

Confound & Destroy

The magazine of RAF 100 Group Association



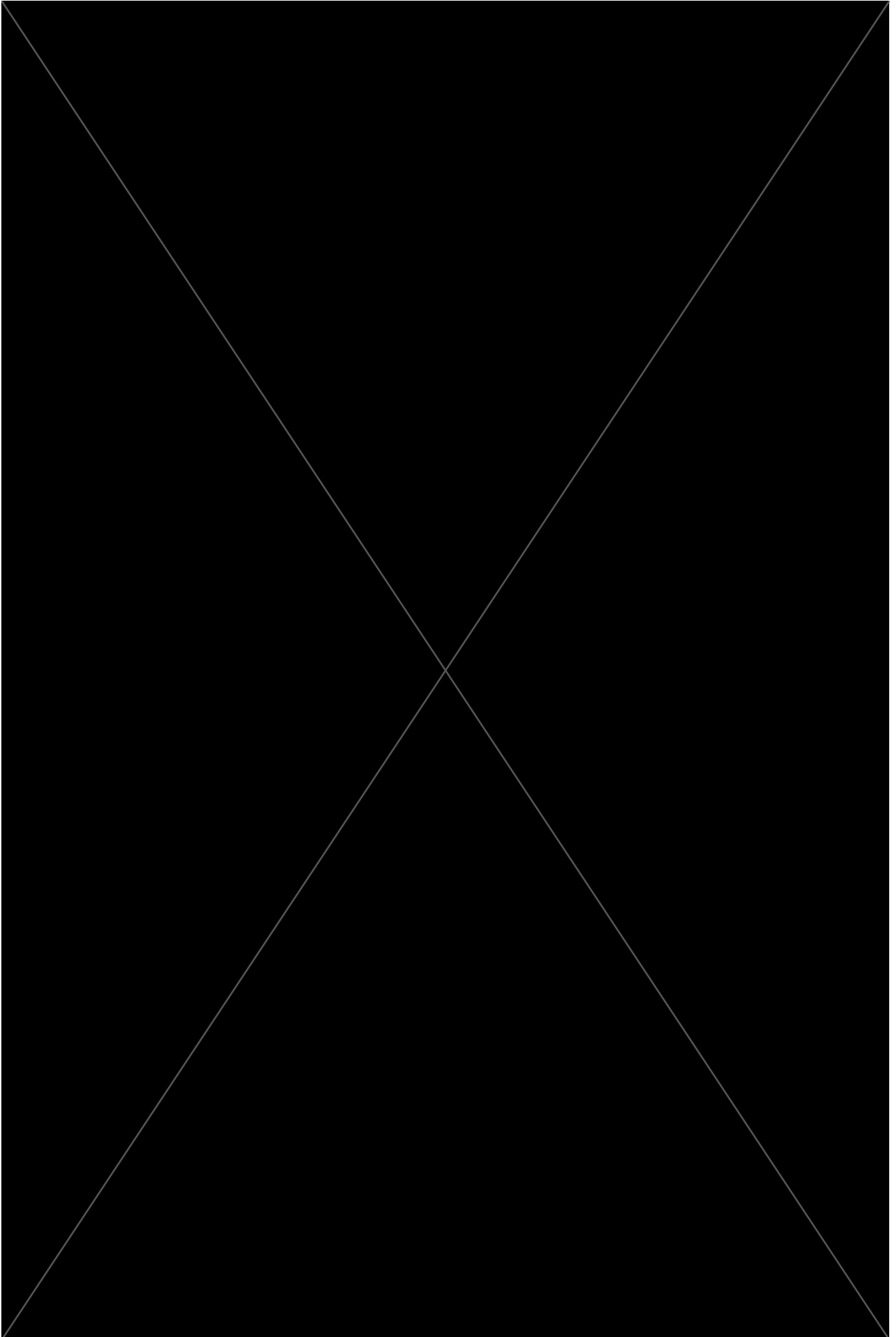
RAF 100 Group Association Chairman Roger Dobson: Tel: [REDACTED]
RAF 100 Group Association Secretary Janine Bradley: Tel: [REDACTED]

Email: raf100groupassociation@gmail.com

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

www.cnam.org.uk

RAF 100 Group Association



EDITOR'S PAGE



Dearest Kindred Spirits,

It has been both a privilege and pleasure to travel around the south of England in the company of Stuart Borlase, visiting and filming many of you involved in the documentary about RAF 100 Group which is slowly coming together. An incredible journey, we were on the road for two weeks ... with the greatest thrill for me being to meet so many of you in person for the first time after being in contact for the past twenty years and more! It has made such a difference meeting you face to face in your own homes with your families who joined us in celebrating this very special occasion. A heartfelt thanks for your time, shared wartime memories, and hospitality to WAAFs Win Seeley and Peggy Pollard, together with Squadron Leader David Butler and WOP/AG Peter Woodard. We also had the pleasure of visiting Sidney Pike, Joe Sayers and Peter Walker, Secretary of 214 Squadron Association. Barbara, it was lovely to see you and your daughter Margaret again, and my apologies for unintentionally using an Army term in the Autumn magazine when describing your wartime experience. What was I thinking!! I meant to say **Sgt** Barbara Bradshaw (*not a Sgt Major!*!).

Any member who feels they would like to contribute to this documentary, please contact either me or Stuart. Stuart's details are: mosquitofbv1@gmail.com. Mr Stuart Borlase, Living History Film Productions, 67 Woodvale Drive, Woodvale, Western Australia 6026. As I write this, he has just arrived in Canada, a country he's not visited before; there to see George Stewart DFC, adding his experiences and love of the Mosquito to the film. He will also see veteran Rex Arnett, a 223 Wireless Operator in wartime. We will visit more members following the May Reunion next year ... and I look forward to it with delight! For me, it is a dream come true. I always said if I came into money I would spend it on covering all costs to bring everyone together who served in whatever capacity under RAF 100 Group from around the world for a wonderful celebratory long weekend party of shared memories and laughter as kindred spirits. Imagine the tales that could be told!

Meanwhile, it is with the deepest regret I share the sad news that our New Zealand member **Eric Drewitt** has died. I had written to him prior to setting off on my journeyings, letting him know his photographs would appear in this edition. They can be found in later pages of the magazine. I also share the sad news that our Canadian member, **Steve Nessner**, who flew with 214 Squadron at RAF Oulton; died in August. However, Mrs Nessner is keen to continue his membership with us.

Some good news is that the name of RAF 100 Group is spreading ever wider, creating a greater awareness of the role it played during WWII. I spoke passionately about the Group on the Dougie Weake Show on Vale Radio here in the north. A local newspaper, *The Bridlington Echo*, and *Filey Today* have both covered the publication of *RAF 100 Group – Kindred Spirits*. It means your stories are reaching more people, and questions being asked as to why this is the first time in over seventy years they are learning about the vital and very secret work in which you were involved.

On that positive note, I wish you all a very Merry Christmas and laughter, love,



Happiness and peace for the New Year ahead!

*Love & Hugs,
Janine xx*

Items for magazine should be sent to:

Janine Bradley

7 Ashley Court, Filey, North Yorkshire YO14 9LS

Tel: 01723 512544 raf100groupassociation@gmail.com

LETTER from the CHAIRMAN



Dear Friends,

I am writing this as our American cousins go to the Polls to elect a new President, Congress, and a third of the Senate. I hope for all our sakes they make a wise decision. When RAF 100 Group was formed, Franklin Delano Roosevelt was the longest serving President of the United States. Roosevelt was the 32nd President, and tomorrow we will know who is going to be the 45th President.

It is gratifying that some of you read my contribution to the magazine. I have had some feedback on the last edition when I referred to aviation pioneer Captain E. E. (Ted) Fresson OBE and recommended the autobiography of Squadron Leader Joe Patient DFC: *'Pilot – A Tale of High Adventure'*.

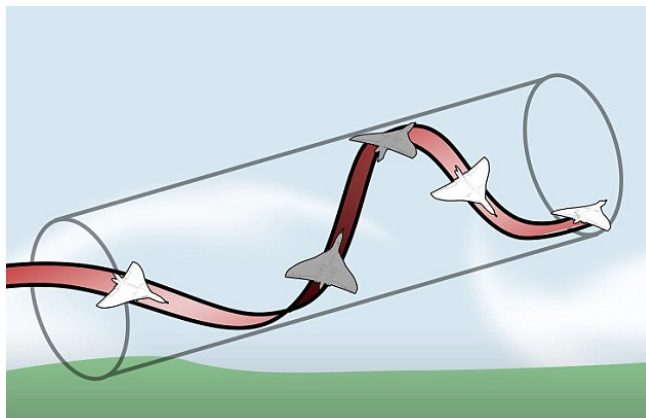
My friend Dick Fresson corrected a reference to his father. He writes: *'The only error was the first Ambulance flight which was taking an old lady from North Ronaldsay to Kirkwall and when they landed at Wideford Airport just to the south of Kirkwall, she refused to get into the ambulance as she had never seen a car before and the local farmer had to get his horse and trap out to convey her to the Balfour Hospital. This occurred in Sept 1933, and there was no charge.'*

Fellow Association member Dave Coeshall wrote the following about Joe Patience:

'I'm very pleased to say that I have known Joe for many years, accompanied him to many Veteran Association events in Canada, Holland, Germany, D-Day. He is a wonderful Ambassador for the RAF, full of stories, bringing all sides together as well as the young Pilots of today. Joe is still with us, but now somewhat frail at 98 years of age; but still plays Bridge.'

