daring and famous raids of WWII.



*David A Coeshall*

Each figure is individually hand cast in the artist's own workshop using the finest quality cold-cast bronze. The edition is strictly limited to 250 and each sculpture bears an edition number and the signature of the artist.

Limited edition number /250

Artists Signature .....

A donation from each and every bronze sold will be made to the Mosquito 'Mossie' Restoration Team at the Mosquito Museum DHAHC to help to preserve the memory of all and the aeroplanes themselves.

[museum@dehavillandmuseum.co.uk](mailto:museum@dehavillandmuseum.co.uk)

Tel No: 020 8954 5080

Janine – a couple of interesting photographs from the box. It took a lot of people to get an aircraft into the air - all sorts of trades etc.



Cpl Mary Carney (shown right) was the WAAF in charge of duty aircrew meals. She organised the bacon and eggs when they got back.

L/ACW Elsie Middlemiss (shown left) was a nurse in Sick Quarters - she was obviously tied up with someone from aircrew because she is wearing a half wing on her tank top.

Both were from the early period of 192.



Have you heard of 'Tarzan', female M/T driver- she was famous?

*John & Bill Rees*



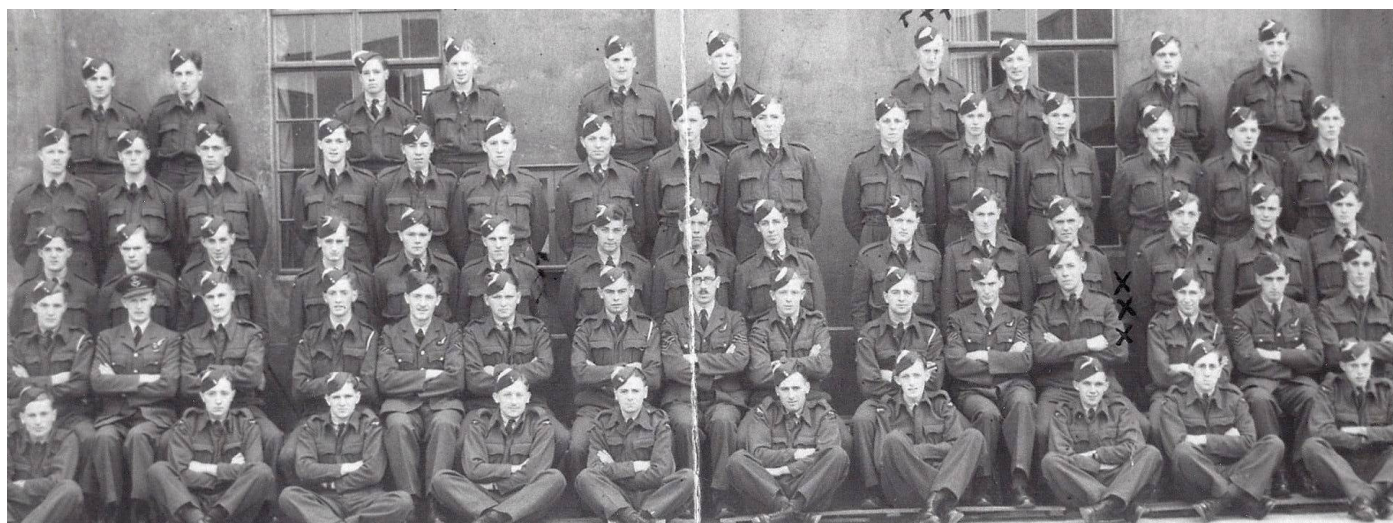
Dear Janine

The photograph below shows successful graduates of 96 Course, 10 Air Gunnery School, RAF Walney Island at the end of August 1944. Thirty eight of them were posted to RAF Oulton to help reform 223 Squadron. The photo was originally published in the Spring 2002 Newsletter with Martin Staunton asking help in identifying the airmen. At the time I had already identified quite a few of those destined for 223 but wanted to wait until I had completed the task before publishing the result. I should add that I had considerable help from many of the 96 Course attendees in putting names to faces. Unfortunately there are still two faces that have defeated me and my helpers. No one has been able to pick out **R McEwan** or **Derek Wilshaw**. The latter is a particular mystery as Derek was unable to identify himself either! Derek was definitely one of the thirty eight, and all five syndicates shown in the photo are complete. The syndicates are nominally in alphabetical order looking from left to right in the photo, and logically he should be in one at the extreme right. Unfortunately, all the faces in this syndicate have been positively identified. I, and our surviving members of 96 Course, will be very grateful to anyone who can solve the mystery. Ernie Dobson, Bob Jones, Pete Newman, Ted Punnett, Tom Pollard and Peter Witts were eventually transferred from 223 to 214 Squadron. Tragically, all but Peter Witts were to lose their lives with 214. David Brockhurst, Leonard Vowler and Ted Whittaker were also killed in action with 223.

*Richard Forder*

*Photograph credited to Dr Peter Lovatt*

## 96 COURSE, 10 AIR GUNNERY SCHOOL, RAF WALNEY ISLAND, AUGUST 1944



|         |          |          |          |          |
|---------|----------|----------|----------|----------|
| 1 2     | 14 15    | 27 28    | 40 41    | 53 54    |
| 3 4 5   | 16 17 18 | 29 30 31 | 42 43 44 | 55 56 57 |
| 6 7 8   | 19 20 21 | 32 33 34 | 45 46 47 | 58 59 60 |
| 9 10 11 | 22 23 24 | 35 36 37 | 48 49 50 | 61 62 63 |
| 12 13   | 25 26    | 38 39    | 51 52    | 64 65    |

