



Confound & Destroy

The magazine of RAF 100 Group Association



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

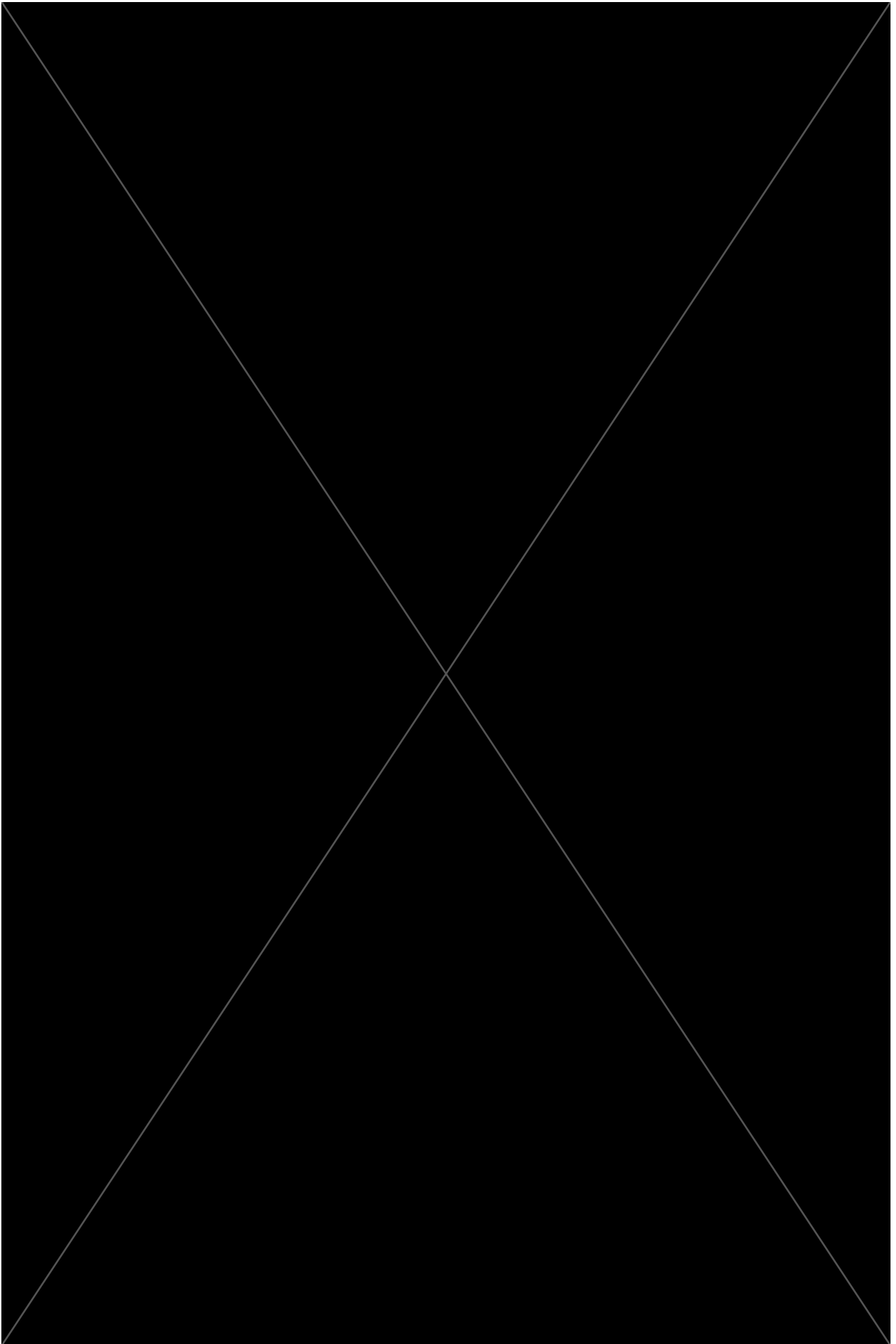
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RAF 100 Group Association

Committee



EDITOR'S PAGE



Dearest Kindred Spirits,

It is with a heavy heart that I must share with you that dear Stan Forsyth DFC died on 22 September. Always young-at-heart, Stan was a lovely gentle compassionate man, a true treasure, and our thoughts and prayers at this time need to be with his family who attended Reunions with him. He served in 192 Squadron at RAF Foulsham, and awarded his DFC, of which he was always most proud, for identifying the hiding place of the 'Tirpitz'.

The number of veterans who have died this year has sadly now risen to eleven in total, and those not included in previous magazines, such as Stan, and Paul Henry serving in 214 Squadron, Oulton, Peter Sclaverano and Jim Moore are remembered in latter pages here, with loving tributes paid.

Meanwhile, membership subscriptions are now due for 2019. Regretfully, the yearly price of membership has had to rise for the first time in nine years, from £15 to £20. It should be noted, however, by reading our Chairman's letter, that veterans no longer pay, while continuing to receive the same benefits. One further change is that everyone will receive a Lifetime Membership card. While £20 should still be paid at the end of each year, this will save costs of printing and sending cards through the post. These cards still entitle you to free entry into the City of Norwich Aviation Museum.

One further change is that the number of magazines for next year sadly, has had to drop. It is understood the magazine plays a major role in the Association as the only tangible worldwide connection between us, sharing letters, wartime experiences, stories and information, etc. It is valued by so many, especially those living alone, and enables us to stay in touch in an immediate way. However, the consensus of our membership following the Survey sent from the Chairman with the last magazine, was that three magazines be produced annually instead of four. Hence, the Spring edition will be out in February together with the Reunion 2019 Programme. The Summer one taken up by Reunion affairs will come out end of June/July. And the Autumn/Winter magazine as the final one of the year; around the end of November in time for Christmas.

The Membership Subscription Reminder Form for 2019 accompanies this magazine and lists these changes to make easy reading.

I hasten to add that this in no way prevents you sending me letters, emails, shared experiences, etc. These are valued beyond measure, and I thank you all for maintaining contact in this way. It's incredible to believe that many of us have known one another personally over the past twenty or so years. I need you to know you are each very precious, and part of our Kindred Spirit Family.

For Remembrance Day, we all need to give Iain Forsyth a special thank you for placing a wreath on behalf of RAF 100 Group Association at the Bomber Command Memorial in Green Park, London. Iain has done this for a good few years now, and this year will be especially poignant as he lays a wreath for his father, Stan Forsyth, DFC who died in September.

All that remains is to wish every one of you a very Merry Christmas and a Happy and Healthy New Year!

Merry Christmas



Thank you one and all for the joy you bring, the love we share!

*Love & Hugs,
Janine xx*

Items for the magazine should be sent to:

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CHAIRMAN'S LETTER



Dear Friends,

As we approach Remembrance Day, we see British Legion poppies appearing in lapels and on cars. This year however will be different because it will be the 100th Anniversary of the 1918 Armistice which brought four years of appalling suffering and waste of young lives to an end. Driving across the Midlands last week we saw large poppies secured to lampposts and telegraph poles in many towns and villages – I have learnt that these are described as 'lorry poppies' which, I guess, is another application. Here in North Wales, our War Memorial is being refurbished in time for a service on Remembrance Sunday and a local church has a cascade of crocheted or knitted poppies.

Even after a century, there will be many families around the world who will be thinking of relatives lost in the conflict. I remember well the impact of World War I on my grandmother. None of her five brothers survived the war. Two served in the Army for Lancashire Regiments and were both killed at the Somme in 1916. Brother Bill was a medical orderly in the Navy. He served at the Battle of Jutland in the dreadnought *Ajax* and towards the end of the war was with the cruiser *Talbot* on the East African station. Thanks to the marvels of the internet, my sister was able to read the daily log of his ship during 1918. There are accounts of visiting ports, running down a dhow and the outbreak of Spanish flu on board. On November 11th, 1918 his ship was in Simon's Town, the famous South Africa naval base. On the 12th November, inexplicably having survived the war, 24-year-old William Coldwell allegedly jumped ship and was never heard from again.

This year, not only will we remember those who we lost in two World Wars and other conflicts, but we will be thinking of survivors of those conflicts who have left us more recently. I suspect Stan Forsyth DFC will live on in many memories for his role in discovering the *Tirpitz* and more recently for his immense zest for life which we observed at this year's Reunion. He was first to take to the dance floor. It was particularly humbling to learn at his wonderful funeral that earlier this year, at the age of 96, he had flown to Lincoln to visit the International Bomber Command Memorial.

I mentioned the wonders of the internet. Over many years, we have been trying to establish an Association website which, for many good reasons, has not come to fruition. I can report that a month ago, we commissioned a professional agency to commence designing a site that will feature many aspects of the history, role and people of 100 Group along with information about our Association. I very much hope that, by the time our next magazine is published, our website will be up and running. It should be a powerful medium for sharing the work of 100 Group with potentially a huge audience.

Worries about our finances persuaded us to introduce some modest cost-cutting initiatives, one of which was to question the need to issue an annual membership card. Whilst very few members have argued for retention of annual cards, overwhelming feedback supported the continuation of a card. You will receive the new card following renewal of membership possibly with the Spring magazine if you receive a hard copy. If your magazine is electronic, our Secretary will be posting a membership card to you. I hope you like the new card. It is laminated for durability and we have printed enough for new members and to replace cards which are lost or worn out. We have taken the opportunity to adopt a modified design which incorporates our new website address and email address. Whilst the de Havilland Mosquito is retained on the front, for the reverse side we have added other 100 Group and 36th Bomb Squadron aircraft – a Handley Page Halifax and USAAF B17.



I have shared in these pages my anxiety over the Association finances and a worrying decline in our cash funds. A consequence is that the new membership subscription comes into force in January 2019. Simultaneously, we have recognised the importance of our veterans by awarding each of them Life Membership, which will exempt them from membership subscription. Over the years, we have also been very fortunate in receiving generous donations. The donors invariably wish not to be identified, however, there have been two donations recently that I feel I can mention: Stan Forsyth's family requested that, rather than donating flowers at his funeral, people donate to our Association. Former Member the late Peter Sclaverano, bequeathed to the Association £500 from his Estate. Peter served with 171 Squadron (Beaufighter, India), 199 Squadron (Stirling, North Creake) and 462 Squadron (Halifaxes, Foulsham). We very much appreciate these kind and generous donations.

I do hope you and your families enjoy a very happy festive season and I look forward to meeting up with many of you in Norfolk in 2019.

Very best wishes

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

8th AIR FORCE REPRESENTATIVE

Stephen Hutton

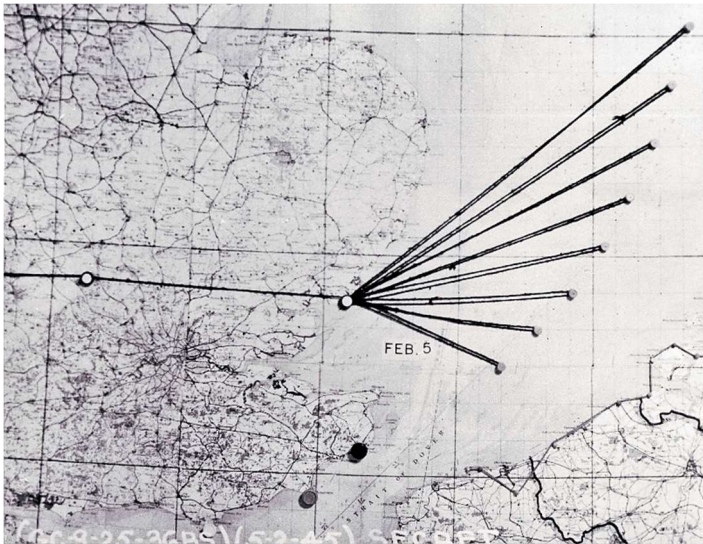


Hello Friends,

From America for this, our Winter 'Confound & Destroy' issue I write concerning the loss of an entire 36th Bomb Squadron B24 crew – the ten airmen of Lt. John McKibben's crew during the horrible Winter of 1945. The McKibben crew was lost not to German fighters or flak, but another enemy – the weather!



