



Confound & Destroy

The magazine of RAF 100 Group Association

SUMMER *2022*



RAF 100 Group Association Chairman Roger Dobson.
RAF 100 Group Association Secretary Stuart Borlase.

Email: raf100groupassociation@gmail.com
Website: www.raf100groupassociation.org

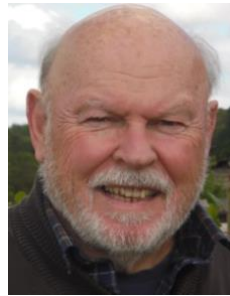
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City of Norwich Aviation Museum
Old Norwich Road, Horsham St Faith, Norwich, Norfolk NR10 3JF
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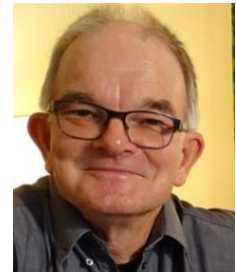
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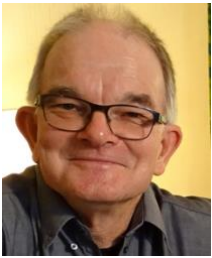


Colin Kerrison
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EDITOR'S PAGE



Hello Everyone,

First, a very warm welcome to those of you who have recently joined our RAF 100 Group Association family. It's great to have you on board and a pleasure to see our Association continuing to grow.

The Reunion this year, the first we've held since May 2019 because of Covid, was one very bright spot in a year of increasing uncertainty with what is happening in our world.

RAF 100 (Bomber Support) Group was born 79 years ago out of a war that was raging across Europe, and now all these years later, the storm clouds of destruction are raining down on Ukraine and the whole world is watching in horror at what is happening!

And as I write there are increasing threats from China to invade Taiwan (backed up by recent Chinese Naval invasion/Landing craft exercises and continuing airspace incursions by CCP fighter and bomber aircraft); North Korea is still a major concern to the region and to the US, and there is the escalating conflict between Israel and Iran and it's Proxies, and not only that, growing tensions between Iran and a number of its Gulf State neighbours. Now we have the IAEA, the International Atomic Energy Agency, publicly condemning Iran for its continued deception regarding its nuclear program and amid new rhetoric by some Iranian officials about wiping another country off the map and that other country promising that they will act to prevent Iran from creating a nuclear weapon and destroying them – it's all eyes to the Middle East! I think many of us are wondering what is going and asking where all this is going to end. The new hugely significant news over the two days that the European Union has arranged to buy trillions of cubic metres of natural gas from Israel over the next few years, will face an eventual push back from Russia. We certainly live in Biblically prophetic times, but I thank God that He is ultimately in control.

There is great news to share however, but along with that some sad news, especially as we have farewelled another of our 36th Bomb Squadron/RAF 100 Group Veterans. Mr George Eberwine, who lived an hour outside of Philadelphia, quietly passed away on the 22nd March aged 96 years. There will be a full tribute to him in the next issue.

The great news is, that our own Phil James has been awarded the "Arctic Star" medal for his part in flying a Sortie with his crew within the Arctic Circle, carrying out an electronic assessment probe on the Radar signature and capabilities of the German Battleship Tirpitz. See the piece a few pages on. On behalf of all our Membership family Phil, I would like to pass on our most enthusiastic congratulations!

There have also been a couple of amazing aviation 'discoveries' over the past few years, the most recent in New Zealand in 2019, with an amazing 'Man Cave' of WW2 aircraft and others, known as the 'John Smith Collection', most of which were complete and included a mind-blowing cache of spare parts. John Smith had been collecting war surplus aircraft throughout New Zealand from the 1950's and had accumulated quite a trove of old aeroplanes.



Photo of page from "Classic Wings" Magazine.

He had two Curtis Kittyhawk's sitting side by side in a very large shed, wings stacked along the wall (I think), along with a P51 Mustang, a Harvard trainer, a Vampire Jet airframe and a brand-new Goblin engine, still sitting in its wooden crate!

There were bits of airframes and spare parts of aeroplanes all around the property. My impression as a youngster was that it wasn't the tidiest of places! I think that my Mum would have been horrified! Anyway, these are my own memories from around the mid 1970's.

This whole story is an amazing one and if you would like it featured in a future issue, please let me know.

Take care,

Stuart.



A little bit of Housekeeping

I just wanted to express my thanks to everyone who has renewed their Membership subscriptions for this year. This is very important in helping the Association continue in a fiscally sound way and provides the resources for the magazine to be published and posted three times a year. The cost of posting out the hard copies of the magazine is growing, and this is becoming a real concern.

Posting the magazine to the UK was £20.84 per Member per annum last year, and postage overseas worked out to be £36.39 per Member. We do value your support and we would hate to have to hold back some outgoing issues going forward. If this has jogged your memory and you haven't renewed, please do so as a matter of urgency.

Next year is the 80th Anniversary of the formation of RAF 100 Group and we do hope that our members will continue to work with us to keep the memory and spirit of RAF 100 Group alive and see our Association continue to thrive and grow. With thanks, Your Secretary.

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(A little wartime humour courtesy of Mike Hillier)

Chairman's Letter



Dear Friends,

I must admit I was apprehensive about this year's Reunion. There has been an interruption of three years since our last event, the dark cloud of Covid continues to inhibit vulnerable individuals from mixing socially and that we would not be meeting up again with much loved veterans who have joined our roll of honour. As it turned out I should not have worried. Although our numbers were down, all went well and overwhelmingly feedback was positive.

There were innovations: we started the weekend at RAF North Creake with the newly installed sculpture of a Stirling Bomber looking magnificent against a setting of three imposing steel panels. These are where 199 Squadron's losses are recorded for all time.