|                             |                          |                          |                             |                           |
|-----------------------------|--------------------------|--------------------------|-----------------------------|---------------------------|
| 1. <u>Len Davies</u>        | 14. Ernie Jones          | 27. <u>Lew Moran</u>     | 40. <u>E"Ted" Punnett</u>   | 53. <u>G W Tucker</u>     |
| 2. U/K                      | 15. U/K                  | 28. U/K                  | 41. U/K                     | 54. <u>Ron Tofield</u>    |
| 3. Braithwaite              | 16. <u>John McClaren</u> | 29. Danny Moore          | 42. <u>Ken Smith</u>        | 55. <u>"Bill" Sykes</u>   |
| 4. D Cocking                | 17. U/K                  | 30. D Oliphant           | 43. <u>Ken Stone</u>        | 56. <u>J J Traill</u>     |
| 5. U/K                      | 18. U/K                  | 31. <u>John Nicholls</u> | 44. <u>George Simons</u>    | 57. <u>R Turpie</u>       |
| 6. U/K                      | 19. <u>Wally Jones.</u>  | 32. <u>Lew Norwood</u>   | 45. <u>E" Mick" Stirrop</u> | 58. J Taylor              |
| 7. <u>J Denney</u>          | 20. <u>Peter Lovatt</u>  | 33. <u>G"Dod" Nisbet</u> | 46. U/K                     | 59. <u>Alan Tonkin</u>    |
| 8. U/K                      | 21. <u>Bob Jones +</u>   | 34. <u>Les Matthews</u>  | 47. U/K                     | 60. <u>T Wrigley</u>      |
| 9. <u>Ernie Dobson +</u>    | 22. H McIver             | 35. Al Purvis            | 48. U/K                     | 61. <u>Peter Witts</u>    |
| 10. <b>P/O ? RCAF</b>       | 23. <b>F/S Ron Stack</b> | 36. <b>Sgt S Dixon</b>   | 49. <b>F/S Nick Carter</b>  | 62. <b>Sgt Troubridge</b> |
| 11. U/K                     | 24. U/K                  | 37. <u>J"Wee" Murray</u> | 50. <u>Tom Pollard</u>      | 63. P Edwards             |
| 12. <u>Den Fuller</u>       | 25. <u>John McGregor</u> | 38. <u>P"Joe" Morton</u> | 51. U/K                     | 64. <u>Len Vowler+</u>    |
| 13. <u>David Brockhurst</u> | 26. <u>Bob Lawrence</u>  | 39. <u>Pete Newman+</u>  | 52. Padgett                 | 65. <u>E Whittaker+</u>   |

Underlined names in red are the 36 of the 38 Air Gunners posted to RAF Oulton to help reform 223 Squadron at the end of August 1944.

The names in bold black lettering are Instructors on the staff of 10 AGS

### PLEASE NOTE:

If any member would like to have an A4 copy of this photograph please let me (Association secretary: Janine Harrington) know and I will be happy to do this for you. It has proved impossible to get the photograph into this magazine any larger.

# The Lightnings at Foulsham

*by Bill & John Rees  
with thanks to the Kunze family  
and Ian White, U.K. & European representative and Historian  
for the U.S. 305<sup>th</sup> Bomb Group Memorial Association.*

*Submitted to the 100 Group Association in memory of Captain Fred B Brink Jr, Air Medal with four Oak Leaf Clusters, Purple Heart, 13<sup>th</sup> Photographic Squadron, 7<sup>th</sup> Photographic Reconnaissance Group, and Lieutenant Francis I Kunze, Air Medal, Purple Heart, Special Wireless Operator, 364<sup>th</sup> Bombardment Squadron, who flew in 1944 under RAF 100 Group control on RCM operations.*

On the 18<sup>th</sup> August 1944 inter-ally cooperation became a tangible reality when five men dressed in the uniform of the United States Army Air Force reported to R.A.F Foulsham for duty with 192 (Bomber Support) Squadron. During its short existence, 192 was undeniably the world's pre-eminent airborne signals investigation organisation, a discipline now referred to universally as electronic intelligence or ELINT and a key element in the prosecution of the radio war against Germany by 100 Group. Four Special Wireless Operators, Lieutenants William B Stallcup, William Zeidler, Francis I Kunze and T. C. Holt, under the Command of Captain Howard Kasch were the core of a small temporary addition to 192's strength that would have positive repercussions for the Americans right to the present day. These five men ultimately formed a substantial part of the foundation on which today's massive U.S. airborne intelligence gathering capability is based.



*Lt W B Stallcup, Cpt H Kasch, Lt T C Holt and  
Lt W Zeidler  
(via the late Col. Gerald Adams 7PRG)*



*Lt Francis I Kunze of Columbus, Georgia  
(via the Kunze family)*

It is generally written that the American unit originated with the 7<sup>th</sup> Photographic Reconnaissance Group, but this is untrue. It was a specialist radio warfare unit and certainly Francis Kunze had no connection whatsoever with the 7<sup>th</sup> PRG or the art of photographic reconnaissance. He enlisted in the USAAF in 1942 and, after basic training, was sent to the Radio Mechanics/Aircraft Radio Maintenance Technical School, Sioux Falls Army Air Base, South Dakota, where he was trained in the technical aspects of radio. Post graduation, he attended a Radar Course (probably H2S/H2X, known to the Americans as 'Mickey') at Eglin Field, Florida, where he gained the coveted flying wings of a 'Radar Observer'. Francis was posted overseas to the 305<sup>th</sup> Bomb Group (H) 1<sup>st</sup> Air Division at Chelveston (US Station 105), England, during March 1944 and the next reference to him appears in the 364<sup>th</sup> Bomb Squadron Diary for the 8<sup>th</sup> May when it was recorded that: *'Lt Francis I. Kunze, previously assigned to 305th BG on 27th April, now assigned to 364th Squadron'*.

