

Confound & Destroy

The magazine of RAF 100 Group Association

 **Winter 2014** 



RAF 100 Group Association Chairman Roger Dobson: Tel: 
RAF 100 Group Association Secretary Janine Bradley: Tel: 

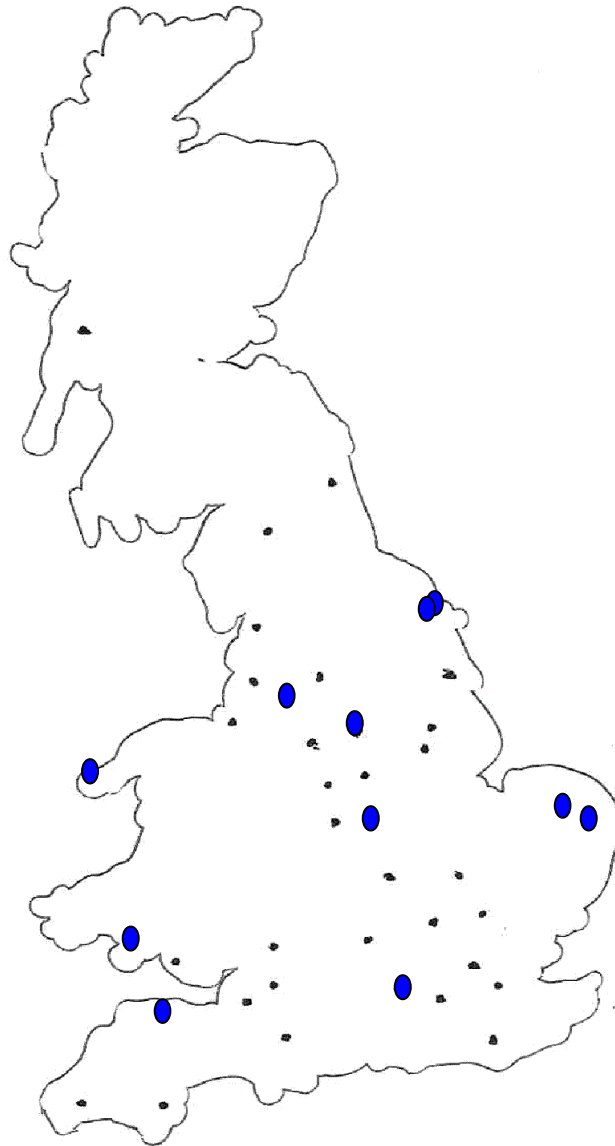
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RAF 100 Group Association

Membership Areas



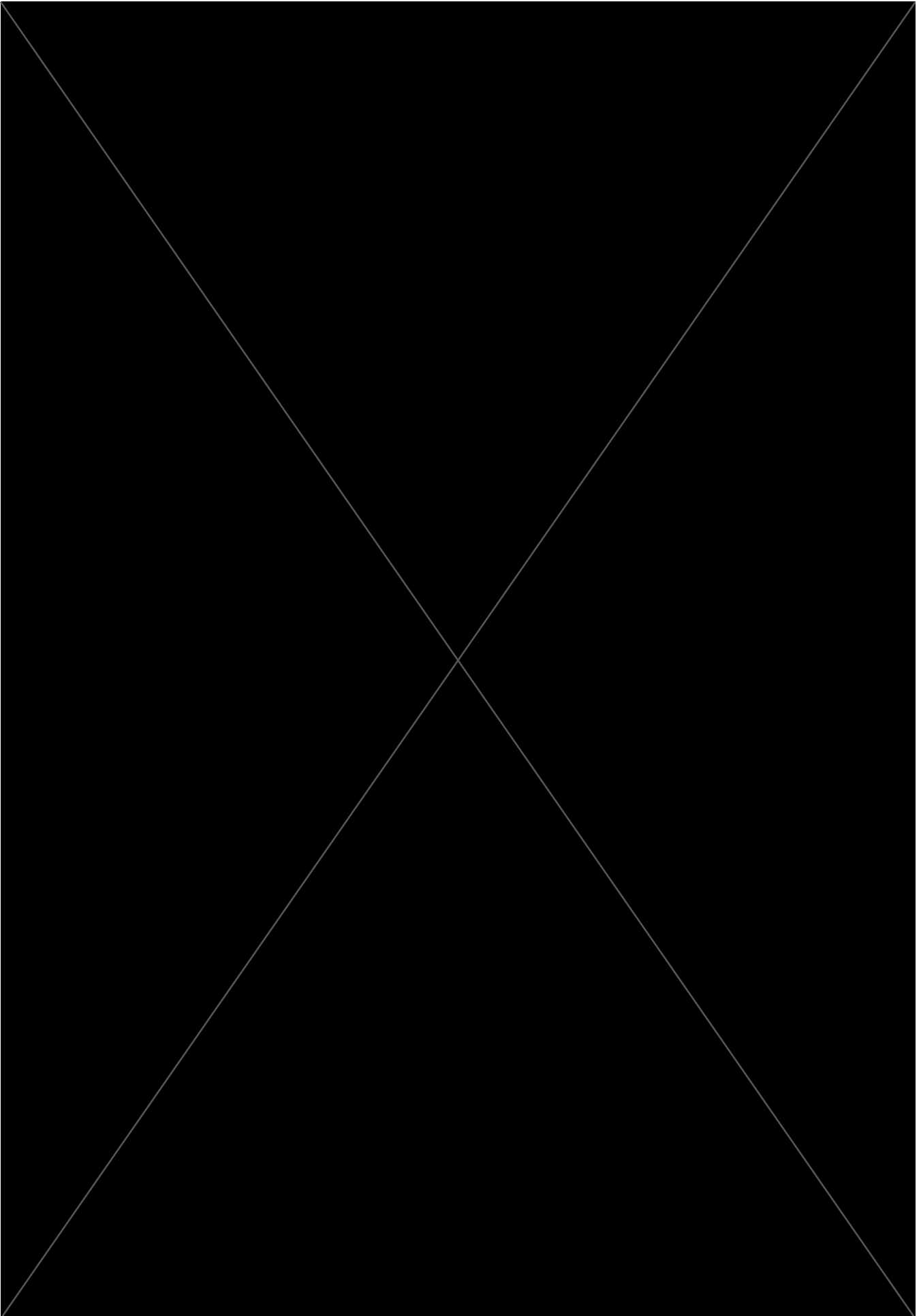
Each dot represents an area where there is a cluster of members
Big dots show where members of the RAF 100 Group Association Committee live

Members also live in the following countries:

Northern Ireland
Canada
Austria
China
Germany
Australia
U.SA
South Africa
Thailand
Brazil
New Zealand

RAF 100 Group Association

Committee



EDITOR'S PAGE

Dearest Friends



It is with deep sadness that I have to share the news that Gerhard Heilig died at lunchtime on 24 October. On behalf of the Association, I sent a bouquet of flowers to Sissy, his wife, and his funeral was a private affair with close friends and family, held on 11 November at 11.30am. The Letters Page includes Gerhard's final words shared with members, as well as a number of letters which I hope offer Sissy comfort and strength in knowing that she and Gerhard were both well-known, well-loved. We will always remember Gerhard as a true Gentleman who lived life to the full and with great commitment and courage, always having time to listen, to learn, to care about the people around him. I knew him for probably twenty years. In that time, the friendship we shared became firmer, deeper, valued, as I discovered more about his journey through life. For Tony, his death had a profound impact. Even in the short time he knew him, he says he was the bravest man he ever knew! We will always remember him, especially on Remembrance Day. Dear Sissy, know that you remain in our hearts especially at this time xx

Gerhard shared his life so poignantly in writings included in my book: *RAF 100 Group – Kindred Spirits* which brings together voices of those who served under RAF No. 100 (BS) Group in partnership with the USAAF during the war. The book is complete, a treasure trove of life stories, poems, memories, photographs and personal writings, with material shared for the first time by people who wanted to become a part of the story of RAF 100 Group. It has created a unique collection and I have cried rivers of tears in the writing of it. But now, with a heavy heart, I share the news that, despite a contract with Red Kite publishers, unexpectedly they pulled the rug from under me, despite meeting every deadline they set. It means it wasn't published in time for Remembrance Day as we all hoped. I struggle with this awful demise which made me ill, knowing I let you down. These writings, this book, means so much to so many. I am besieged by calls asking for a copy and I'm so sorry to have let you down in this way. However, I remain passionate that it WILL be published. This is my promise to you. These stories need to be shared. Each and every one is precious. Even if it comes to paying for this to happen, then I will do whatever it takes to see this come to fruition. I remain blessed by all your calls, emails, letters, cards and gifts. It has been very humbling when it has been my privilege through the years to be part of this worldwide Family continuing to grow for the future. I will keep you posted as to the book's progress. I have currently approached a further three publishers with a view to publication both in this country and abroad.

Meanwhile, this magazine, as always, is packed with goodies. I hope you enjoy the journey it offers. Thank you, each and every one of you for your continuing encouragement and support. To those who put aside time to write to me 'real-time' letters, I thank you. Each and every one is a gift. As too are the many emails I receive. At present I am averaging about fifteen a day, which provide a pleasant interlude away from completing the first in a series of three books about RAF 100 Group and the birth of electronic warfare for which I am under contract. In more relaxed moments, I have had published a work of fiction, and I note a few of you have already discovered this new work available through Amazon and local bookstores as the second historical mystery featuring unlikely hero Joe Maddison entitled: *'Ugly Truth, Beautiful Lies'*. I include fliers with this magazine at the request of those who express an interest and to give others a flavour of what I do in my spare time! A third book will make it a trilogy with a WWII thread binding the books together. Set in the present, each book revolves around an unresolved mystery from the past, with the first book coming out a year ago: *'Stone Cold Dead'*.

I should also draw to members' attention a timely reminder that yearly subscriptions are now due. Please fill out the form that goes with this magazine and send it back to me with a cheque made out to: RAF 100 Group Association as soon as possible. Membership fees remain at £15 per year.

Tony joins me in wishing each and every one of you and your family a very Merry Christmas, and every happiness for the New Year: 2015!!!

*Love & Hugz,
Janine & Tony xx*

*Merry
Christmas*

Items for magazine should be sent to:
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LETTER from the CHAIRMAN



Dear Friends,

I am writing this on the eve of Remembrance Day and immediately following services at War Memorials throughout the country. This year the centenary of the outbreak of World War 1 has raised public awareness and involvement in our collective tribute to those who were lost in conflicts since 1914. In our case we look back with wonder at the courage and selflessness of those who served RAF 100 Group and made such an important contribution to Bomber Command. Just now we have a special sense of loss with the passing of Gerhard Heilig (214 Squadron) who in recent times was an inspiration to us all. We shall not see the like of this remarkable Austrian-Yorkshireman again.

In my last letter I referred to Flight Lieutenant Christopher Gordon (*Nobbie*) Clark DFC who was pilot of 192 Squadron Mosquito DZ535 and along with my father crashed at Craymere Beck, Briston in 1944. Nobbie stayed on in the RAF after the war, his permanent Commission was notified in the May 1947 London Gazette. In 1951 he was promoted to Squadron Leader and in the Queen's first New Year's Honours (1953) he was awarded a Queen's Commendation for '*valuable service*'. Between 1946 and 1948 he served with 502 (AAF) Squadron at Aldergrove, Northern Ireland flying Mosquito NF30s in a night fighter role. After converting to jets he attended the No. 8 Empire Test Pilots Course at Farnborough. In December 1949 he wrote to my father:

'I am due to go to Boscombe Down for a couple of years. The work is most interesting as we see all the new types of aircraft as they come out and fly them before going into service with the RAF. There's plenty of variety and always the chance of a trip.'

In fact, Nobbie was at Boscombe Down for almost 3 years. Tragically, he was killed in a flying accident on 25th November 1952. He was flying a de Havilland Venom on a bombing practice exercise. He took off at 11:00 on a hazy sunny morning and climbing through 1000 feet collided with a Vickers Valetta transport which had joined the Boscombe circuit prior to landing. Neither aircraft was aware of the presence of the other because the Control Tower communicated with them on separate frequencies – a practice that ceased after the accident. The Venom lost its starboard wing and crashed on Ogbury Camp, the site of an ancient British fort, to the West of Boscombe and close to the village of West Durnford. Nobbie's body was found close to the wreckage. The Valetta made a belly landing short of the runway. All four crew and nine soldiers survived. In the case of the passengers, their escape was attributed to experimental rear facing seats. Nobbie Clark was a remarkable man who spent all his adult life with the RAF. He was clearly a very talented pilot who accomplished much and died doing what he loved most.

During the search into what happened to Nobbie Clark, my sister Susan and I visited Boscombe Down and were helped by one of the volunteers of the Boscombe Down Aircraft Collection. The BDAC is now located at Old Sarum Airfield close to Salisbury and is well worth a visit. It is a small intimate collection with lots of opportunities to explore cockpits and in my case play with a Link Trainer. Another Museum I can recommend is the de Havilland Museum at Salisbury Hall close to the M35, near St Albans. They have asked RAF 100 Group Association to help them develop a storyboard on the role of the Mosquito with 100 Group. Salisbury Hall housed the Mosquito design team and the prototype WO 4050 was built there. Incredibly, this aircraft has survived and is being restored by the Museum. They also have two other Mosquitoes - a FBV and B35. There are also many other de Havilland aircraft, including a Dragon Rapide also in restoration. The Museum reopens after the winter on the first Sunday in March 2015.