Our Secretary, Janine, allows me a free hand with this column, but I fear I cause her some anxiety as the printer's deadline approaches. The problem for me is that I must be inspired to compose. Sometimes inspiration appears from nowhere, as it did this time last year when I met the last Vulcan driving south on the M6. This time it was the *'Antiques Roadshow'* edition based on the Flying Scotsman.

I expect we have all seen a Spitfire or Hurricane on film execute a *'Victory Roll'* indicating success in combat. The Victory or Barrel Roll involves the aircraft rotating through 360 degrees (see diagram).





On the '*Antiques Roadshow*' a Concorde enthusiast was interviewed about his amazing collection of memorabilia from china crockery to cabin seats. Then they interviewed a retired British Airways Pilot who flew over two million miles on Concorde. Captain Brian Walpole OBE was eventually in charge of Concorde operations and opened the New York service. However, in the compartment of a coach towed by the Flying Scotsman he related how, on a Concorde test flight with another test Pilot, Jean Franchi, his Co-Pilot, executed a barrel roll and then invited him to repeat the manoeuvre, but in the opposite rotation, which he then did. All this at 15,000 feet!



The Victory Role in an agile Spitfire seems natural, but repeating this in the huge Concorde seemed to me very surprising. Apparently, this is not as surprising as it first appears. The roll involves forces of 1 G which is well within the design parameters of the plane. There is speculation that famous Concorde test Pilot Brian Trubshaw also accomplished a Barrel Roll, as this has never been confirmed. I have now learnt that Barrel Rolls in large aircraft are not as rare as one might think. The most well-known is that of the prototype Boeing 707 in 1955.

Representatives of the Aircraft Industries Association (AIA) and International Air Transport Association (IATA) were invited to the Seattle's 1955 Seafair and Gold Cup Hydroplane Races held on Lake Washington on August 6, 1955. The prototype designated Dash 80 was scheduled to perform a simple flyover, but Boeing test Pilot Alvin '*Tex*' Johnston instead performed two Barrel Rolls to show off the jet airliner. The next day, Boeing Executive Bill Allen summoned Johnston to his office and told him not to perform such a manoeuvre again, to which Johnston replied that he was simply '*selling airplanes*' and asserted that doing so was completely safe. One of the crew was able to photograph Lake Washington with the aircraft upside-down, showing an engine on top of the wing.



Boeing Chief Test Pilot John Cashman stated that, just before he piloted the maiden flight of the Boeing 777 on June 12, 1994, his last instructions from the then-Boeing President Phil Condit: '*No Rolls!*'



It has been reported that the last Vulcan XH 558 in the run-up to retirement carried out an unauthorised Barrel Roll. The Handley Page Victor has possibly been under-appreciated in the shadow of the more famous Vulcan. The Victor has been described as an agile aircraft, atypical for a large bomber; in 1958, a Victor performed several loops and a Barrel Roll during practices for a display flight at Farnborough Air Show. Manoeuvrability was greatly enabled by the light controls, quick response of the aircraft, and the design of certain flight surfaces such as the infinitely-variable tail-mounted airbrake. The Victor was designed for flight at high subsonic speeds, although multiple instances occurred in which the sound barrier was broken.

Naturally, I am curious to know if my father experienced a Barrel Roll in his Mosquito. A question to which I guess there will be no answer. However, I do know that there is a You-Tube wartime U.S. News Review film of Geoffrey de Havilland demonstrating a Canadian manufactured Mosquito powered by Packard Merlins. The aircraft takes off, climbs away, and completes a Barrel Roll while still climbing. So at least one of the 100 Group aircraft could do this. Although I can't imagine a Wellington, Stirling or B-17 trying this.

Finally, a surprise in my research of the Victory Roll turned up that it was also a hairstyle, although whether by accident of wartime restrictions or a statement of patriotic support is not clear.



I hope you all have a very enjoyable festive season and that many of us can meet up again in Norfolk next May.

Kind regards,

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

8th AIR FORCE REPRESENTATIVE

Stephen Hutton



Dear Friends,

In this issue of the magazine I write from America regarding the *Squadron of Deception's* flying missions in partnership with RAF 100 Group.



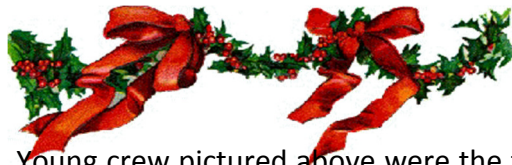
Lt. Wayne Bailey, a 36th Squadron Navigator for the Lt. Bert Young crew, remembered the Radar jamming with RAF Squadrons:

The 36th Squadron flew night Radar screening missions for the British RAF. The Squadron had electronic jamming equipment in the bomb bays of the airplanes that were used to jam the German coastal Radars. We would have a number of picket planes orbiting in individual positions approximately ten miles apart, just off the European coast. The jamming equipment prevented the Germans from seeing through our screen to see what activity was taking place in the air behind the screen. Therefore, the Germans could not plan their defences until the raiding planes passed through the screen. The English also used it to confuse the Germans as to where the target was going to be. For instance, the English would send a small training group through our screen to the south, while the main effort would be moving behind our screen to targets in the north. The training group would turn back short of any encounters. The English had many different tricks of this type to keep the enemy from knowing where the main effort would be heading. We would put the screen up where there was a raid scheduled or not, and regardless of weather conditions.



Shown standing L-R: S/Sgt Donald S. Shore, 2nd Lt. Wayne D. Bailey, 1st Lt. Bert E. Young, 2nd Lt. Robert Thomas, S/Sgt Robert B. Adams.

Kneeling L-R: S/Sgt Douglas G. McComb, T/Sgt Earl C. Morgan, T/Sgt Henry W. Parke, Sgt Carey P. Bellard



Lt. Bailey and the Lt. Bert E. Young crew pictured above were the first crew to complete its tour with the 36BS. Prior to joining the 36th, the crew flew nine combat missions with the 492nd Bomb Group. In January 1945, after completing their missions with the 36th, the crew presented their pilot with a silver plaque inscribed to:

'Chief, 1st Lt. Bert E. Young – Capable, Courageous, Understanding – from his crew – ETO 1945.'



Navigator: Wayne Bailey



Wayne Bailey & GEE Box

Stephen Hutton

Author: *'Squadron of Deception'*

8th Air Force Historical Society Unit Contact

36th Bomb Squadron RCM

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

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

City of Norwich Aviation Museum



Dear Friends,

As this is being written, we are enjoying the first weekend of our winter season here at the Museum. Naturally, this is a quieter time of the year with less visitors and shorter days restricting both opening times and type of work our volunteers and staff are able to carry out.

Already, we have arranged our main advertising for 2017 and are planning distribution of our leaflets next Spring. Indoor jobs, such as preparing new displays, archiving, and general maintenance are underway. One of our main projects over the next few months is completion of the adaption of the large mobile building donated to us by Bristow Helicopters last summer, to provide additional exhibition area, a facility for preparation of new displays, and an extension to our archive store. Work on this is well underway and we want to have these buildings in operation by the Spring.

When weather permits, we are continuing to adapt the site after reorganisation last Spring when most of our aircraft were moved in preparation for work on the Norwich Northern Distributor Road. Throughout Summer and Autumn, we continued to improve the new area of this expanded site. We still have much to do, but now must wait for improved weather conditions before making further progress. Improving the entrance to the car park has also continued, we now have kerbing laid in the last few weeks.

2016 has been a year of change here at the Museum. Twelve months ago, we were still uncertain whether we would be moving from our long-established site. Although we were always confident of the Museum's future, we did not know what the future would hold. A year later, the prospect has changed dramatically, and we can move forward with more confidence than at any time in our history.



Derek can be seen left, hard at work in the extension to our archive store making storage shelving for some of the larger exhibits presently held in our main store. Our MODES computer software now shows over 20,000 items, and new additions arrive almost daily with extra space urgently needed. The computer system itself is struggling to deal with this amount of information and funds have been located for an upgrade in 2016/7.