Further scrutiny of the document indicates that Francis was never assigned to a crew and this may be because specialist training was often provided by the Squadron to other elements of the 8<sup>th</sup> Air Force – it operated H2X equipped B17G Fortresses in a pathfinder role. Shortly thereafter, on the 5<sup>th</sup> June, the officer attended a week long course at No.7 Radio School (RAF), at the Science Museum, South Kensington, London, before being posted on DS (Detached Service) to RAF Foulsham, on the 16<sup>th</sup> August (*per par 1, SO 228, HQ, 1st Bomb Division.*).

The pilots were just that, being highly experienced operators of the Lockheed F5 photographic reconnaissance version of the P38 Lightning with the 7<sup>th</sup> Photographic Reconnaissance Group. The 7<sup>th</sup> PRG was the natural choice for the provision of pilots and led to members of the 13<sup>th</sup> and 22<sup>nd</sup> Squadrons at Mount Farm being seconded for short periods to Foulsham. It was not a popular posting although some of the most experienced and decorated PR pilots took their turn in ferrying the Special Wireless Operators wherever and whenever required on missions from Foulsham.

*One of the four Lockheed P38J 'Droopsnoot' aircraft attached to 192 Squadron parked outside 'the American hangar' at Foulsham. Note the long whip aerials above/below the nose.*

*(Via the late Colonel Gerald Adams, 7PRG)*



On the 28<sup>th</sup> August 1944, four brand new Lockheed P38J-20-LO Droopsnoot aircraft were delivered to the station for use by the embryonic signals investigation unit. The Droopsnoot was originally born of an idea raised in 1942 as an attempt to reduce the staggeringly high casualties being sustained by the 8<sup>th</sup> Air Force on daylight operations over Europe. The concept was to utilise the P38 fighter fleet as daylight level bombers, which isn't such a ridiculous idea as it may

at first seem. This extremely powerful and rugged aircraft could lift a pair of 2000lb bombs for a short distance or a single bomb and a large drop tank for longer range missions, offering a very useful payload in both configurations. The forward section was lengthened, a plexi glass nose fitted and a Norden bombsight installed for the Bomb Aimer. A single two seat Droopsnoot acted as master bomber for a fleet of bomb-armed standard P38s that would simultaneously drop their loads when the master bomber was seen to drop his. In practice, it worked remarkably well. The aircraft were all modified at the Lockheed Overseas Corporation facility at Langford Lodge, Northern Ireland, from standard P38J day fighters, total production being in the region of twenty six plus one hundred Droopsnoot kits. Interestingly, the Foulsham aircraft are recorded in official U.S documents of the time as 'on loan to 192 Squadron, RAF', further evidence that their connection with the 7<sup>th</sup> PRG was limited to pilots and the provision of servicing and repair. Although described officially as being on loan to 192, the four aircraft, 43-28479, 44-23156, 44-23501 and 44-23515, retained their U.S markings and serial numbers so were never taken on charge by the RAF.

The American unit functioned under RAF control, locally under the direction of 192 Squadron and 100 Group at Bylaugh Hall. The Special Wireless Operators were soon involved in ground and airborne training provided by the Squadron's Special Signals Section in preparation for 'live' operations.

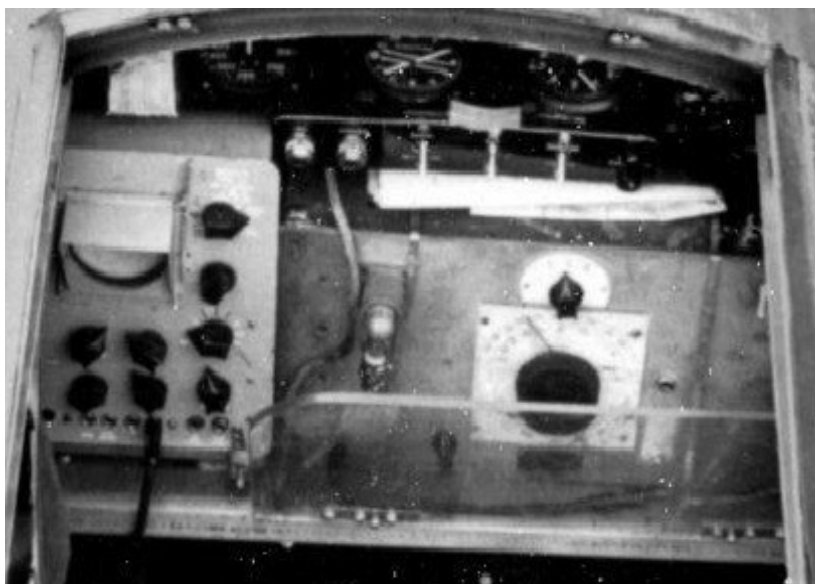
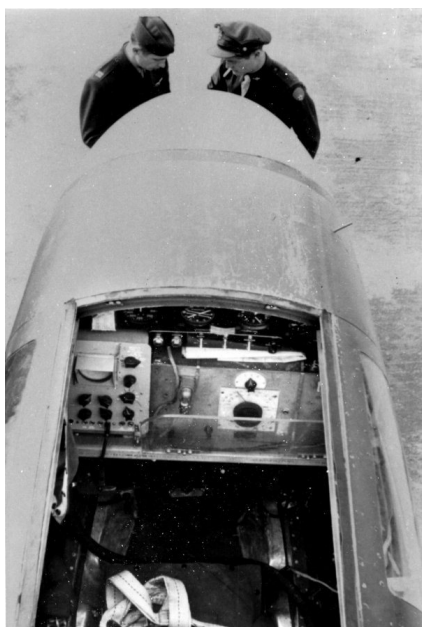