Finally, I wish you and your families a very enjoyable and peaceful festive season. I look forward to meeting up with many of you at next year's Reunion which, because of the May 7 General Election, has been put back a week to 15th – 17th May 2015.

City of Norwich Aviation Museum



Dear Friends,

At the end of the main visitor season, we can reflect on another successful year at the Museum. Visitor numbers for the 2013/4 season were the highest we have ever recorded. Both staff and volunteers worked hard to deal with the increased numbers and maintain the Museum and exhibits. With the onset of quieter winter months, we have reduced our opening times and will undertake some of the larger maintenance tasks which require more time than is available to us during the busy months.

We are working towards opening another exhibition building next Spring and have already completed the final part of the refurbishment of the tea room with the addition of entrance door railing to the access ramp and patio area which were built in the summer.

In September, we welcomed the return of our Fokker F-27 Friendship airliner which was sent to one of the hangars of Norwich Airport for full re-spray by a sponsor. This is a stunning restoration which at commercial rates would have cost around £12,000. We are extremely pleased to acknowledge the support of Air Livery for their generosity. As always, Norwich Airport have been of great assistance in helping us with arrangements to move the F-27 from the site, across the main runway, to the live side of the Airport and its subsequent return.

Restoration work on aircraft exhibits during the worst winter weather is difficult, but plans are being made for the program of work to be undertaken in 2015 with major projects under consideration. We can however spend longer on improving our archive recording and have just purchased another computer with additional scanning equipment to speed digitisation of records and exhibits. We have also committed funds to 'archiving days' at the Museum when this work can take place without interruption.

We marked Derek's 25 years as Museum Chairman on Sunday 2 November 2014 with a special gathering of our members and their families in the Museum tearoom. An engraved glass tankard was presented to Derek by 100 Group Association member Sidney Pike (214 Squadron). So much has changed at the Museum since Derek became Chairman in 1989. We look forward to him steering us through the following years which we believe will continue our progress. Daniel also provided images of Derek cutting a cake with an image of the Museum taken from the air in the icing which Brenda, his mother, had arranged.

We were saddened to hear of the passing of our great friend Gerhard Heilig. Gerhard was a fixture at Reunions and one of the first veterans of 100 Group we had the pleasure of meeting. The time we spent in his company will never be forgotten. He was and will remain an inspiration.

We have heard in the past few days that we have lost another of our local veterans who was a supporter of the Museum. Geoff Williams was a Meteor pilot with 245 Squadron at Horsham St Faith in the 1950s and lived in Coltishall quite near to where I work. He was a 'gatherer' of books and other items for either the Museum archive or for sale to raise funds and I will miss his visits to me at work with his latest finds.

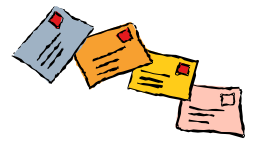


Kelvin

Kelvin Sloper

Treasurer, City of Norwich Aviation Museum

LETTERS PAGES

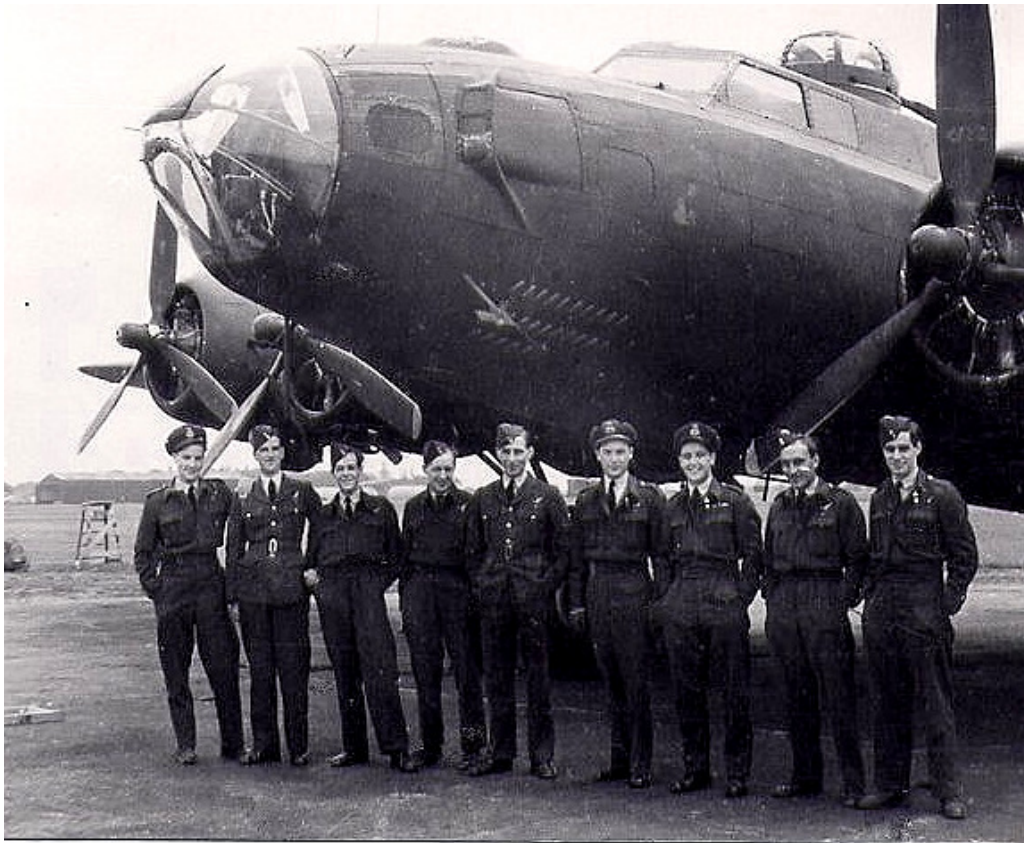


24 October 2014



The time must come, inevitably, when even the best of friends must part and this is now the moment to say farewell to express my thanks to all with whom it has been such a privilege to have spent so many happy hours together. I have been granted a long and interesting life. I have succeeded to achieve all my desires, at least to a satisfactory degree, and to the best of my knowledge that I have never caused any deliberate harm. I have of course made mistakes which must have caused some anger, but this is unavoidable in life. I have therefore no cause for regrets. Your current responses have given me such happiness that I can now face the time which remains in complete and utter contentment. Though being an agnostic, my idea of hell has been that if the final thought should be 'if only I had ...' then heaven will be 'I have lived a full life'.

Gerhard



SR 386. BU-N, P/O Ken Hovens, (N), Sgt Alf Read (RO), Sgt Jimmy Hollingsworth (S), Sgt Hewitt, (WO) F/Sgt Paddy Gilpin (MUG), F/O Thomas, (B), P/O Jake Walters (P), Sgt Bill Howard (B), Sgt Heilig, (SDO)

Dearest Janine,

Thank you for your mail. All your words are so full of love. And please thank the 100 Group Association so much for this unique flower arrangement. It is wonderful and has its place in our bedroom on Gerhard's bedside table. I am speechless. I hope it will last a very long time so I can take some of the flowers to his coffin on the 11th. Gerhard's funeral will be at 11.30am on 11 November. This is Remembrance Day in Britain as you know, and he always celebrated it. He only wished a very short ceremony with pipes playing special tunes, and the Last Post, with, after a two minute silence, Reveille. He asked for the attendance of family and close friends. It is not possible for those in Britain, but maybe I can ask that you think of him on Remembrance Day. He also did not wish any wreaths or flower arrangements ... I will put a single red rose and a poppy.

Thank you and all members so much. I know, everybody will remember him.

In tears,

Love

Sissy

xxx



Dear Janine,

The Gilpin family were very sorry to hear the sad news about Gerhard. No doubt Sissy will be devastated as they were both so close to each other, and also the rest of his Family. One thing for sure, he will be sadly missed at the Reunions. Like us, they always made the effort to get there.

What can I say Janine, other than we flew together on the old Flying Fortress, when not on operations, like thousands of other Aircrew, we usually had a few drinks and finished up at some dance hall.

In the case of Gerhard he must have had wonderful knowledge of Electronics, and did a wonderful job in Bomber Command.

It must be a big help to Sissy in her moments of stress, with a lot of things to look back on, for wherever we went, she always had the camera with her, taking movies pictures of all the events, even in the Church, and especially about 100 Group.

Kindest Regards,

Gwen, Maureen John, & all the Gilpins,

P.S. Gerhard will be sadly missed by all



Thank you Janine for sharing the sad news,

It is so sad to lose such a dear friend. It was Gerhard who did so much to promote the togetherness of the veterans and the village that exists today. It's so hard to think we shall not see him again.

I remember picking up both Gerhard and Peter (Witts) at Norwich bus station before a Reunion some years ago now, having spent so many hours getting here. They were like two new recruits who had just been posted here full of enthusiasm, excitement and humour. Even though they must have been tired out, they were young again.

That's how I remember them both.

Chris

Chris Lambert

Oulton Representative

Association Committee Member

These are my words in memory of Gerhard, Janine:-

My memories of meeting Gerhard for the first time are such happy ones. After finding a picture of my Uncle Jimmy with his Squadron number and the crew names written on the back, we contacted RAF 214 Squadron Association, joined as Members and were excitedly looking forward to the Reunion in Derby soon after, where we had been told we would meet one of the original crew, Gerhard Heilig (or 'Harry' Heilig, as his name was written on my Uncle's photograph). I looked Gerhard's name up on the Internet and had seen a recent picture, so on arrival at the Hotel in Derby, I was able to recognise Gerhard, together with Sissy, sitting in one of the public rooms. I enthusiastically bounded over and introduced Ian and myself and why we were there. Gerhard couldn't have been more charming and kind. We chatted and Gerhard patiently answered all my questions with good humour. I called Dad and Gerhard spoke to him over the 'phone but was concerned that he could not hear him. In fact Dad was overwhelmed to be speaking to a man who had flown with his brother all those years ago. We spent a happy lunchtime together, Ian and I had ordered sandwiches and we were so busy talking that Gerhard said: "*Please eat your food before it gets hot!*" Typical good humour from Gerhard.

That same lunchtime, we had the greatest good fortune to also meet Peter Witts for the first time, another gentleman with time and patience to talk to us. Peter told us of RAF 100 Group Association, advising us how to contact Janine to apply to become Members. That evening, we had a wonderful time, meeting other 214 Squadron Association Members and enjoyed a presentation by Gerhard with slides showing crew pictures which included my Uncle Jimmy Hollingworth, a fellow W/Op.

Next day, we all went to the National Arboretum and had a short ceremony at the 214 Squadron Memorial laying our flowers and wreaths.

The following weekend, we were fortunate to travel to Belfast to meet John Gilpin with his wife Gwen, yet another honour to meet another of my Uncle's fellow crew members and another hero. We became members of the RAF 100 Group Association and eagerly anticipated the Reunion the following May.

Sadly, I lost Ian suddenly at Christmas, but with Janine's friendship, love and support, I decided to still attend the Reunion. My parents and I came together and it was a very emotional but happy time for all 3 of us. It was wonderful to see Dad's face when he met both John and Gerhard and the picture I took of all 3 of them together takes pride of place on his bookshelf, for all to see.

We all have our own happy memories of Gerhard and I am so glad that Ian and I were able to meet him together. Reunions will not be quite the same without Gerhard, he will be very missed. He will always be remembered with respect for his bravery and for himself and the picture of Dad, John and Gerhard together always makes me smile.

Thank you Gerhard, it was an honour to meet you. You are in our thoughts Sissy.
With love,

*Linda*xxx
Secretary Support
Association Committee Member



Dear Janine,

I will see that Gerhard's name is placed in our Prayer Book. Please pass on our sympathies to Sissy and the family and assure them that they will be in our prayers. Sadly, Gerhard is the third person I have learnt has passed from this life this week.

On a personal level I hope you soon get the book sorted.

With my best wishes
Peter Holness
On behalf of Horsham St Faith church

Janine,

Gerhard was a Gentleman 100%. I always found him to be most friendly and you were able to talk to him. He just always had time to talk. Everyone liked him. Not forgetting Sissy who I found always had time to be kind to Vera. We will miss her also. A very sad time for the Association. A great loss.

Regards,

Phil

Phil James MBE

President of the Association



Hello All,

It was with great sadness that I received Janine's news of Gerhard's passing. It is always sad of course to learn of the death of one of our veterans, particularly so in the case of Gerhard. A stalwart from the very earliest days of the Association, he was greatly respected and valued by all those that experienced his friendship. I always felt that a Reunion was not complete until his arrival, and with Sissy too of course in latter years. Gerhard had certainly taken on board our British sense of humour, an Austrian but very much an English gentleman. He was a very active supporter of the Association which revealed itself at our Reunion AGMs in which he always featured with positive contributions.

Richard Forder

Association Committee Member



GERHARD HEILIG

In my earlier role as Chairman of the 100 Group Association it was a great privilege to have met Gerhard and Sissy, for both of whom I have the highest respect. Valerie and I were so very sorry to hear that Gerhard had died. We appreciate that he had been unwell for some time but it is always a great loss to lose such a good friend.

Gerhard's career was quite amazing, starting from those frightening experiences just immediately before the outbreak of WW2. We cannot really imagine the terrible feelings that he must have had when he left home on the train, hoping to reach England. When would he next see his family? His subsequent recruitment into the RAF and then the invaluable work that he did with 214 Squadron as part of 100 Group can probably never really be fully recorded.