The demise of British Home Stores presented us with the opportunity to purchase the male mannequins from the closing Norwich Store. Mannequins are expensive accessories for Museums with items of clothing to display, which places their purchase out of the budget by all but larger Museums, and there is a very lively market for used equipment. We discovered that new German-made mannequins could be purchased on Amazon at more acceptable prices. These 'Euro' models are slightly different in size and shape to UK-sourced products and we have found that some items of RAF uniform and flying clothing is not a good fit on them. Our three British models should be more suitable and Derek has joined the identity parade to provide a comparison between a mannequin and the real thing!! We are offering a small prize for the first reader to correctly identify the (guilty) real person in the line-up.



Kelvin Sloper
CNAM

LETTERS PAGES

Greetings Janine,

It is with immense sadness that I must advise you of the death of Eric Drewitt (92) on Sunday 9 October this year. He was a wonderful English gentleman who arrived in the Ashburton New Zealand area in the 1950s with a huge interest and knowledge in Second World War aviation matters. He was a very keen follower of RAF 100 Group Association. In the last few days of his life, he made sure that we knew to acknowledge and thank you for your recent letter that sadly he was unable to answer himself.

110 Clayton

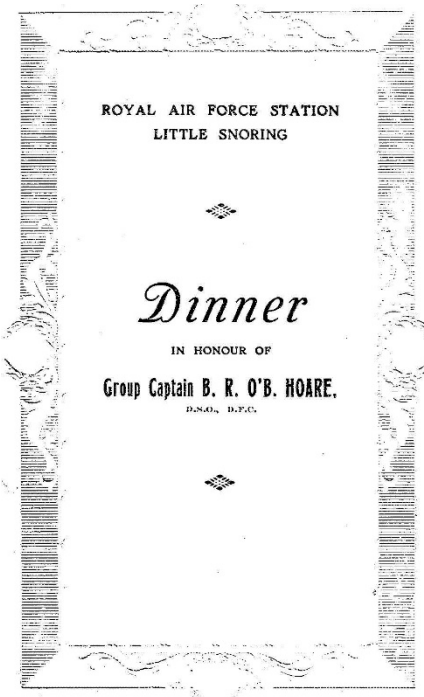
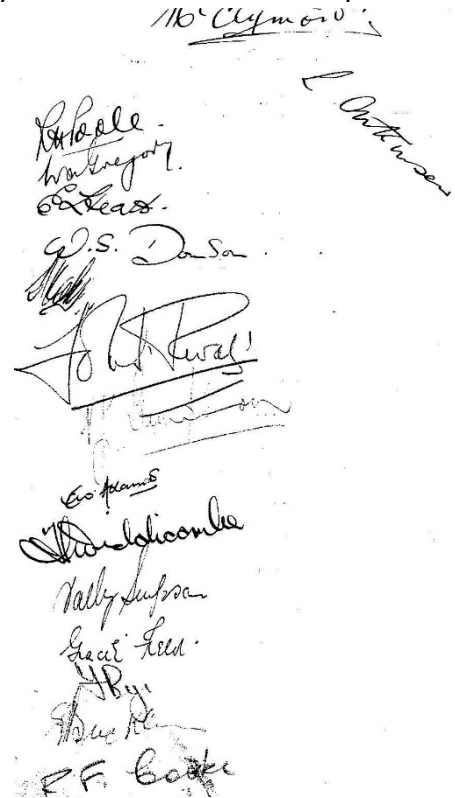
All the best to RAF 100 Group,
Rodney Pearce (a friend)
pearcecr@xtra.co.nz



Dear Janine,

Thank you very much for your email re my father's passing. It's a very sad time, but Dad was ready to go and we were able to say goodbye. He was such a lovely man, often described as a perfect English gentleman. He greatly enjoyed receiving the magazine and keeping up with the Aviation history news in the UK. It gave him that sense of connection. He was so passionate about RAF history. He particularly enjoyed reading biographies and researching crew members and Watch Towers. Thank you for giving Dad so much pleasure through the magazine and your correspondence.

Very best wishes,
Caroline McIntosh, nee Drewitt
Dunedin, New Zealand



NOTE: Eric Drewitt was a long-time member of the Association, and sent the photographs shown on this page of a special set Dinner Menu for Group Captain Hoare of 23 Squadron, RAF Little Snoring; to be shared with members:

M E N U

FRIDAY, 27th. JULY 1945.

TOMATO SOUP.

• • • • •

LEMON SOLE
LOBSTER THERMIDOR

• • • • •

FILET STEAKS

• • • • •

ROAST GOOSE

• • • • •

APPLE SAUCE - NEW POTATOES -

GARDEN PEAS - FRENCH BEANS.

• • • • •

CARAMEL CREME

• • • • •



Hello,

I have been passed your details with regards to my grandfather – [John William Thompson](#), known as Jack. I am in the process of going through all his photos and found a lot about his RAF days and even a Flight Log Book. He used to reminisce about his times at RAF Little Snoring. As I grew up, he used to tell me little stories and we visited the church where his name is on the wall. I would like to complete a book for the family about his times and memories to pass on to his children and grandchildren. If you know anything about my Grandad or if anyone has any stories, it would be lovely to have them. The poem written by S. F. Ruffle meant a lot to him and he would read it on a weekly basis. I will be reading part of this at his funeral. Were there any paintings done to go along with this poem?



He missed a Reunion a few years back when he was invited, due to ill health, which he was really upset about. He was a much-loved family member and he will be missed, but we would like his memory to go on. Any information you may have would be greatly received. I have attached a couple of photos that we have found. So far we are unsure if they are from 23 Squadron, or perhaps another he may have flown with.

Thanks

Debbie Henderson

debbie.henderson@thhg.org.uk





Dear Janine,

I am trying to trace two brothers who both served at North Creake during the war. One was a Flight Engineer who, I believe, was in 171 Squadron. His name was Fred, but I'm sorry, I have no idea of their surname, although there can't have been too many brothers who served together at the same place. The other brother was a pilot. One story I heard about North Creake was that, after war was done, a sack of spanners was dumped unceremoniously into the pond at North Creake as it was felt they were no longer needed! I understand these spanners might well have been discovered in later years and retrieved. I would welcome a copy of the magazine and look forward to hearing more from you in the future.

Best wishes,

Dennis Morris

Tel: 07555 929803



Dear Janine,



I am so glad that my Dad, Aubrey 'Bill' Whitworth, was able to connect with you and share some of his stories from the war. Needless to say, it has been a very difficult past few months not having him around. He has always been my favourite person. I'm grateful for having told him often. There isn't a day that goes by where I don't find myself wishing I could give him a call and talk (he *always* answered the phone), or pick him up at the house and take him to lunch like we did almost every week. I would pull into the driveway and he would come walking towards me with a big smile on his face, open the door and sit down in the passenger seat, then lean in to give me a kiss on my head. I'd say: 'Hey Dad, where do you want to go?' to which

he would reply: 'Anywhere, as long as I'm with you'. We'd go back and forth with this for a while, and it always led to a drawn-out debate about restaurant options, mainly because we could just never make a decision. When I look back now, however, I understand why we couldn't decide. I needed to make sure we were going somewhere that would make him happy, but he was happy just to be together. These memories are some of the most difficult for me to recount, but they are also some of my favourite. That said, thanks again for all your efforts in putting this together, and for including my Dad's own writings (in a past edition). I know how excited he was to be relaying the stories to you, he mentioned it often during our lunches.

Sincerely,

Kim Whitworth

kkwhitworth@gmail.com

NOTE: Bill Whitworth served with the U.S. 8th Air Force, 36th Bomb Squadron which flew in partnership with RAF 100 Group. He died on 15 August 2015.

The captions that go with the pictures below come from Bill Whitworth:



Newspaper clipping of the day records:

Young Airmen makes Raids over Germany, Home Mail too slow

Valiant in spirit, Sgt Billy Whitworth, busy making raids over Germany in a heavy bomber Squadron, writes his grandparents, Mr and Mrs C. C. Duckworth near Stephenville, saying: 'I am attached to the 'rugged' Eighth Air Force and I'm as happy and satisfied with it all as a guy can be in the combat zone. In fact, I don't have a single complaint except that mail is too slow.' He has been overseas since last December. His special feat was participation on March 10 in ... Billy Whitworth, whose parents Mr and Mrs G. A. Whitworth, now live in San Francisco, California;

attended the Huckabay and Stephenville public schools and in his senior year was on the Jacket football squad. He suffered an injury, however, and did not complete the season. He has a brother, Corporal Donald Whitworth, with the Air Force in the Hawaiian Islands.

Jack's caption for the picture above is:

'Radio Show: Believe me, there were things I feared more than pipe smoke ... like missing the Glen Miller Show on Armed Force Radio every day at noon. The P51 Mustang was the plane I wanted to fly before being washed out of pilot training.'

Seen right: picture of brothers Don & Billy Whitworth:-



'Two rookies waiting for our wings to sprout. We were smiling then because we didn't know the enemy used real bullets ...'



'Lady Jane was our first love and we flew most of our missions with her, but then she was mortally wounded by anti-aircraft fire over Holland and her crash-landing in England was her finale. Gypsy Jane then became our new sweetheart.'