During the Winter of 1945, on February 5th, the Squadron suffered its greatest single loss when Lt. John H. McKibben and his entire crew of ten failed to return from their assigned mission. Lt. McKibben and crew were flying in aircraft #42-51239, R4-C, nicknamed 'The Uninvited' and were assigned to Station No.2 at 5246N-0335E (see [Mission track illustration below](#)).



When nothing was heard from the aircraft, it was presumed that it had crashed in the North Sea with all crew members lost. Missing were:

- ✿ Pilot Lt. John W. McKibben,
- ✿ Co-Pilot Lt. Gaylord Moulton,
- ✿ Navigator Lt. Eugene H. Junkin,
- ✿ Engineer S/Sgt Raymond P. Brecht
- ✿ Radio Operator Sgt Bruce E. Gist
- ✿ Radio Op S/Sgt Galen A. Brooke
- ✿ Gunner S/Sgt Robert G. Brass
- ✿ Gunner Sgt Max W. Oettle
- ✿ Gunner Sgt Harold E. Eckert
- ✿ Gunner Sgt Paul W. Frantz

The Missing Aircrew Report stated that the crew was last seen at take-off. The intended destination had been 5246N-0335E (the orbit location for 8th Air Force VHF Screen) at time 0550 for an operational mission. The weather had cloud layers up to 27,000ft. with visibility unlimited between layers. The crew and their aircraft were believed lost at sea due to icing conditions.

Pilot Lt. Royce Kittle especially remembered Lt. McKibben's crew and for good reason:

'Gaylord Moulton (Lt. McKibben's co-pilot) told me one day, that he wanted me to trade co-pilots. He and I were very good friends and he wanted to co-pilot my plane instead. I said, 'Well, you've put me on the spot. I don't feel like I can do that'. We dropped it there. They (Lt. McKibben's crew) didn't come back and that bothered me ever since. If I had traded co-pilots, then my co-pilot would have been the one killed.'

Sgt. Marvin Klank, Tail Gunner for Lt. Roy Rayner's crew, spoke of a similar experience:

'A memory sticks with me too. It seems to me Frantz asked me if I would fly that trip for him and I said 'No' to him. We (Lt. Rayner's crew) had flown a couple of days in a row and I told him we were going on Pass. It was to be our first Pass in London. I said, 'I'd be glad to switch with you, but this is the first time with all the guys (of Lt. Rayner's crew) together'. It was that time when they were lost. I think it was a day or two later a life raft was found with no-one in it. That was all that was located.'



Capt. Dick Sackett said of the loss:

We had an aircraft that left on a mission and never came back. Nobody heard a word from it. All we could do was just guess as to what happened. Possibly he was climbing toward his orbiting position and possibly on auto-pilot and iced-up, with the weather being what it was most of the time over there. We had a Honeywell auto-pilot in the airplane. It was about a foot square and had as many indicator lights on it as a pinball

machine. It took quite some time to set up. I very very seldom used it. Possibly a man could be in orbit by using the auto-pilot. If he iced up all of a sudden the thing stalled. You wouldn't have time to get off any sort of a message at all because we didn't use voice transmissions, only the wireless key. People figured possibly that was what had happened.'

Sgt. Art Ledtke also felt a very special loss. He wrote in his diary:

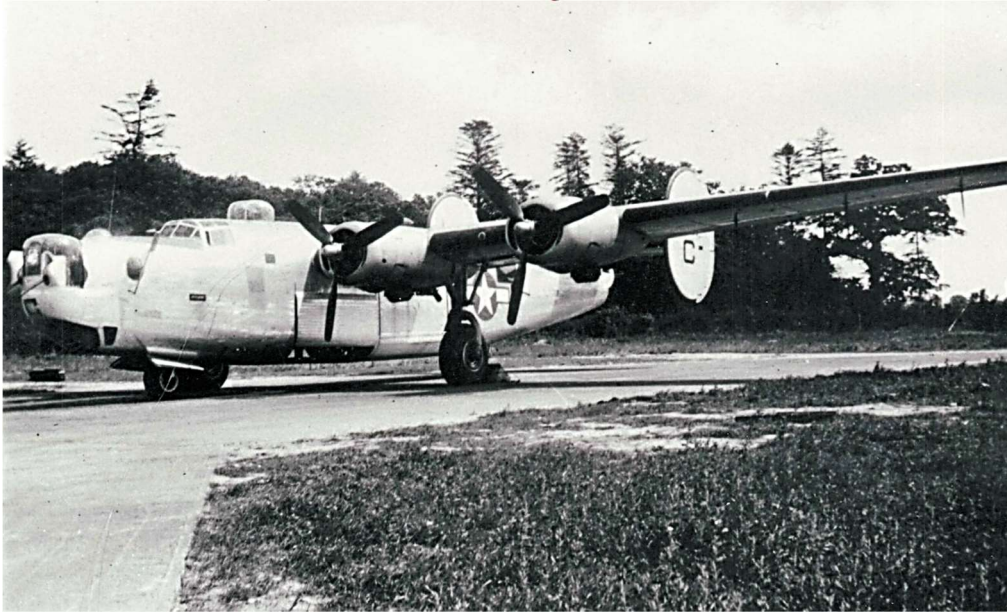
'February 5, 1945

Both crews in our quarters were alerted, but my crew was crossed off the flying list and did not fly, (for) reasons unknown. The other crew, Lt. McKibben's, was billeted with us and we were pretty close to each other. Lt. McKibben, Sgt Paul Frantz, Lt. Junkin, Lt. Moulton, Sgt. Max Oettle, Sgt. Curley Brecht, Sgt. Bob Brass, Sgt. Harold Eckert and Sgt. Bruce Gist, flew the mission and by noon had not shown up and were listed as missing. No other word was received all day. At 8 p.m. that evening, we were informed that 4 crewmen survived. That was all we found out about the crew (at that time). Personnel from Headquarters came to our quarters and collected most of their gear and personal property and left. They also said they had no further word on what had happened to the crew (at least that's what they said). Our crew isn't talking very much, but it's easy to see that each of us is wondering who the lucky four are. Death strikes plenty close. After all, we were with this crew from Walla Walla, Washington all the way through until now. Last night we were kidding that crew before going to bed and they were razzing us. We had been living together, arguing, laughing and sharing things. Now five are dead, we don't know who.'

It wouldn't be long before those of the 36th would see the empty beds and learn that all ten airmen of the Lt. McKibben crew were indeed lost.



*Lt. McKibben's enlisted: Curly, Frantz, Brass, & Gist
Courtesy: Stephen Hutton*



36BS B24 R4-C: 'The Uninvited' was lost; courtesy Stephen Hutton



Lt. John McKibben's crew, courtesy Stephen Hutton

With best wishes to all!

Stephen Hutton

Author: 'Squadron of Deception'

8th Air Force Historical Society Unit Contact

36th Bomb Squadron RCM

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

LETTERS PAGES



Dear Janine,

The latest journal was thoroughly enjoyed (yes, a 'journal' now, not a magazine!) and so much to read, it's really a book. The number of 'new' photos was a joy for the amateur historian. The one shown on page 12 was an absolute beauty (*picture sent in by John Beeching of Keith Miller's Mosquito lying on its belly*). The serial number of the aircraft, the wreck of the plan explained what kind of a landing, and to know the crew were safe, everything!

But the main reason for writing to you is the statement on page 26: '*... and it is sad there is no example today ... of what was Britain's first four-engine bomber!*' (George Mackie's article on 'Nature of the Beast'). I can state that I've been a member of the Association: 'The Stirling Aircraft Project' for many years. No fee is required to be a member (*but a few pennies are sent every year as I have to receive a paper copy of their Newsletter, with no machine at home*). That helps with the yearly letter which tells us of the progress in building this giant of an aircraft. The plan is to build a FULL-scale aircraft and it will take a few years. The RAF has been very helpful in providing a hangar to allow the work to be carried out as you can imagine the space required. Anyone interested can contact the Secretary/Editor of the Newsletter, Mr John Lathwell, at 15, Kym Road, St Neots, Cambs. PE19 7JT.

To undertake this mammoth task and to find men capable of such work must be admired and supported. To see the finished example will bring tears to many folks as the plane was loved by crews. My Uncle was a Groundcrew in the RAF and he gave us many tales when he came on Leave.

That's enough from me. But just wanted to give this news to members to correct this situation.

Yours sincerely,

Ron

Ron Durand



Greetings from the Land of the Long White Cloud,

Very many thanks for the current Autumn magazine. As always, it is full of interesting things. I particularly went for the bit about driving a Stirling. How any self-respecting aircraft engineer would incorporate hydraulic-operated throttle controls really filled me with amazement, a veritable disaster waiting to happen! We had these throttle controls on an oil-rig I worked on in Canada and they were perpetually giving trouble, one had to pump them like beer-engines to get them working. Imagine that sort of carry-on during the final approach in a Stirling. But I guess pilots must have found them alright, as I have never heard anything against them before. Just a thought.

Please allow me a couple of corrections, Janine. North Creake Halifaxes were not quite the last losses of the '39-45 war. 169 Squadron lost two Mosquitoes on that raid. I was on Leave, or I would have been on it myself. I might have mentioned this already, but the book: '*The Final Fling*' deals with this Operation in extremely well-researched detail. In fact, the whole book is devoted to this one raid, hence the name of course. The other little point was somebody mentioning about a Halifax that went into cliffs at Cromer (page 33). Well, it must have been pretty low as I recall that the whole of the Norfolk coastline along there was one great, long stretch of flat sand, with narry a cliff in sight. But I guess they must have found something to collide with. The photo on page 19 shows pretty well what the Norfolk countryside was like.

John

John Beeching – New Zealand, veteran 169 Squadron, Great Massingham, Norfolk



Dear Janine,

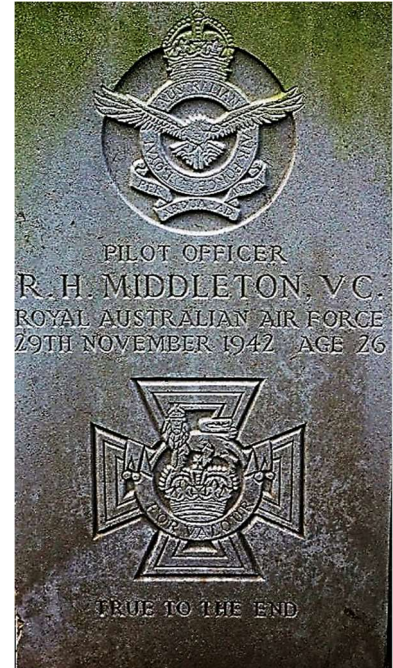
The Autumn magazine arrived yesterday just before we went off to lunch with some friends. Two of them have birthdays either side of this weekend. I only mention this because, when looking through the magazine this morning, there is a photo of a vic of Stirlings in it. The Pub we were in yesterday had the very same photo on the wall. Talk about coincidence! I also see that one of the contributions in this same edition mentions Ron Middleton. You may recall I mentioned him in my Address on the May Reunion Sunday. Our oldest son lives about 15/20 minutes from Mildenhall where Ron Middleton is buried. Some years ago, I popped along and took a photo of his grave. I thought it might prove of interest to those who attended the Reunion Service at Horsham St Faith.