*?, US Special Operator believed to be Lt T C Holt training with 192 Squadron (described by ER as 'an American Spec Op'), F/Sgt Cromar DFM Flight Engineer (later KIA), P/O F Baldwin Pilot, ?, ?, ?, F/Sgt Eric 'Lofty' Rostron Rear Gunner. Foulsham Summer 1944 (Via Eric Rostron)*

The special wireless equipment 'fit' in the P38 was very limited because it was such a small aircraft. A photograph of the SWO's compartment shown below gives some indication of the conditions under which they flew and of the Lightnings unsuitability as an electronic intelligence platform. It could not accommodate the range of equipment considered 'normal' for a Wellington, Halifax or Mosquito of the host Squadron and therefore operated at reduced capability. Nevertheless, the Americans made best use of what they had and 1<sup>st</sup> September, Lt Bill Zeidler and Lt W F Alley of the 7<sup>th</sup> PRG completed a sortie in 44-23156 south of the Zuider

Zee to establish what might be reasonably expected of the Lightning flight over coming months. Concurrently, the V2 ballistic missile offensive (code name 'Big Ben') began to cause fear, trepidation and significant loss of life in attacks on the United Kingdom and elsewhere in liberated Europe. Werner von Braun's masterpiece weapon struck without warning at colossal speed and could not be intercepted en route to its target. 192 Squadron was to expend considerable time and effort on 'Big Ben' as it sought to identify a guidance signal associated with the missile. Countless hours were spent patrolling the Dutch coast and it was in this particular task that the P38's would prove their value. The aircraft could top 30,000 feet and possessed a good turn of speed, ideal for daylight operations in areas where enemy opposition might be expected.

Intensive 'live' operations began on 12<sup>th</sup> September with each of the SWOs completing a sortie over the next three days. All were 'Big Ben' related, completed in daylight at high altitude off the Dutch coast south of the Zuider Zee. By the end of the month, the unit had completed no less than twenty two sorties without incident.



*The SWO's position in a Droopsnoot as seen from above. The right hand photograph clearly shows the special wireless equipment and oscilloscope (left). Above is a repeater panel of flight instruments and a map or log table has been fashioned from a piece of perspex. (Via the late Ed Vasser 7PRG)*

Operations continued unabated well into October. Then, on 26<sup>th</sup> of the month, tragedy struck. At 12.34pm Captain Fred B Brink Jr of 13<sup>th</sup> Photographic Squadron, 7<sup>th</sup> PRG and his Special Wireless Operator, Lt Francis I Kunze took off from Foulsham in 44-23515 to carry out a 'Big Ben' patrol in the area of the Zuider Zee. They crossed the North Sea climbing to 30,000 feet, but at 1.21pm, less than an hour into the sortie, a radio message was received at Foulsham indicating that an engine had failed. The Droopsnoot lost altitude rapidly and at 1.23pm, when the aircraft was at 22,000 feet, Fred Brink transmitted another message to Foulsham indicating that the second engine had also failed, turning the P38 into an overweight glider with an appalling glide angle.

In a third transmission Brink is reported to have told Foulsham that: 'Both engines are gone, I'm going into the sea in one minute' From that short signal, the D/F station at Leiston obtained a fix on 44-23515 placing it approximately forty miles east of Lowestoft. Nothing more was heard. The RAF Air/Sea Rescue service was alerted and at Foulsham four aircraft were scrambled to

search for the missing P38. The C/O of 192 Squadron, Wing Commander David Donaldson, took Captain Kasch as 'Tail End Charlie' in Halifax DT-P (MZ 706), Flight Lieutenant Hazelhurst and crew in DT-R (MZ 906), Flight Lieutenant Hicks and Warrant Officer Robinson in Mosquito DT-I (DZ590) and Pilot Officer George and Flying Officer 'Ted' Gomersall in Mosquito DT-J (DK 292). The aircraft performed a square search in the vicinity of the last 'fix' obtained for Brink and Kunze. 'Ted' Gomersall recorded in his Flying Log Book that wreckage, consisting of an empty black dinghy (US origin), an aircraft wheel and minor bits and pieces had been found; but nothing was ever seen of the American crew. (Photo courtesy of S C Blythe, son of John Blythe 7PRG.)



A British air/sea rescue launch eventually reached the scene to salvage the black dinghy, an aircraft wheel, a fuel tank, several pieces of radio equipment, a leather flying helmet and a flying Log Book in the name of Lieutenant T C Holt. The presence of Holt's Log Book caused the American authorities some concern and confusion, requiring the exchange of several communications with 192 Squadron to establish that he was, in fact, safe. The most likely explanation is that he had left the document in the aircraft following his last sortie. We will never know what caused the catastrophic failure of the P38's engines but, having spoken with several veteran engine mechanics; it is likely the problem was petrol related. Neither Francis Kunze nor 44-23515 were replaced at Foulsham, subsequent operations being completed by the three remaining SWOs in two aircraft, 44-23156 and 44-23501.

Between 5<sup>th</sup> and 24<sup>th</sup> November, thirteen missions were completed in an extended area between Utrecht and Luxembourg and between 25<sup>th</sup> November and 5<sup>th</sup> December a further ten were completed in search of signals between 30 and 70 M/C (Freya early warning radar). No



*Lt T C Holt (via Col G Adams)*

operations were undertaken between 6<sup>th</sup> December 1944 and 5<sup>th</sup> January 1945 so Christmas and New Year was a good period for the unit as they enjoyed a period of respite from the war.

During the first quarter of 1945, the Lightning crews completed a raft of sorties investigating a much broader range of enemy equipment, including air and ground based radars. These flights took them far and wide over occupied Europe, some as far as the Swiss border.