Seen right, working on plane: *'Before a mission, machine guns had to be checked to be sure they were operational and the ammunition belts were fully loaded. There were no words that said: 'Wait a minute, I'm not ready' once airborne.'*

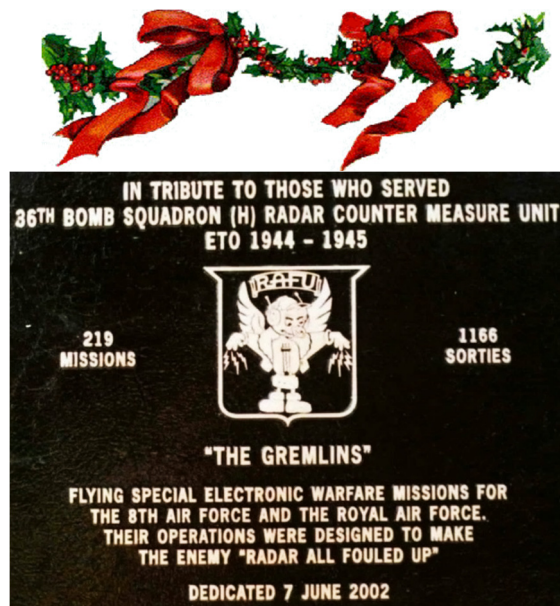




'Our crew, which flew every mission together; from L to R: Johnny Fiklinger (Tail Gunner); [Bill Whitworth](#) (Nose Gunner); JT Thompson (Radio Operator); Frank Parenti (Top Turret Gunner); Hoss Biiladeau (Belly Gunner); Bob Pric (Flight Engineer); and in front Sol Solimon (Bombadier) who was shot down on his first mission flying with another crew; Harry Soderstrom (Pilot); Gus Anderson (Navigator); and Robert Dewitt (Co-Pilot).'



36th Bombardment Squadron: *'After the whole Squadron was photographed on this bomber, it took a gun to get a crew to take it off the ground, afraid the wings would fall off.'*



'Award: *this is the plaque in the Air Force Hall of Fame at Canton, Ohio, saluting our Squadron's effort during WWII. The village of Alconbury, England, erected a Monument saluting our Squadron and listing the names of those who didn't make it. Boy, was I relieved when they said my name was not listed!'*



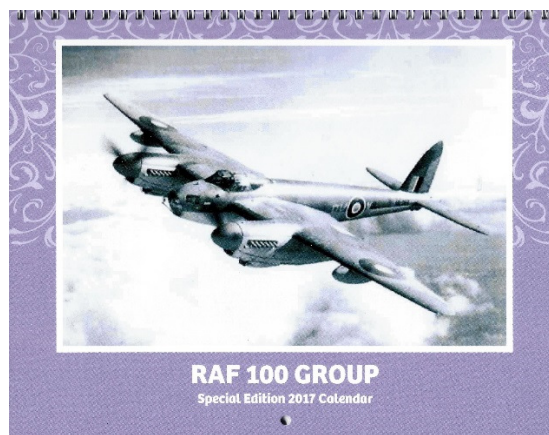
'Air Medal: *The Air Medal awarded for courage in action. What no-one tells you is if you say, 'Please Mr General, I'm not in the mood to fly today', you're shot before breakfast the next day!'*



CHRISTMAS BONUS

Dear Members,

It was only recently that the idea came to me about creating a [Special Edition RAF 100 Group 2017 Calendar](#), and get it out for Christmas. I don't know why I didn't think of it before! It's never been done before, to my knowledge. Once the seed was planted, it immediately began to take root and grow until finally, the finished product blossomed and can now be displayed. To cover costs, it is available for the sum of £15, and is available to any member wanting something that little bit different for next year. Every month shows different people, Squadrons and Bases where 100 Group served in wartime, and I have tried to make it as varied as possible to appeal to a wide audience. If it generates enough interest, I will happily create one for 2018 using different photographs, pictures and people, featuring further wartime memories ... and believe me, I have plenty to choose from!!



This 2017 Calendar features wartime photographs of Bylaugh Hall, Headquarters of RAF 100 Group; well-known faces of 192 Squadron at Foulsham; West Raynham; 171 Squadron aircrew; a couple of well-loved faces of 23 Squadron with their Mosquito; faces from 214 Squadron including Paddy Gilpin and Jimmy Hollingworth; Blickling Hall Mess during the filming of *The Wicked Lady*; two U.S. 8th Air Force 36th Bomb Squadron photographs of *The Jigs Up* and *The Beast of Bourbon* crews; Foulsham pilots including Jack Fisher and Nobby Clarke; the Special Signals Section at Foulsham ... and more.

£15 will secure a 2017 Calendar which is very different to any you are likely to find in the shops!!
Please contact Janine direct.



IN HONOUR OF MASCOTS

By

Janine Bradley

In the Autumn edition of the magazine I brought together valued members of aircrew who hadn't been mentioned before ... the Mascots. I have since heard a few tales of just how vital these were, to the extent that aircraft with their crew couldn't or wouldn't take off without them. These are just a couple of worthy mascots who I feel we should honour for the part they played during the war in keeping the faith of crews straight and true. Any more stories and I'd love to hear them!!

SAMMY



Dear Janine,

You visited my father, David Butler, a few weeks ago regarding his flying days. Dad mentioned you were interested to see a picture of Sammy, his good luck mascot. I believe Sammy was a 'Jeep' cartoon character and Dad would tuck him into his flying boot before each mission. He can't remember who gave it to him, possibly an old girlfriend; but Sammy went with him every time. Thank you for your time with Dad. I know he thoroughly enjoyed it!

Best wishes,

Jo Taylor (daughter of David Butler)



PERCY



Hi Janine,

I have just read the Autumn magazine, interesting as always. I noticed a piece on Mascots, and have my father's Percy Penguin who flew all 18 raids that father and his crew did. My father was Flight Sergeant Wilf Thompson. One night, when they were going on a raid, father forgot to put him in his jacket. Only when the crew were in the aircraft ready to go and the Skipper asked where Percy was,

did Dad realise he'd forgotten him. Panic! The Skipper's words were: 'Well, you'd better go and get him because we aren't flying without him.' My mother made him for my father to take to RAF North Creake when they were forming 171 Squadron in September 1944. He is 8" high and made of a velvet-type material. He has had some repairs over the years as my late sister, when a baby, made a mess of his front ... chewing his beak and feet. But he is fine.

All the very best,

Pete Thompson

PAST & PRESENT IN NORFOLK

Part Two

By Janine Bradley w Stuart Borlase



*Richard, myself and Janice, Woodman's Farm
Courtesy: Living History Film Productions*

The second part of our journey began like the first, with Stuart, Director of Living History Film Productions, and I meeting up at Norwich railway station, staying at a wonderful 'home from home' at Woodman's Farm, Stratton Stawless. We received a warm welcome from our hosts, Janice and Richard Giles, both lovely people who have become firm friends. We know them well, having stayed a couple of weeks following the annual May Reunion and then again since. However, over the next two weeks, we were to put a lot of miles on the clock as we visited in and around Norfolk before leaving it behind for pastures new – Hertfordshire, Staffordshire, Surrey, Sussex, and all areas in-between; meeting and filming RAF 100 Group veterans. We also went back to visit places we had been before, to people now firm friends, and had plans to travel north, but these visits were unexpectedly cancelled as people became ill or we discovered in hospital.

This is officially now a 'Project in Progress' proving to be an incredible journey... and not just in a physical sense. Apart from those who have attended Reunions in past years, for me, more than anything else, it provided the opportunity to meet in person people I've been in contact with via email, letter and phone for twenty years and more ... a truly exhilarating experience! As I set out from home on my train journey south, I knew I was stepping out of my comfort zone, a '*country bumpkin come to town*'. Living as I do in the small olde-worlde village of Filey on the north-east coast, not going outside its boundaries often as I no longer have transport, I was up for a bit of adventure in my life. However, little did I know how much of a life-changing event it would be ... the kind of journey which only comes once in a lifetime, twice if you're very very lucky!

It is comforting to be working alongside Stuart, someone equally as passionate about preserving RAF 100 Group history and stories as I. Like me, he feels immensely proud and privileged to be involved in the sharing taking place, catching a glimpse of how life used to be in a time out of Time. At each home visited, it became cause for celebration as we arrived, and there was almost a party atmosphere as Stuart and the cameraman began to prepare cameras and props for the filming. Meanwhile, I happily sat on the side-lines, thrilled to be chatting with family members who had come to join the festivities, or were hosting the filming in their own home.