For Gerhard to fly combat operations over Germany as a Special Operator had a particularly high risk because of the Nazi attitudes towards his personal and family beliefs. I identify in that specific context the book 'Men Crucified' written by Gerhard's father Bruno Heilig. That book records Bruno's time spent in concentration camps before WW2 began. It was such a remarkable coincidence that Bruno should later be associated with the preparation of propaganda leaflets that were dropped by Bomber Command over Germany.

In my own research into the contribution of Signals Intelligence to RAF Bomber Command operations, Gerhard was a great help both as a source of information and as an informed advisor. I shall always remain indebted for that help.

I salute Gerhard and his achievements. Long may we remember him and all his colleagues.

Memories may remain but life must go on. We trust that Sissy will be able to look to the future with a sense of hope and purpose for life still to come. Sissy will always be welcome here at Medstead.

John Stubbington, Wg Cdr



FINAL FLIGHT

Gerhard Heilig

Hallo Janine,

Another super magazine – thank you. You want more stories? Well, I've got another one for you.

On page 19 of the Autumn magazine there's the story of the longest flight ever of a Mosquito, from Luton to Harlingen in Texas. Well, that's not the only one, for I was on one from Cambridge to San Antonio in Texas. Here's the story, an extract from my memoirs.

Early in the New Year of 1957 I got a call from Peter Nock who specialized in the ferrying of aircraft. He was looking for a navigator/radio operator to accompany him on the delivery flight of a Mosquito adapted for photographic survey to Texas and I was glad to accept such an unusual commission. We picked up the aircraft from Marshall's at Cambridge on 7th January and flew up to Prestwick. On the following morning we soon had to return to this place due to some malfunction, and it was another week before the aircraft was again ready to continue the flight to our next stop at Keflavik in Iceland. There we had to twiddle our thumbs for two further days as guests of the American Air Base until weather conditions permitted the crossing to Narsarsuak on the south-west coast of Greenland.

Flying across the snowy wastes of that huge island was impressive, but the approach to the single runway was truly spectacular. We let down over the radio beacon on the coast, then flew up the fjord for a straight-in landing with the rock face rising straight up on the far side of the airfield. The take-off would have to be in the opposite direction and straight on down the fjord.

Our first port of call after landing was to the Meteorological Office to order a weather forecast for the next leg of our journey. There we were informed that we could forget a departure on the following day, a depression was moving in from Canada and by morning would be sucking clouds of loose snow from the plateau reducing visibility to nil. The day after should be OK, but we should check again on the following evening. We were given comfortable Quarters at the Air Base and enjoyed a good dinner in the communal Mess.

When I emerged from my Quarters in the morning to cross the few yards to the Mess Hall for breakfast, I found myself facing a blank wall of white. The driving snow was so thick that I could barely see the fingers of my outstretched arm. Knowing how easily one could get completely lost in even a confined space under such conditions, I set a careful course for my intended destination, then stepped out gingerly until I reached the opposite wall which I followed until I found the door to the Mess. No sensible bird would even venture to walk in this weather, let alone fly. Towards evening the blizzard abated as forecast, and the weather wizards assured us that there would be nothing to stand in the way of our departure the following morning.

The day dawned fine and we made our way to the airfield. I made a careful study of the weather forecast and found that the winds given to us did not seem to make sense with the isobars shown on the chart. I queried this with the forecaster and eventually he reluctantly agreed that I had a good point. He had only just come on duty, the forecast had been prepared by his predecessor, and though only too willing to oblige, it would be a couple of hours before he could do a revision due to other obligations which had to take precedence. This would have involved an unacceptable delay, and while he waffled on I drew my own careful conclusions about the situation. I calculated a flight plan using my own estimate of the winds, climbed aboard and off we went.

We set course from the radio beacon at the mouth of the fjord and I monitored our drift with back bearings as long as I was able to get an indication on the radio compass. We appeared to be keeping good track, so I seemed to have made a good guess of the situation. Our next navigational aid was the radio beacon of a weather ship way off to the south of our track. It was too far away for an accurate bearing,

but with any luck should give a fair indication of our progress as we passed abeam of it. And so it proved. The needle of the radio compass wandered widely at this extreme range, but appeared to average 270 degrees at just about the calculated time. Now for another seemingly interminable wait until we were able to pick up the Cape Harrison beacon on the Newfoundland coast, our Canadian landfall. As I caught the first faint note and identified the call sign the needle of the instrument started to come round to zero, wandered about from side to side for a while and finally settled down to indicate straight ahead. We were winning. After but a minor correction to our course we passed Cape Harrison only five minutes from my estimated time. I had applied my knowledge, experience and sound common sense, and achieved my objective with excellent results while making the best of the slender means at my disposal. This was navigation, the art of getting from A to B with a minimum of fuss.

We stayed that night in Monckton, the next in Ottawa and yet another in Buffalo and finally flew the length of the United States to our final destination of San Antonio. I did not see much of the country in spite of our leisurely progress, at least nothing that I can recall. It was deep winter and bitterly cold and I suppose this must have discouraged us from venturing far from our hotels.

At San Antonio we were met by Bob and Gwen Yates-Earl. They were an English couple and he was to fly the Mosquito on photographic surveys for a local oil company. They were charming people and entertained us most generously during our time there. I had my first taste of Mexican food, of course paid an obligatory visit to the Alamo but felt no inclination whatsoever to sport a Davy Crocket hat, and was taken to see a Quarter Horse. This was a magnificent creature seemingly inseparable from his two bosom friends, a donkey and a small mongrel dog who delighted in viewing the world from the elevated stance of the other quadrupeds' backs.

Peter's stay was to be prolonged for a while for business reasons, and my own sojourn was extended for almost a week as all flights were cancelled for two whole days due to exceptionally bad weather along the north-eastern seaboard. I was in no hurry to return and perfectly happy to enjoy Texan and expatriate British hospitality for a while longer, but the small hours of the 30th January finally saw me board an airliner bound for New York and, after a change of planes, I was back in London on the following day.

Gerhard

Gerhard Heilig

214 Squadron, RAF No. 100 (BS) Group



*Gerhard with good friend Peter Witts
Taken during Reunion 2006*

NOTE: These were amongst the final words sent to me by Gerhard which I thought appropriate to share. Thank you, dear Gerhard. Sissy, know that you both remain in our hearts, thought of with love ... always x



Dear Janine,

This morning I safely installed the RAF 100 Group Association wreath at the Bomber Command Memorial in Green Lane, London. It is the one shown in the photograph on the plinth on the right-hand side. With the weather down here being pretty wet, I laminated all paper at work so the ink wouldn't smudge or run, and it now stands proud. The inscription on the wreath reads:

*'In memory of all who took part in Operations with RAF No. 100 (Bomber Support) Group
where so many lives were lost giving invaluable assistance to Bomber Command.*

Remembered by RAF 100 Group Association.

raf100groupassociation@gmail.com

See you in May.

Best wishes,

Iain

Iain Forsyth

NOTE: Iain, on behalf of RAF 100 Group Association we are delighted you were able to do this for us, and offer our heartfelt thanks.



SHARED EXPERIENCES

Flight Lieutenant R.W. Dobson

by son

Roger Dobson

(Chairman: RAF 100 Group Association)

No 1 Squadron May 1942 R W Dobson front row extreme left



No.1 Squadron, May 1942, R W Dobson front row extreme left

Richard William Dobson was born in Patricroft, Eccles, in March 1916. His father was a time-served engineer at Locomotive manufacturers Naismith & Wilson, his mother a seamstress at Nassau Mill. He appears to have been academically very bright but had to leave school at 16 because his father was made redundant in the great Depression. Apprenticed to a local pharmacy, he studied at Night School eventually qualifying as a pharmacist at Manchester University in July 1938. He volunteered for the RAF soon after war broke out, but was not allowed to enlist until 1941.



There are very few photographs of my father in uniform. I attach the best three of six we have. The first is my parents' wedding day at our family church in Eccles Manchester.

Photograph courtesy of Roger Dobson

The second is of my parents with my sister Susan, I am guessing in the summer of 1945.



Courtesy: Roger Dobson

This is a copy I transcribed of his Service Record as made by him. It is interesting to note that he was in training for three years prior to being posted to an operational Squadron.

Flight Lieutenant Richard William Dobson - Service Record as recorded by RWD

05.04.1941	Volunteered	Air Crew
25.06.1941	Cardington	Attested
23.02.1942	ACRC (Air Crew Reception Centre)	St John's Wood Flight 32/35A A Squadron
19.03.1942	No 11 I. T. W. (Initial Training Wing)	Scarborough?
01.07.1942	No 6 E.F.T.S.(Elementary Flying Training School)	Sywell, Northampton
05.08.1942	Manchester	(Heaton Park Aircrew Despatch centre?)
09.09.1942	Cranwell	RAF College, Sleaford, Lincolnshire
03.02.1943	Bridgnorth No1 Air Navigation School	
04.04.1943	No 5 A.O.S.(Air Observers School)	RAF-Jurby, isle of Man
20.09.1943		
03.10.1943	Shawbury 11(P)AFU (Pilot)(Advanced Flying Unit)	Shawbury is 6 miles NNW of Shrewsbury
04.10.1943		
05.10.1943	Condover 11 (P) AFU Condover,Shropshire	was a satellite of RAF Shawbury
06.10.1943	(4.5 miles from Shrewsbury)	specialising in navigation training
07.10.1943	South Cerney 3 (P) AFU 4 miles SE	
23.10.1943	Cirencester, Gloucestershire	
24.10.1943	Shawbury 11(P)AFU	
25.10.1943		
26.10.1943	Condover 11 (P)AFU	
26.01.1944		
27.01.1944	Wrexham 11 (P)AFU	
15.05.1944		
16.05.1944	Foulsham 192 Squadron	
04.11.1945		
23.09.1944	Crashed Briston North Norfolk. Admitted Norfolk & Norwich Hospital	
02.01.1945	Transferred to RAF Hospital Ely	
30.06.1946	Posted No 1 PMU* Gloucester	
13 .07.1946	Started leave notice	
01.10.1946	Invalided from RAF	

*Possibly Patient Monitoring Unit or Physiological Monitoring Unit

I also have my father's Observer's and Air Gunner's Flying Log Book. This records that he flew from Wrexham to Foulsham on 15th May 1944 to take up a posting with 192 Squadron. During June he flew on what look like training flights five times in Wellingtons and once in a Halifax. In four of the Wellington flights he was designated as Special Operator. There was also a flight with Lt. Richards USAAF in a P38 Lightning. He first flew with F/Lt Gordon (*Nobbie*) Clark in a Mosquito on 14th June 1944 when they flew to Peterborough, Chipping Norton, Barmouth, Fishguard, Camarthen, Tewkesbury, Bury St Edmunds before returning to Foulsham 2 hours 36 minutes later. All his 46 flights in Mosquitoes were with F/Lt Clark. Of these, 20 were operations all but one at night. They ranged from V1 targets in the Calais area to St Quentin, Paris, Lille, Koln Stuttgart, Dijon, Brunswick, Stendal, Kiel, Bremen. Their final five patrols (3 – 20 September 1944) were all described as '*Patrol Holland*' when I believe they were monitoring V-2 activity at Peenemunde. Of the very little my father said about his war service he did describe crossing the North Sea at very low level and that they flew alongside the Zuider Zee Dam below the level of the dam!

On 20th September 1944 Nobbie Clark and my father borrowed W/Cr Donaldson's Tiger Moth T6906 for 24hrs leave in Cambridge. Apparently in poor visibility they landed at an RAF Base en-route to check position. My father asked for directions at the Control Tower and was told to go out of the gate, turn right at the main road, and follow it to Cambridge. This they did, reportedly at 10ft. On return to Foulsham they were put on a charge for low flying!

The following Saturday, 23rd September, they took off in Mosquito 'J' DZ535 from Foulsham at 1100 for a fighter affiliation exercise, rendezvousing with a Halifax over the North Sea. On completion of the exercise they had time to spare, so for fun practiced aerobatics for ten minutes. They then set course due south for home. According to my father the feathering mechanism (this adjusts the pitch of the propeller) on both propellers failed simultaneously at about 5000ft and they began to lose height.

Parachuting into the cold North Sea was not appealing and by the time they were over land they were too low to jump. As they tried to make it back to Foulsham they were being tracked by radar and in radio contact with their Control. With six miles to go they were faced with the prospect of landing in trees if they didn't make it. They identified an attractive field on the edge of the village of Briston and decided to make a belly landing. The field is immediately in front of the Three Horse Shoes Pub at the eastern edge of Briston. From the air they could see a narrow track dissecting the field. What they couldn't see from the air was that the track was bounded on both sides by a grass covered stone dyke. The time was exactly midday and an audience of pub regulars was standing at the door waiting for opening time. I surmise that, as they careered along on the aircraft belly, they must have hit the dyke at an angle. One of the engines broke away from the wing and travelled through the cockpit causing significant injury to my father's legs and to a lesser extent those of Nobbie Clark. Led by a very brave landlady/or barmaid from the Three Horseshoes the locals were cajoled into rescuing the two of them from the wooden wreckage covered in aviation spirit.