Please pass on to all members our very best wishes for Christmas and a happy, healthy and peaceful 2019. On a personal note, I wish you all the very best and am already looking forward to seeing you and everyone else next May.

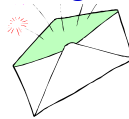
Take care. Lots of love.

Peter

Peter Holness, Horsham St Faith



NOTE: Peter is currently bringing together Ron's wartime story to share with members in the Spring 2019 magazine, out with the Reunion Programme towards the end of February.



Dear Members,

I am hoping someone may be able to help me.

I'm looking for a landing gear set for either a – B774-400 or B787 or A380 in salvage condition (to be used for display purposes only). My customer may be interested in landing gears from other aircraft also, so please quote what, if anything, you might have available, or pass on this request to someone else you might feel will be able to help.

Many thanks,

Regards,

Matthew

Matthew James

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Uxbridge Industrial Estate,
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Fax: 01895 455999
Email: Matt@gilbertlaurence.co.uk
Web: www.gilbertlaurence.co.uk





Dear Janine,

Hope you are keeping well.

A lady from Canada, Laraine MacDonald, sent me an email a few weeks ago. Her father, W/O Ron Palmer, was a Special Operator on 223 Squadron Liberators at RAF Oulton. He was on the same crew as my Dad, Flt/Lt Ron Carpenter DFM. Dad was posted to India early 1945. Liberator 'J' was shot down on 21/22 February 1945. W/O Palmer managed to bail out and became a PoW.

Laraine is in touch with Rex Arnett, another member of the crew who also lives in Canada. Rex was sick on the night 'J' was lost and he didn't fly. I gave him a ring the other evening and we had a good chat. He remembers my Dad. Laraine sent me a YouTube link of Rex which I am passing on to you and other members who are on the internet and would like to share it:

https://www.youtube.com/watch?v=Wxx_d2Hbupo

This is a photograph of Rex and the crew:



Fig Off Thompson and crew, lost 20/21 February 1945. Rear L to R; F/S Jack Kendall, F/S Ron Wood, F/S George Graham, F/O 'Tommy' Thompson, F/S Ron Wynn, F/O Ron Johnson. Front L to R; Sgt Ted Whittaker, F/S Rex Arnett, F/O 'Chips' Carpenter, F/S Brian Maxwell, W/O Bill Baker, W/O Ron Palmer (Carpenter had left the crew and Arnett was sick and replaced by F/S Bryant on the night.) [R W Johnson].



PICTURE LEFT

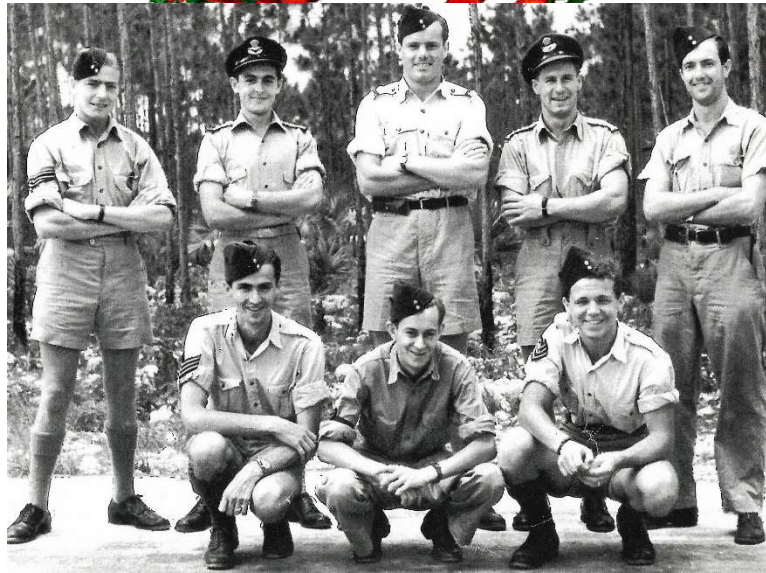
Left to right outside 223 Sqn Nissen Huts, 1944:

Rex Arnett, W/Op
Chuck Aspinall, A/G
Tommy Chung, W/Op

PICTURE RIGHT

W/O Stuart, Pilot





*P/O Thompson's original crew, Nassau Bahamas, April 1944
Flying first Mitchells, then Liberators*

Back Row: Ron Wynn, Flt/Engineer, RAF; Ron Johnson, Nav/B, RAF;
Tommy Thompson, Pilot, RCAF; Rod Radlett, Co-Pilot, RCAF; George Graham?, Gunner, RCAF.
Front Row: Ronnie Wood, Gunner, RCAF; Maxie Maxwell, Gunner, RCAF;
Rex Arnett, Wireless Op, RCAF.

Rex Arnett is front row, far right. Three other members of the same crew, including Ron Johnson, who was my Dad's friend.

Regards,

David

David Carpenter

davidcarp54@yahoo.co.uk



Dear Janine,

We had a very interesting time in February at Blickling and my wife and her brother discovered more about their father's time in the RAF. When the opportunity arises, we will visit Norfolk again and this time get to the Museum at Norwich. In the meantime, we were wondering if you'd be interested in seeing any of the documents we have which belonged to my wife's father. I have scanned them, so they exist digitally.

There is a photo album with photos of his training in Canada. As there are no photos of his time in this country, and he was apparently a keen photographer, I guess photography was banned here for obvious security reasons. But there is also a diary of some of his time in PoW Camp. He was quite a talented artist so there are one or two sketches. However, for now, of possible interest would be his Flying Log. I have attached a copy of the page which logs the fateful flight on 25 August when he was shot down. I find it amazing that the Entry was updated after he eventually returned.

There is also one aspect on which you may be able to help or advise us. W/O John Lee was a member of the 'Caterpillar Club', though he claimed he was 'only' on an 'honorary basis'. When my wife was a child, she remembers a pin badge of a caterpillar. Do you know if replacements or facsimiles of these are available?

John Fehrenbach

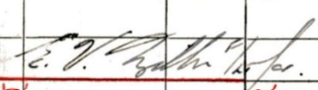


NOTE: For those not familiar with 'The Caterpillar Club' or 'Caterpillar Badge', the Club was set up by the Irvin Parachute Company for people who owe their lives to a parachute. The badge looks like this: Meanwhile, the two pages from P/O John Lee's Log Book referred to in his letter appear below. Reading through them, the story evolves:



YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
						TOTALS BROUGHT FORWARD
JULY	16	FORTRESS II	^P SR 389	SELF	CREW	N.F.T.
JULY	16	FORTRESS II	^S HB 765	SELF	CREW	N.F.T.
JULY	17	FORTRESS II	^P SR 389	SELF	CREW	N.F.T.
JULY	17	FORTRESS II	^P SR 389	SELF	CREW (41)	OPS - SPECIAL DUTIES
JULY	18	FORTRESS II	^P SR 389	SELF	CREW	N.F.T.
JULY	19	FORTRESS II	^A HB 763	SELF	CREW	N.F.T. EQUIPMENT TEST
JULY	20	FORTRESS II	^T HB 763	SELF	CREW	N.F.T.
JULY	20	FORTRESS II	^T HB 763	SELF	CREW (52)	OPS - BOMBER (RUHR). MANY SEARCHLIGHTS & INTENSE FLAK OVER TARGET. SOME FIGHTERS 21,000 ft in 2,000 out.
JULY	23	FORTRESS II	^S SR 380	SELF	CREW	FIGHTER AFFILIATION
JULY	23	FORTRESS II	^S HB 765	SELF	CREW	N.F.T.
JULY	23	FORTRESS II	^S HB 765	SELF	CREW (61)	OPS - HIGH: 23,000 ft. OFF TRACK ON WAY OUT - SHOT UP BY PREDICTED FLAK - HONED ALT OVER - ROUGH TRIP
JULY	24	FORTRESS II	^P HB 762	SELF	CREW	N.F.T.
JULY	25	FORTRESS II	^P SR 389	SELF	CREW	N.F.T.
JULY	25	FORTRESS II	^T HB 763	SELF	CREW	N.F.T.
JULY	25	FORTRESS II	^P SR 389	SELF	CREW (71)	OPS - SPECIAL DUTIES - PAS DE CAVALS - FLYING BOMB SIGHT
GRAND TOTAL [Cols. (1) to (10)]						TOTALS CARRIED FORWARD
49.5 Hrs. 30 Mins.						



YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
1944	MONTH DATE	Type	No.			
						TOTALS BROUGHT FORWARD
JULY	28	FORTRESS II	SR 389	SELF	CREW	N.F.T.
JULY	28	FORTRESS II	SR 389	SELF	CREW (8)	SPECIAL DUTY PATROL
JULY	30	FORTRESS II	SR 389	SELF	CREW	FERRY TO HONINGTON.
 CC B'AT S/LOR						SUMMARY FOR JULY 1944 UNIT:- 214 (FMS) SQDN 7/6 FORTRESS II DATE:- 1/8/44 TYPE SIGNATURE:- JH Rec w/o
AUG	9	FORTRESS II	HB 762	SELF	CREW	N.F.T.
AUG	9	FORTRESS II	SR 377	SELF	CREW (8)	SPECIAL DUTY PATROL
AUG	22	FORTRESS II	HB 763	SELF	CREW	N.F.T.
AUG	24	FORTRESS II	HB 763	SELF	CREW	N.F.T.
AUG	25	FORTRESS II	HB 763	SELF	CREW (10)	OPS:- RUSSEANHEM, OPEN WORKS SEARCHLIGHTS; FLAK & FIGHTERS — SHOT DOWN BY FIGHTER - FOUR OF CREW PRESUMED KILLED — BAAED OUT & LANDED WITH UNOPENED CHUTE - TAKEN POW.
MAY	10 1945					W/O GIBBENS, SGT PITCHFORD SGT SMITH SGT BARKNESS SGT CURTIS & SELF SAFE IN U.K.
GRAND TOTAL [Cols. (1) to (10)] 1508 Hrs. 55 Mins.						TOTALS CARRIED FORWARD



Hi Janine,

I just had to forward this after receiving it from a friend. My Dad turned 94 on Wednesday February 28th. I am so very proud of him and his generation. He was an AAF Navigator on the B-24 Liberator assigned to one of the world's first Electronic Warfare Aviation stationed in England (36th Bomb Squadron – 8th Air Force) Groups known as 'Gremlins' or more appropriately as my good friend and author Stephen Hutton entitled his fantastic book: 'Squadrons of Deception'. The cost of war was inconceivable in terms of money, but more importantly lives. If you have internet connection, it's well worth looking at this link:

[http://pippaettore.com/Horrific WWII Statistics.html](http://pippaettore.com/Horrific_WWII_Statistics.html)

Brian Howarth

Son of Des Howarth

bhowarth51@yahoo.com



Dear Janine,

I hope you are getting some rest after all the excitement of the Reunion and getting the latest edition of 'Confound & Destroy' Association Magazine out.

My husband Colin and I have recently been overseas (for the first time!). We went to Canada during June and July and visited my brother who lives south of Calgary. We timed our visit with him and his wife perfectly as there was a special day at Nanton, with the Calgary Mosquito Society – Mosquito Celebration Day at the Bomber Command Museum in Nanton. Here is their link:

<http://www.bombercommandmuseum.ca/>

We had the most wonderful day! Everyone was very friendly, and we learnt so much about the Mosquito and other aircraft. The displays and activities were wonderful. The day included:

- Lancaster engine runs
- Restoring the Mosquito – a presentation by Jack McWilliams VP of the Calgary Mosquito Society
- '13 and ½ Amazing Things About the Mosquito' – an excellent presentation by President Richard de Boer
- Used Book Sale
- Mosquito artifacts display ... I got to hold the controls!!
- Mosquito tours – we saw inside the fuselage of a Mosquito and learnt a lot about its structure and the restoration process
- Silent Auction ... my brother was delighted to win a framed photo of a Mosquito in flight.