WIN SEELEY



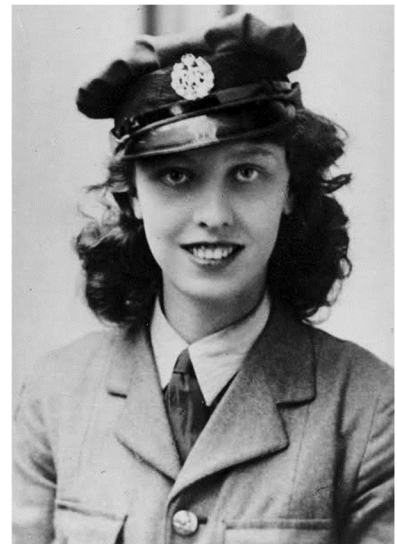
It was Win's daughter Anne and her husband who invited us to their home with more space for filming, where a wonderful warm welcome awaited our arrival, including a spread of delicious cake and tea.

A vibrant lady with such a giving, warm and loving personality, Win and I quickly became close and, because of her involvement with the actresses during their filming of *The Wicked Lady* at Blickling Hall, I nicknamed her '*Margaret Lockwood*' much to her amusement. It was a way to put her at ease in front of a camera. Yet how quickly she fell into the role and adopted the mindset, openly sharing wartime experiences, her memories flowing easily, with so many

stories to tell. It was wonderful to share stilled moments in Time as they came to life in the room where we sat, transported back to when she was a WAAF. She began as a Balloon Operator, ending up an MT Driver for 214 and 223 Squadrons, with a myriad of tasks besides dropping off and collecting aircrew. Win met her husband Ron as a WAAF (*seen below*), and as another chapter opened, I could have gone on listening and learning about her life ... but then we had other people to see, and hours literally passed like moments we were having so much fun.



It makes all the difference in the world meeting veterans in person who, up until now, have remained a name or a voice for so long. Win, thank you for your company, your stories, opening doors into your past life. Our thanks also to Anne for her hospitality and welcome. We truly had a wonderful time, and I hope you gained from our visit fond memories also. Driving away in the car was like leaving family behind. I do hope we get the chance to meet again soon. You truly are a valued and much loved soulmate xx



As I was leaving, Win slipped a photograph into my hand, asking if I could include it in the magazine to see if anyone can shed any light on the airmen and who they are:



PETER WOODARD



Peter is a quiet, gentle man, and again I found myself wondering how, as a young man, he could fly as a WOP/Air Gunner ... a dangerous job, amidst a sky filled with enemy fighters trying to bring them down. Quietly spoken, it was impossible for his wife Irene and I to hear very much at all of what was going on, confined to the next room because of space. But then seeing some of the footage after, I know the filming went well.

Peter served in the lead 192 Squadron under RAF 100 Group, which flew day and night operations, no matter what the weather, and had a greater role to play, linking direct with Bletchley Park. He completed and survived 30 operations in total with Squadron Leader B. M. Fawkes in A Flight as his Skipper. Again, I can only admire his diligence and courage. His experience no doubt shaped and defined his character as well as his future life. It was lovely to spend quality time with two such caring, loving people.

Thank you, Peter and Irene, for your time, hospitality and love.



Just a few of their 100 collection of teddies!

MARGARET 'Peggy' POLLARD



Peggy is another lovely lady, a true kindred spirit, who found it hard to believe she could have anything to say which would be of interest all these years after the war. And yet, as her stories spilled out, if they are not recorded there is a very real danger they will be lost forever without the sharing of them, which only she can do.

After a hesitant start and a lot of encouragement and loving support from her son Geoff who had travelled from Brighton for the occasion; she began to talk about her life as a WAAF based at the Headquarters of RAF 100 Group: Bylaugh Hall, Norfolk, where she was a Clerk GD Shorthand Typist to Group Captain Porte. She was doing the same work as my mother, Nina Chessall, a WAAF to Group Captain Browning at RAF Wheaton Aston where she first met Vic Vinnell and later tried to transfer to RAF Foulsham to be with him. It was all the more intriguing therefore to hear stories of what went on behind the scenes. Amidst much laughter, she recounted the arrival of the U.S Eighth Air Force whose U.S. 36th Bomb Squadron flew in partnership with 100 Group, involved in the same secret work, identifying and jamming enemy Radar. Their GIs dated many of the WAAFs and local girls, and always eyes were turned towards the skies, counting aircraft as they returned



on completion of an operation. Peggy remains in touch today with a few who married and went on to live with their GI husbands in the States.

Thank you, Peggy and Geoff for making us so welcome, and for spending time sharing memories. Thanks also, Geoff, for sending wartime photographs through to me, most of which I share here as they capture so well the mood of the day:



This Watton Swing Band Competition taken in 1944 is taken in a hangar at the base. Pete Kara's Continentals are on the right. The bands were made up of serving airmen from various Bases.

Girls from Bylaugh Hall, Hut 5 in 1944, can be seen right:

*Nan Hewitt, Chris Rock, Helen Horsburgh, Joyce Boles, Joan Cannon, Brenda, **Peggy Pollard**, Chris, Doris*

Both Helen and Doris had boyfriends who became PoWs. Helen's boyfriend was in Stalag Luft III.



Peggy is on the left talking to a GI who was in Attlebridge Photographic Unit and gave her the photo. The U.S. Bases wanted women for regular dances and Bylaugh Hall had the WAAFs. The Bases would send cars, jeeps and lorries to pick the girls up from the Guard House.

International Bomber Command Centre



*The Spire at Lincoln International Bomber Command Centre
Courtesy: IBBC*

An increasing number of veterans are taking an active interest in the International Bomber Command Centre at Lincoln, and for this reason we are giving you regular updates as they happen.

Tears of the World Release



On Remembrance Day this year, 11 November, a new song was released entitled: '*Tears of the World*'. Written by Jim Dooley of 70's pop group fame '*The Dooleys*', it holds a highly emotive message summed up by the words: '*Recognition ... Remembrance ... Reconciliation*' as sung by a new young contemporary vocal group calling themselves: '*The Youngstars*'. To order a copy visit: <http://www.internationalbcc.co.uk> or contact the Bomber Command Centre direct. The song commemorates WWII's Bomber Command and all profits from the single will go to the building of the IBCC that will not only honour the 58,000 servicemen and women who lost their lives, but also catalogue the true cost of war in any era through first hand stories of those involved. It is a haunting song which acts as a reminder that conflicts such as war still affect young children around the world.

The Chadwick Centre



In October 2015, the Centre welcomed 312 Bomber veterans and 2,600 guests to the unveiling of their Memorial Spire. On 3 October this year, people came together for a brief ceremony with special guests using a specially commissioned silver spade to break the ground to mark the foundation of the new Chadwick Centre. Those involved included Chairman of the Trust: Tony Worth CVO; Bomber Command veteran: Air Commodore Charles Clarke OBE; Air Marshall Stuart Atha CB DSO ADC; Councillor Mrs Marion Brighton OBE, Leader of the NKDC; and Rob Carter: Director of RG Carter. This phrase of the project sees not only the construction of the Centre, but also the next phase of the walls which will carry the names of over 58,500 men and women whose lives were lost serving Bomber Command.

The Chadwick Centre will tell the stories of all those involved in supporting airmen, those who came back from operations, PoWs, Ground Crews, builders and designers of the aircraft, civilians of rural eastern counties and the effect of having a bomber station built near their village, as well as the effect the bombing campaign had on civilians on both sides – their lives, their homes, the factories and infrastructures where they lived.

Work is expected to take 40 weeks, and is planned to open in late summer 2017.

IBCC Spire Recognised for Design

On 5 October, the Memorial Spire was awarded a 2016 Structural Steel Design Award at a prestigious ceremony in the Museum of London – an Award Programme supported by Steel for Life and the British Constructional Steelwork Association Ltd to recognise the high standard of structural and architectural design in terms of efficiency, cost-effectiveness, aesthetics and innovation. Judges commented: *'This excellent project is a fitting testament to the memory of the World War Two Bomber crews that flew from Lincolnshire and other parts of the UK. The architectural arrangement of the various elements has been carefully considered, taking cues from the local context. The choice of weathering steel is most successful. The detail design and particularly the execution of the monument are outstanding.'* The Project Team was made up of Place Architecture (Architect), SHED (Structural Engineer), S. H. Structures Ltd (Steelwork Contractor), Lindum Group Ltd (Main Constructor) and the Lincolnshire Bomber Command Memorial Trust.

Call for Names

In November 2015, IBCC held a small ceremony involving 26 Primary School children for Remembrance Day. Children placed poppies for over 300 young men who died in World War Two commemorated on Phase 1 of the walls at the Memorial. These were names nominated by families across the world unable to mark the names themselves.

This year, the event on 11 November included 120 children aged between 8 and 12 in a Remembrance Ceremony.

If you have a family member who served in either 1 or 5 Groups, please email their name, a photograph, and any details you may have on them to: events@internationalbcc.co.uk Alternatively, you can contact Nicky Barr direct on the contact details given below.

A Plea for Help



Son of Robert Bruce Hatherly, an Australian airman, who finished the war with 460 Squadron as a Wireless/Gunner, Warrant Officer he believes, is searching for additional information about his father.