By great good fortune driving through Briston at the time of the crash was an Army ambulance complete with a doctor. The immediate medical aid may well have saved my father's life. Although severely injured, he was conscious and greatly concerned that his rescuers did not light any cigarettes! His pharmacy training came into action and he instructed the doctor to write down the drugs he administered on a card and tie it to his neck.

They were transported to hospital in Norwich where my father remained for four months before being transferred to the RAF Hospital at Ely. His injuries were severe: the left leg was amputated below the knee and his right ankle had to be rebuilt. He lost two or three inches in height. In all, he was in hospital for almost two years before returning to civilian life. After a short period working as a sales representative for May & Baker he returned to the pharmacy in Eccles and built a very successful business from which he retired 50 years after he first joined.

Nobbie Clark, who became my sister's godfather, returned to flying duties and stayed on in the RAF after the war. The last letter I can find from him was probably written in December 1947 he says: '*At present I am stationed at Farnborough having finished the Empire Test pilots course; but in January I'm due to go to*

Boscombe Down for a couple of years. The work is most interesting as we see all of the new types of aircraft as they come out; and fly them before going into service with the RAF. There's plenty of variety and always the chance of a trip.....'

Roger Dobson

NOTE from Editor: 'Dobbie', as Roger's father became known during his RAF years in 192 Squadron, is mentioned in Vic's letters to Nina Chessall, my mother, during the war, and was a good friend. Roger and I first made contact after he unexpectedly saw references made to 'Dobbie' his father in my book: 'Nina & Vic – A WWII Love Story', published in 2004 to commemorate the 60th Anniversary of the death of Vic and Jack. Roger and Susan Dobson went on to become members of RAF 100 Group Association, and this year, Roger became our new Chairman for the future.

* * * *



... NEWS FLASH ... NEWS FLASH ...

RAF FOULSHAM MEMORIAL

It will be of interest to members, especially those who served at RAF Foulsham that the local community has been taking care of our Memorial.

A telephone call to Janine clarified that local Undertaker, RICHARD HENDRY, contacted local Stonemason PAUL MILES of Shakespeare Way, Taverham, who undertook to clean and paint in silver the Foulsham sign.

He has been more than happy to do this for us free of charge.

I'm sure members are delighted to hear this news and join in offering Paul a heartfelt thanks.

A photograph of the newly restored Foulsham Memorial will be hopefully in our New Year magazine, out in February.

SHARED EXPERIENCES

Final of Three-Part Series

by Norman Storey

It was a bitterly cold December day when Jack Nash, a fellow Air Gunner, and myself arrived at Oulton. After all the necessary registration it was early evening when a WAAF driver of a 15cwt delivered us to our billet. On entering, there were six members of a crew, both British and Canadians. Jack and I still in our great coats headed straight for the brightly burning stove and started to thaw out. Naturally, one of our first questions was: *'What aircraft are we flying?'* The reply, much to our amazement, was B-17s. Like so many at that time, we had never heard of a Bomber Command Squadron equipped with Flying Fortresses. Our next question: *'Why?'* We were informed they could not tell us as the operations were top secret. Rather a stupid reply when one considers we would be told everything on arriving at the camp next morning!

Determined to impress the *'sprogs'*, they then began to tell us of their wonderful *'daring deeds'*. The final shoot line was when one of them said to the others: *'Tell them how we looped the loop the other night in a B-17.'* By now, Jack and I had thawed out, so removed our great coats. Under each of our Brevets was the ribbon of the 1939-43 Star. Immediately, they asked: *'Have you been on ops before?'* Jack's reply was: *'Yes, we have both done a tour and I did 9 on Berlin and my friend did 10'*. There was a sudden hush and the conversation for the rest of the evening was remarkably subdued.

The next morning, we boarded a crew bus to take us to the Camp and called at the Officers' Mess to collect the Officers. I was sitting there as they climbed aboard when suddenly, I came face to face with Alfie Shields, my Navigator on 103 Squadron. I think we simultaneously said: *'What are you doing here?'* Apparently, like me, Alfie had arrived the previous day. On arriving at the Camp, we each went our separate ways. After reporting to register my arrival, I was summoned to the Adjutant's Office. When I was at Wymeswold, I had been recommended for a Commission and to go on a Gunnery Leader's Course. I'd passed my four interviews for a Commission and had only to go before the Air Officer at HQ. I was informed this was more or less a formality as he was not known to turn anybody down. However, to go to this interview entailed going to HQ when transport was available. I was posted before this last interview.

When I reported to the Adjutant at 214 he had all my papers in front of him. He said I would only have to do two interviews and my Commission would come through quickly. However, I had by now changed my mind and decided not to progress further. The Adjutant was most friendly and spent some time trying to talk me into taking a Commission, but I had decided not to go ahead with it. The Adjutant was friendly, a far cry from the attitudes at 103 Squadron. I never regretted my decision for the rest of my stay in the RAF. However, on returning to Civvy Street as an ex-Officer, I would have been eligible to join the RAF Club, and living in the centre of London, I could have made good use of it for personal use and to entertain many of my foreign customers and colleagues.

When I was summoned to report to the Gunnery Leader, Flt/Lt Philips with my Log Book, he looked through it and said: *'Why have you not got a DFM?'* I pointed out that 'Training Command' were not very conversant with gongs. The attitude being if I haven't got a gong no-one else is going to have one! He immediately said: *'When you finish your tour here I promise you will be awarded one'*. I met Eric Philips after the war, at Reunions. On the first time I met him I said: *'I don't suppose you remember me?'* His immediate reply: *'Yes, I do and I will never forget your Log Book. I thought: here am I, sitting here, having done only one op to Berlin with a DFC. It should be me standing!'* Eric Philips was a true Officer and a Gentleman. It was his kind and that of the Adjutant that made 214 such a friendly and efficient Squadron.

The morning came when all us new boys were standing around trying to form ourselves into crews. Jack and I went up to a Pilot and asked him: *'Are you looking for any Gunners?'* His reply was: *'Yes'*, and then said: *'I am looking for a Navigator'*. I pointed to Alfie Shields and said: *'There is a Navigator I know'*. He said: *'Is he any good?'* My reply was: *'If he was good enough to get me through my first tour, I have no doubt he will get me through my second tour'*, and that is how by a remarkable coincidence Alfie and I were to do our second tour together.

Our first op with 214 was to Chemnitz on 14 February 1945 – the day after Dresden. I missed out not having been on that op as I was contacted by the Media and asked: *'Were you on that Dresden raid?'* Apparently I was to be invited to Dresden on an anniversary of the raid to be interviewed on radio or television. I just missed out on the hospitable reception I would have had, rather different to the kind of 'hospitality' I was used to on my previous visits to Germany. We were attacked by a Ju88 on our first op, fortunately the Rear Gunner saw him before he opened fire and giving him a short burst he broke away thankfully, not to be seen again. We completed 14 ops, the last was on 2 May to Schleswig, during 4.50hrs. This was the last day Bomber Command operated against Germany.

After the war, we were sent on different postings. I took an M.T Course and after several postings I finished up at Luneburg in Germany, from where I was demobbed in February 1947.

During the war, the men of Bomber Command were heroes. The day war ended, they were mass murderers, and murderers don't get medals!

The top politicians who had fully supported Arthur Harris during the war now wanted to disown any connection with the bombing of Germany. Did they want to appease those nice Germans who had bombed London, Coventry and Plymouth? Bomber Command was never represented in the Victory Parade. Their attitude: *'let Harris carry the can!'* Members of Bomber Command and most of the general public considered this an insult, especially as it is a known fact that Bomber Command did more than any to bring about the defeat of Germany.

However, a small consolation was the decision of The Coin and Medal News Magazine to arrange for the issue of a Bomber Command Medal. The cost of the Medal was £15.95. This however, could not be worn with official medals, but could be worn below them.

As President of the Air Gunners' Association, I annually laid a wreath on behalf of the Association at the annual Memorial Service at Runnymede. After the issue of the medal, I saw many ex-Bomber Command veterans wearing the medal with pride, and quite rightly so! I could never bring myself to wear a medal I could buy, but I fully supported all those who did. When I received the application for the medal, I was surprised and proud of the fact that the illustration of a crew on the front of the application was the photograph taken by the Lincolnshire newspaper after our 10 ops on Berlin with 103 Squadron.

I wish all members of RAF 100 Group Association – Happy Landings for many years to come!

Norman Storey

214 Squadron, RAF Oulton, Norfolk

NOTE: *My humblest apologies, Norman, for having to wait so long to have this included in the magazine.*



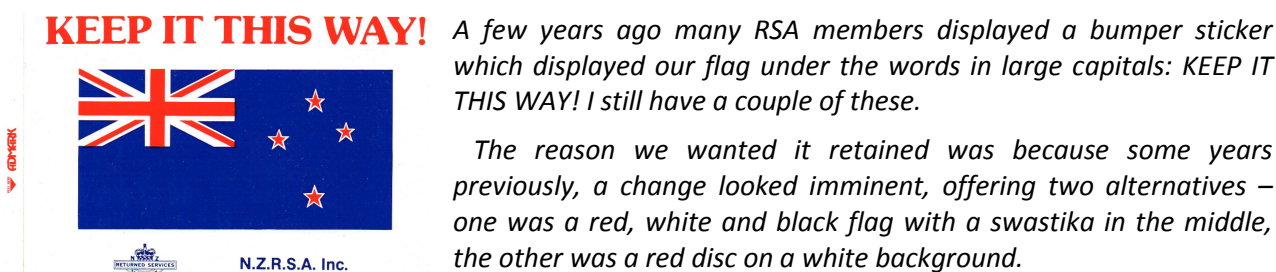
Hello, Dear Janine,

I have just had a cover-to-cover read of the latest quarterly and must say you have done a really magnificent job; obviously the result of a lot of devoted effort. Same goes for the printer - pictures and type-set first rate. Latest quarterly hit the mailbox here in New Zealand today, which highlights the efficiency of the postal services, seeing that it was posted from you on the 2nd and today is the 8th.

The magazine is absolutely first rate, you do a wonderful job, Janine, with something for everybody. Steve and Dave at the Cawthron will be in for a surprise when they see they get a mention, talking of which, *'Mention in Dispatches'* springs to mind, as there is a query about this minor decoration. These were given when the deed didn't quite warrant a medal award and all ranks could qualify, in all Services as far as I know, by any trade branch. It was displayed by a small, metal oak leaf worn on a medal ribbon. You mention Eric Atkins in your Obits. Section. I don't know what Squadrons he flew with, but he was the

initial organiser of the Mosquito Aircrew Association back in the early nineties, an organisation now defunct as there aren't enough people left who jockeyed these lovely aeroplanes around the skies. I still display the M.A.A. logo on the back window of our car.

At the moment there is a move in New Zealand to change the design of the flag - wanting to get rid of the Union flag, imagine! Needless to say, I was prompted to write my objection to the Nelson Mail:



A few years ago many RSA members displayed a bumper sticker which displayed our flag under the words in large capitals: KEEP IT THIS WAY! I still have a couple of these.

The reason we wanted it retained was because some years previously, a change looked imminent, offering two alternatives – one was a red, white and black flag with a swastika in the middle, the other was a red disc on a white background.

The Union flag and whatever else accompanied it was kept at great cost and ultimately allowed present day reformers of all callings to make these one-eyed suggestions.

I am not a dyed-in-the-wool Royalist, I just happen to be old with a better than average memory.

People were coming up with daft ideas, like a silver fern on a black background and similar rubbish.



This picture must have been taken up in Auckland in 2012 at the first flight of our Mosquito. I don't know who took it, but it was in the local newspaper's files. I have never seen it before. Obviously a very wide-angle lens. Why do I look so happy?

John

John Beeching
169 Squadron
Great Massingham

ANZAC DAY in NEW ZEALAND

by

John Beeching



Anzac Park Memorial

ANZAC Day in New Zealand is always held on 25 April, although we also observe Remembrance Day, but not to the same degree. It is a public holiday, with shops and pubs not allowed to open until 1pm.

Just as dawn is breaking, at 6.15am, our Dawn Parade gathers at a place called Millers Acre, including the Army, Navy and Air Force Cadet Units. While still dark, we march at a leisurely pace for less than a kilometre down to Anzac Park where our local War Memorial is located. For the Dawn Parade occasion, it is

supplied with microphone and amplification gear as there can be around 1,000 people in spite of the early hour.



John Beeching & son Greg laying wreath

This year, the weather was unusually fine and mild and stayed that way, when normally it is chilly, being late Autumn here. However, this year was the biggest turnout I have ever seen for a Dawn Parade with at least 1,500 who climbed out of bed to watch veterans from three wars stumble along in time with a very large pipe band at 6am. There is a short service as dawn is breaking, followed by a volley of shots and the playing of The Last Post by a bugler (or more probably a trumpeter as there aren't too many buglers around anymore!) I usually lay a wreath for Bomber Command as *'the last man standing'* with my son Greg doing it with me. Ten to fifteen wreaths are laid around the base of the Memorial. Then we're off to the RSA where breakfast is laid on for anybody, not just Service people; who want to partake, including a sort of egg and ham hamburger affair.



At 10 o'clock, there is another service for those disinclined to crawl out of bed in the dark. All the old vets have a march past and the streets are lined with people. But at the Club there were a couple of young chaps (*one from Norfolk would you believe!*) compiling a history of men who served in the 1939-1940 war, so they collared me. I asked them how many more they had found that day and they said *'Four'*. Oh dear, we are certainly a dying breed, in the truest sense of the word! All the others who marched with us were either Korean or Vietnam vets.