The Foulsham services at the memorial and Church Farm were moved to early Saturday morning. Following a rest break and short drive, the usual service at Oulton Street was held at lunchtime. As always, the villagers did us proud as did Dorothea Barron, representing our veterans, with a powerful crystal-clear reading.

Because of a Falklands celebration we were unable to lunch at the Aviation Museum which allowed us to trial the Black Swan at Horsham St Faith. The new programme for Saturday seemed to work very well with easier logistics allowing a more relaxed pace.

The dinner was also a success with a fascinating guest speaker from the Lincoln International Bomber Command Centre, who spoke movingly about his work as Losses Archivist. It occurred to me that we should also review how we recognise the losses of RAF 100 Group.

Sunday at Swannington was delightful. St Peter's Church, Haveringland will become even more important to us which Mike Hillier explains elsewhere. One idea that the Committee is exploring is whether the Association could sponsor fund raising for a Mosquito sculpture at Haveringland, similar to the Stirling at North Creake.

Reflecting on our weekend I have a sense that emerging from the pandemic we are truly back in business and in good shape. The Committee now meets much more regularly thanks to virtual meeting technology, and I believe as a result is more effective. Plans for next year's Reunion (19th – 21st May) are well advanced. I am confident that we will be able to celebrate the eightieth anniversary of the formation of RAF 100 Group in appropriate fashion.

Best wishes,

Our Presidents Page



Some great news to share with everyone! Phil James, our Association President has recently been awarded the “Arctic Star” medal! It was awarded for his part in his Squadrons’ sortie in flying within the Arctic Circle, electronically probing the German Battleship Tirpitz’s radar defences while at anchor in the Norwegian Fjords.



Daughter Barbara said the award came as a bit of a surprise and a check of her Dad’s Logbook confirmed the Operation was flown on September 2nd, 1944.

Back on 26 February 2013, the British Minister of State for Defence Personnel, Welfare and Veterans, Mark Francois, announced that the Arctic Star and the Bomber Command Clasp Awards should be made in recognition of the great bravery of those who contributed to two very significant campaigns of World War Two.

The qualifying period for the Arctic Star is “service of any length” recognising the particular severity of the conditions experienced by those who served in the Arctic. Whilst the primary intent is to recognise those who served on the Arctic Convoys, **eligibility is extended to include all who served north of the Arctic Circle in World War Two.** Those eligible will include members of all three Services as well of course as the Merchant Navy who crewed the ships taking the vital supplies to Russia.



Phil James, flew with Squadron 192, RAF 100 Groups' lead Unit. This is his Halifax that he crewed as Flight Engineer on Ops to probe the Tirpitz, here pictured at their base in Foulsham.

Her Majesty the Queen approved designs for the new awards on the basis of recommendations made by the Royal Mint Advisory Committee. The design for the Arctic Star is based on the other World War Two Stars and the Bomber Command Clasp, to be worn on the ribbon of the 1939 to 1945 Star, follows the design of the Battle of Britain Clasp.

The new Arctic Star and Bomber Command clasp could result in up to a quarter of a million veterans, and the families of those who have sadly died, and also next of kin, to receive the new Awards in recognition of their unique contribution protecting Britain during World War II.

Minister of State for Defence Personnel, Welfare and Veterans, Mark Francois went on to say:

“All those who served our country in Bomber Command and on the Arctic Convoys, deserve nothing but the utmost respect and admiration from us (as they begin) to receive the Bomber Command clasp and Arctic Star that they have so long deserved.”

Footnote.

Another of our dear Veteran friends, Stan Forsyth, who also flew with 192 Squadron, told me that the Operation his crew flew in trying **to locate** the German Battleship Tirpitz, (for which he was awarded the DFC), was not flown all that high, but I remember him telling me that, *“it was freezing, -40C outside”*. He said, *“I’ve ever been so cold in all my life”!*

(There may be more to come on this story in a future issue – Ed.)

Meeting Once Again

Our Spring 100 Group Annual Reunion 2022



Written by Linda and Arthur Reid.

**With photographs courtesy of Dave Carpenter, Andrea Sluman,
Len Witts, Linda Reid and Mike Hillier**

Our weekend started the week before the Reunion as we travelled down to Lincoln to visit the International Bomber Command Centre (IBCC). Arthur Jnr was fortunate to attend the opening of the Centre with his late father Arthur Baxter Reid Snr.

Arthur Jnr. recalls that at the opening ceremony it was a really cold, wet and misty day, which sadly resulted in the fly past from the Battle of Britain Memorial flight being cancelled. However, the Veterans all wrapped up in blankets, endured the conditions and headed for an early much needed lunch.

We took out an Annual Membership for the IBCC as we hope to visit again when we are down in July this year. We anticipated we might spend a few hours at the Centre - little did we know! We received such a warm welcome by all the staff and spent a whole day watching videos while taking in reading all the information and viewing the wonderful displays that were on display. There are two Peace Gardens set across 10 acres of landscaped grounds. We both sat and pondered for a while in the beautiful setting and agreed it was so peaceful. It was hard to get our head round the vast amount of names that were on the memorial walls, our thoughts and prayers going to all those brave men and women.

There was such beauty in the memorial which was perfectly set to look through and down on Lincoln Cathedral. The Spire is 102ft (31.09m) high and has the wingspan of the Avro Lancaster bomber. The Walls hold the names of nearly 58,000 men and women who perished during WWII.

We visited the cafe where we had lunch and spent further time going round, then went back again to the cafe for a lovely scone and cup of tea. We were very fortunate the weather was so good that day. We would thoroughly recommend a visit and will be back again.