*Lt W Zeidler (via Col G Adams)*

The honour of the last American sortie from Foulsham fell to Lieutenants Burnell and Stallcup on 6<sup>th</sup> March 1945 when they completed a patrol off the Dutch coast investigating 'Chimney' and 'Hoarding' early warning radars. The following day, the unit quietly packed up and moved to Alconbury to join the 36<sup>th</sup> Bombardment Squadron (H), the USAAF's only RCM flying unit. During

their attachment to 192 Squadron, the total number of sorties attempted was 99, with 94 of these being successful. Five were aborted due to mechanical or special wireless failure. Now under U.S control, the three remaining Lightnings went on to complete a limited number of signals investigation sorties in support of the 8<sup>th</sup> Air Force until all operations by the 36<sup>th</sup> BS finally ceased on 30<sup>th</sup> April.



*One of the three surviving P38s takes to the air at Alconbury, now with 36<sup>th</sup> Bomb Squadron. The RCM B24's, coded R4, can be seen in the background. (Via late Colonel Gerald Adams 7PRG)*

There is no doubt this small group of Americans enjoyed a happy and productive association with 192 Squadron, 100 Group and the Royal Air Force in general, as they learned their trade in signals investigation.

Sadly, back in Oklahoma and Georgia, the Brink and Kunze families were left to mourn the loss of their young men in a far off war in a far off land. They have no known graves so whenever you see a modern Boeing RC135 reconnaissance aircraft spare them a thought because they were the pioneers, operating as part of No.100 (Bomber Support) Group, Royal Air Force.



*Memorial to Fred B Brink Jr  
In Arlington National Cemetery,  
Virginia*



13PS,  
7PRG

364<sup>th</sup> Bomb  
Sqn



*This memorial plaque to Francis  
Kunze lies close to other members of  
his family in Riverdale Cemetery,  
Columbus, Georgia (via the Kunze  
family)*

Anyone having additional information about the subject of this article, or 192 Squadron in general, is invited to contact the authors by email at [brx851b@yahoo.com](mailto:brx851b@yahoo.com) or by telephone on 01970 890420

# Interview with BILL RAMSEY

## sharing his involvement in The People's Mosquito

with thanks to Bill and to Global Aviation Magazine  
for permission to use their material



BILL RAMSEY is one of the UK's most accomplished pilots. He left the RAF in 2008 after completing 36 years regular service. His first tour was on the Vulcan at RAF Scampton with 35 Squadron. He then became a QFI on the Jet Provost and via the Harrier moved on to the Tornado GR1 at RAF Laarbruch. The remainder of his time in the RAF was a mix of ground and flying tours during which he flew around 6500 hours in 35 different types of aircraft including the Pucara, the Lancaster and Douglas Dakota on the Battle of Britain Memorial Flight in 1999; and the Hawk in various roles, including 4 years as Wing Commander RAF Aerobatic Team – The Red Arrows.

Bill has now returned to Vulcan flying with the crew of XH558. In addition to his fascinating career flying with the RAF and busy schedule including aerial displays with his Grob G115 Tutor, he is also actively involved with The People's Mosquito – an ambitious project to bring a de Havilland Mosquito back to the UK skies either in the hands of the Royal Air Force Battle of Britain Memorial Flight or operated by a Trust, as per Avro Vulcann XH558.

Individuals behind The People's Mosquito Project all have one thing in common – a passion for aircraft. They are united by a love of aviation history and a desire to see one of WWII's most distinguished aircraft fly again:

**Air Chief Marshal (Retd) Sir John Allison, KCB, CBE, FRAeS, RAF**, has elected to join The People's Mosquito as its Patron

**John Lilley** is Project Leader and takes overall charge of the Project

**Ross Sharp** is responsible for Project Engineering and Airframe Compliance

**Bill Ramsey** is responsible for Technical Project Research and Development

**Steve Manning** looks after the website and IT issues and is currently progressing plans to become incorporated as a charity

**Nick Horrox**: Project PR and Brand, promoting and protecting the public image

Bill Ramsey's passion for The People's Mosquito Project is that he has always been a Mosquito fan. The Mosquito is the aircraft he has most wanted to fly.

Global Aviation Magazine recently published an interview with Bill Ramsey. I asked if I could use it as I felt the subject matter would be of interest to members; especially given that Bill will be our Guest Speaker for our Association Reunion 2014.

Q: There are no training or instructor Mosquito aircraft, if there ever were, so what do you have in mind as a plan for preparing to take this one aloft?



Actually there were a number of dual-control variants of the Mossie including the highly successful T Mk III (supplied to everyone from the Israelis to the Turks!), the Australian T Mk 43, and the Canadian produced T Mk 22, 27 & 29. The People's Mosquito Project is working hard to understand the handling characteristics of the aircraft – in particular its vices which include a pretty poor asymmetric performance after an engine failure. We must minimize risk to the crew and people on the ground. I believe the first flights will be made by a test pilot to validate our work to the satisfaction of the UK Civil Aviation Authority (CAA).

Q: Will you make use of another aircraft to simulate flying a Mossie, per chance?

That would be great, although anyone lucky enough to fly the Mossie will have a proven track record of course. I have flown an Argentinian-built *Pucara* which in many ways replicates Mossie-like performance in the air but we'd need to borrow a tail-dragger to fully prepare people for the difficult ground handling of such aircraft. In the UK a DC3 might be the most easily available, representative machine.

Q: Have you/will you talk with other Mossie pilots? If so, what do they say about flying a Mossie?

We've been lucky enough to make contact with a fantastic Canadian, George Stewart. George flew Mossie's with 23 Sqn (completing an enhanced Ops tour of 50 missions) and post-war, training the Chinese Nationalist Air Force on type. He's a lovely chap and invaluable source of advice. I am also in very regular contact with David Philips who recently flew the first restored Mossie in New Zealand. Together we are sharing all relevant safety and handling advice. RR299's test pilot is also a member of this forum.