This photograph of 460 Squadron, was taken at Binbrook RAF Base on VE Day. Robert Bruce Hatherly is the airman crouching on the right-hand side of the picture.

He enlisted in October 1941, seeing overseas service in New Guinea against the Japanese when he was wounded in the right wrist. He was repatriated to Australia, and following a lengthy rehabilitation, went into the Commonwealth Air Service scheme where he retrained, spent time in Canada, before being posted to England. On his arrival in December 1944, doctors assessed his right wrist injury and decided they could do nothing to improve it. However, he resumed flying in March 1945, but was involved in only two bombing operations before war ended.

Any information would be greatly appreciated and should be conveyed to:

Nicky Barr

nicky@internationalbcc.co.uk

Tel: 01788 421420

A German lorry driver in a pub in Newcastle talked about the laziness of British truck drivers. He bragged how he had driven his load from Hamburg, on through Holland and Belgium, up to Newcastle ... then back to Hamburg in just two days.

A Geordie man, fed up of listening to the same old line, decided to add his own comments to the conversation:

*'Ah well, I used to pick up me load in Newcastle, drop off in Hamburg, and be back in Newcastle for a fish and chip supper **the same day.**'*

'Not possible!'

The German trucker doesn't believe him.

'Ha! Vot rig were you driving then?'

Taking a long leisurely swig of his pint of Newcastle Brown, recalling the memory of those far-off days, the old fella finally replied:

'A LANCASTER BOMBER!!'

Airman's Bar at The Swan, Lavenham



Control Tower, Lavenham Airfield

Many members are showing a keen interest in The Swan at Lavenham, involved with the 8th USAAF when it was stationed in the East of England. There has recently been a lot of new activity there which we are happy to pass on.

Music of the 40s

1940s music is being introduced to the Airmen's Bar, with sounds of swing music coming from a vintage-style Roberts radio. It is hoped this will inspire visitors to the hotel to step into the bar, and discover more about Lavenham's wartime history.

Digital History

8th in the East are funding a Project to implement a digital screen in the Airmen's Bar for visitors to discover the rich history of the 8th USAAF in the East of England, and find out more about the 487th Bombardment Group.

Heritage Guide

8th in the East has also launched a new Heritage Guide aimed at people visiting, showing them places of significance and interest, including heritage museums, airfields, and other sites connected with the 8th USAAF in the East of England.

Signatures Project

Lavenham was a popular haunt of U.S. Service personnel in wartime, with four USAAF airfields within six miles, and a U.S. hospital only four miles away. The Swan Hotel became a favourite meeting place, and servicemen of the United States Army Air Force, Royal Air Force, Corps of Military Police, the Army, Royal Engineers and Royal Army Service Corps would relax and socialise there. During this time, many servicemen signed the wall of the small Bar, today known as the Airmen's Bar in their honour. Signatures obviously fade with time, and working with the Stour Valley Community Archaeology Group, these wall panels have been professionally photographed and enlarged to transcribe and decipher signatures. A transcribing process is currently underway to create a database of names, after which the plan is to research these names to discover more



about individuals behind the signatures, and record their stories. All data and photographs will then be stored at the Suffolk Records Office, the Swan Hotel, and on the IWM American Air Museum website, and remain accessible to all.

May 2017 – Vintage 1940s Commemorative Weekend

2017 marks the 75th Anniversary of the 8th USAAF arriving in the East of England in support of World War Two. A series of events being planned in their honour across the weekend of Friday 19 May to Monday 22 May 2017, in and around Lavenham include:

-  Commemorative church service
-  Lavenham Airfield Tour & Talk
-  Vintage Afternoon Tea
-  1940s Swing Dance
-  The showing of the film '*Twelve o'clock High*', co-written by Beirne Lay Jr, RAF Lavenham's first Commander and Lieutenant Colonel with the 487th Bombardment Group, 8th USAAF

Weekend Itinerary

Friday 19 May

am – Church Service
Lunch – Airmen's Bar & Vintage Afternoon Tea
Afternoon – Lavenham Tour & Talk
Evening – 8th USAAF History Speaker Dinner

Saturday 20 May

am – Lavenham Airfield Walk with Guide(s)
Lunch – The Swan (Mighty Eighth Burger)
Afternoon – Film Show (*Twelve o'clock High*); Vintage Fashions
Evening – 1940s Swing Dance

Sunday 21 May

Hedingham Castle, Essex/Suffolk border – a Vintage Affair (more details to follow)
Lavenham – 487th BG/8th USAAF display & other events TBC

Monday 22 May

TBC – Tours to American Air Museum, Duxford and Maddingly American Cemetery

Each May through to 2020 we will be organising events ... with 8 May 2020 marking the 75th Anniversary of VE Day.

We recommend booking your accommodation for 2017 as soon as possible, requesting an Advance Purchase 10% discount by emailing:

reservations@theswanatlavenham.co.uk

or telephoning:

+44 (0)1787 247477

Jane Larcombe

Business Development Manager – The Swan at Lavenham Hotel & Spa

The Caterpillar Club

Several Association members have commented on The Guinea Pig Club featured in the Autumn edition of the magazine, asking if there are any other such Clubs relating to wartime.



Club's motto: Life depends on a silken thread'

The Irvin Air Chute Co. started the Caterpillar Club in 1922 and the practice of awarding the tiny gold Caterpillar Pin to Royal Air Force personnel who saved his life by baling out of a disabled or flaming aircraft wearing an Irvin parachute made by the company. The recipient's name was engraved on the reverse of the unofficial British award which was worn on the lapel of civilian clothing rather than on their uniform. Why a caterpillar? The Caterpillar is symbolic of the silk worm, which lets itself descend gently to earth from heights by spinning a silky thread to hang from, and parachutes in the early days were made from pure silk. Each recipient of the Caterpillar Pin is living testimony to the life-saving ability of the Irvin Type Air Chute.

It was in 1919 that Leslie Irvin, a 24-year-old stunt man from California, demonstrated the first 'free drop' parachute. He made the chute himself on a borrowed sewing machine. Flying experts were so impressed that the American Air Force and British RAF promptly adopted the parachute as standard equipment. Later that same year, Irvin established his first factory for the mass production of parachutes in Buffalo, New York, and in 1926 the first European factory was established in Letchworth, England.

When Lieutenant Harold R. Harris, Chief of the McCook Field Flying Station, jumped from a disabled Loening PW-2, a 1920s American single-seat fighter monoplane; on 20 October 1922, two reporters from the *Drayton Herald* realised there would be more jumps in the future. They suggested a Club be formed of which Harris became the founding member of what became known as The Caterpillar Club. Other famous members were to include General James Doolittle, Charles Lindbergh, and (retired) astronaut John Glenn.

During the height of World War Two, production of parachutes at the Irvin Air Chute Co. factory in Letchworth reached a peak of nearly 1,500 parachutes per week. By late 1945, there were 34,000 members of the Caterpillar Club. It is estimated at least 100,000 people's lives have been saved by Irvin parachutes.

The Irvin Aerospace Ltd has kept all the old records reaching back through the years, which means that any recipient needing a replacement Certificate or Caterpillar Pin should contact:

Yvonne Wade, Contract Specialist: (714) 619-9402 Caterpillar Club
Maureen Udy: Maureen.udy@airborne-sys.co.uk Tel: 44 1656 727 016

It is suggested when enquiring about a replacement pin that as much detail of the original incident is provided as possible, including location and the reason a replacement pin is being sought. Also, any supporting documentation which can help trace membership records.

The Goldfish Club



The Goldfish Club is a worldwide Association of people who have jumped by parachute from an aircraft into the water, or whose aircraft crashed in the water and whose lives were saved by a life jacket, inflatable dinghy, or similar device. The Goldfish Club badge shows a white-winged goldfish flying over two symbolic blue waves.



The Club was formed in November 1942 by C. A. Robertson, Chief Draftsman at the United Kingdom's PB Cow & Co., one of the world's largest manufacturers of air-sea rescue equipment. After hearing of the experiences of airmen who had survived a ditching at sea, Robertson decided to form an exclusive Club for airmen who owed their lives to their life jacket and dinghy, etc. With the company's backing, the Club was named 'The Goldfish Club': gold for the value of life, and fish for the water. Each member was presented with a heat-sealed waterproof membership card and an embroidered badge. News of the Club spread rapidly, and in January 1943, the BBC broadcast an interview by Wynford Vaughan-Thomas with Robertson and two members who had qualified on their first operational flight.

Due to wartime regulations, production of metallic-embroidered badges was prohibited and all cloth severely rationed. However, these problems were overcome with silk embroidery substituted for wire upon black cloth cut from old evening dress suits sent in by readers of the *London Daily Express* after an appeal by columnist William Hickey. Uniform dress regulations prohibited the wearing of the Goldfish Club badge on British and American uniforms, although the badge was generally worn by Naval aircrews on their Mae Wests. Many RAF and USAAF airmen placed their badge under the flap of their left-hand uniform pocket. By the end of World War Two, the Club had 9,000 members from all branches of the Allied Forces and attempted to end the granting of memberships, but applications continued to arrive. When Robertson left PB Cow in 1947, he retained the Club records and continued operating it at his own expense.