Jumping ahead a bit, we were so delighted to hear that the Guest Speaker at the dinner was to be David Gilbert from the IBCC and enjoyed the slides and his presentation very much, especially having been at the centre so recently. The following day we headed to Lincoln Cathedral for a tour, we were not disappointed and its very true - every day is a school day!



We managed to fit in a visit to RAF Scampton, which was due to close down, but that day we heard from our tour guides the good news, that the Red Arrows are due to spend the next few years on the site.

A picture of Guy Gibson's office and desk.

We also visited the Dambusters' Pub and took in the ambience and atmosphere. For our next leg of our journey, we headed down to Norwich and got settled in for the weekend we were so looking forward to.

We started on the Friday morning 20th May with a trip to the City of Norwich Aviation Museum (CNAM) where we had a few notices to post regarding the change of venue for the Reunion lunch and the AGM and took the opportunity of getting a tour onto the Vulcan.

We then headed to North Creake, to 'The Control Tower', where we held a short committee meeting at the unique, wonderful 'Speech Broadcast Room' (Garden House) at Nigel

& Claire's. The meeting was followed by a lovely cup of tea and some delicious cake. We then headed off to the Stirling Memorial, North Creake where Roger said a few words, and Nigel spoke about those who served at the Station, about the meaning of the stainless-steel Stirling "Home Safe", how that represented all who served there during the War. He then spoke of the 73 Airmen who died operating out of North Creake. They are commemorated on the panels with the Crews they were flying with.





This was the first time for us to hold this event at North Creake and it was lovely to be joined by a few surprise guests, twin brothers, Rolf and Terry Hippman, (**Rolf in the yellow shirt, Terry on the left**) who were in the RAF, as was their father for 39 years. Rolf had flown all the way from Canada and was in the RAF for 36 years, firstly as an AEOP (Air Electronics Operator) and then an AEO (Air Electronics Officer) on a Nimrod aircraft.



On the Friday evening a small group pictured here, (**above**) gathered in Chequers in Hainford, Norfolk for what was to be a lovely meal in a delightful setting (**Roger Dobson, Philip Dobson, Felicity Dobson, Judith Anzures, Linda Reid, Arthur Reid, Dorothea Barron, Mike and Kati Williamson and David Hales**).



Saturday 21 May, 2022 started at Foulsham Memorial, at 10am. Roger said a few words and a wreath was laid by Len Witts which was followed by a minute's silence.

The group then moved along to Church Farm where Richard Ravenscroft kindly shared a few thoughts and laid a wreath, this was followed by a minute's silent reflection.



Rolf Hippman (**pictured above right**) came across from Canada to attend the 40th Anniversary of the Falklands War event being held at CNAM on Saturday, to meet some of his Falklands war crew and give guided tours around the Nimrod.

Terry Hippman, Rolf's twin brother, (**standing left**), was in the Territorial Army before transferring to 2622 (Highland) Squadron, Royal Auxiliary Air Force Regiment at RAF Lossiemouth for a few years. Terry is now a volunteer at CNAM. They were delighted to join us and wanted their thanks passed on to everyone for making them feel so welcome, and also expressed their appreciation of the efforts of the committee and fellow members to keeping the memory of the 100 Group alive.



We then all made our way to the Queen's Arms Pub in Foulsham village, where we all received a welcoming cup of tea, coffee and biscuits.



At 12.30pm a Group gathered at the Oulton RAF 100 Group Memorial, Oulton Street where Susan Mather, the current Chair of the Oulton Parish Council gave a welcome and short speech.

Roger welcomed everyone and said how good it was to be back in Oulton.

Ksynia Marko (right) read the poem written by William Kean Seymour, entitled "The Fighter Pilot", and Sue Hall too shared a poem. The bugler played the Last Post which was followed by Dorothea Barron who concluded the day by giving a very touching edition of "When you go home".



A wreath and several bouquets were then laid, followed by stillness and quiet for a minute.



It was lovely a lovely day and great to stand and chat to people and get to know everyone a bit better.





A lovely lunch followed at the Black Swan prior to the AGM which was held at the Missionary Hall, Horsham St. Faith and our thanks go to Peter and Linda Holness for laying everything out and the use of their premises.

The evening dinner at the Holiday Inn went very well and the Halifax Suite was nicely decorated with red, white and blue balloons and colour co-ordinated napkins.



Although there were only 34 people present, the hall did not look empty and during dinner we had the perfect opportunity and quiet to chat to everyone at our table and circulate.







After dinner we listened to a wonderful and very interesting presentation given by our guest speaker, Dave Gilbert from the International Bomber Command Centre. We could not have asked for more. Our thanks go to Philip and Felicity Dobson and Judith their daughter for all the help in selling raffle tickets and grateful thanks to everyone who donated raffle prizes.

Sunday 22nd 2022, started at 11am with a lovely welcome and service at St. Mary & St. Andrew's Church, Horsham St. Faith. Thought provoking readings and a homily were given, candles were lit and extinguished and then re-ignited and a minute's silence was observed.

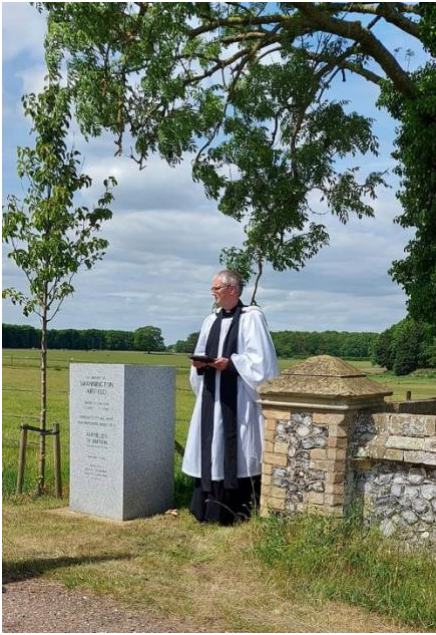
As ever, the Aylsham Town Band were fantastic, and the music played brought back so many memories and emotions. Tea, coffee, biscuits and a raffle were enjoyed after the service in the church hall. Our grateful thanks for the warm welcome and to Aylsham Band for the wonderful music.