(Left: John in 1942, right, present day.)



Next year will be the centenary of the Gallipoli battles in the First World War when and where Anzac got its name. That will be something very special, I have little doubt about that.

IN MEMORY

The 36th Bomb Squadron RCM



*Memorial at Breakwater Park in Holyhead, Wales,
Honouring airmen of the 36th Bomb Squadron RCM*

It seems fitting that we also remember those who served in partnership with RAF No. 100 (BS) Group during WWII, especially U.S 36th Bomb Squadron RCM veterans who share membership with us today:

Airmen of Lt. Joseph Hornsby's crew who died in the crash of Liberator #42-51226, R4-L near Boucly, France on November 10, 1944:-

- 2nd Lt. Frederick G. Grey (Navigator)
- Sgt. Raymond G. Mears (Gunner)
- Sgt. Frank A. Bartho (Gunner)

Airmen of Lt. Norman Landberg's crew who died in the take-off crash of Liberator #42-51219, R4-I near Cheddington, England on November 15, 1944:-

- 2nd Lt. Walter S. Lamson (Navigator)
- Pfc. Leonard Smith (Gunner)

Eight men of Lt. Harold Boehm's crew who were lost to the Irish Sea after parachuting from Liberator #42-51232, R4-J nicknamed *The Jig's Up* near Valley, Wales on December 22, 1944:-

- 2nd Lt. William H. Lehner (Navigator)
- S/Sgt. Arthur R. Clemens (Engineer)
- S/Sgt. Harvey N. Nystrom (Radio Operator)
- S/Sgt. Francis J. Lynch (Radio Operator)
- S/Sgt. Andrew Zapotocky (Gunner)
- Sgt. Roger F. Gagne (Gunner)
- S/Sgt. Jaime Fonseca (Gunner)
- Sgt. Charles H. Dautel (Gunner)

S/Sgt. Herman J. Wolters, (Radio Operator) who died as a result of electrical shock while on detached service and performing his duties at Namur, Belgium on January 19, 1945.

Lt. John W. McKibben's crew of ten in Liberator #42-51239, R4-C nicknamed *The Uninvited* who failed to return from their assigned operational mission on February 5, 1945:-

- 2d Lt. John W. McKibben (Pilot)
- 2d Lt. Gaylord Moulton (Co-Pilot)
- 2d Lt. Eugene H. Junkin (Navigator)
- S/Sgt. Raymond P. Brecht (Engineer)

- Sgt. Bruce E. Gist (Radio Operator)
- S/Sgt. Galen A. Brooke (Radar Operator)
- Sgt. Robert G. Brass (Gunner)
- Sgt. Max W. Oettle (Gunner)
- Sgt. Harold E. Eckert (Gunner)
- Sgt. Paul W. Frantz (Gunner)

Airmen of Lt. Louis McCarthy's crew in Liberator #42-50385, R4-H nicknamed *Beast of Bourbon* who died in a take-off crash near Cheddington, England on February 19, 1945:-

- S/Sgt. Carl E. Lindquist (Gunner)
- Pvt. Fred K. Becker (Gunner)
- Pvt. Howard F. Haley (Gunner)



Dear Janine,

*I have been meaning to write to you for some time ... I can identify the two people shown on page 23 of the Summer edition of the magazine, left side photograph, who went to the Oulton Memorial Dedication Service in May 1994. I know **the names of the two men in the centre of four – George Milson and Jim Moore**. George Milson was Jim's pilot on Blenheims. Jim is now very frail and unfortunately has had to have part of his leg amputated. Jim had a remarkable life, completing 98 sorties (backed up by his Log Book). I forget whether it was during his time on 88 or 114 Squadron they flew together ...*

Sincerely,

Beryl

Beryl Griffiths



Dear All,

I received a ticket from the Post Office to get a parcel and was thinking I was being pinched by customs for the tax on another book I'd bought. But then the parcel I was handed was no bigger than a sheet of A4 folded into quarters. It was so small. I opened it and immediately stopped in my tracks in the middle of the street. Almost two years on since I first applied and now here I was holding it in the palm of my hand. How wrong to be opening this on my own! I do wonder what Tommy would have thought if he were here? But then, as a son, for someone after me who finds these medals or inherits them, Tommy would be so proud to have been a part of Bomber Command and finally be recognised. He thought highly of Arthur Harris (whose Log Book incidentally, I found is for sale on the internet's Ebay, which somehow seems so wrong!). Tommy would have disagreed with the way he and others are portrayed with the vision of hindsight of modern historians. *'They weren't there!'* I can hear him saying. However, this Bomber Command clasp held in the palm of my hand is like holding a piece of history, marking the time Tommy spent serving his country in WWII. Finally ... recognition!

Thank you!

Pete Smith

Son of Flt/Lt Tom Anderson Smith, 23 Squadron, Little Snoring

Dear Janine,

My brother and I are interested in joining the RAF 100 Group Association. John Beeching has shown us some copies of your magazine and we have enjoyed reading it.

Our father, Charles Edward Baumfield, was in 214 squadron and was the ranking Officer of his crew. His crew was:



Left to Right, Back Row: Herbert 'Bert'/'Smithy' Smith, Frederick 'Freddy' Langhorn, Ken Kemmet, Horace 'Duke' Maddox, Frank 'Curly' Herlihy, Steve Spregg
Front Row: 'Olly' Green, Charles Edward 'Ted'/'Lofty' Baumfield, Alan Mercer, Ken 'Chalky' White

Pilot F/O: Ken Kemmett (England)

First Navigator: F/Sgt Alan Mercer (England)

Bomb-Aimer & Second Navigator: F/O Charles Edward 'Lofty'/'Ted' Baumfield (NZ)

Wireless Operator: P/O Steve Spregg (England)

Special Operator: 'Olly' Green (England)

Flight Engineer: F/Sgt Herbert 'Bert'/'Smithy' Smith

Tail-Gunner: F/Sgt Horace 'Duke' Maddox (NZ)

Top-Gunner: F/Sgt Frank 'Curly' Herlihy (NZ)

Port Waist-Gunner: Ken 'Chalky' White (England)

Starboard Waist-Gunner: F/Sgt Freddie Langhorn (England)

All are now deceased except for Chalky. I met all of them except for Olly who was killed in an accident just after the war. Alan and 'Smithy' were and Chalky is like family members to us.

We would welcome any further information anyone might be able to provide about our father.



Crew of Fortress HB817 BU-B in the spring of 1945

Back Row, Left to right: Freddy Langhorn, Alan Mercer, Ted 'Lofty' Baumfield, Ken 'Chalky' White, Frank 'Curly' Herlihy, Herbert 'Smithy' Smith.

Front Row, Left to Right: Ken Kemmett, Horace 'Duke' Maddox, 'Olly' Green



Steve Spragg, "Chalky" White, Ted, Freddy Langhorn, "Smithy" Smith, Alan Mercer

This is a photo from a Reunion we had at Birdlip, near Gloucester.



*BUG. The crew usually used a Fort with these letters BUG and regarded it as theirs.
The crew members are Ken 'Chalky' White and Frederick 'Freddy' Langhorn.*



CANADA. Ted front row, 4th from left. Slide was fire escape from Barracks



*Ted "Lofty" Baumfield
21*

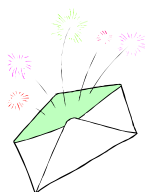


Wedding of Johnny McBeath & 'Ginger' at Westcott, 1945. Ted on Groom's right.

Yours sincerely,

Jennifer & John

Jennifer (and John) Baumfield



Janine,

My father was [Flt Lieutenant Harold Walter Melvin FORTH \(51932\)](#). From Records issued by RAF Cranwell, he was stationed at Lt Snoring from 1/1944-12/1945, having moved there from RAF Foulsham.

Our father's name appears on St Andrew's Church Honours Board, referring to his having been 'SHQ', rather than a Squadron member, which I understand to mean Station HQ. I know he was declared unfit for flying, and I think the reason was colour blindness.

I am afraid my family knows so very little about what our parents did in the war or of life at Little Snoring. Neither he nor my mother really talked about it. However, having visited St Andrews Church last weekend where a copy of your booklet on Little Snoring was on display and shows our father on the front cover photograph, we felt through the Association we might come to know more. Our parents met at Little Snoring, my mother an LACW in the WAAF. They honeymooned in July 1947, in Blakeney, and from a recently discovered letter, know they visited '*old friends of their days at Little Snoring*'. Apparently they found '*squatters*' had taken over where two Squadrons of Mosquitoes used to be!

My parents died many years ago - my Mother's name was [Diana Jelley](#), when she was a WAAF at Little Snoring. I have failed to find any reference to her Service Record. However, my sister is obtaining photographs which might jog people's memories, and we're just hoping that someone will remember them from their time spent at Little Snoring. The first photograph appears on your Little Snoring booklet.

Best wishes

Nicola and Bob Atkins

nbatkins@hotmail.co.uk

Alison Baker

alison.trinder@btopenworld.com



*Flt Lieutenant Harold Walter Melvin FORTH seated, arms folded,
last person at the end of the 2nd row, ie. the row above those cross-legged*



*Wedding Day
Flt Lieutenant Harold Walter Melvin FORTH & LACW Diana Jelley*



*Does anyone know the relevance and/or background
of these two photographs presumably taken at Little Snoring?*



Hi Janine,

You asked if I remembered *Flt Lieutenant Harold Walter Melvin FORTH* as I was stationed in 23 Squadron at Little Snoring through the war. The first photograph is of HQ Staff Officers in the summer of 1944, and although interesting, doesn't bring much back for me, because except for a few, like Sammy Hoare, Charlie Price, our Chief Intelligence Officer, Benny the Adjutant, and the Padre, we didn't get to know them very well.

F/L Forth, on the extreme right of Sammy's row, unfortunately was one of those. I have a legend of that picture, sent to me by Tommy Cushing, in January 1977, but it is unfortunately lacking names of faces shown, including our Padre.

The four in a row, third from the top, are F/O Gallivan, S/L B Hinchcliffe, Sammy Hoare, and S/L Charlie Price, then two nameless, and on the right, F/L Forth. F/L Richie is top left, then one nameless, followed by The Padre, and F/L Bennett, our Adjutant, then four over, a WAAF officer Joan??

Second row down: P/O James, blank, blank, F/O Cristiel, blank, Kathy Mcleod, blank, blank, P/O Jones, blank, blank. Front row on the grass, all blank.

It was when 23 Squadron sailed back to the UK from Sardinia, to set up shop at Little Snoring in June 1944, that we had a party for past and present Officers who served, and this next photograph, along with the humorous one which follows, marked the event.

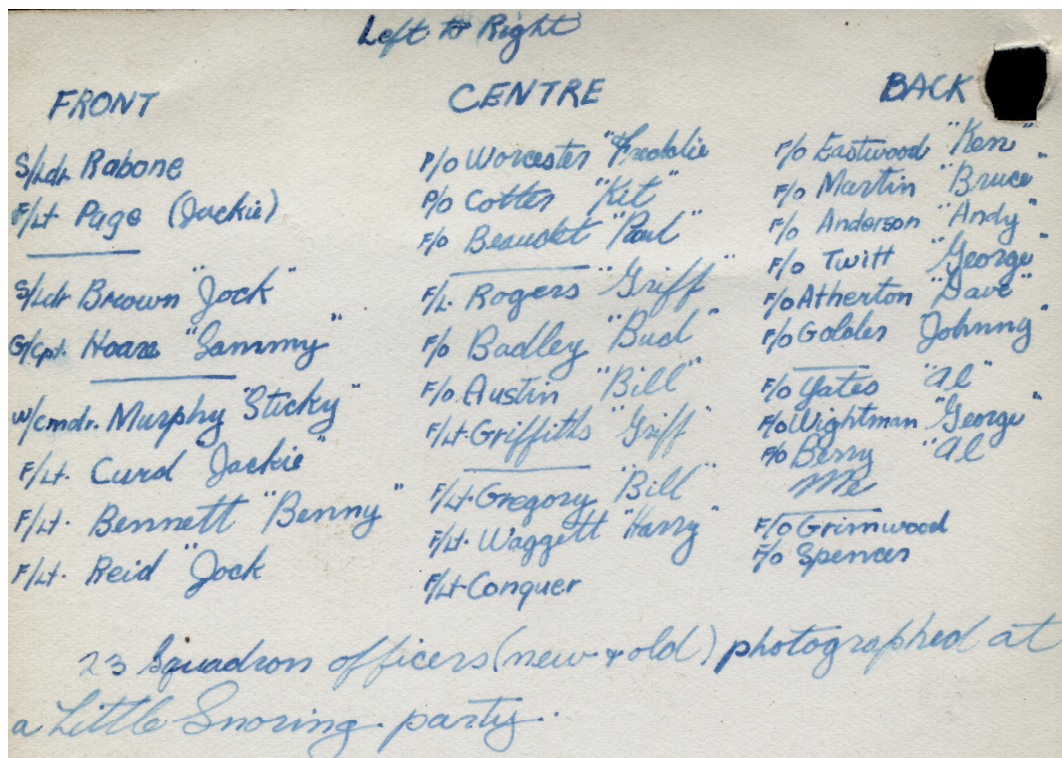
I marked my copy, with blue dots on the collars of those previous. I shouldn't have marked Jackie Page that way, because he still was on strength.