An article in the RAFA Journal '*Airmail*' in January 1951 brought renewed interest in the Club, and a Reunion Dinner was held, which proved a huge success, with the Club being reorganised on a formal basis in March 1953. Reunions have since been held annually at various venues with many distinguished guests. In response to a message of greetings sent to her, Mae West made it clear that she took great pride in the fact that members of the RAF had adopted her name for their life-jackets.

Members of the Club have included airmen who qualified in World War One, more than twenty years before the Club began, while new members continue to arrive. One member nominated as a special member the Italian airman who offered him a seat in his dinghy when they met in the Mediterranean in 1942. The only German member qualified when he ejected from his F104G, part of the NATO Forces, in 1971. Helicopter crews predominate these days, since ditchings are rare among combat aircraft. Richard Branson escaped from his trans-Atlantic balloon to become the first lighter-than-air Goldfish. While Gloria Pullen ditched a 1911 vintage Bleriot monoplane on an attempt to fly across the Channel and became the first of two Lady Goldfish.

Today, 500 members around the world keep in touch through a regular Newsletter and annual Reunion ... *'to keep alive the spirit of comradeship arising from the mutual experience of members surviving 'coming down in the drink''*.

If you qualify to join this unique organisation, Art Stacey is Membership Secretary

Tel: 01780 753584. Email: vjstacey@tiscali.co.uk



GUARDIAN ANGEL



Flt/Lt Vic Vinnell

Her smile is in the rainbow
Face turned towards the sun;
Her kisses in the raindrops
Falling one by one.
And I know she is there
On a wing, in a prayer –
An Angel, my Guardian Angel
Always there.



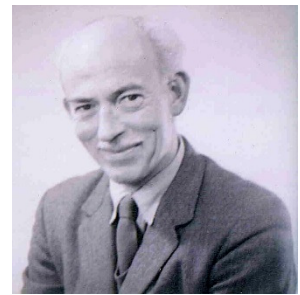
Nina Chessall

She's waiting in the sunrise
To greet a bright new day,
Listening to our fears
Even when they're hard to say.
In the evening, she beckons,
Calling us to prayer –
An Angel, my Guardian Angel
Always there.



Flt/Lt Jack Fisher

*'Now the day is over,
Night is drawing nigh;
Shadows of the evening
Steal across the sky.'*



John F. W. Harrington

She's the promise of tomorrow,
The dream of yesterday.
In my heart, I feel her calling,
She's never far away.
She's the strength that keeps me going,
The Love that holds me here –
An Angel, my Guardian Angel
I love you dear.

Janine Harrington

Originally I wrote these words as a song to commemorate the death of my mother and soulmate (*Nina Harrington, nee Chessall*), 22 July 1996. However, I share them here now in memory of both my parents who died twenty and ten years ago this year. My father: John F. W. Harrington, died on the night of 26/27 November 2006. As many of you know, this is the date and time on which my mother's beloved wartime fiancé Vic Vinnell together with Canadian friend and pilot Jack Fisher of 192 Squadron, were killed in 1944.

I believe in Happenstance!



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

Founders of RAF 100 Group Association – remembered in love

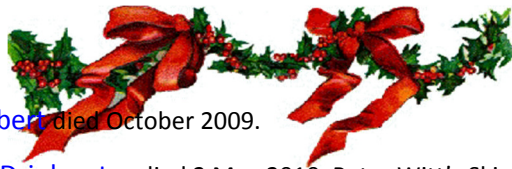
- 192 Squadron** George Ward DFC Sqd/Ldr; Phil James' Canadian pilot
- 192 Squadron** Kenneth 'Paddy' Passmore: DFC Flt/Lt; Canadian, died 2005
- 192 Squadron** John Cooke left memorabilia to the Museum archive collection
- 192 Squadron** Ron Phillips died late 2005
- 192 Squadron** Ted Gomersall died 30 November 2004
- 192 Squadron** Hank Cooper DSO, DFC died 2005.
- 192 Squadron** Michael Simpson W/Op & F/O died on the Isle of Man
- 192 Squadron** Richie' Richards Rear Airgunner, flew Wellingtons. Son, F L Richards, died August 2009.
- 192 Squadron** Air Commodore Vic Willis, C.O, RAF Foulsham, died 30 July 2006.
- 192 Squadron** Group Captain Jack Short died December 2006. Association Chairman till 1996
- 192 Squadron** W.O (later P/O) A G McEachern RCAF died 15 August 2007, Saskatchewan aged 85
- 192 Squadron** LAC Harris, Ground Crew died 15 August 2007. Grandson James Kerslake: Association member.
- 192 Squadron** Wing Commander David Donaldson, DSO*DFC died 15 January 2004
- 192 Squadron** Wilhelmson, F/O Sander Willie Raymond (J10026). DFC Home: Elbow, Saskatchewan
- 192 Squadron** F/Lt Richard (*Dick or Dobbie*) William Dobson, died 1996, remembered with love by son, Roger & daughter Susan. Roger Dobson – Association Chairman from May 2014.
- 192 Squadron** W/O John Rhys Powell, Rear Gunner flying Wellingtons, died 1992
- 192 Squadron** Sgt George Richards, Tail Gunner, posted missing 4/5 July 1944. Remembered by niece Cheryl Cairns nee Colgan & sister Agnes Colgan.
- 192 Squadron** F/Lt Henry Victor Vinnell (*Vic*) posted missing 26/27 Nov 1944. Remembered by wartime fiancée Nina Chessall & daughter Janine Bradley, Association Secretary.
- 192 Squadron** P/O Jack Glen Millan Fisher, Royal Canadian Air Force, posted missing 26/27 Nov 1944. Remembered by sisters Audrey, Gloria and family.
- 192 Squadron** Flt/Lt Albert Victor (*Vic*) Parker died November 14 2010. Remembered by daughter Ann Felsky.
- 192 Squadron** Spec/Op (Wop) John Henry BALL, Association member for many years, died 23 April 2009. Remembered by daughter, Susan Lawford.
- 192 Squadron** George Lowe, originally 1473 Flight before becoming 192 Squadron, Special Signals, Foulsham. Died 24 March 2011.
- 192 Squadron** F/O Alan Thomsett died 27 May 2011. Flew with 1473 Flight during Battle of the Beams, 1941, then as part of No. 80 Wing. Missed by daughter Anne, and Association members.
- 192 Squadron** Eric Clarkson, Wireless Operator/Navigator, died beginning of 2012. Remembered by daughter Jenny Bentley & friend Dennis Wildman.
- 192 Squadron** Sqn/Ldr Cecil William Cornish, died 19 August 2011. Flt/Sgt at Foulsham. Initially with 98 Squadron, he was a survivor of the sinking of TS Lancaster.
- 192 Squadron** Flt/Sgt John Eggert (2202199) aka '*Shorty*'. Died 28 April 2006
- 192 Squadron** Sgt Hugh Holm, Radio Mechanic, remembered with love by Phil & Vera James, especially for kindness to them while holidaying in Canada.
- 192 Squadron** Macdonald, Kenneth Wynne CD, Colonel, Stan Forsyth's Skipper; died 12 February 2014. Missed by family and all who served with him.
- 192 Squadron** F/Sgt Earl Skjonsberg, mid-upper gunner on DT.O, in crew of Phil James MBE and remembered by him. Died October 2014.