[Note: RR299 was a Mosquito T3 flown at airshows until 21 July 1996 when the aircraft and crew of two were lost in a crash — since then there has not been a flying Mosquito]

Q: What about the engines — is there anything special about Merlins to take care to either do or not to do?

Make sure the carburetors are in good order and that all throttle movements are as smooth as can be. They could be single-stage supercharged engines, therefore optimized for flight below 10,000 ft (also, there will be no oxygen system, due to flight restrictions). We still hope to source appropriate 2-stage supercharged Merlins.

Q: Which portion of the flight envelope do you foresee utilizing?

I think the CAA [Civil Aviation Authority, UK] will insist that we have the same limits as RR299. Not above 250 knots and above 8,500 ft. (Higher speeds during a display sequence?). In short we

will stay well within the aircraft's original performance envelope. Fast enough to provide a spectacle and keep above the critical handling regime if an engine fails but slow enough to avoid undue airframe fatigue.

Q: Given your knowledge and experience, what would be your most personal preferential location to fly The People's Mosquito?

Not quite sure of the question. But if you mean basing, that is an emotive question. The heart would say a famous wartime/heritage field – for instance Duxford or North Weald. Indeed there are sound engineering reasons to do so as well. From a pilot's perspective, I'd like somewhere with 2 long wide runways positioned at right angles to each other to minimize loss of flights due to crosswind. Logistically, somewhere central to most display venues to minimize transits. I'm sure we'll find a compromise! If you mean favorite display venue, I suppose we'd have to start with Farnborough.

Q: Will additional flight crew be required when flying this aircraft? And during Air Shows?

It was a 2 man crew – pilot and navigator (WSO). We're checking to see if there is a physical reason to carry the nav any more as I suspect UK CAA rules may well require minimum crew for a display. Thank goodness for GPS!

Q: The People's Mosquito is envisioned to fly with the Battle of Britain Memorial Flight (BBMF) and seeing her flying in formation with their aircraft will certainly be extraordinary. You also fly the Avro Vulcan XH558 (though not part of the BBMF), any thoughts regarding the airmanship challenge flying the Vulcan in such a formation?

That's a good question. The BBMF big aircraft only fly at very slow speeds usually – around 120-140 knots as I recall. The Vulcan threshold speed for landing even at light weights is 130 knots so there is very little room for error! The fighters do fly a little faster at a speed compatible with the Vulcan – although we're all much slower than in years gone by – so no big issues there. Generally, in my view, easier for the Vulcan to lead and the chicks to follow – the view out of a Vulcan isn't great. As ever, the real key to success is preparation and careful briefing.

Q: It is an understatement to say you are an accomplished pilot — you have flown dozens of aircraft types, instructed, and are retired from the RAF after 36 years of service. Please, for a moment, suspend reality (of course airspeed, energy and landings cannot be forgotten as well as the historical contribution of the de Havilland Mosquito) and let me ask, "What would be your thoughts when you are advancing the throttles for The People's Mosquito first test flight?"



Well, as I said it won't be me – it's sure to be a test pilot. If I am lucky enough to fly it I suppose it would most equate to my first Harrier solo take-off. At that time I just thought – "If I don't do this right now, I'm just going home and never coming back." I suspect a first Mossie take-off might feel like that. The second thought would be "Wonder how I'm going to land this!!"

All photographs are credited to Global Aviation Resource  
The People's Mosquito website – [www.peoplesmosquito.org.uk](http://www.peoplesmosquito.org.uk)

# A Quiet Corner



## For The Fallen



Sightless now, once watchful eyes,  
Blank or shuttered to stormy skies;  
Through shattered glass and twisted frames  
The keening winds proclaim the names  
Of those – or so they said,  
Were members of the living dead.  
For many, true, their time short leased  
Death prevailed and living ceased.

Some still come, we that remain,  
To pause, and live those times again.  
To linger and to wonder why,  
We should live whilst others died.  
A lot of luck, no doubt of that,  
Your number taken from a hat?  
A raffle for the Devil's hod  
Or was it by the Grace of God?

Words by Rex Polendine  
Photograph credited to Iain Forsyth



## Final Postings

*Death is but a pause...*

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

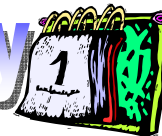
Founders of RAF 100 Group Association – remembered in love

- 192 Squadron** George Ward DFC Sqd/Ldr; Phil James' Canadian pilot
- 192 Squadron** Kenneth 'Paddy' Passmore: DFC Flt/Lt; Canadian, died 2005.
- 192 Squadron** John Cooke left memorabilia to the Museum archive collection.
- 192 Squadron** Ron Phillips passed away late 2005
- 192 Squadron** Ted Gomersall passed away 30<sup>th</sup> November 2004,
- 192 Squadron** Hank Cooper DSO, DFC passed away 2005.
- 192 Squadron** Michael Simpson W/Op & F/O passed away on the Isle of Man.
- 192 Squadron** Richie' Richards Rear Airgunner, flew Wellingtons. His son, F L Richards, passed on in August 2009, both members of the Association.
- 192 Squadron** Air Commodore Vic Willis, C.O, RAF Foulsham, passed away 30.7.06
- 192 Squadron** Group Captain Jack Short passed away December 2006. Association Chair till 1996.
- 192 Squadron** W.O (later P/O) A G McEachern RCAF died 15th August 2007, Saskatchewan aged 85.
- 192 Squadron** LAC Harris, Ground Crew passed away 15<sup>th</sup> August 2007. His grandson James Kerslake is an Association member.
- 192 Squadron** Wing Commander David Donaldson, DSO\*DFC passed away 15.1.2004.
- 192 Squadron** Wilhelmson, F/O Sander Willie Raymond (J10026). DFC Home: Elbow, Saskatchewan.
- 192 Squadron** F/Lt Richard (Dick or Dobbie) William Dobson, died 1996, remembered by son, Roger & daughter Susan, both members.
- 192 Squadron** W/O John Rhys Powell, rear gunner flying Wellingtons, died 1992.
- 192 Squadron** Sgt George Richards, tail gunner, posted missing 4<sup>th</sup>/5<sup>th</sup> July 1944. Remembered by niece Cheryl Cairns nee Colgan & sister Agnes Colgan.
- 192 Squadron** F/Lt Henry Victor Vinnell (Vic) posted missing 26/27<sup>th</sup> Nov 1944. Remembered by wartime fiancée Nina & her daughter Janine H.
- 192 Squadron** Jack Glen Millan Fisher, Pilot Officer with Royal Canadian Air Force, posted missing 26/27<sup>th</sup> Nov 1944. Remembered by sister Audrey.
- 192 Squadron** Flight Lieutenant Albert Victor (Vic) Parker passed away November 14<sup>th</sup> 2010. Remembered by daughter Ann Felsky.
- 192 Squadron** Spec/Op (Wop) John Henry BALL, Association member for many years, passed away 23 April 2009. Remembered by daughter, Susan Lawford.
- 192 Squadron** George Lowe, originally 1473 Flight before becoming 192 Squadron, Special Signals, Foulsham. Died 24<sup>th</sup> March 2011.