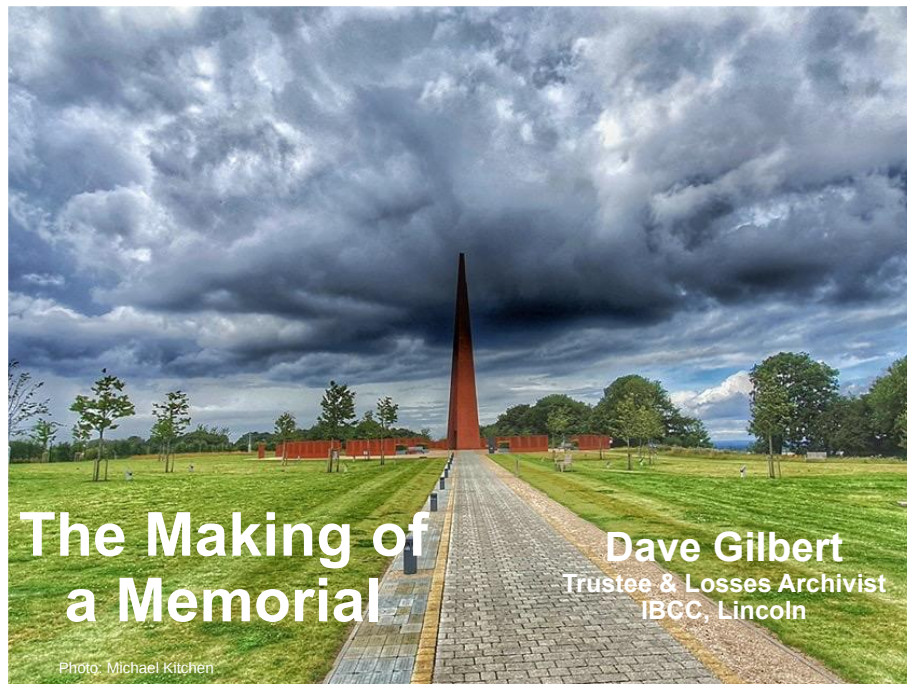


To finish off a wonderful weekend, there was a church service at St. Peter's Church, Haveringland/RAF Swannington.

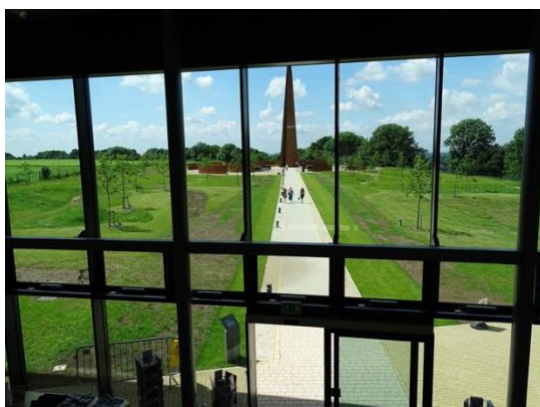
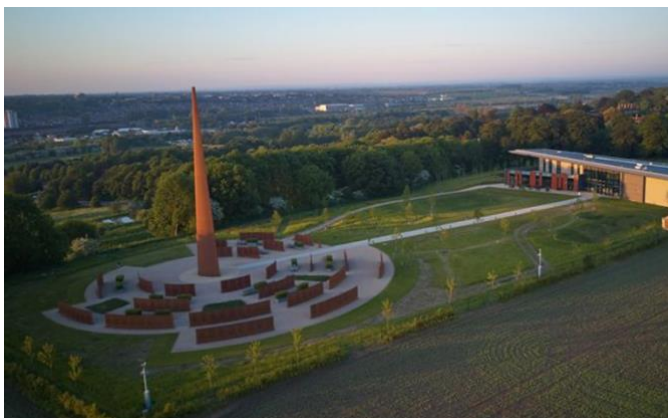
The Minister, Andrew Whitehead, took a short service and various wreaths were laid.







Our Guest Speaker this year at our Saturday night Dinner was Mr Dave Gilbert, who sits on the IBCC Operations Board as a Losses Archivist. He led on the development of the Bomber Command Losses Database, an enormous undertaking involving the quadruple cross-checking of various sources to produce an accurate and comprehensive list of all those – aircrew and ground personnel – lost serving in the Command during the 2nd World War.





This is what 57,861 people look like. Try to visualise all those who were lost in Bomber Command. Enough to fill this stadium!



I became involved in the project, which was the brainchild of the late, great Tony Worth who was at the time the Lord Lieutenant. My company won a Queen's Award for International Trade and as part of the ceremony, Tony presented the glass bowl.

Whereas most Lawyers encourage a donation to their chosen charities, Tony recruited people! He later invited me to the launch event of what was then the Lincolnshire Bomber Command Centre.



Why me?

I asked how he was going to get the names onto the Memorials Walls – his reply: “I have no bloody idea, have you?” In that moment, my life changed forever!

With my team of volunteers, we have found some 3,000 errors, including 685 omissions. All are now rectified and form the database for names on the IBCC Memorial Walls. The entirety of the Losses Database now stands at a little under 4 million pieces of information and rising. Compiling the database, absorbed over 8,000 hours of my time in the past six years and is a job that's never complete – there's always more you can add to the story of each and every one of them.