My legend, printed by hand on a separate sheet, names them all, and those whose names I couldn't identify, are represented by a horizontal line I in their place. (I'm SO orderly!). Your scribbled rendition did, however provide one name I missed. That of G/C Haycock, sitting between Sammy Hoare and Sticky Murphy.

I'll attach an uncluttered photo and my legend, and send the humorous one of most giving the finger on a separate email.



23 Squadron party 30 June 1944, Aircrew Officers upwards



You'll notice on the previous shot, Bud Badley's wine glass just over Sammy's head. Sammy was furious!!!!

Look who isn't giving the finger!!



23 Squadron party 30 June 1944, Aircrew Officers upwards

Always our kindest to you both

George

George Stewart

gestewart@sourcecable.net

Dear Janine,

I am in possession of 38 Captains of Aircraft Maps, dated from 1944 – 1945. I believe they are from 8 Group Pathfinder Force, RAF Bomber Command. I am not an expert but have conducted extensive online research, and from the markings I have come to the conclusion they may have belonged to someone in the 462 RAAF Squadron. I would love to have this confirmed and to know their origin, but also to know how to read the maps correctly, and to donate the originals to an Aviation Museum who can guarantee that they will be displayed so that as many people as possible might see and learn from them. I have also sent scans of these maps to RAF Hendon.

I live in Los Angeles, CA, and work for an oil company, BreitBurn Energy Company. I am the Records Management Specialist. I really can't remember where the maps originally came from. Over the years, we have 'inherited' all kinds of engineering and geological data from various sources. I am in the process of inventorying all of this data, mainly geological maps. We must have inadvertently acquired these maps during one of our early acquisitions. We also get data from geologists when they have retired or died.

I have been through each map, using the dates as a guide, and correlated each date to the Royal Air Force Bomber Command 60th Anniversary Campaign Diary from 1944 to 1945. The dates and flight plans match up with both 8 Group and 5 Group. On some of the maps the 5 Group is mentioned with targets. But neither Group was based out of Norwich.

I then focused on certain key words: 'PFF' (Pathfinder Force), 'spoofed', 'Window', 'T.I.' (Target Indicator), 'on', 'off', 'red', and 'blue'. That led me to the 'Window Group', the 100 Group and the 462 RAAF Squadron based out of Foulsham. I read that this was a 'secret' base. I have attached maps which show various markings and would love to know what they all mean. It would be so much easier if I was actually in England where I could have gone to various Museums and Archives. However, I hope publishing these two copies in your magazine will help us learn more about these maps for the future.

I was born and raised in San Marino, CA (near Pasadena); attended University of California at Berkeley; served in the U.S. Army as a Voice Signal Intelligence Interceptor for Spanish (98G); stationed in Coco Solo, Panama and Key West, Florida. My careers have been varied throughout my life – I worked for Loral Electro-Optical Systems for the Director of Electronic Warfare; dabbled in Landscape Architecture; and eventually ended up in the oil business like my father and grandfather before me. I am interested in history and genealogy. My husband and I enjoy surfing (longboards). We also like to travel, but have yet to visit England other than Heathrow Airport. Actually, he spent a summer in Cambridge. I love watching British TV shows on Netflix and YouTube!!

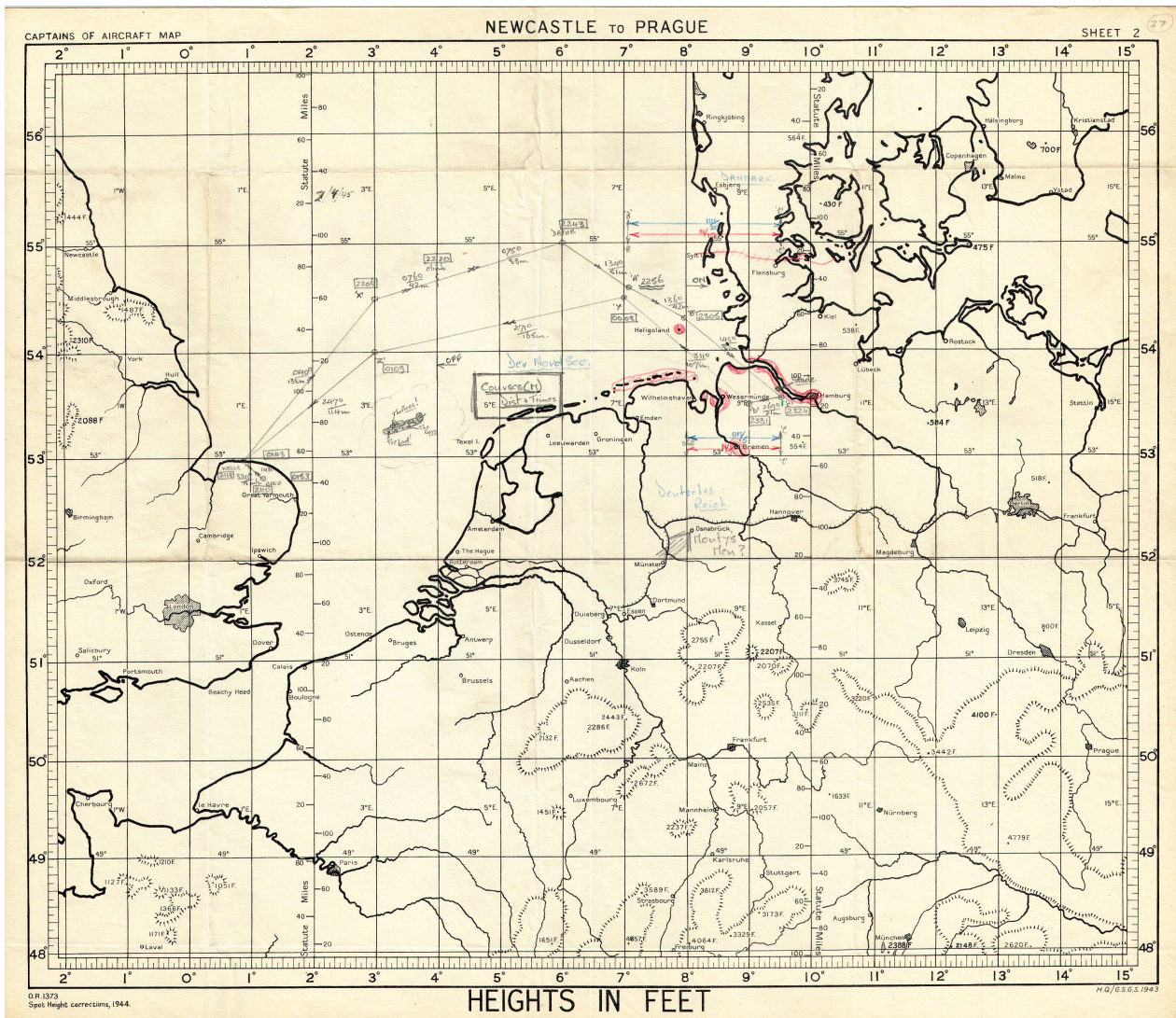
Thank you for taking an interest in these intriguing maps, and I do hope to hear something positive soon, and to know that when you, Janine, take them to the Association Reunion in May, that they might find a permanent home where they can be displayed for the future.

I feel confident I am sending them off to the right person.

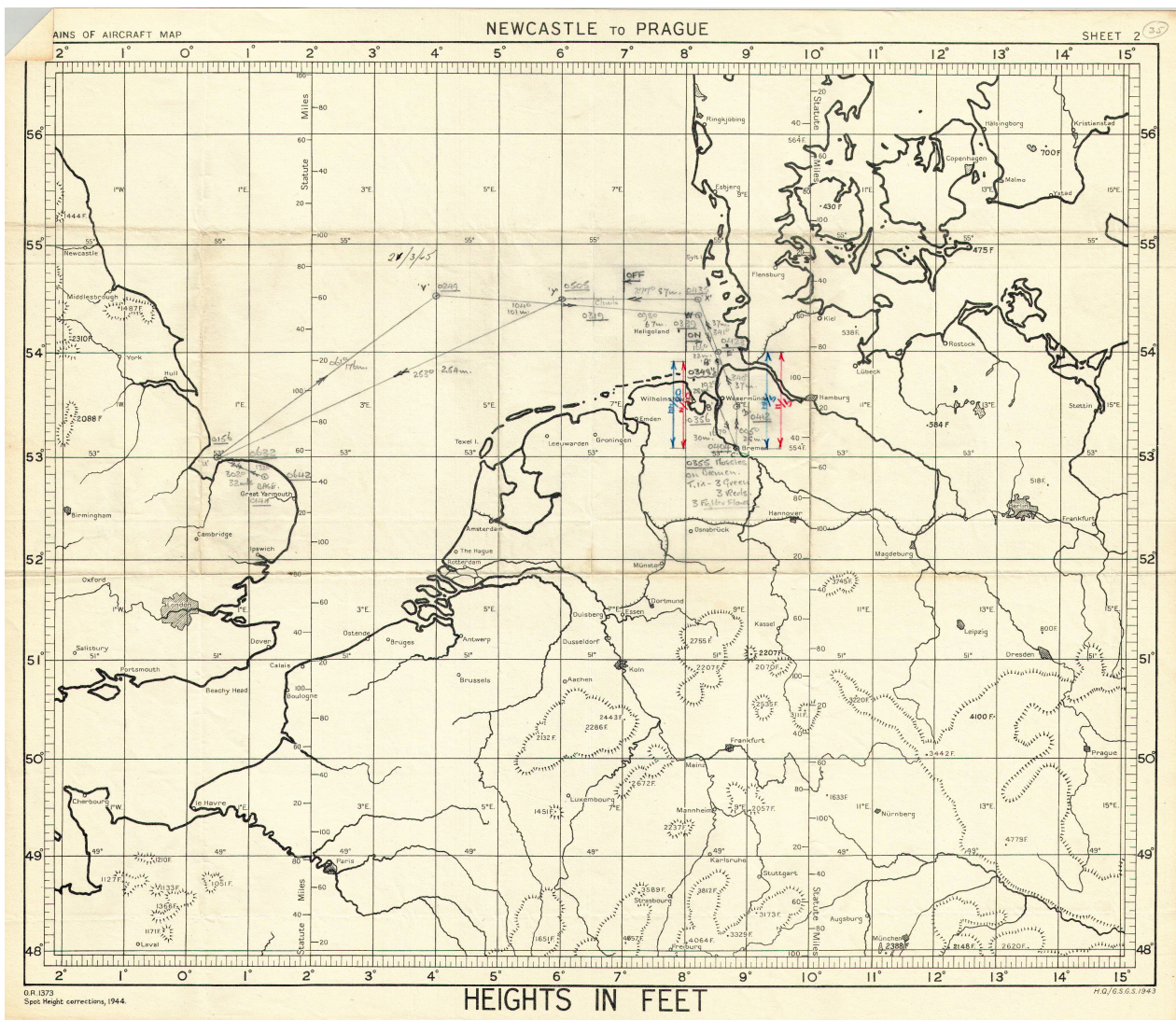
Best wishes,

Karen

Karen Hatten-D'Asero



Captain Map April 4 1945



Captain Map March 21 1945

70th ANNIVERSARY NORMANDY June 2014

By

Heda Kootz



Harry, Reg & Arthur veterans on our coach. Harry & Reg landing craft crew, Arthur a DUKW Driver

On 5th June we joined a tour to Normandy for the D-Day 70th Anniversary events. We were honoured to find we had three British D-Day veterans aboard our coach. They recounted their stories and thoughts on their landings on the beaches on the morning of 6th June 1944. It was intriguing to hear their first-hand accounts as we had only ever read about the landing in books before this.

On Friday 6th June we joined some of the 650 veterans at the ceremony at Bayeux Cemetery. It was a hot sunny day as the French police escorted us along closed auto routes to Bayeux. There was a very tight security zone around this event as Francois Hollande, France's PM, HM The Queen, HRH Prince Charles and the Duchess of Cornwall were amongst the dignitaries who came to meet the veterans. Just as the service began, a Fly-Past of the BBMF roared over with a Dakota leading. Emotions were running high and everyone was bursting with pride.



Prince Charles meeting veterans and BBMF Bayeux Fly-Past.

The service was very poignant. We followed the Order of Service in the splendid D-Day official brochure we were given on entry to the cemetery. Afterwards, we mingled with veterans and their families and listened to some of their brave stories. We thanked each one for their sacrifice and dedication to secure freedom in Europe.

Then we went onto Arronmanches Gold Beach to attend the ceremony there in the presence of HRH Prince William and the Duchess of Cambridge. The veterans LOVED Kate! I listened to a couple of old soldiers discussing D-Day in a quiet corner up the hill – they were in a world of their own with an understanding only THEY could have.

After our wonderful, sunny day at Arronmanches, we returned to our hotel in Caen where we all discussed the day's events over dinner. Afterwards we went for a walk around South Caen and saw a signpost for Carpiquet Airport. We then saw a Control Tower in darkness at 10pm. Strange. I then searched the web to read how the Canadian allies battled with German Panzer Battalions to seize this airport back from the Luftwaffe as one of their D-Day objectives. The allies took control on 4th August 1944. There is a Memorial outside the airport. That night I saw on the news President Obama's Air Force 1 jet was based there during his visit. No wonder the airport was blacked out!