It was special to share this day with my brother, David Schier. We have always held a special place in our hearts for our lost uncle, [P/O William Searle Vale](#), (seen right) KIA Drieslinter, Belgium, on October 6, 1944, even though it was so long ago and before our time. The loss for the family is always tangible.



I met Richard and Don Henderson and Dave Birrell. I am hoping they might be able to find more details about the ill-fated plane itself. They also looked up William's details in the 'bible' of WW" Records – '*Bomber Command Losses of the Second World War*', W. R. Chorley. I have included some photos of the day for you to see, shown below.

On other subjects, did I tell you that I have written a book with co-author Dianne Fedtmann about the 16 men on the Dookie War Memorial who lost their lives in WWI? It is called '*Remembering the Dookie Fallen – 100 Years On*'. The book is in its second edition at the moment! Several of the men were from England and we had the help of a wonderful researcher from England, Ralph Surry. He has conducted several tours to Belgium and France to visit their graves and our book goes everywhere with him. It is even in the Jean and Denise Letaille Museum in Bullecourt! You can see more about it by following this Facebook link if you can access the internet:

<https://www.facebook.com/groups/2105078626389772/>

I also had a wonderful experience with the world premiere of a new Australian musical: '*Dookie: The Musical*' of which I am co-lyricist and co-producer. After firstly being a sell-out Play written by Mr. John Head back in 2016, the Play was developed into a Musical through collaboration with John, composer Mr. Wade Gregory and me. The Musical also enjoyed a sell-out season after opening on ANZAC Day this year. It was a very special time! We are now fundraising via a Possible



Campaign for a cast recording so that the music can be kept for posterity and possible future productions. Here are a few links for your interest:

Possible campaign: (which closes on November 19)

<https://www.pozible.com/project/dookie-the-musical-cast-recording>

My daughter Renee Rankin singing an earlier version of '*Missing You*', a song from the Musical, accompanied by Goulburn Valley Concert Orchestra:

<https://youtu.be/mVTXDTGtkio>

The final version for the Musical of '*Missing You*':

<https://youtu.be/Ge3qP2fOWok>

Me singing in Federation Square Melbourne, promoting the Musical before the Premiere. The song lyric I wrote completely: '*I Think of You*'. The composer of all the music for the Musical, Wade Gregory, is at the piano:

<https://youtu.be/xBqW-wt3eXw>

Kind regards,

Helen

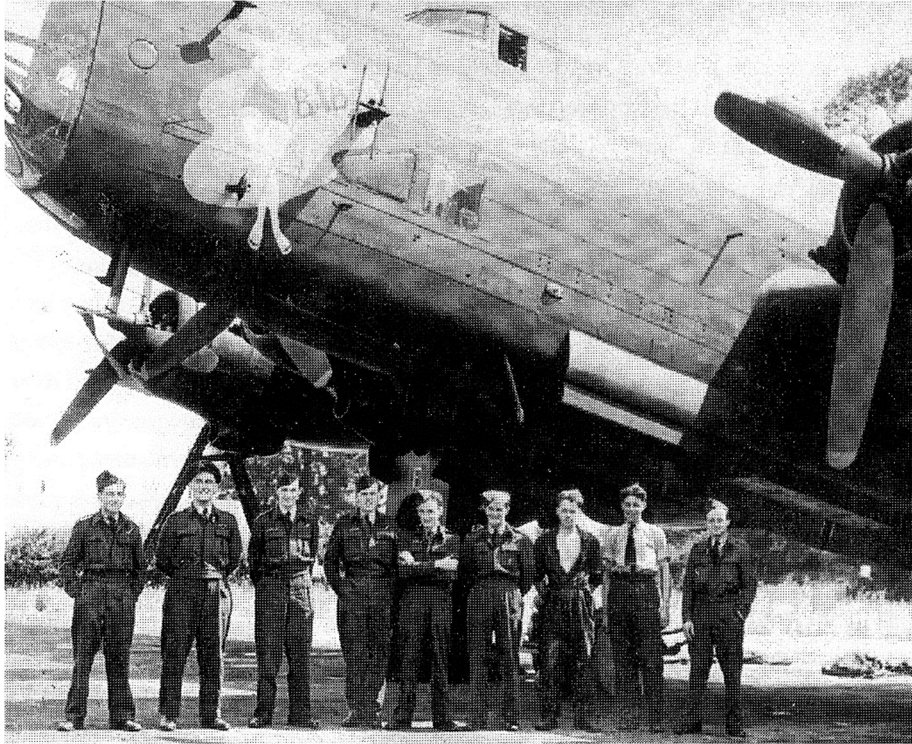
Helen Rankin, Australia 😊



FOULSHAM EXHIBITION

Karen Hambrook

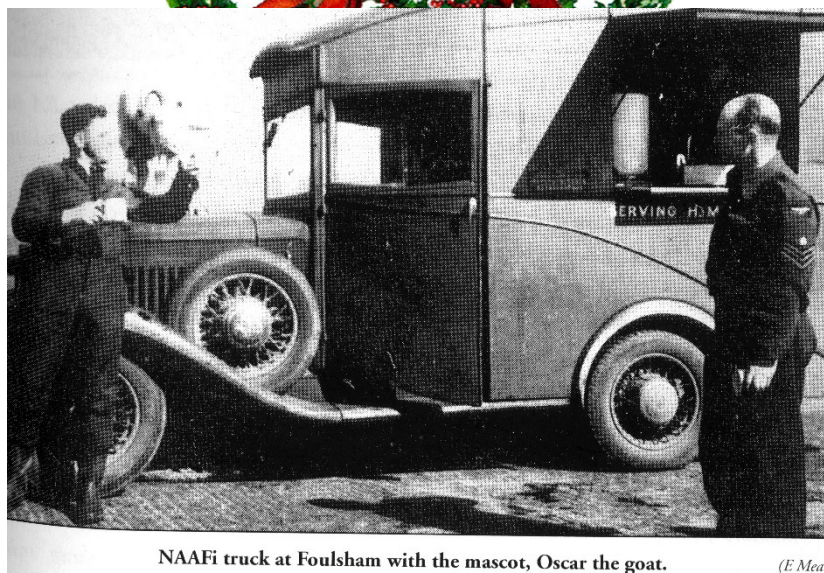
Wanting to keep alive the memories of Foulsham airfield, we now have an Exhibition of photographs and writings. Based in Foulsham church, it is a permanent display which will be open every day; celebrating both the 75th Anniversary of the formation of RAF 100 Group, and the 100th Anniversary of the R.A.F. Members of the village and visitors are very pleased with what has been achieved. These are a few of the many photographs which are displayed:



F/O Clarkson and crew, in front of their No.192 Squadron Handley Page Halifax Mk.III, 'B' at Foulsham

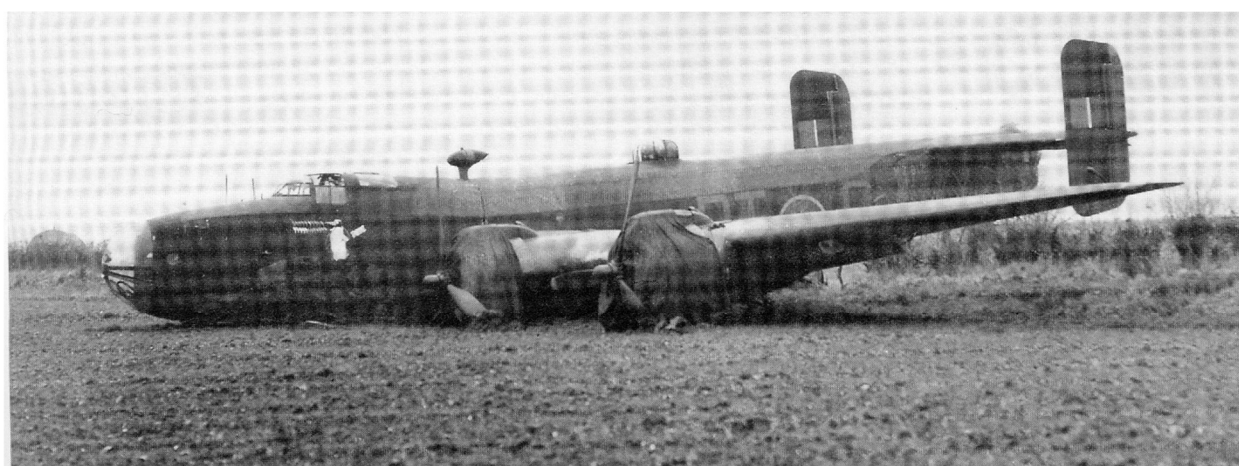


*Foulsham airfield August 16th 1945 crash landing
'Earl's Crew LP 345 16 Aug 1944 Foulsham'*



NAAFI truck at Foulsham with the mascot, Oscar the goat.

(E Mears)



Above: Halifax III MZ817/DT-Q of No 192 Squadron, and flown by Flying Officer N. Irvine, which crashed on take-off at Foulsham on the evening of 9 December 1944. This squadron was a specialist unit formed in January 1943 for radio countermeasures and electronic intelligence work, operating in No 3 Group until December 1943 when it joined the newly formed No 100 (Bomber Support) Group. Although the squadron also operated Wellingtons and Mosquitos, the Halifax III was the chosen heavy aircraft for this sort of work; its fuselage was capacious enough to accommodate any number of 'black boxes' and also carry a bomb load for use against Main Force targets. From October 1944 the unit began operations with the Special 'Window' Force, taking part in the various diversionary and 'spoof' raids intended to confuse the enemy further and waste his precious stocks of aviation fuel. HU 60601



MUSEUM PIECES: A flashback to a remarkable escape at Foulsham, above, when a Halifax came to rest on a Mosquito after a flight control error. Incredibly there were no injuries. Right, a pub sign evokes memories of Britain's greatest bomber of the second world war.



EDP March 29 1999

OULTON OPEN DAY

Chris Lambert



The National Trust had an Open Day on Saturday and Sunday, 15th and 16th September, and conducted tours around the Old Airfield, visiting the Memorial and old cinema at Oulton. It was very well attended, with around forty people each day. It keeps the memories alive and increases interest from the wider public. The picture below was taken looking down the short runway towards the centre of the airfield itself.



A LYSANDER RETURNS TO TANGMERE

Heda Kootz



Chas Jellis and I were invited to Tangmere Military Aviation Museum on 21 July 2018 to see a new SOE Lysander Exhibition. One VIP was 94-year-old Fred Bailey from Bosham, an SOE-trained saboteur.