My aim is to build the most comprehensive source of information on Bomber Command personnel in existence. I consider it my greatest accomplishment and the connection I feel with the 58,600 servicemen and women in our database has become so palpable that I consider them as my own. The fact that my son is approximately the same as age as them is not lost on me.

The position of Losses Archivist continues to present new and interesting challenges in so many different areas and has included managing a huge team of volunteers, writing magazine articles, writing a book (a two-volume 450,000 worded monster that is still in progress), creating new Rolls of Honour for Lincoln Cathedral and giving numerous lectures both at IBCC and 'on the circuit'.

I am particularly delighted to be taking part in anything associated with 100 Group. They were of course, one of the most prolific users of technology.

I want to thank David for making available both his slides and some notes from his Power Point Presentation. I wish that I could have been there – Ed.

Personal Information	
Rank	F/O
Forename(s)	Bernard
Surname	Otter
Gender	M
Age	31
Decorations	
Date of death	16-Dec-1943
Next of kin	Son of Thomas William and Elizabeth Granville Otter, of Gainsborough, Lincolnshire; Husband of Gwendolen Jessie Otter, of Gainsborough.
Biography	1

Aircraft Information	
Aircraft	Lancaster
Serial Number	DV293
Markings	WS-Y

Memorial information	
Burial/Memorial Country	Germany
Burial/Memorial Place	Berlin 1939-1945 War Cemetery
Grave Reference	Coll. grave 2. B. 8-14.

Miscellaneous information	
Father of Patrick Otter, the author of several Bomber Command books	

Fellow Servicemen	
BARONI RJ (Sgt)	
BAYLDON RA (P/O)	
COPE FS (Sgt)	
EGAN E (Sgt)	
RICHARDSON A (Sgt)	
WIDDOP JK (Sgt)	

OTTER, BERNARD



OTTER B

Honour this person

[Donate](#)

IBCC Memorial Information	
Phase	1
Panel Number	81

Enlistment information	
Service Number	132742
Service	Royal Air Force Volunteer Reserve
Group	5
Squadron	9 (IX)
Trade	Navigator
Country of origin if different	

Last Operation information	
Start Date	16-Dec-1943
End Date	17-Dec-1943
Takeoff Station	Bardney
Day/Night raid	Night
Operation	Berlin
Reason for Loss	After bombing the Lancaster was heading away from Berlin when it was involved in a mid-air collision with a Lancaster (JA867) from 619 Squadron.

A typical IBCC Archive Loss Page

MOST SOURCES SAY 55,573 LOSSES

WHY DOES IBCC QUOTE 57,861 ??

Why are our figures higher than those inscribed on the Green Park Memorial in London? The answer is that we are much more inclusive. Importantly, we include Ground Crew, amongst many others.

Who's In?

- Airmen, whether lost on ops or training.
- Airmen on loan or detachment
- Specialist Operators.
- Ground crew including WAFs
- Died / Killed on Active Service
- PoWs who died in captivity
- Passengers, including:
 - Cadets on air experience flights
 - Other Service Personnel.
 - Special Agents.
 - Meteorologists, news reporters.
 - Any personnel being repatriated.



100 Group Losses

• 536 airmen included in Losses Database

- 23 Sqn – 17 losses
- 85 Sqn – 22 losses
- 141 Sqn – 23 losses
- 157 Sqn – 20 losses
- 169 Sqn – 25 losses
- 171 Sqn – 31 losses
- 192 Sqn – 83 losses
- 199 Sqn – 42 losses
- 214 Sqn – 103 losses
- 223 Sqn – 24 losses
- 239 Sqn – 29 losses
- 462 (RAAF) Sqn – 52 losses
- 515 Sqn – 39 losses
- 1692 Flt – 6 losses
- 80 (Signals) Wing – 13 losses
- Miscellaneous – 7 losses



Photo of me putting in the last bolt in one of the steel walls, together with my (now late) Parents, who had helped a great deal with checking data.



A FEW OF THE INTERESTING STORIES I DISCOVERED ALONG THE WAY....



The Pilot's Prerogative

J/90038

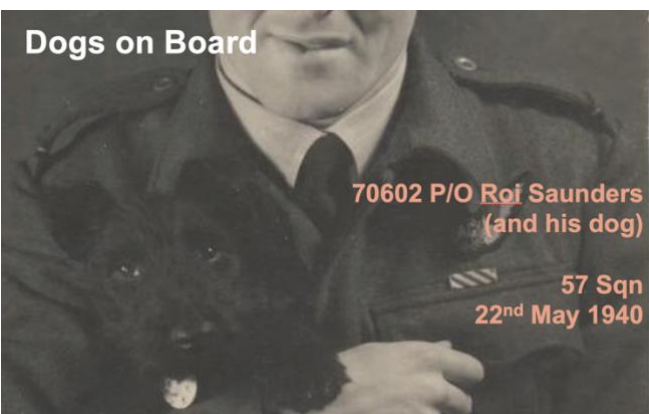
P/O William Stuart McMullan
428 Squadron RCAF

Pilot

Most people believe that the Rear Gunner was the most likely trade to be killed. That's statistically not the case. In fact, in all aircraft types except the Mosquito, it was the Pilot.

The reason is simple- they were the captains of their ship and they stayed at the controls until all the other crew had made their escape, by which time it was often too late for them. McMullan is one example of this, and was the story that was recently featured on a BBC TV program that I appeared in.

Unfortunately, we can't find the name of the dog. Roi was identified when his grave was located after the war only because he was buried with his dog. They were re-interred together.



PoW drowns saving guard

R/123313
F/S Kenneth Slack
433 Sqn RCAF

PoW drowned
8th May 1945



F/Sgt Kenneth Slack from 433 Squadron RCAF was killed on VE Day saving his German captor. Tragic, and probably not included in the Green Park figure.