- 192 Squadron** F/O Bryan Helme, Navigator on Wellington Flight & Halifax IV A/C, Aug 44-Feb45, completing 24 Ops, 8 Ops on Halifax w F/Lt Bob Gray. Died 22 May 2015. Remembered by daughter Sally HelmeJagensen and members of RAF 100 Group
- 192 Squadron** Sergeant Fitter IIA, William James 'Bill' REES, 1473 (Special Duties) Flight and 'B' Flight. Co-Author of '*Espionage in the Ether*' and '*The Final Fling*'. Remembered by John, Lynne & family.
- 199 Squadron** F/O Ed Emmerson, Navigator to Flt/Lt Paddy Passmore DFC, Canadian
- 199 Squadron** Arthur Fitch, former RAF Bomber, died July 2006
- 199/171 Sqn** Group Captain George Cubby, MBE, FRMets died 2005. Remembered by wife Betty and Roy Smith, only surviving member of his crew.
- 171 Squadron** Joe Brogan, Halifax pilot died 2004, remembered by widow Sheila
- 171 Squadron** Arthur Adcock died February 2008 & Syd Love, Canadian crew member, died April 2008. '*Friends to the end!*'
- 171 Squadron** Len Fanstone died 13 January 2010. Missed by Harry Freegard & wife, in touch since his return to Canada in 1946.
- 171/102 Sqn** Ken Ratcliffe Nav/Bomb Aimer died March 8 2010 age 86. Flew Halifax & Lancasters, in touch with crew all their lives.
- 171 Squadron** Flight Engineer Andrew Melvin Robertson died 1998. Remembered by son Colin Robertson.
- 171 Squadron** Wop/Ag Wilf Thompson died 1991. Remembered by son Peter, Association member.
- 171 Squadron** Warrant Officer Edwin Moore died 15 May 2014. Remembered by son Ian & family.
- 171 Squadron** F/Lt Charles 'Chuck' Warner, Edwin Moore's pilot, died 6 July 1965.
- 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 Sqn/Ldr. James A. Wright, 'A' Flight Commander, both 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** Sqn Leader/Flight Commander Bob Davies died June 2007
- 214 Squadron** Bill Howard died October 2007
- 214 Squadron** Flt/Lt Blair died Sept 2007
- 214 Squadron** John Hereford, Spec Op.
- 214 Squadron** Robert Moorby W/Op died Jan 2008. Remembered by sons, Michael, Robin & Shirley Whitlock.
- 214 Squadron** Ft/Sgt Hadder, Air Gunner in Fortress III HB815, bearing code letters 'BU-J' killed 3/4 March 1945, remembered by nephew Leslie Barker.
- 214 Squadron** Alan Mercer died 6 June 2009
- 214 Squadron** Warrant Officer Gordon Wing, 'Howie', died Nov 2009 age 87. Rear Gunner, Eric Morrison's crew, Stirlings/Fortresses; Founder member of Airgunners' Association.
- 214 Squadron** Robert Louie William Darracott, Navigator, died May 8 2010, 94 years
- 214 Squadron** Flying Officer Reginald Coates completed 2nd Tour of Ops as Bomber Pilot in March 1945. Died 10 Nov 1963. Remembered by son.
- 214 Squadron** Bomb Aimer Les Bostock in Don Austin's crew died just before Christmas 2010. Remembered by M/U Gunner C. A. Piper, 'Pip'.
- 214 Squadron** Flt/Sgt George V Cox died 21 July 2011. Flight Engineer in crew of S/Ldr Miller DFC.



- 214 Squadron** Squadron Leader William 'Bill' Doy DFC died 28 November 2011.
- 214 Squadron** P/O Peter Witts 223/214/462 RAAF, Air Gunner, commissioned after the war. 1925 – 2011. Missed by family and friends, remains in our hearts, a Legend.
- 214 Squadron** George Fisher, Navigator with No.214 REM & No.206 Squadrons 1942-1946, died 25 Sept 2012
- 214 Squadron** Flying Officer William 'Bill' Foskett died 21 December 2011. Missed by wife Pauline, 2 sons, 4 grandchildren, good friend Tony Cooper.
- 214 Squadron** 'Doug' Douglas, Tail Gunner on Fortresses and ex PoW, died in Nelson, New Zealand, 2013.
- 214 Squadron** Sgt Gerhard Heilig, Pilot Officer in post-war RAFVR; died 24 October 2014 in Austria. Loved and missed by wife Sissy, together with all who knew him. A true Gentleman!
- 214 Squadron** Allan Chappell DFC, Navigator, flew more than 30 missions. Died 22 April 2016 aged 94 at the Austenwood Nursing Home, Gerrards Cross. Remembered by sons Peter and Stephen
- 214 Squadron** Steve Nessner died the latter end of 2016, and is remembered with love by his wife and family
- 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 Bringham DFC died 2008. Original Captain as 223 reformed. Flew Liberator TS524/6G-0; 36 ops. Remembered by Len Davies, Waist Gunner, only surviving member of crew.
- 223 Squadron** F/L Sir John Briscoe died a few years ago.
- 223 Squadron** 2nd Pilot Mervyn Utah, Canadian in late Tony Morris's crew, died 8 Nov 2010.
- 223 Squadron** James Edward Bratten: 26.11.1922 – 6.11.2001. Andrew Barron's crew.
- 223 Squadron** Mick Stirrop died March 2012.
- 223 Squadron** Flying Officer Reggie Wade, Navigator, died Christmas Eve 2012. Reggie served in the crew of Squadron Leader Carrington, Commander of 'B' Flight.
- 223 Squadron** Air Gunner John McLaren died 31.3.2013, leaving wife Margaret and son Graham.
- 223 Squadron** F/Lt Navigator Ron Johnson died August 2013. Missed by wife Betty & Richard Forder.
- 223 Squadron** W/Mechanic Desmond Pye, Ground Crew, B Flight died 3/4 May 2014, remembered by daughter Virginia Cranfield & family.
- 223 Squadron** Flt/Lt John R. Maunsell DFC, Navigator with Flt/Lt Allnutt crew, died beginning of 2015.
- 223 Squadron** Flt/Lt Robert Oliver Belton, Pilot died 11 January 2015. Remembered by his family with love.
- 23 Squadron** Flt/Lt Johnny Rivas, died 2 January 2013.
- 23 Squadron** Wing Commander Phil Russell died November 2012.
- 23 Squadron** 'Bud' Badley, died beginning of 2013
- 141 Squadron** Flt/Lt Doug Gregory DFC, Pilot died 2015 aged 92 yrs. Missed by wife Liz, son & daughter.
- 157 Squadron** W/Cdr K. H. P. Beauchamp DSO*, DFC, Commanding Officer 157 Squadron, Swannington, died 1996 aged 80 yrs. Missed by son Paul, Association member.
- 515 Squadron** Flt/Sgt Reg Fidler, Navigator w Townsley crew on Mosquito died 4 August 2015. Remembered with love by daughter Jenny & husband Martin, with stepsons David & Laurie.
- 88 Squadron** F/Lt Len Dellow died Christmas/New Year 2006-7; veteran of 88 Squadron, 2 Group & Rear Gunner/Wireless Operator on Bostons.
- 49 Squadron** Len Bradfield died Nov 2005. PoW w pilot Johnny Moss, shot down in Lancaster ED625. Nursed to health by Nora, who he married.
- 462 RAAF Sqdn** F/O H. R. Anderson DFC 'Andy' died 6 April 2008 in New South Wales.



- 462 Squadron** Donald Hulbert died October 2009.
- 462 Squadron** Pilot Bruce Drinkwater died 2 May 2010. Peter Witt's Skipper.
- 462 Squadron** Warrant Officer Ken Spriggs died peacefully at home 20 January 2016. Loved and remembered by Wendy, his daughter, his family, and by all who knew him in RAF 100 Group
- ? 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 - Wireless Operator, serving in No. 2 Heavy Mobile W/T Section in France, 1940.
- USAAF 36th BS** Sergeant Aubrey 'Bill' Whitworth, Nose-Gunner for Lt Soderstrom crew died 11 August 2015. Missed and loved by daughter Kim and family & all who knew him.

Dates for your Diary

2017 Subscriptions of £15 per member are due now!!

2017 REUNION : Friday 12 – Sunday 14 May

2018 REUNION : Friday 11 – Sunday 13 May



NORWICH HOLIDAY INN, Norwich North is hosting our main Saturday evening dinner 13th May 2017. 10 rooms have been reserved on a first come, first served basis. Cost of 3-course meal is £27. Rooms are £80 B&B.



THE HALIFAX SUITE with our own private bar and dance floor is reserved. I am truly hoping at this point that the Magee Brothers will be able to entertain us, or an alternative singer or band can be found. The room is spacious, and our hosts are laying on a lot of extras free of charge. They pride themselves on their aviation theme, and decoration reflects this throughout. Those with cars, there is plenty of free parking, and it is just by the airport.

CONTACT DETAILS: Jade Fromings, Conference & Events Supervisor, Holiday Inn, Norwich North, Cromer Rd., Norwich NR6 6JA. Telephone: 01603 410544. Email: events@hinorwich.com

Mention you are with the RAF 100 Group Association Reunion Weekend

It should also be noted that extensive renovations are happening at The Holiday Inn from January. They will be levelling the restaurant area, taking away all steps, as well as doing major work in widening corridors and creating more space, less clutter, etc.

Next year, 2017, marks our 20th Reunion. We are looking at making it very special and one of our best yet. My hope is that weather will allow a Flypast to take place over Oulton Memorial, the place where we first began with Eileen Boorman and Martin Staunton, our Founders. Our Speaker is the Director of Living History Film Productions – Stuart Borlase – with our focus for the whole weekend firmly on veterans, ensuring they remain at the very heart of our Association and feel in every way possible valued members of our Community ... kindred spirits one and all. For this reason, it is hoped that as many as possible will attend, and share this very special time together. A full programme of events will be out with the Spring 2017 magazine.

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

My heartfelt thanks to David & Tracey Mortimer and their team
for continuing to support our Association in the printing of this magazine:
Prontaprint, Scarborough, North Yorkshire