- 192 Squadron** F/O Alan Thomsett passed away 27<sup>th</sup> May 2011. Initially flew ops with 1473 Flight during Battle of the Beams, 1941, then as part of No. 80 Wing. Sadly missed by daughter Anne, and other Association members who knew him.
- 192 Squadron** Eric Clarkson, Wireless Operator/Navigator, passed away beginning of 2012. Remembered by daughter Jenny Bentley & friend Dennis Wildman.
- 192 Squadron** Squadron Leader Cecil William Cornish, passed away 19 August 2011. A Flight Sergeant at Foulsham. Initially with 98 Squadron, he was a survivor of the sinking of TS Lancastria. Mike, his son, is an Association member.
- 192 Squadron** Flight Sergeant John Eggert (2202199) aka 'Shorty'. Passed away 28<sup>th</sup> April 2006.
- 199 Squadron** F/O Ed Emmerson, Navigator to Flt/Lt Paddy Passmore DFC, Canadian
- 199 Squadron** Arthur Fitch, former RAF Bomber, passed away July 2006
- 199/171 Sqn** Group Captain George Cubby, MBE, FRMets passed away 2005. Remembered by Roy Smith, only surviving member of his crew.
- 171 Squadron** Joe Brogan, Halifax pilot, finished the war at North Creak; passed away 2004, remembered by widow Sheila.
- 171 Squadron** Arthur Adcock passed away February 2008 & Syd Love, Canadian crew member, passed away April 2008. *'Friends to the end!'*
- 171 Squadron** Len Fanstone passed away 13<sup>th</sup> January 2010. Greatly missed by Harry Freegard & wife, in touch since his return to Canada in 1946.
- 171/102 Sqn** Ken Ratcliffe Nav/Bomb Aimer passed away March 8<sup>th</sup> 2010 age 86. He flew Halifax & Lancasters, in touch with his crew all their lives.
- 171 Squadron** Flight Engineer Andrew Melvin Robertson passed away in 1998. Remembered by son Colin Robertson, now an Association member.
- 157 Squadron** Bryan Gale Flt/Lt passed away 2.1.09. Missed by daughter Valerie & son Chris.
- 214 Squadron** Geoff Liles, pilot, passed away 4 March 2006.
- 214 Squadron** Mr J Creech passed away April 2006.
- 214 Squadron** Don Austin, remembered by Les Bostock.
- 214 Squadron** Air Vice Marshall Jack Furner passed away 1<sup>st</sup> Jan 2007.
- 214 Squadron** Sqdn Leader/Flight Commander Bob Davies passed away June 2007.
- 214 Squadron** Bill Howard passed away October 2007.
- 214 Squadron** Flt Lt Blair passed away Sept 2007.
- 214 Squadron** John Hereford, Spec Op.
- 214 Squadron** Robert Moorby W/Op passed on January 2008. Remembered by sons, Michael and Robin. Also Shirley Whitlock.
- 214 Squadron** Ft/Sg Hadder, Air Gunner in Fortress III HB815, bearing code letters "BU-J" killed 3/4<sup>th</sup> March 1945, remembered by nephew Leslie Barker.
- 214 Squadron** Alan Mercer passed away 6<sup>th</sup> June 2009.