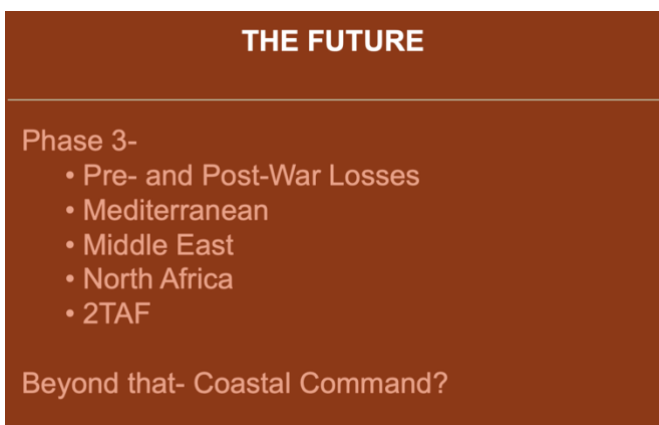
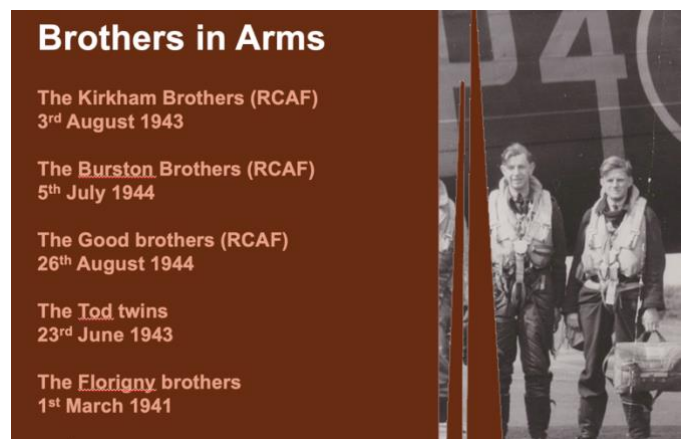
Dorothy Robson BSc, aged 23, studied physics at Leeds University and was accepted by the Royal Aircraft Establishment, where she worked developing bomb sights. She spent much of her time around Yorkshire bomber bases debriefing Bomb Aimers and studying bombing photographs.

She was an attractive young lady and was popular around the airfields where she worked and was known as 'Bomb Sight Bertha' or 'The Girl with the Laughing Eyes'.

She was a passenger on board the brand-new Halifax during an Air Test on that morning and she would have been in the nose checking the bomb sight equipment. The weather was hazy with 8/10th cloud cover, and for reasons unknown the aircraft crashed at Enthorpe, three miles east of Market Weighton, Yorkshire. All on board perished. Being a civilian, Dorothy is not included in the figures at Green Park.

War holds some terrible stories.

These are Brothers that were tragically killed the same day. The picture speaks for itself. The grief would have been absolutely unimaginable for their families.



A taster for my forthcoming works. The work on the Mediterranean, Middle East and North African losses archive (Phase 3) is already underway.

Airmen sacrificed at least 50 years of their lives.

Multiply by 58,000 and you get about 3 million – the number of life years lost to Bomber Command.



ANZAC DAY: April 25th

One Veteran's Thoughts on a National Day of Commemoration

Written by Mr John Beeching,



During a brief but welcome visit from our editor, Stuart, from Perth, Western Australia, he asked me if I would send him a few lines for the magazine on my personal thoughts about Anzac Day.

Having been born and raised in England, Anzac Day there is not that country's main day of remembrance, November 11th being the day when one and all stand to, to honour the sacrifice of the thousands and thousands lost in the many wars fought throughout the country's history.

Significantly, as with Anzac Day, the focus is on one particular date, but has since become the means of recalling the sacrifice made by all those brave souls. For those of us who served with RAF Bomber Command air-crew, I would venture to say that we have a bit of an Anzac Day every day of our lives; it certainly does with me. We get nudged by things seen on television, in the paper and elsewhere, reminding us of those unique days of our youth, and we weren't much more, which became indelibly stamped on our memories for the rest of our lives.

And so, in the seventy years I have lived in New Zealand, I have come to embrace Anzac Day as the one significant day when I lay the Bomber Command wreath on the Nelson War Memorial, and say to myself, "Sleep tight, good pal Reg and all those others I flew with and who never made it to the end of the War."

Last Anzac Day was the first year I was unable to fulfil this honour, due to ill-health. I can only hope that it will be carried on in perpetuity.



'Lest we forget'.

Photographs courtesy of Mr Beeching.

LETTERS PAGES



I want to express my thanks to those of you who have written over the last few months but asked that your letters not be printed. It is always good to hear from people and your correspondence is appreciated.

We are part of a special RAF 100 Group family of people who are scattered all over the World, with the same goals and aspirations of keeping alive the Wartime memories of those who served within this unique Organisation.

That is, considering todays situation and climate, quite remarkable.



Hi Stuart,

Did you get over to NZ? I hope you are well.

In your next publication of the newsletter due mid-June, I would be grateful if you could publish my letter asking for any information regarding the crew and accident of James (Jim) Peter Robertson and the Flying Fortress Mark III HB796 BU-T. All crew died on 9th February 1945. They took off from RAF Oulton and crash landed at Dungeness Marsh, Kent.

The names of the other crew members are:

WT Banner (UK)

LJ Bennett (NZ)

PG Buckland (UK)

W Bunyan (UK)

RJ Carrott (UK)

E Dobson (UK)

GSM Fowler (AU)

FR Olds (NZ)

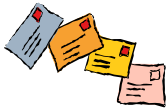
TWH Usher (UK)

I believe the relatives of TWH Usher and FR Olds have previously written to the Newsletter.