Mr Bailey operated behind the lines in France in 1944 and again in Burma in 1945. He said: *'The Lysander brings back a lot of memories. It was a Lysander which picked me up from the jungle in Burma. The plane is a two-seater, but there were five of us in it when it picked us up. I was underneath the seat at the bottom of the rear cockpit with a radio set underneath me. They had a ten-minute turnaround as the Japanese were closing in. I was really looking forward to seeing the Lysander, it all seems a long time ago now, but it has certainly brought back so many memories.'*

Mr Bailey received the highest French award, the Legion d'honneur, five years ago at the D-Day Museum in Portsmouth. He said: *'I was really proud to receive it. It was for my Service in the French Resistance. I parachuted in France, sent back Intelligence, arranged further drops and helped organise the Resistance using radio.'*

Visitors got a first glimpse of the full-size replica of a Westland Lysander and equipment used by SOE agents to carry out their clandestine operations. Cllr Martyn Bell, Mayor of Chichester, said: *'I have been associated with the Museum for a long time, I'm thrilled they have put on an SOE Exhibition. The airfield is famous for the Spitfire Pilots, but the 161 Special Duty Squadron are also heroes.'*

Props chargehand Chas, known for his work on *Edge of Tomorrow*, *Star Wars: The Force Awakens* and *Fury*, sold the replica Lysander to the Museum after he purchased some Second World War props from the film production of *'Allied'* starring Brad Pitt. He purchased the Lysander and kept it at home among his other Second World War vehicles. He said: *'Put together, this plane is so convincing and authentic. It stands out from other replicas as it is built from the original fabrics so it's not fibreglass. I realised it was a bit too big for my garden and this is where it belongs. It's in the best place. I had offers from Museums in the USA, Australia, and Normandy, but it's perfect here.'*

Following the Opening, there was a six-week Exhibition on *'Tangmere and the Special Operations Executive'*. There were talks on the RAF pick-up pilots who flew secret agents to and from RAF Tangmere at night to fields in France and on the lives and work of the agents.



A programme of Talks started in August when the Mayor of Chichester, Councillor Martyn Bell, gave a Talk on the life of Jimmy 'Mac' McCairns, a Spitfire pilot who flew in Douglas Bader's Tangmere Wing in 1941 and who later in the war became one of the most successful Lysander pick-up pilots. Other Talks included Pete Pitman who spoke of RAF Tangmere's role in support of the SOE, Dr Andrew Smith of Chichester University on '*Resistance and the Free French*', and Rosemary Coxon on '*Operation Anthropoid – The Assassination of Reinhard Heydrich*'. Museum volunteer John Gradwell gave a Talk on SOE Wireless Operator Noor Inayat Khan. Demonstrations by re-enactors took place alongside the full-size replica Westland Lysander and of equipment used by SOE operatives to carry out their clandestine operations.

It was an honour and a pleasure to have played our part.

Those with internet connection can see a video of us delivering the Lysander to Tangmere in June:

<https://youtu.be/C9DC3e1McKU>



LAST OF THE SUMMER WINE!

Rob Whiting, an elderly gentleman of 83, arrived in Paris by plane. At French Customs, he took a few minutes to locate his passport in his carry on.

"You have been to France before, Monsieur?" the Customs Officer asked sarcastically.

Mr Whiting admitted that he had been to France previously.

"Then you should know enough to have your passport ready."

The Englishman said:

"The last time I was here, I didn't have to show it."

"Impossible! You English always have to show your passports on arrival in France."

The English senior gave the Frenchman a long hard look. Then quietly he explained:

"Well, when I came ashore at Gold Beach on D-Day in 1944 to help liberate this country, I couldn't find a single Frenchman to show a passport to ... "

You could have heard a pin drop!!

HALIFAX BOMBER RECOVERY

Karl Kiarsgaard

**Director: Halifax 57 Rescue (Canada)
Bomber Command Museum of Canada**



John 'Pee Wee' Phillips and Crew of Halifax HR871

*Navigator Graham Mainprize; Flight Engineer Herbert McLean; Rear Gunner Lloyd Kohnke (all three from Saskatchewan); Wireless Operator Ron Andrews from London; Mid-Upper Gunner Joe King from Ontario, and Bomb Aimer Vernon Knight from Wales.
Courtesy: Bomber Command Museum of Canada*

Halifax HR871 of the RCAF 405 Squadron went down during what was to become known as *'The Night of the Great Storm'* on the night of 2 August 1943. It was on its way home from a raid on Germany. The British pilot, John 'Pee Wee' Phillips, is still alive and remembers it well. In an interview with author and historian Ted Barris of Toronto he explained what happened:

'On that fateful night, Pee Wee and his crew flew to northern Germany to mark targets around Hamburg. But Bomber Command's meteorological experts had badly underestimated the poor flying conditions. Their flight path took them into thunderheads that towered 30,000 into the air, violent wind gusts and St Elmo's fire that shot forks of lightning at their aircraft.'

John 'Pee Wee' Phillips recalled:

'There was one hell of an explosion! We were blinded by it. Bits of aircraft were flying all over the place.'

He aimed the crippled aircraft northward across the Baltic toward Sweden. At as low an altitude as he dared, along the coast of the neutral country, 'Pee Wee' instructed his crew to bail out, and they all parachuted to ground safely. Then he locked the control stick of Halifax HR871 in place and aimed it out over the ocean, never expecting to see it again, before baling out himself. The Halifax flew out to sea, then plunged into the waves and has lain there ever since, 15 metres below the surface, partly buried in sand.

It was a Swedish diving crew which stumbled across the remains a couple of years ago, and the recovery was put in motion.



Courtesy: Bomber Command Museum of Canada

The story is taken up by Karl Kiarsgaard, Director of the Halifax 57 Rescue (Canada), Bomber Command Museum of Canada who explains how the Halifax Bomber Recovery has been going.

'Many people around the world contact us for help to find lost Bomber Boys' histories. Thanks to archives and research of the Bomber Command Museum of Canada (BCMC), we receive vital Reports of these airmen which are passed to grateful families and friends. For example, there were 8,864 Americans in the RCAF. Many USA families have asked about their airmen and we have provided much information on their RCAF Americans.

Now the BCMC, partnered with Halifax 57 Rescue (Canada), have set up a Project to save this RCAF Halifax bomber underwater off the coast of Sweden. We have already dived several times and are now ready for digging and lifting the airframe which has rested in 50 feet of water for 75 years!

As of June, this year, recovery of Halifax HR871 from the Baltic Sea was started with the intention of bringing the airframe home to the BCMC in Nanton, Alberta, for restoration and to display beside their already restored Lancaster. Halifax 57 Rescue is an aircraft recovery group, partnered by Swedish Coast and Sea Center and Havsresan of Sweden.

Funding remains critical. Enough funding was available to start the recovery, but not enough to finish it. Our diving team and crew proposes to continue to do their best till we run out of funds. Our special crowdfund called FUNDRAZR is set up and doing great things towards saving this Halifax bomber. The link for those with internet access is:

<https://fundrazr.com/417498>

Here you will find tons of great videos and articles if you wish to learn more about this special Project and see what we have done so far. Your help would be most welcome.

On 8 June this year, as Project Manager, I was happy to report that, a little over 10 days previous, the SCSC dive team led by Jan Christensen did a complete recon underwater dive of the Halifax site to confirm all is good to go on the gathering of airframe and parts of the Halifax. Special attention was focused on future excavation plans to dig the Halifax out of the sand using underwater excavation equipment we already have on hand.

The dive team were able to take some very good underwater video on the Halifax and this newest video link from YouTube will show you exactly what is happening:

<https://www.youtube.com/watch?v=8Ghda4qmlXQ&feature=youtu.be>



Jan Christensen has a new boat being added to the list of dive boats, plus we have the big salvage boat to use later. There are some big and separate parts, like the Halifax rudder (6 feet by 12 feet) we can recover soon and go into freshwater pools at our recovery warehouse in the Port of Trelleborg to conserve and protect these parts from rusting.

(Right: Swedish dive team finds bomb door.)



Media interest in our Halifax Project in Sweden continues, and in Spring this year, a CBC video crew came out to the Bomber Command Museum. An Interview with me went out on CVC TV Calgary News in March:

<http://www.cbc.ca/news/canada/calgary/halifax-bomber-nanton-sweden-1.4582097>

I have also been to Ottawa visiting the REBUILDSHOP of Knox Tech where our core-backbone of a Halifax – our center-section (29 feet by 8 feet) – is being rebuilt by Scott and his team. The MAIN spar is rebuilt and ready, the 10th and final giant wing rib was being done that same week. We then went on to the rebuild of the REAR spar of the center-section which Scott and team must prepare to shape and fit on to the back edge of this center-section.

Knox Tech is so serious about their Halifax work and rebuild that they have in past months completed an entire renovation of the REBUILDSHOP which has freed up an additional 40% of floor space so that the center-section and all future airframe sections can be built on their floor without restrictions on airframe section size ... while final assembly of all Halifax airframe sections will be at the Bomber Command Museum in Alberta.

<https://www.youtube.com/watch?v=G8UiNxZHjds&feature=youtu.be>

For anyone wishing to see all Knox Tech has done and is doing for our Halifax rebuild visit:

<https://www.facebook.com/Rebuildshop-1533756926866315/>

There were thousands of young air crew who died fighting for Freedom wielding this true Canadian aluminium sword. In fact, the majority of our RCAF Bomber Boys who flew into battle were on the Halifax. I started realising this over 25 years ago, and how important the Halifax was to Canada; more importantly how beloved the Halifax was to veterans who survived, hearing them bless their 'Halis' for helping them survive. It reminds me why we are doing this!

While visiting the UK in April on behalf of the Bomber Command Museum of Canada, I had a most poignant phone call with one of the last Bomber Boys I know.

Bill Burrell was a rare mid-under air-gunner on Halifaxes with 420 Squadron at RCAF Tholthorpe, Yorkshire. He completed 32 combat trips and survived! I promised Bill I would call him in Toronto from his old base at Tholthorpe while on my UK trip. I kept my promise while sharing it with three friends who also believe Tholthorpe to be a special place. This link shares these moments:

<https://www.youtube.com/watch?v=Nhm5DbOnNVA>

It is for Bill, his crew and all the thousands of other crews who flew Halifaxes to Allied Victory that we will bring Halifax HR871 home.

Our motto: 'We leave no Halifax behind!'



HALIFAX PROJECT UPDATE, OCTOBER 2018

Halifax 57 Rescue and Havsresan are pleased to announce after months of negotiations we now have official Swedish Government permission to salvage this RCAF Halifax bomber.

Bad weather, lack of boats, and Swedish Coast and Sea Center (SCSC diver manpower) put us behind on the Halifax HR871 recovery in Sweden with only a few dives performed this summer. There may be one more SCSC dive this Fall, but Spring 2019 we aim to continue recovery.

To this end, as Project Manager, in late September I worked out a solution with our friend of the Project, Gustav in Denmark, who owns a 50-foot tugboat: 'River Thames'. Gustav agreed we use his boat one week at a time starting next Spring, anchoring over the Halifax in moderate to big waves and winds to continue excavating it out of the 'sands of Time'. The rebuilt diesel tug 'River Thames' worked for many years in London. The cost of using this tug boat as the diving platform to do sand excavation; would be approximately \$500/day = 3,000 Swedish krona, compared with commercial rates of about \$2,500/day = 15,000 Swedish krona for a boat to do the same.

On 21/22 September, our Halifax Project Event at the BCMC in Nanton was a great success. Halifax fans and supporters came to see my presentation on all the topics and adventures we are having to recover, restore and display to the world, especially Canada, the great history and merits of the Halifax heavy bomber. Several donations came after the program to ensure enough funding to save a Halifax for the BCMC. New member this week, Winnifred Litster – sister of Allison Dixon, RCAF Navigator, killed in action on Halifax MZ508 – generously donated \$500 for 'River Thames'.

On the issue of work boats, we will consider using BJORN the crane-barge and paying higher prices when it is time to lift and recover to land all the Halifax we excavate. But we cannot afford to keep the crane boat on site for one week at a time. It is after we have Halifax airframe parts ready to lift and transport to our warehouse at the Port of Trelleborg that we will use it. The 'River Thames' is still the best solution (job-wise and budget-wise) for digging out the Halifax.