|                     |                                                                                                                                                                                                                        |
|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>214 Squadron</b> | <b>Warrant Officer Gordon Wing</b> , 'Howie' (character in Australian newspaper) passed away Nov 2009 age 87. Rear Gunner in Eric Morrison's crew in Stirlings & Fortresses; Founder member of Airgunners Association. |
| <b>214 Squadron</b> | <b>Robert Louie William Darracott</b> , navigator, died May 8 <sup>th</sup> 2010, 94 years.                                                                                                                            |
| <b>214 Squadron</b> | <b>Flying Officer Reginald Coates</b> completed whole of 2 <sup>nd</sup> tour of ops as Bomber Pilot in March 1945. Died 10 <sup>th</sup> Nov 1963. Remembered by son.                                                 |
| <b>214 Squadron</b> | <b>Bomb Aimer Les Bostock</b> in Don Austin's crew died just before Christmas 2010. Remembered by M/U gunner C A Piper, 'Pip'.                                                                                         |
| <b>214 Squadron</b> | <b>Flight Sergeant George V Cox</b> passed away 21 July 2011. Also Flight Engineer in crew of Squadron Leader Miller DFC.                                                                                              |
| <b>214 Squadron</b> | <b>Squadron Leader William 'Bill' Doy DFC</b> passed away 28 November 2011.                                                                                                                                            |
| <b>214 Squadron</b> | <b>P/O Peter Witts 223/214/462 RAAF, Airgunner</b> , commissioned after the war. 1925 – 2011. Missed by family and friends, remains in our hearts, a Legend.                                                           |
| <b>214 Squadron</b> | <b>Flying Officer William 'Bill' Foskett</b> passed away 21.12.2011. Sadly missed by wife Pauline, 2 sons, 4 grandchildren, good friend Tony Cooper.                                                                   |
| <b>223 Squadron</b> | <b>Flt Lt A E L Morris (Tony)</b> died June 2005. Andrew Barron's skipper: Oct 44 – 1945.                                                                                                                              |
| <b>223 Squadron</b> | <b>Tom Butler 'Bishop'</b> .                                                                                                                                                                                           |
| <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 Liberator TS 524, 6G-0; 36 ops. Remembered by Len Davies, Waist Gunner, only surviving member of crew.                         |
| <b>223 Squadron</b> | <b>F/L/Sir John Briscoe</b> passed on a few years ago.                                                                                                                                                                 |
| <b>223 Squadron</b> | <b>2<sup>nd</sup> Pilot Mervyn Utas</b> , Canadian in late Tony Morris's crew, passed away 8 Nov 2010.                                                                                                                 |
| <b>223 Squadron</b> | <b>James Edward Bratten</b> : 26.11.1922 - 16.11.2001. Andrew Barron's crew.                                                                                                                                           |
| <b>223 Squadron</b> | <b>Mick Stirrop</b> passed away in March this year, 2012.                                                                                                                                                              |
| <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. PoW with pilot Johnny Moss when shot down in Lancaster ED625. Nursed to health by Nora, who he married.                                                                     |
| <b>462 RAAF Sqn</b> | <b>F/O H .R. Anderson DFC 'Andy'</b> passed away 6 <sup>th</sup> April 2008 in New South Wales.                                                                                                                        |
| <b>462 Squadron</b> | <b>Donald Hulbert</b> passed away October 2009.                                                                                                                                                                        |
| <b>462 Squadron</b> | <b>Pilot Bruce Drinkwater</b> passed away on 2 <sup>nd</sup> May 2010. Peter Witt's Skipper.                                                                                                                           |
| <b>?</b>            | <b>Flt Lt Eric Atkins DFC* KW*</b> died 22.11.2011. Blenheim pilot with 139 Sqn flying from Horsham St Faith & Oulton in 1940/1. Flew Mosquito's with 2 Grp.                                                           |
| <b>?</b>            | <b>Corporal Charles 'Fred' Savage</b> passed away 18 Dec 2011. Fred was a Wireless Operator, serving in No 2 Heavy Mobile W/T Section in France, 1940.                                                                 |

# Dates for your Diary



**2013/2014**

2012 RAF 100 Group Association Reunion

Put these dates in your diary now. We look forward to seeing you there!

\* \* \* \*

**10<sup>th</sup> – 12<sup>th</sup> May 2013**

**Guest Speaker at main Saturday evening dinner:  
John Rees, co-author of 'Espionage in the Ether'**

John will be speaking about the RAF career of Wing Commander Edmund Fernbank, DFC, who joined the electronic war in 1940 with the Blind Approach Training and Development Unit at Boscombe Down, eventually becoming Temporary Officer Commanding No 192 Squadron, Foulsham in 1944. To that time, he was involved in every major investigation carried out by the variously designated units. John feels that Wing Commander Fernbank is often lost in the fog and his massive contribution to signals investigation overlooked. His daughter, Christine, is delighted for this to happen and has indicated her intention to attend.

This promises to be a Reunion not to be missed!

**9<sup>th</sup> – 11<sup>th</sup> May 2014**

**Guest Speaker at main Saturday evening dinner:  
Bill Ramsey, current QFI and Vulcan display pilot,  
Former BBMF Lancaster & Dakota pilot, Tutor display pilot,  
Wing Commander for 4 years of The Red Arrows**

\* \* \* \*



## **SPRING 2013 MAGAZINE**

The first magazine of a new year will be out to members in February.  
It will also have a full programme of events for the 2013 Reunion.

Please get your bookings in early.

The Wensum Valley Hotel & Golf Club is where the main Saturday dinner will take place, and a full choice of menus will be included with the programme.

You will need to fill out your booking form for events, and send it together with your choice from the menu and £26.95 per meal to Secretary: Janine Harrington

# 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<br><br>US RCM | Mosquito,<br>Halifax<br>Wellington<br>Lightnings | Dec 1943<br><br>Aug 44 – March 45 | Foulsham                               | 2171/5 Losses<br>Electronic Intel/Elint             |
| 141               | Beaufighters,<br>Mosquito                        | Dec 1943                          | West<br>Raynham                        | 1214/11 Losses<br>80 EA, 58 Trains, 7 Ships<br>Dest |
| 219/239           | Mosquito                                         | Jan 1944                          | West<br>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<br>Massingham | 1247/13 Losses<br>25 En AC + 1 V1 Dest              |
| 214               | Fortress                                         | April 1944                        | Sculthorpe,<br>Oulton                  | 1225/13 Losses<br>Electronic Jamming                |
| 199               | Stirling, Halifax                                | May 1944                          | North Creake                           | 1707/6 Losses<br>Electronic Jamming                 |
| 157               | Mosquito                                         | May 1944                          | Swannington<br>West Malling            | 1336/6 Losses<br>37 En AC +39 V1 Dest               |
| 85                | Mosquito                                         | June 1944                         | Swannington<br>West Malling            | 1190/7 Losses<br>71 En AC+30 V1 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, Halifax                                | Sept 1944                         | North Creake                           | 1583/4 Losses<br>Electronic Jamming                 |
| 462 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                  |

Created by Janine Harrington

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