I am happy for you to publish my email stevesandrahunter@gmail.com if people want to contact me directly.

Kind regards

Sandra Hunter



Hi Stuart

I have been told to contact you re-signing up to the Association. Found out just before the pandemic that my father was in 100 Group after matching a photo of my dad in uniform in Norwich Aviation Museum.

I obviously would like to find out more about which squadron he was in and the various missions he may have been on.

I would love to find out more and if a veteran knows of my father that would be most welcoming.

My Dad was 5ft 3, dark hair and loved to ride his racer bicycle. I have a couple of photos I will attach to this email. He is the shorter one in the photo with the De Havilland.

Any information on a squadron, missions, stationing, airfield would be most appreciated.

He was eventually grounded to a radar station in Bognor Regis on the south coast I was led to believe. Gutted to have missed the get together this year but have just had my hip replaced...

Kind regards

Matt Bending

Archie's Son.

mbending@fleggoa.co.uk



If this rings a bell with anyone who might be able to help Matt with his search to find out more about his father, please email him. He will be so pleased to hear from you –Ed.



Dear Linda,

Thank you so much for making my brother and I so welcome at the various recent 100 Group Association events. We were amazed at how friendly everyone was to a couple of strangers who weren't even members. Please pass on our thanks to those we met and our appreciation of the effort yourself and your fellow members put in to keep the memory of 100 Group alive.

Hope you had a safe journey home. We look forward to seeing the photos you took.

Regards,

Terry and Rolf



Hi Rolf,

Thanks so much for your quick reply confirming ok to use photo and bio, wow! What a career and still going on! We got our 2nd tour in of the Nimrod in CNAM and were absolutely fascinated and blown away! I wish we could have made it CNAM on the Sunday for the Falklands Anniversary. We watched a bit of footage last night on TV.

Could I ask what triggered your interest in the 100 group. I assume you have gone in to see the website with past magazines?

Kind regards

Linda and Arthur

Hello Terry and Rolf,

I am so sorry for the delay emailing back.

We had an RAF 100 Group Committee zoom meeting and all agreed how nice it was for you both to join us this year, it really gave us a nice boost!

We are in the process of preparing the next magazine and wondered if we could put a photo in with you both and put a wee bit in about your background?

I still have some photos to send onto you both.

Linda.



Hi Linda,

Thanks for the photos. Yes, we had a busy day at CNAM, Rolf met some of his Falklands war crew and they gave guided tours around the Nimrod, and I ended up on car park duty! I've now become a volunteer at the museum hoping to follow Rolf's footsteps and do tours of the Nimrod. Hopefully meet you both again sometime, maybe next year.
Thanks again for the photos.

Terry.



Linda and Arthur,

I thought I'd reply to your pic with a pic of my own.

I have no issues with including a photo in your magazine. I don't know how much you need for background so here's a quick Bio. If you need more, just ask.

"36 years in the RAF as an AEOp (Air Electronics Operator) and then an AEO (Air Electronics Officer) on Nimrod aircraft. I was an acoustic specialist before commissioning when I became a sensor and communications manager.



At the end of my career, I went on exchange to Canada where I returned to acoustics on the Aurora aircraft. After completing my RAF career, I joined the RCAF for 2 1/2 years when I was head-hunted to become a civilian simulator operator. I'm now semi-retired. I continue to work in the simulator but not in the winter, as I'm not a fan of a long commute in snow and ice. I've 10 000 flying hours and a bunch of campaign medals. If you need to know why I've become interested in 100 Group, just ask and I can explain.

Me in the RCAF receiving my certificate of Canadian citizenship. It was odd flying for the RCAF, wearing an RCAF uniform but still being a Brit.

The citizenship process took two years."

Rolf

On the War and Elsewhere:

Memories of RAF Watton

Provided by Mike Hillier,
Swannington

In the early 1950s, and like many of his generation, Peter Long was doing his National Service in the Royal Air Force. He was based at RAF Watton in Norfolk; a base which was very active during the war, when during those years the base was home to not only the Bristol Blenheim's of 21 Squadron and 82 Squadron, but also from 1943 to 1945 it was home to the American 3rd Strategic Air Depot and the 25th Bomb Group with their B17's and de Havilland Mosquitoes.

Peter has spent more than 20 years researching the post-war history of the RAF, and his book, "In Support of So Many", was privately published - therefore sadly not freely available.

Peter is well into his 80's now and has allowed his book to be included in the full History of RAF Watton, which is an ongoing project being written by Julian Horn of the website 'RAF Watton.info', where excerpts from Peter's book for each year from 1945 can be read.

The following is one such excerpt from his book, which tells of the move of RAF 100 (Bomber Support) Group to 60 (Signals) Group - Fighter Command at RAF Watton. As with all researchers, none were ever there at the time, which is something Julian stresses, however, the information contained in Peter's text has been taken from reports made at the time, from Squadron Operational Record Books, Intelligence Reports and from a great deal of personal accounts.

"During the Second World War, one of the major weapons in the armoury of the Allied Powers was Radio Warfare (RW). Great Britain was at the forefront of research, development and operational use of Radio Warfare equipment and techniques. RW had been developed and honed until, by the end of the conflict, led by British expertise, the Allies were able to locate, monitor, measure, record, manipulate and jam enemy radar emissions and wireless transmissions. These procedures became known as Radio Countermeasures or RCM.