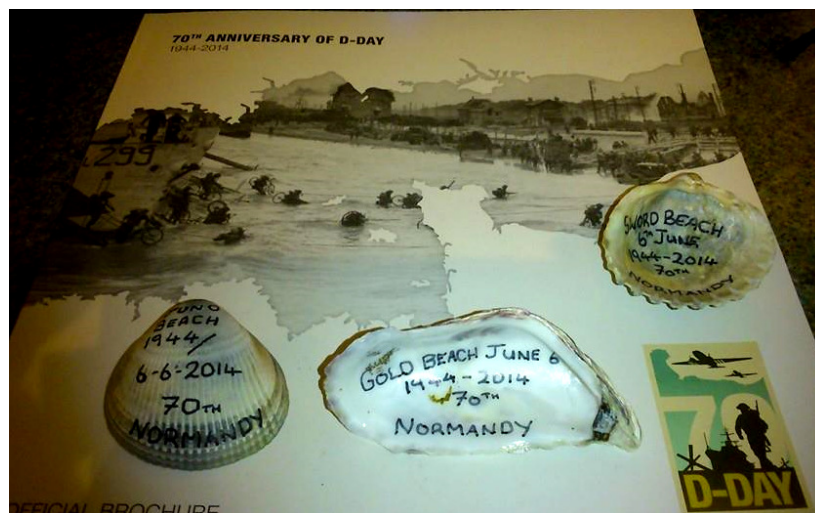


Saturday 7th June we visited Ouistreham near Sword Beach where Royal Marines veteran Reg laid a wreath for his fallen comrades at the RM/RN Memorial at the ferry terminal. This is the only Navy Memorial in Normandy and was unveiled in 2000. We attended the wreath laying and paid respects.

Then we continued onto Juno Beach at Berniers Sur Mer where The Queen's own Rifles of Canada and British troops took control of the 'Canadian House' opposite the beach. Troops carried invasion bikes above their heads as they advanced up the beach. Our guide, Mark, showed us D-Day photos of the first troops ashore outside the house. We walked up the road to Bill Millin's statue where a Piper was playing the same music as Bill played during the invasion. It was very moving and many of us stood mesmerised, staring out to sea, trying to imagine the bloody scene on 6th June 1944.

Then the most exciting thing happened! Five Dakotas flew along the coastline and a few miles further west, parachutists bailed out – we ran excitedly onto the beach to get a better view! The sight and sound of this made the past feel real to us all. Big smiles were on everyone's faces.





We collected a shell from every beach so we never forget.

Then onto Ranville where the first paratroopers landed on D-Day -1 on 5th June 1944.

In Ranville cemetery lies E S Corteil, a 19-year-old British paratrooper who jumped with his dog Glen. Glen had his own chute and they landed together early 6th June, sadly Killed together and buried together. We also paid respects to a 16-year-old who lied about his age to get into the Army. After his parents contacted the Army they tried to find him and send him home ... but too late. A beautiful place but very sad. See the Airborne Memorial below and note the aircraft oxygen bottles around the base.



Last stop of the day was Pegasus Bridge at Benouville. It was very hot and busy. People had flocked to the Café Gondree to enjoy cool drinks and chat with veterans. Pipe bands marched across the bridge and then it raised for a cruise ship to pass – a busy spectacle! We made our way back to the hotel in Caen. Everyone was happy but tired.



Sunday 8th June we left Caen at 06:30 for Calais. We watched 'The Longest Day' film as the coach sped along the auto-routes through the beautiful Normandy countryside. At Calais there were tears and laughter as we all said our goodbyes. Harry, Reg and Arthur signed my Vera Lyn book as a keepsake.

We were all so fortunate to enjoy four days none of us will ever forget. One memory in particular for me makes me appreciate why these brave people fought for our freedom.

During the 6th June ceremony at Arromanches, the Bugler was playing the Last Post. I looked down to the golden sunny beach where some small children were leaping through the warm waves and shrieking with laughter. I looked up into the wide blue sky and whispered: 'Thank You' ...

Pictures by Chas Jellis, Christine & Terry Jellis

8th AIR FORCE NEWS

Daughter of 305th BG B-17 Gunner Incredible Meeting at UK Air Show

By
Heda Kootz



*Photograph courtesy of Chas Jellis
Dan (left) presenting Lowry with her father's aircraft 'Stag Party' with Lance (centre)*

On 24th August 2014 thousands from all over the world came to Little Gransden, Cambridgeshire 'BBC Children In Need' Charity Air Show to see the BBMF and CWHM Lancaster bombers flying together. A once-in-a-lifetime event was soon followed by another!

After the Lancasters graceful four circuits and a ceremony for Lanc vets, Americans Lowrie Kuhn and husband Lance wandered into a model display inside a hangar. They spotted Dan Whitelock's model of 'Stag Party' a 1/32 scale B-17 - Lowrie's father's beloved B-17G! What an amazing chance to find a model of the plane he served in during WW2! Dan very generously presented it to Lowrie & Lance.

Lowrie's father was L. Glenn Simms (1919 – 2010). In September 1943 he entered the Army Air Corps as a Private. September 1944 he arrived in the UK in U.S 8th Air Force 1st Air Division 422 Bomb Squadron. Then onto the 305th BG at Chelveston, Northamptonshire and became a Staff Sergeant. 14 February 1945 - he completed his 35th and final mission and in March left England.

Glenn was ball turret gunner and most missions were flown in 'Stag Party' until she was shot down on her 68th mission 1 January 1945. She was flying ahead of the main bomber stream dropping chaff, when she and several other B-17s were jumped by 20 Fw-190 fighters. 'Stag Party' had a make-up crew that day. Glenn was flying in another ship in the main bomber stream. 'Stag Party' crashed outside the village of Crochern, Germany. Six of the crew were killed in the crash. The remaining three, bailed out and became POWs for the rest of the war.

Lowrie Kuhn's parents returned to the crash site in Germany in 1994 and were able to retrieve some wreckage from 'Stag Party'.

The chance events then unfolded at Little Gransden Air Show. Dan Whitelock who built the 'Stag Party' model grew up in Shelton, a mile away from USAAF Station 105 Chelveston. Dan always had an interest of

'what went on up there' so as he grew up he started to read the books and learn all about STN 105. As a consequence, he developed an interest in the 8th Air Force, especially the 305th and 92nd Bomb Groups.

Five years ago Dan started building B-17 models from local airfields, most of which he builds once he learns a story about a particular crew or aircraft he finds interesting. He loves telling stories about the men and B-17s to the general public at Air Shows around the UK.

About 18 months ago, a new company Hong Kong Models released a giant 1/32 scale B-17. To Dan, this was the ultimate model kit and despite the very high price he just had to build it! He spent a while deliberating on which particular aircraft to build from the 305th or 92nd before settling on '*Stag Party*'. Partly because it was one of the few 305th aircraft that he had photographic reference of for the build. Also he has a wonderful painting of the aircraft from local aviation artist Keith Hill. Included in the frame is a piece of anti-radar chaff from the crash site of '*Stag Party*' in Germany! As it turns out, the man who found the wreckage pieces and brought them back to the UK was the ball turret gunner L. Glenn Simms, who visited the site in 1994! It really is an incredible story that Dan's model now has the perfect home – there is no better place for it!

Friends and Air Show enthusiasts gathered around, proudly tearful at the poignancy of this event. Then the Air Show Commentator interviewed Dan and Lowrie for all to learn of this amazing chance meeting. A day we will all remember for ever! Someone was looking down on us all – '*thank you*'.

* * * *

Dear Members,

On 17th August this year, Tony and I joined up with Heda Kootz and Chas Jellis hoping to see the English and Canadian Lancasters fly at Sywell Air Show, Northamptonshire. It was my first time ever at an Air Show which is why I am keen to share this event with you. It was a cold blustery day, and the heavens opened at one point, which meant that the Wing Walkers wove crazily around the skies with the crowd below gasping for breath (*see below*). The Lancasters sadly didn't put in an appearance. But it was a superb day all the same, with so much to see, lots of conversation, memorabilia to take our interest, and of course, the highlight of the day, lunch in the Pilots' Mess!! We also met up with *The People's Mosquito* who were exhibiting, which is how I come to have three DVDs remaining of the de Havilland Mosquito to sell to the first three lucky members to tell me they want one. They cost £20 to members, with monies being divided between The People's Mosquito and the Association.

Meanwhile, I leave you with highlights of our day at Sywell Air show, followed by an update by *The People's Mosquito* ...





Mustangs



Lone Mustang



The Red Arrows



THE PEOPLE'S MOSQUITO

To Fly • To Educate • To Remember

UPDATE

Captain Eric 'Winkle' Brown joins The People's Mosquito as Patron

The People's Mosquito, the UK's DH.98 restoration-to-flight project, is honoured to announce that Captain Eric "Winkle" Brown has graciously accepted its invitation to become the charity's Patron.

To many, "Winkle" Brown will need no introduction, but for those who are less familiar with him, Captain Eric Melrose "Winkle" Brown CBE, OBE, MBE, DSC, AFC, KCVSA, MA, PhD, Hon FRAeS, RN is a former Royal Navy officer and test pilot who, in testing 487 different types of aircraft, has flown more types of aircraft than any other pilot in history - a record unlikely to be broken. He also holds the world record for most aircraft carrier landings performed, completing 2,407, and is the Royal Navy Fleet Air Arm's most decorated living pilot.

Among those landings was the first on a carrier of a heavy twin-engine aircraft, and this feat was achieved in none other than an adapted de Havilland Mosquito. While at Farnborough as Chief Naval Test Pilot, Capt. Brown was involved in the deck landing trials of the Sea Mosquito, the heaviest aircraft at that time chosen to be flown from a British carrier. Captain Brown landed one for the first time on HMS Indefatigable on 25th March 1944. This was quite a feat considering the fastest speed for deck landing was 86 knots, while the stall speed of the Mosquito was 110 knots. He was also the first pilot to land a jet - a de Havilland Sea Vampire - on a carrier deck, in December 1945.

At the end of the war, Captain Brown was present at the liberation of Belsen-Bergen concentration camp, acting as a translator, and interrogated several key individuals including the notorious female guard, Irma Grese. He went on to interview many important Nazis, including Hermann Göring before his trial at Nuremberg, and Werner von Braun.

Captain Brown brings his decades of experience, his vast knowledge and his indomitable spirit to this exciting project. *"I'm very happy to put my name to The People's Mosquito Project and help get a Mosquito flying again"*, he said.

Formed in December 2011, The People's Mosquito is a charitable organisation with the sole objective of restoring a de Havilland DH.98 Mosquito to flying condition and returning it to British skies. The project began life on Twitter when warbird restorer and aviation fanatic John Lilley tweeted about his longstanding idea of getting a Mosquito flying in the UK again.

Thanks for your continued support.
Kind regards,

Nick

Nick Horrox

Director of Communications
The People's Mosquito Ltd.

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Website www.peoplesmosquito.org.uk

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OPPORTUNITY KNOCKS!

NEW FILM BEING MADE ON BOMBER COMMAND

John Beeching in New Zealand strongly recommend I ring Janine, and it was a pleasure speaking with her. I still call New Zealand my home even after 24 years of living in Western Australia!

My interest in WWII developed after leaving High School, but was really fired up by the BBC television production '*The World at War*'. It was in my early 30s when I woke one day to realise the significance of the history of a man I'd known since I was a teenager. John Marris, who passed away last November in Nelson New Zealand, served with 50 Squadron Bomber Command during the war and flew two tours. Following our move to Australia, I visited him when I flew home to Nelson, and over the last 10 years made a special effort to catch up each visit. He was only too happy to talk about the war and I was happy to listen. Stories he told me I had not heard before and he really fired my own passion for the Bomber Command story.

Over the last few years I read avidly books on the Air War over Germany and particularly the night-war waged by Bomber Command. Around three years ago I decided to do something about it and started seriously researching with the aim of making a new Documentary. I was blessed to meet other Bomber Command Veterans in Nelson including John Beeching with whom I have stayed in touch and had the pleasure and privilege of recording some of his WW2 story on camera when over last month.

This is a project being taken very seriously. I have enlisted the help of professional camera operators in the film industry so we'll have a product that will in time be able to be screened by any Network, anywhere. I wanted to tell the Bomber Command story particularly from a New Zealand and Australian perspective, but this story will of necessity now need to include other Commonwealth personnel. However, the story of Bomber Command is a story already told in varying degrees. If this Project is going to work, it will need to be told in a way that is fresh and different. The more I talk to Veterans and learn of their experiences, reading the experiences of others, the more I am compelled to do something before it's too late. One could make an argument that it *is* almost too late but I don't think so ... not just yet!

The project will be comprehensive. I envisage it taking perhaps 3-4 years to complete, but with the filming of surviving Veterans being done as soon as practicable within the next 18-24 months. Location filming can be done after, but reaching the living is the most important priority. Time is the relentless enemy for the simple reason that most Veterans are now in their nineties and as each month passes we are losing more and more.

While I want to talk to 'regular' Bomber Command Air and Ground Crews, I would also like to locate and talk with those who served with 100 Group. This is where I really would value your help. I am also interested in talking personally with any WAAFs who served on Bomber Command Stations, particularly those who drove airmen to Dispersals and watched aircraft thunder down the runway into the gathering darkness, mourning young men who never made it home ...