Due to delays of SCSC working on the Halifax, I flew to the UK from Sept. 23-29, sniffing out Halifax treasure, to the best of my scrounger abilities, coming up with some real gems. I found a Halifax propeller blade to be the template for building more blades as these are super rare. Then went to see Dave and Richard Woods, leaders of the Shackleton WR963 Group in Coventry, who generously donated two new tires-wheels-brakes that will fit both the Halifax and Lancaster of BCMC. These were transported from Coventry to East Kirkby – home of our friends, the Lincolnshire Aviation Heritage Center – and readied for shipment to us in Canada. I drove back to my Halifax parts warehouse in Sandy, UK, to load 500 pounds of Halifax propeller hubs gathered from across the UK, into a crate to bring to Canada. These were hauled down to Air Canada Air Cargo at Heathrow, shipped at special cargo rates, and fired off to Calgary, delivered last Monday.'

Karl Kiarsgaard is passionate about the Project to raise Halifax HR871, appealing for help with funding. They had to convince the Swedish Government to give them salvage rights to the airplane, and to organise a dive and recovery crew, as well as a sonar vessel for detailed maps of the seabed and wreck site. He's working with the Swedish Coast & Sea Centre and a local University. 3,000 photos were taken of the seabed to piece together the site ahead of recovery, which will cost around \$110,000 in total. Work first started in 2015, and progress has been understandably slow, with the weather and working with such precious parts covered in layers of sand on the seabed. But Kiarsgaard says the salvage team is now finally ready to bring this Halifax to the surface.

Karl Kiarsgaard

Project Manager, Halifax 57 rescue (Canada): 57rescuecanada@rogers.com



NEW DUTCH WEBSITE

World War II Allied Aircraft Crashes in Holland, North Sea & English Channel

by
Jan Nieuwenhuis

I started this website: <https://www.airwar4045.nl> as a tribute to all the young men who lost their lives in the air war over Western Europe. Its purpose is to help researchers, family members and anyone interested, to search for information on WWII aircraft crashes in Holland, North Sea and English Channel. At present, the database lists detailed information on 1463 crashed aircraft, 6843 crew members, and 709 cemeteries/Memorials. A lot of the men listed in my database never reached the age, and lived their lives as I have ... and, though I was born after the war (1958), I have a strong drive to create an easy-to-use platform to remember them!

This is a one-man Project, and up until now it has taken me some 5,000 hours of work to create the rather complex website/database and fill it with data. It's very time consuming, ongoing, and probably never-ending, as the database is by far not complete yet, though it's updated on a regular basis.

Initially, my Project started in 2006 when I developed an Internet database and Windows PC-based computer program to query the database. It meant you had to download a PC-program to view all the data. This computer program is now obsolete and no longer active as it was taken over by my new website. Somewhere in 2014 I started the development of the new website and therefore also had to make some modifications to the already existing database. The new website was finally launched in November 2017.

As I want the data to be freely available to anyone interested, I did not make my website subscription-based. However, as it's not free for me to keep everything up and running as well as continuing my research, donations are most welcome.

There are, of course, a lot of websites with information about World War Two aircraft crashes, but I think my site is somewhat unique as it holds a lot of detailed information. The database can be searched in any way you want, and everything in connection to a crash is available, e.g. aircraft, bases, crash details, crew, cemeteries, including photos and Google Maps. I also try to add as many crew member photos I can find, because I want to give the crew 'a face' and not just remain a name on a list. Furthermore, the database holds the information on any allied aircraft and crew, so not just the Lancaster, Halifax or whatever, or just a USAAF or RAF crew member. They are all there, and if a certain aircraft is not listed yet, it's just a matter of time that it will be added.

I'm not the son of a veteran, so I've no direct connection with the wartime period. You may perhaps ask, why do I do all this? Well, I've a great interest in World War Two and aeronautical history, especially the 'human aspect' of the war. I'm a volunteer/Board member for the Aeronautical and War Museum here on Texel Island, where we also have a lot of items and information on display about the Air War over Texel.

In Holland, a lot of people show a large level of gratitude and respect to other countries for their sacrifice during the Second World War. Certainly, the generation that witnessed and experienced the war, despite becoming a minority, say that we must not forget the sacrifice of so many young men. I agree! We must look back to what has happened in the past, to step into the future. But I'm afraid mankind has not learned from it up till now!



Finally, here is more information about our Museum

As already mentioned, we have a large collection of material on crashed aircraft on and around Texel, an exposition on the German Atlantikwall (there were more than 500 bunkers here on the island) and information about the Georgian Uprising in the last month of the war was covered in a BBC 'Coast' Documentary presented by Nicholas Crane and filmed here in 2010:

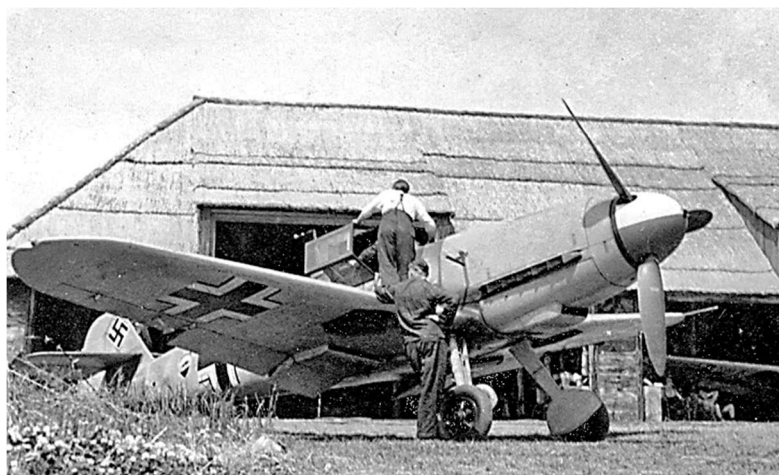


By the way, did you know that Texel was the last 'Battle Field' of Western Europe? If you have internet access, take a look at: https://en.wikipedia.org/wiki/Georgian_uprising_on_Texel

If you want to have a look at the location of the Aeronautical & War Museum, please go to the following website where the two 'white buildings' in the middle are the Museum:
<https://zoom.earth/#53.117981,4.827301,18z,sat>

To look inside the Museum (in Dutch called 'Luchtyaart-en oorlog' Museum Texel), there is a small film made for the Museum free of charge by the Royal Dutch Airlines, KLM (we have a large collection of KLM stuff in the Museum). Please note that the part about the war is completely different now: <https://www.youtube.com/watch?v=2p7FEZUI2xY>

Why the connection with KLM? Well, Texel International Airport is situated here because KLM wanted an airfield on the island, this was back in 1937 so before the war. In the first few years as war broke out, it was also used by the German Luftwaffe who abandoned it in 1943. This is a photograph of a German Messerschmitt Bf 109 fighter on Texel. The photo was sent to us by the son of a German soldier who had helped to make the airfield ready for these fighters:



Courtesy: Mr Gunter Landmejer



The picture of the Messerschmitt comes from the collection of Mr Gunter Landmeier in Germany, whose father was on Texel during the early months of the war. It is a Messerschmitt Bf 109 F-2 of German Luftwaffe ace Oberleutnant Karl-Heinz Leesmann of Jagdgeschwader 52, I. Gruppe (I/JG52). Leesmann was born on 3 May 1915 in Osnabruck, Germany, and killed on 25 July 1943 aged 28 in an air-to-air combat with B-17 bombers south-east of the island Heligoland in the North Sea. During his career, he was credited with 37 aerial victories.

Texel airfield was officially opened on 26 June 1937 as a civilian airfield and a very special airplane of Dutch design was present at that time, a 'Scheldemus'ch'. You can view a film of that plane filmed by British Pathe in Gravesend, UK, on YouTube ... with an unfortunate end!

<https://www.youtube.com/watch?v=maei6JmWXlc>

In our Museum, we have a small film of the plane flying on Texel in 1937, and we are currently in the process of building a replica in full size.

In 1938, the airfield was partly taken over by the Dutch Air Force (at that time called LuVA, 'Luchtyaartafdeling' in Dutch) and they came to Texel with several types of aircraft, of which one was the famous Fokker twin-engine fighter, the Fokker G1 and the also famous Dutch Fokker D.21 fighter. At the start of the war in Holland, on 10 May 1940, some 24 aircraft were present here, of which several were destroyed in the first few days of the war (we've several photos in our archives). Holland capitulated on 15 May 1940.

In the first year of the war, the airfield was only used occasionally by the German Luftwaffe, but in April 1941, the building of bunkers and concrete runways started. During this renovation, the German Luftwaffe Jagdgeschwader 52, I. Gruppe (I/JG52) gradually came to the island with their Bf109 Messerschmitt fighters. However, in the summer of 1942, just one year later, it was decided by the Germans that they no longer needed the airfield, so it was abandoned by the Luftwaffe. Until the end of the war, it was only occasionally used by German planes.

During the Georgian Uprising, heavy fighting and artillery shelling took place in the polder where the airfield was located. A large number of farms in the area around the airfield were burned down and the airfield itself was severely damaged. After the war, the airfield was no longer in use for some time ... until 24 May 1952 when it was re-opened as a civilian airport, as it remains today, with grass-coated runways.

Finally, I leave you with something my wife filmed on 6 May 2011 at Texel airport which, unfortunately, we don't see every year. Be sure to turn up the sound of your speakers!

<https://www.youtube.com/watch?v=IrLEwBCpUyA>

Something of interest is that there are currently 5 Mosquitoes of RAF 100 Group listed in my database. These are from 23, 141, 192 and 239 Squadrons. Association members may know more?

DK292	'DT-N'	"Nina"	Mosquito	..192	..	100	..	Foulsham	27-Nov-1944
HJ714	'HB-?'		Mosquito	..239	..	100	..	West Raynham	28-May-1944
HJ943	'TW-A'		Mosquito	..141	..	100	..	West Raynham	24-Feb-1944
PZ174	'YP-?'		Mosquito	..23	..	100	..	Little Snoring	22-Jul-1944
PZ456	'YP-?'		Mosquito	..23	..	100	..	Little Snoring	02-Dec-1944

Greetings from Jan Nieuwenhuis
Texel Island – The Netherlands

Website: <https://www.airwar4045.nl>

Email: jan@airwar4045.nl

75TH ANNIVERSARY YEAR

RAF 100 GROUP: 1943 - 2018

Mike Baker

Mike, a new Association member, shares his article which he wrote for DEHS (Defence Electronics History Society) members. It means we're reaching a wider audience, and that can only be good, especially this year. He says his aim was to '*convey the feelings, kindred spirit and aura that binds everyone together*' after sharing his first May Reunion with us.



RAF 100 GROUP 75th ANNIVERSARY YEAR 1943 - 2018

Blessed with fine weather, the RAF 100 Group Association's commemoration of the 75th Anniversary of 100 Group, looked set to mark the three days of activities with warmth and light, in more than one sense.

Members of DEHS will probably be familiar with RAF 100 Group, so I will skip the Group's activities and concentrate on the Association's commendable effort to keep the memory alive for Veterans, families, friends and interested parties around the world.

Each year, the Association commemorates 100 Group's support of Bomber Command and the determination to win the 'cat and mouse' fight for ECM supremacy against a formidable enemy. It is estimated 100 Group saved about 1,000 Bomber Crew lives in the short time 100 Group existed. Disbanded in November 1945, there are no young veterans!



Group photo of Sterling Crew, 199 Squadron, assembled under their a/c "Jolly Roger" taken in 1943

Because of the type of work 100 Group carried out, and the attendant security concerns, to my knowledge it was 33 years later that public access to the "*Electronic War in the Air*" was revealed in the form of Martin Streetly's book, aptly named "*Confound and Destroy*". Since then more



information has surfaced, some of which has come from the fair hand of Janine Harrington herself, Secretary and very hard-working Editor of the Association's Newsletter – '*Confound and Destroy*'.