If anyone can help in this Project it would be wonderful and I'm thanking you in advance! Any questions or other matters you wish to raise, please don't hesitate to get in touch.

Looking forward to hearing from anyone who feels they might help with this Project.

With kind regards,

Stuart

Stuart Borlase

livingfilm@amnet.net.au

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WHO ARE THESE MEN?

*Who are these men who march so proud,
Who quietly weep, eyes closed, heads bowed?
These are the men who once were boys,
Who missed out on youth and all its joys.
Who are these men with aged faces,
Who silently count the empty spaces?
These are the men who gave their all,
Who fought for their country for freedom for all.
Who are these men with sorrowful look
Who can still remember the lives that were took?
These are the men who saw young men die,
The price of peace is always high.
Who are these men who in the midst of pain,
Whispered comfort to those they would not see again?
These are the men whose hands held tomorrow,
Who brought back our future with blood, tears and sorrow.
Who are these men who promise to keep
Alive in their hearts the ones God holds asleep?
These are the men to whom I promise again:
'Veterans, my friends – I **will** remember them!'*

Unknown



NEWS FLASH ... NEWS FLASH

MOSQUITO DVDs for sale

[‘DH.98 Mosquito - A Wooden Wonder Restored’](#)

First flight of Mosquito built in Auckland, with over 2 hours of awesome video footage. Features Air Show displays, air-to-air and on-board footage, and dual-audio tracks.

A deal has been worked out with a UK duplication facility to get copies produced in the UK

Price: Mosquito DVD £20.00 +pp

CONTACT JANINE BRADLEY for further details

All profits divided between The People's Mosquito & Association



Final Postings

Death will be but a pause...

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

Founders of RAF 100 Group Association – remembered with love

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

- 192 Squadron** Squadron Leader Cecil William Cornish, died 19 August 2011. Flight Sergeant at Foulsham. Initially with 98 Squadron, he was a survivor of the sinking of TS Lancastria.
- 192 Squadron** Flight Sergeant John Eggert (2202199) aka 'Shorty'. Died 28 April 2006
- 192 Squadron** Sgt Hugh Holm, Radio Mechanic, remembered with love by Phil and Vera James, especially for his kindness while holidaying with him in Canada.
- 192 Squadron** Macdonald, Kenneth Wynne CD, Colonel, Stan Forsyth's Skipper, died 12 February 2014. Missed by his family and all who served with him.
- 192 Squadron** Squadron Leader Christopher Gordon (Nobbie) Clark DFC, killed in a flying accident at Aeroplane and Armament Experimental Establishment, Boscombe Down, 25 Nov 1952. Remembered by Goddaughter Susan Eccles (nee Dobson) & Roger Dobson
- 199 Squadron** F/O Ed Emmerson, Navigator to Flt/Lt Paddy Passmore DFC, Canadian
- 199 Squadron** Arthur Fitch, former RAF Bomber, died July 2006
- 199/171 Sqn** Group Captain George Cubby, MBE, FRMets died 2005. Remembered by Roy Smith, only surviving member of his crew.
- 171 Squadron** Joe Brogan, Halifax pilot died 2004, remembered by widow Sheila
- 171 Squadron** Arthur Adcock died February 2008 & Syd Love, Canadian crew member, died April 2008. 'Friends to the end!'
- 171 Squadron** Len Fanstone died 13 January 2010. Missed by Harry Freegard & wife.
- 171/102 Sqn** Ken Ratcliffe Nav/Bomb Aimer died March 8 2010 age 86. He flew Halifax & Lancasters, in touch with his crew all their lives.
- 171 Squadron** Flight Engineer Andrew Melvin Robertson died 1998. Remembered by son Colin, Association member.
- 171 Squadron** Wop/Ag Wilf Thompson died 1991. Remembered by son Peter, Association member.
- 171 Squadron** Warrant Officer Edwin Moore died 15 May 2014. Remembered by son Ian & family.
- 171 Squadron** F/Lt Charles 'Chuck' Warner, Edwin Moore's pilot, died 6 July 1965.
- 157 Squadron** Bryan Gale Flt/Lt died 2 January 2009. Missed by daughter Valerie & son Chris
- 169 Squadron** Fred Herbert, Navigator/Radar, died 15 October 2010, remembered by friend colleague & pilot John Beeching
- 169 Squadron** Flt/Lt Bert Vine, former Navigator of Sqdn/Ldr. James A. Wright, 'A' Flight Commander, both of whom are no longer with us, remembered by 169 pilot John Beeching
- 214 Squadron** Geoff Liles, Pilot, died 4 March 2006
- 214 Squadron** Mr J Creech died April 2006
- 214 Squadron** Don Austin, remembered by Les Bostock
- 214 Squadron** Air Vice Marshall Jack Furner died 1 Jan 2007
- 214 Squadron** Sqdn Leader/Flight Commander Bob Davies died June 2007
- 214 Squadron** Bill Howard died October 2007
- 214 Squadron** Flt Lt Blair died Sept 2007
- 214 Squadron** John Hereford, Spec Op.
- 214 Squadron** Robert Moorby W/Op died 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 March 1945, remembered by nephew Leslie Barker.
- 214 Squadron** Alan Mercer died 6 June 2009
- 214 Squadron** Warrant Officer Gordon Wing, 'Howie', died Nov 2009 age 87. Rear Gunner, Eric Morrison's crew, Stirlings/Fortresses; Founder member of Air Gunners' Association.
- 214 Squadron** Robert Louie William Darracott, Navigator, died May 8 2010, 94 years
- 214 Squadron** Flying Officer Reginald Coates completed whole of 2nd Tour of Ops as Bomber Pilot in March 1945. Died 10 Nov 1963. Remembered by son.
- 214 Squadron** Bomb Aimer Les Bostock in Don Austin's crew died just before Christmas 2010. Remembered by M/U gunner C A Piper, 'Pip'.
- 214 Squadron** Flight Sergeant George V Cox died 21 July 2011. Flight Engineer in crew of Sq/Ldr Miller DFC.
- 214 Squadron** Squadron Leader William 'Bill' Doy DFC died 28 November 2011.
- 214 Squadron** P/O Peter Witts 223/214/462 RAAF, Airgunner, commissioned after the war. 1925 – 2011. Missed by family and friends, remains in our hearts, a Legend.
- 214 Squadron** George Fisher, Navigator with No.214 REM & No.206 Squadrons 1942-1946, died from a heart attack on 25 Sept 2012
- 214 Squadron** Flying Officer William 'Bill' Foskett died 21 December 2011. Sadly missed by wife Pauline, 2 sons, 4 grandchildren, good friend Tony Cooper.
- 214 Squadron** 'Doug' Douglas, Tail Gunner on Fortresses and ex POW, died in Nelson, New Zealand, 2013.
- 214 Squadron** Sergeant Gerhard Heilig, Special Duty Operator, became Warrant Officer & Pilot Officer post-war RAFVR, died 24 October 2014. Remembered with love by wife Sissy and Association members. One of life's true Gentlemen.
- 223 Squadron** Flt Lt A E L Morris (Tony) died June 2005. Andrew Barron's skipper: Oct 44 – 1945.
- 223 Squadron** Tom Butler 'Bishop'.
- 223 Squadron** C. L. Matthews (Les) Rear Gunner, Peter Witts Nose Gunner in Flt/L Stan Woodward DFC crew before Peter went on to 214 Squadron.
- 223 Squadron** Arthur Anthony, Flight Engineer, died 13 May 2006.
- 223 Squadron** F/Lt Jack Brigham DFC died 2008. Original Captain as 223 reformed. Flew Liberator TS524/6G-0; 36 ops. Remembered by Len Davies, Waist Gunner, only surviving member of crew.
- 223 Squadron** F/L/Sir John Briscoe died a few years ago.
- 223 Squadron** 2nd Pilot Mervyn Utas, Canadian in late Tony Morris's crew, died 8 Nov 2010.
- 223 Squadron** James Edward Bratten: 26.11.1922 - 16.11.2001. Andrew Barron's crew.
- 223 Squadron** Mick Stirrop died March 2012.
- 223 Squadron** Flying Officer Reggie Wade, Navigator, died Christmas Eve 2012. Reggie served in the crew of Squadron Leader Carrington, 'B' Flight Commander.
- 223 Squadron** Air Gunner John McLaren died 31.3.2013, leaving wife Margaret and son Graham.
- 223 Squadron** F/Lt Navigator Ron Johnson died August 2013. Missed by wife Betty & Richard Forder.
- 223 Squadron** W/Mechanic Desmond Pye, Ground Crew, B Flight died 3/4 May 2014, remembered by daughter Virginia Cranfield and family
- 23 Squadron** Flight/Lt Johnny Rivas, died 2 January 2013.

- 23 Squadron** Wing Commander Phil Russell died end of November 2012.
- 23 Squadron** 'Bud' Badley, died beginning of 2013
- 23 Squadron** Don V Francis, Navigator, died 5/6 June 2014, 2 weeks before 95th birthday.
- 88 Squadron** F/Lt Len Dellow died Christmas/New Year 2006-7; veteran of 88 Squadron, 2 Group & Rear Gunner/Wireless Operator on Bostons.
- 49 Squadron** Len Bradfield died Nov 2005. POW with pilot Johnny Moss when shot down in Lancaster ED625. Nursed to health by Nora, who he married.
- 462 RAAF Sqn** F/O H .R. Anderson DFC 'Andy' died 6 April 2008 in New South Wales.
- 462 Squadron** Donald Hulbert died October 2009
- 462 Squadron** Pilot Bruce Drinkwater died 2 May 2010. Peter Witt's Skipper.
- Bylaugh Hall** Mrs J Cannon, Signaller Radar – RCM Section died 21 March 2014
- ?** Flt Lt Eric Atkins DFC* KW* died 22.11.2011. Blenheim pilot with 139 Sqn flying from Horsham St Faith & Oulton in 1940/1. Flew Mosquitoes with 2 Group.
- ?** Corporal Charles 'Fred' Savage died 18 Dec 2011 - a Wireless Operator, serving in No 2 Heavy Mobile W/T Section in France, 1940.

Dates for your Diary



PLEASE NOTE

**Our 2015 Reunion will be over the third weekend in May
Friday 15 – Sunday 17 May 2015**

A full programme of events will accompany the Spring 2015 magazine during the first/second week in February to allow plenty of time to make arrangements.

Our Saturday evening venue has changed

Elm Farm Country Hotel, Horsham St Faith, with dinner starting at 7.30pm.

Our Speaker will be Stephen Hutton,

author of *'Squadron of Deception'*

whose father Iredell Hutton served with the U.S. 36th Bomb Squadron.

His talk will be accompanied by photographs shown on a large screen,

Following the Oulton Remembrance ceremony

Flypast around 5pm ... weather permitting!

YEARLY SUBSCRIPTIONS

Please ensure your 2015 subscriptions are sent to Janine by the end of this year to receive your Spring magazine in February with full programme for Reunion 2015.

COLLECTION OF 12 BOOKLETS on RAF Norfolk Airfields during WWII

Series of booklets begun by Len Bartram, have now been upgraded by Janine for the final time and include new information, with colour insertions and Squadron crests. All profits go to the Association. £5+pp. Available from Janine Bradley.

100 Group Order of Battle

SQD	AIRCRAFT	1st 100 GROUP OPERATION	BASE	SORTIES, LOSSES ROLL
192 USAAF 7 th PRG	Mosquito II, B.IV, B.XVI, Halifax IV Wellington B.III Lightnings P-38	Dec 1943 Aug 44 – March 45	Foulsham	2171/5 Losses Electronic Intel/Elint
141	Beaufighters VI, Mosquito II, VI, XXX	Dec 1943	West Raynham	1214/11 Losses 80 EA, 58 Trains, 7 Ships Dest
219/239	Mosquito II, VI, XXX	20 Jan 1944	West Raynham	1394/9 Losses 51 En AC Dest
515	Mosquito II, VI	3 March 1944	Little Snoring	1366/21 losses 29 En AC Dest
169	Mosquito II, VI, XIX	20 Jan 1944	Little Snoring, Great Massingham	1247/13 Losses 25 En AC + 1 V1 Dest
214	Fortress II, III	20/21 April 1944	Sculthorpe, Oulton	1225/13 Losses Electronic Jamming
199	Stirling III, Halifax III	1 May 1944	North Creak	1707/6 Losses Electronic Jamming
157	Mosquito XIX, XXX	May 1944	Swannington West Malling	1336/6 Losses 37 En AC +39 V1 Dest
85	Mosquito XII, XVII	5/6 June 1944	Swannington West Malling	1190/7 Losses 71 En AC+30 V1 Dest
23	Mosquito VI	5/6 July 1944	Little Snoring	1067/8 Losses 18 En AC Dest
223	Liberator VI, Fortress II, III	Sept 1944	Oulton	625/3 Losses Electronic Jamming
171	Stirling II, Halifax III	15 Sept 1944	North Creak	1583/4 Losses Electronic Jamming
462 RAAF	Halifax III	1 January 1945	Foulsham	621/7 Losses Jamming/Windows
36 & 803 BS	Boeing B-17F P38	Jan 1944	Sculthorpe, Oulton	1211/0 Losses Electronic Jamming
857 & 858 BS	Consolidated B-24G	Jan 1944	Oulton	280/2 Losses Electronic Jamming

Created by Janine Bradley

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