Anyone researching individual air crew, or any other personnel related to 100 Group would do well to join the Association which in turn has a close link to our American friends who carried out the same task in WW2. There are many enquiries from families tracing loved ones, and once again because of the prevailing circumstances, there is often little information to go on. The Association may provide that all important break, through the "brick wall".

The veterans, few in number but stout in resolve, gather each year, along with their families and friends to commemorate, and greet all who come to join them in the common act of remembering those who never flew home, those who are no longer present, and those who are working tirelessly to keep the memory of 100 Group alive.

I began my journey to Norwich on the Thursday in order to visit the RAF Radar Museum at Neatishead (Thursday being one of their open days). I can recommend this Museum, lots to see, well laid out, and conducted tours, a day can easily be spent looking at the exhibits.

Arriving at the Premier Inn close to Norwich Airport (Horsham St. Faith) and the City of Norwich Aviation Museum, is a good base, along with the Holiday Inn, almost next door, to cover all 3 days, or part of, depending one's circumstances etc. Membership of the Association provides free entry to the CNAM, where one will find a 100 Group display of information and artefacts.

Friday 18th May kicked off a busy 3 days of visits, meetings, commemorations, wreath laying, and evening meals. Being a global membership, there are visitors from America, Australia, Canada, and New Zealand. Last year, 2017, members were also joined by veterans of the U.S. 8th Air Force's 36th Squadron who flew combined operations with RAF 100 Group in wartime, living and working alongside them in Norfolk. Many friendships were forged between airmen and villagers with whom they stayed. The 36th Electronic Warfare Squadron based at Eglin airfield still operates today doing similar work. Known affectionately as the 'Gremlins', they too attended last year with their Lt Col Tom Moore, and maintain regular contact as members of the RAF 100 Group Association in their own right, committed to carrying on the joint wartime legacy into the future.

The many airfields used during the War are listed for attendees to visit these places should they wish.

The Church services were particularly evocative, there seemed to be a lot of grit getting in people's eyes. A shaft of sunlight falling on a flag, a bright glint from a row of medals!

Meeting up with old friends and Association organisers is all part of the experience. I personally have no family connected with 100 Group but received such warm and genuine hospitality, not just from fellow Members, but also Norwich Aviation Museum, and villagers I met, who out of their own pockets provided refreshments on a grand scale. To see photographs of aircrew placed in cottage windows was real evidence of the deep affection still felt after all these years.

The above is just a 'snap shot' of the 75th Commemoration, but I hope it will convey to the reader the effort put in by many who are working in the background to make it all happen. My thanks to Janine Harrington, Editor of the Magazine ('*Confound and Destroy*') for her kind permission to use material from the Summer Edition of the magazine.

Mike Baker

IN MEMORY

It has been sad to lose so many well-known, well-loved veterans this year. I have listed here those who have died during 2018, and Memorial Tributes follow for those who have not been mentioned in previous magazines. More is known about some members than others, and I would ask that, if you have further information, I would be grateful if you could share it with us.

- 🌸 January 2018 – Lester Jones, B24 Aerial Gunner with 36th Bomb Squadron
- 🌸 February 2018 – Rex Waters, 9 Sqn, New Zealander, took part in raids on the 'Tirpitz'
- 🌸 March 2018 - Dr Peter Lovatt, 223 Squadron, RAF Oulton
- 🌸 May 2018 - Ernest Hughes, Flight Engineer, 171 Squadron, North Creake
- 🌸 May 2018 – Pilot Officer P. G. Nash, 223 Squadron
- 🌸 May 2018 – Deacon Joseph Melita, S/Sgt on B24 'Lady in the Dark'
- 🌸 May 2018 – Pilot Art Brusila, 36th Bomb Squadron, 8th Air Force
- 🌸 June 2018 – Peter Sclaverano, W/O in 171, 199, 462 Sqns, North Creake
- 🌸 August 2018 – Paul Henry, Navigator, 214 Squadron, Oulton
- 🌸 August 2018 – James Wharton 'Dinty' Moore DFC, Flt/Lt at Oulton prior to RAF 100 Group
- 🌸 September 2018 – Stanley Forsyth DFC, served in 192 Squadron, RAF Foulsham



In Loving Memory of



Stanley Forsyth

6th February 1921 - 22nd September 2018



*Front of Stan's funeral service programme
used with kind permission of Linda & Alison Forsyth*

They will be writing a Tribute to their father for the Spring magazine

Hi Janine,

It is a sad time, but a life well lived to celebrate too. He was so fit and loved to the end.

Life is to be cherished and the wisdom of years can't be replaced, we will miss him as a family always.

It meant a lot to the family that the Chairman and his wife attended the funeral. The Association gave my father purpose and it was a big thing to look forward to each year. It was very important to him ...

Best wishes,

Iain Forsyth

Son of Stan Forsyth DFC



NOTE: At Stan's funeral, people were asked, instead of flowers, to make donations to RAF 100 Group Association. The total sum collected amounts to £195.00. Our thanks to the Forsyth Family and to everyone for this loving supportive gesture.



Dearest Kindred Spirit,



I still can't believe you're gone! Linda sent through the words:

Dear Janine ... just a very short but sad message to let you know that Dad passed last night. Ali and I were with him round the clock for the last 30 hours. We are heartbroken, very raw, but relieved too that his suffering is over. He's with Mum now and she'll look after him – he missed her so much.

But I couldn't take them in, you are so vibrant, so full of life ... then my ocean of tears spilled over, and they haven't stopped. There are so many wonderful memories, and each time I look at the bird nesting box and feed table you crafted for me, with miniature birds outside and in, you are standing right there on the day your daughters brought you to visit, grinning and laughing, just happy to have given such a gift. You are so precious. A true gentleman ... and your spirit lives on. The world is a sadder place without you. You lived for Reunions, and next year, it won't be the same. I will have lost my resident dance partner for one thing! We were good, weren't we, sharing those wonderful times on the dance floor ... you, whispering in my ear, and this year, waving to your 'partner-in-crime' dear Arthur Reid. The two of you were 'rogues' in the best possible way; each of you trying to get one over on the other. You gave so much laughter I was crying then with joy; just as I'm crying now, with pain at your loss.

I wish we had lived nearer so I could pop in for a cuppa and a chat. I'll always remember when Stuart and I came to see you during our travels following the Reunion. It was a very special occasion ... *a Celebration!* I'm glad we shared that precious time together. So many fond memories race through my mind, my heart aching they can never come again. Yet, I know you are now in a place without pain, joyfully reunited with Gertie who would come to Reunions with you.

Rest in peace, Dearest Friend,
Love and hugs always,

Janine xx



Memories of Stan....



Stan was a real Gentleman. He had a great sense of humour, a cheeky and ready smile. He was very personable, gregarious, a real people person and an enthusiastic communicator, especially when sharing his Wartime experiences with folks in Hospital or the attending RAF personnel at last year's Reunion!

He had a large shed out the back of his home, his 'Man Shed', which was packed full of tools and gear of all kinds, in which he really enjoyed pottering, making a variety of things at the Work

Bench with a great deal of skill, such as Bird Houses and feeders which he placed around his garden and also gave as gifts.

In the colder parts of the year, especially as he aged, his Family organised a table in the Sun Room where he could work with comfort. His back lawn was well kept, with edged garden beds that were lined with many flowering shrubs. This was a place in which he invested his time, a place of peacefulness and created beauty that he took pride in.



His loss was devastating to his Family, especially to Al and Linda who fought for him and cared for him tirelessly at the end. He was a loving Dad and Grandfather and Friend.

He is and will continue to be lovingly remembered, appreciated, valued and sorely missed.

Stuart

Stuart Borlase



Stan & Stephen, Reunion 2018

How very sad indeed to learn of Stan Forsyth's passing. He was a wonderful man, had such great spirit and humor, and was a great joy to be around. He now has gone to join those fellow Gremlins who have gone before. I pray God shall comfort his family. Our lives are truly richer our paths have crossed. So very sad to learn Paul Henry is gone too! God has blessed us in knowing these fine men.

Yes, it's hard to realize and accept that this fine gentleman's physical presence has left us and not to return. He was always a bit of a cut-up with that smile and a joy to be with. I'm sure Linda and Alison's hearts are crushed. He will be greatly missed, yet it is comforting knowing he is with his wife and fellow airmen. How fitting it is that I'm now listening to Glen Miller's version of 'Danny Boy' as I respond to your message. That song always makes me remember my father and all the brave and noble Allied service men and women of World War II.

Your friends,

Stephen & Pam

Stephen & Pam Hutton



Hello Janine,

So sorry to hear of Stan's passing. It was a privilege to have known him, a special man in so many ways. You know it's going to happen, but it doesn't make it any easier to accept it when it does. We shall miss him dearly, but will always have the memories of the many good times we shared together ...

Best wishes,

Chris

Chris Lambert, Oulton Representative



Dear All,

What sad news, Stan will be missed by everyone, his smile and chats were so inspirational. I know we all have so many stories and memories of him which I pray will sustain his family and friends as we all grieve the loss of such a wonderful man.

Blessings to you all,

Andrea

Andrea Sluman





Hello Janine,

I'm so sorry to hear of the passing of Stan Forsyth. It was such a great honour for me to have met both he and Paul Henry, God bless them.

Very kind regards,

Yvette

City of Norwich Aviation Museum

Janine



Yvette sent me this image of Stan Forsyth which appeared in the recent Museum booklet (mainly of the 458th Bomb Group at Horsham St Faith, but we got 100 Group in on the act). It's one of our favourite images of a veteran at the Museum.

Kelvin

Kelvin Sloper

City of Norwich Aviation Museum



PAUL HENRY



*Photograph from past Reunion showing Paul Henry far right
Many other familiar figures can also be seen*

Dear Janine,

Many thanks indeed for your kind and lovely email. It was a shock to us all that Paul died. You are right, he had been declining, but he was still incredibly independent, driving and cooking and looking after himself well. He was a wonderful, wonderful man and we dearly miss him.

There was a great turn out for him with over 60 people at the church. The funeral was lovely, and Paul would have enjoyed it. I was in contact with Shaun Broaders and he was incredibly kind in helping to organise the RAF side of things. Paul had an official RAF coffin drape and RAF Guard of



Honour. We were delighted that Paul's time in Service was honoured and that was part of his wishes. The funeral procession led out of the church to the song: '*Comin' in on a Wing and a Prayer*', one of Paul's favourites. Paul will now be reunited with Peggy, as they say our loss is God's gain.

Kindest regards and warmest thanks to you for your kind correspondence,

Victoria

Victoria Tinsley (Paul's cousin)



Paul Henry was a founding member of this Association and appeared in the original photograph taken in 1994 when Oulton Memorial was commemorated. He attended every Reunion with his wife Peggy, until recent years when in poor health. He was warm, vibrant, a generous man, with a compassionate heart. He loved nothing better than to sit and share. Many past Reunions he could be seen talking with someone, and when we met at Aylsham Lodge, he would be up until all hours with a cluster of other veterans including Gerhard Heilig, Peter Witts, and more, swapping stories of yester-year, thoroughly enjoying the company and chatter, with the chance to share wartime memories. He would telephone me on my mobile as I was out shopping in the village at home, wanting me to describe the scene, what I was buying, and we could still be on the phone as I walked in through my front door. He was good company, and it was as if he were right there, by my side, every step of the way.

He will be sorely missed, and yet, as with others this year, he has gone to a far better place, reunited with wife Peggy and veterans who have passed before him.

Rest in Peace, Dear Paul,
God Bless,

Janine

Janine Harrington



Paul Henry : In Memory

by Stuart Borlase

I first met Paul at our Reunion back in 2015, when we were gathered at Elm Farm in Horsham St. Faith. This was my first Reunion, my first trip to the UK and I was feeling my way a bit.

My first impressions of Paul, where we met just after the Dinner on the Saturday night, was of a kindly looking elderly Gentleman with a round face, light ginger wispy hair and green eyes.

Over recent years he had issues with failing health and was unable to make it back to Norwich to join us subsequently. He did however, maintain a keen interest in the 214 Squadron Association and managed with his cousin Victoria, to make it to a number of their Reunions, but as he told me with regret, he was unable to make it to the very last Reunion held last year, October 2017, in Norwich.

* * * *

In September 1939 the World once again found itself at War. Paul had to wait until 1943 before he could join up, which he did at the age of 17½ in the month of February. He wanted to be a Pilot and he wanted very much to fly Mosquitos, so he found himself going for an assessment in Warrington and then a physical/medical assessment at an RAF Base in Doncaster.



Instead of flying Mosquitos, Paul was sent for training to become a Navigator. He was telling me that they used to train early on Tiger Moths and there was a story where he was following the river Cam near Cambridge and something happened with the result that an assessment was written early on in his career which stated that *"he shows signs of irresponsibility"*!

The RAF must have forgiven him because he continued his training and went on to Airspeed Oxfords, the *'Flying Classroom'* as he described it. With other Navigators in training, they flew on Navigation exercises in a series of short *"Plots"* all round the countryside.

He was eventually posted to RAF Oulton where he joined 214 Squadron and became a Navigator on Fortresses. He told me the land that Oulton Airfield was built on was commandeered from the Harrold family by the Ministry of Defence, then handed over to the RAF in the late 1930s and handed back after War's end sometime after November 1947. Paul used to visit Mr Harrold Snr, who he described as a lovely chap. Mr Harrold provided him with fresh eggs from time to time.

He was billeted at Blickling Hall and used to attend Classical Concerts that were put on sometimes in the Music Room in the Hall.

He remembered too the movie *"The Wicked Lady"* being made around Blickling Hall starring Patricia Roc, Margaret Lockwood and James Mason. He had a photo somewhere taken with Patricia Roc.

He told me that a Canadian chap on the Squadron bought a Daimler Hearse, with *"the idea of spicing things up a bit"* and used to drive to Norwich on nights when they were not on Ops, to enjoy a night out with 4-6 other aircrew in the back! These times he fondly remembered.

He used to remind his Skipper, he said, as they were about to take off on one of the Runways, to watch out for the trees at the end of it. He recalled crews describing Raids to the Ruhr as *"The Happy Valley Run"*, when they flew following the Rhine to Nuremburg, returning via Holland, heading out across the North Sea south of Amsterdam. He said the Raids engendered a mixture of terror and affection, terror from what they faced on Ops and affection for the men with whom they flew and shared their lives. This spawned some black humour with which the crews used to joke.

He also mentioned that when flying on Ops, the point at which they crossed the coast and tracked out over the North Sea, was called *"The Point of Silence"*.

He did six months with 214 and was again posted, this time in preparation to take part in *'Tiger Force'*, where they were to link up with the USAF in going out to the Pacific to assist in escalating the war against the Japanese. He said that he and his colleagues had this *'sick joke'* with which they used to banter. They used to say they would prefer being shot down over the sea and take their chances with the sharks than fall onto the earth and into the hands of the Japanese.

"I have no regrets about bombing Japan," he said.

After the War ended, he was then posted to Transport Command and flew out to Italy, where he continued working as a Navigator, this time flying in C47s, moving Military Personnel all over Italy and surrounding Countries. His Demob Papers came through to him whilst in Italy.

For Paul, his work was done. It was time to go home.

Stuart

Stuart Borlase, Australia



PAUL HENRY

It is very sad to lose any of our veterans let alone in such a short space of time. I knew Paul Henry. He visited Oulton on a number of occasions from the early days up until a couple of years ago. Again, a lovely man. My lasting memory of him is when he visited three years ago, wanting a lift from the Old School to Oulton, or it may have been the other way around. But he suddenly started singing: '... coming in on a wing and a prayer'. A lovely moment I shall never forget.

Chris

Chris Lambert
Oulton Representative



Dear Janine,

Thank you for the RAF 100 Group Association's Autumn edition of '*Confound & Destroy*' we received today in the post. I'm so sorry to hear of Paul Henry passing on; such a kind soul, my deepest condolences.

Yvette

Yvette Townsend
City of Norwich Aviation Museum



PETER SCLAVERANO



Peter Sclaverano can be seen right end of 4th row in this photograph of 171 Squadron

Peter V. Sclaverano and his wife were both members of this Association, both in the RAF. Peter was a W/O in 171, 199 and 462 Squadrons, based at RAF North Creak. He became a firm friend over the years and would write to me but said little about his wartime experiences.

However, being a member of the RAF 100 Group Association meant a great deal to him, and he bequeathed to us in his Will the sum of £500.

Bless you, Peter!



Peter Sclaverano is seen here right of the nose.



JAMES WHARTON MOORE DFC

by Beryl Griffiths

James Wharton Moore DFC Flt Lieutenant (retired) died at the age of 98. Better known to those in the RAF as Jim (*Dinty*) Moore, Jim was one of the last remaining veterans who served at RAF Oulton. (*However, it should be said that Jim wasn't part of RAF 100 Group but was present in 1994 at the Commemoration of Oulton Memorial, and attended early Reunions.*)

Jim was born in Hawes, North Yorkshire. By the age of 19 he had enlisted in the RAF. His first operational posting after training was with 18 Squadron at Blickling Hall. As a Flight Sergeant, he was billeted in the West Wing and by the end of July 1941 he had carried out 24 ops despite several hairy moments he had survived (*his words*).

Following a spell of being an Instructor at Bicester, he returned to Blickling with 88 Squadron in October 1942 and was promoted to Pilot Officer. He took part in the famous '*Operation Oyster*' raid on the Phillips Factory at Eindhoven, led by Wing Commander Pelly-Fry on 6 December 1942. This day had been chosen as it was a Dutch Holiday and few people would be at work. The day after the raid he became engaged to his future wife Norma, a Norfolk girl born and bred, and they were married on 18 February 1943. On 31 March, Jim was moved to Swanton Morley. By the end of the war he had been promoted to Flight Lieutenant and had flown 923 hours, 35 minutes; taking part in 92 operational sorties, a remarkable achievement considering the aircraft he was flying such as Blenheims. He would have achieved 100 missions had some not been aborted through bad weather and mechanical failure.

After the war, Jim and Norma returned to Hawes for a few years where he joined the West Riding Constabulary (Yorkshire) and retired in 1975 with the rank of Inspector. They moved back to Norfolk in 1994 and this started Jim's third period of involvement in Blickling.

In the North Norfolk News, Friday 5th May 1995, a feature entitled: '*Were you there?*' requested information and photographs from people who remembered wartime Blickling Hall and the Oulton airbase to contact Beryl Griffiths. This was the start of the RAF Oulton Museum and Jim, as he now lived in North Walsham, was one of the first to respond. On 14th August 1995 the Museum was opened to the public.



At that time, we were told by the then Property Manager that this would only be a temporary exhibition. It is still open! After several moves, it is now in the Left Gallery where the airmen used to sleep.

After providing us with a mass of information, Jim remained a volunteer while he lived in Norfolk with his son until he moved to Winchester.

We would also like to remember Jim's younger brother Peter Moore who was also based at Blickling and billeted in the East Wing. He was lost on his first operational mission in 1943. Jim always felt that a permanent memorial should have been erected to those who served and lost their lives at Oulton and he was instrumental in planting the memorial oak tree near the airfield.

They will be remembered!



Hello Janine,

Just had the chance to look at the recent 100 Group Newsletter.

James '*Dinty*' Moore did not, as far as I'm aware, ever serve with 100 Group. His connection with Oulton was from the Blenheim days when he flew with 18 Squadron and later 114 Squadron. He would have been a member of the RAF Oulton/100 Group Association in the early 1990s when funds were raised for the Memorial. I cannot remember him being a member of the current Association. He was Len Bartram's Proof Reader for the early versions of the airfield histories. He also wrote a book: '*Churchill's Light Brigade*' on Blenheim operations. Visiting Blickling Church last Saturday, we saw the laid-up Standard of 18 Squadron and it is appropriate that this will be in the Church for his Memorial Service.

We were very sorry to hear that J. P. Henry had passed away. The RAF ensign that draped his coffin was most likely the one he purchased from the Museum many years ago for that very purpose!

Kelvin

Kelvin Sloper

City of Norwich Aviation Museum



Dr Peter Lovatt, Peter Witts, Hazel Southgate, Bob Moorby, Bill Doy, John Paddy Gilpin, Sidney Pike, Andrew Barron, Gerhard Heilig, Paul Henry



One Day We'll Meet Again ...

Marking the Centenary of the end of World War One

Graves, like markers,
map lives snuffed out before their time.

Set out in random Regiments
Standing on parade
A permanent reminder
Of a country saved.

Next to each a stranger
With a story all his own
Buried deep within a field
A long long way from Home.

In the air around them
I feel their Spirit near:
*'Remember how and where we died
and why we're lying here.'*

*Please do not forget us,
We didn't die in vain.
Let our Life and Death have meaning;
One day we'll meet again.'*

Men who died in battle,
Brave boys who went to war,
Each and every one a Hero
Left ... on a foreign shore.



Taken April 2018

Janine Harrington

In Memory of my Great Uncle William James Croman
who died 100 years ago: 28 September 1918, aged 37yrs.



Dates for your Diary



2019: 17 – 19 May (confirmed) dinner Holiday Inn Hotel Norwich - North

2020: 15 – 17 May (provisional) Spring National Holiday 25 May

2021: 21 – 23 May (provisional) Spring National Holiday 31 May

Be sure to put these important dates in your diary.

* * * *

Spring 2019 magazine - out in February 2019. Deadline for material: End of Dec.

* * * *



RAF 100 GROUP SPECIAL EDITION 2019 CALENDAR



For a rare gift of past times, this beautiful Calendar printed in The Netherlands makes a perfect Christmas gift. Each month contains rare wartime photos, with a page dedicated to the WAAFs. It also has moments captured in time from Reunions. This Calendar is yours by contacting Janine direct.

* * * *

2017 REUNION DVDs

Janine also has a few 2017 Historic Reunion DVDs compiled by Stuart Borlase when we were joined at our May Reunion by veterans of the 8th Air Force 36th, together with present-day members of the 36th Electronic Warfare Squadron.

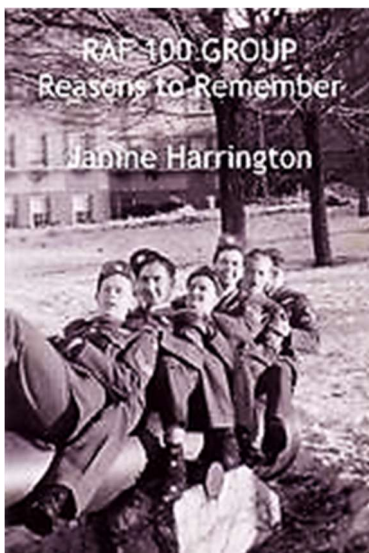
Such a wonderful, not-to-be-missed occasion, with lots of extras added to this DVD!

To save costs in postage and packing, these are available by contacting:

JANINE HARRINGTON

Price: £20

* * * *



RAF 100 Group – Reasons to Remember, by Janine Harrington, published on 23 August 2018; marks the 75th Anniversary of the formation of RAF 100 Group in 1943.

The book contains illustrations, maps, rare photos, and shared wartime experiences.

A signed copy is available direct from author, Janine, or can be ordered from Amazon online.

Price: £10.00 + £5pp



Created by Janine Harrington

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