*As the end of the war approached and with the reduction of the armed forces that would automatically follow, RAF Station Watton was selected as the base for the continuation and furtherance of Radio Warfare within the Royal Air Force. Watton was to become the **Radio Warfare Establishment (RWE)** within 100 (Countermeasures) Group. 192 Squadron, which had wartime RW pedigree, disbanded at RAF Foulsham and its personnel and Handley Page Halifax aircraft formed what was to be the nucleus of the RWE's Flying and Servicing Wings. The Headquarters, Technical and Intelligence Wings for the RWE were formed from the disbanding Bomber Support Development Unit (BSDU) at RAF Swanton Morley. The Bomber Support Development Unit had been formed during the war as the RAF's Centre for the development of Radio Warfare Countermeasures.*

On the 25th September 1945, in two separate ceremonies, RAF Watton (main site) and Neaton Camp (Griston), were handed over by the USAAF to the RAF. By the 22nd October 1945, the full RAF establishment had arrived at Watton, and Air Commodore J.G.W. Weston OBE assumed command as Commanding Officer RWE. In the same month RWE Watton transferred from 100 Group, Bomber Command to 60 (Signals) Group, Fighter Command.

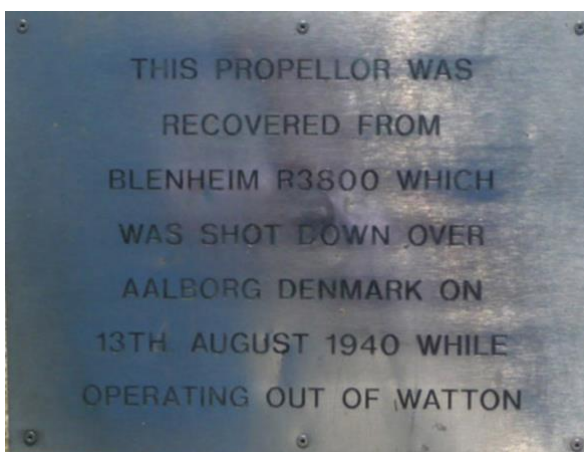
The Radio Warfare Establishment's initial aircraft strength was:

23 Handley Page Halifaxes, 7 Boeing B17 'Fortresses, 10 De Havilland Mosquitoes, 3 Avro Ansons, 1 Airspeed Oxford, 1 Percival Proctor.

During the early part of November, in a period of very bad weather, No. 527 Squadron, the first of a number of Calibration Squadrons arrived at Watton. 527 was equipped with Supermarine Spitfire Vb's, Airspeed Oxfords and a Vickers Wellington. The Squadron had been formed in 1943 from a number of Calibration Flights and had later absorbed No's 526 and 528 Calibration Squadrons.

The work with which Watton was tasked was of a highly classified nature and several very sensitive units were formed on the Station. One of these was the Intelligence or 'Y' Wing. 'Y' Wing was tasked with airborne and ground-based signals intelligence gathering and collating, known in the Service as 'Tactical 'Y'. Another was the RW research unit, responsible for the development and improvement of RW equipment and was led by Squadron Leader George Baillie, an Air Ministry Scientist. Both of these units were initially based on the Griston site.

Reproduced with kind permission of Peter Long, via Julian Horn at [RAF Watton.Info](http://RAFWatton.Info).



Poetry Corner

"A MEMORY to the FALLEN"

*They came, those sons of Freedom
from home they loved so well,
To break the biggest evil,
of a living, heathen, hell.
From Commonwealth to Colony
from lands across the sea
To give their lives, with British lads,
to die for you, – and me.
The life blood of the Empire,
in Freedom's bondage bound,
Flowing forth on Freedom's cause,
a world of peace to found.*

*Their emblems were the maple leaf,
the fern, and kangaroo,
The scimitar and diadem,
the rose, - and thistle too.
But their common aim was all the same
for Freedom's cause to fight
That we might live, and learn to give,
in justice, truth and right.
And so, the homes they loved so well,
they left with aching heart,
And took the sword of heritage,
and rose to play their part.*

*Came the miners from the Mendips,
from the Highlands, from the Hills,
From east and west of London Town,
from northern cotton mills.
The cottage in the Cotswolds,
the portals of Pall Mall.
Cast the same undaunted spirit,
as the shadow of Scap Fell.
They had no lust for conquest
of another nation's soil,
They only asked for freedom
to carry on their toil,
To live, and laugh, and love, at will,
and think unfettered thought,*

*The freedom that their fathers found
by life and blood had bought.
And now we see their names rise up,
"They died, that we may live".
Oh God, grant us the courage too,
that we ourselves may give.
And, giving, learn to play our part,
as those who've gone before,
That life be always free for all,
unchained for evermore.
And with each setting of the Sun,
or when heavens' eastern hem
Is fringed by golden dawn,
We will remember them.*

**Written by Flt. Lt. Leslie George Butt.
Navigator, 157 Squadron,
RAF Swannington.**

Leslie and his Pilot, Flying Officer Chris Noel Woodcock, both died when their Mosquito aircraft crashed to the ground after being in collision with another Mosquito on the 1st September 1944. The crew of the second Mosquito made it safely back to base.

Leslie was aged 30 and Chris was aged 22.

Reproduced with kind permission of Lesley Hews,
Leslie's Daughter.

(Sent in by Mike Hillier, Swannington.)

*"You ask what is our policy? I will say, it is to wage war with
all our might, with all the strength that God can give us, to
wage war against a monstrous tyranny, never surpassed in the
dark, lamentable catalogue of human crime.*

*You ask what is our aim? I can answer in one word: Victory.
Victory at all costs. Victory in spite of all terror. Victory however
long and hard the road may be. For without victory there is no
survival."*

Sir Winston Leonard Spencer Churchill.

News from the Control Tower at former RAF North Creake



We were very pleased to welcome the Committee of the 100 Group Association to the Control Tower for the first time at this year's Reunion. Due to the unavailability of Walsingham Village Hall (an administrative error it would seem), we offered our new garden room at short notice for the Committee meeting. Otherwise known as the Speech Broadcast Building, it is a wartime structure where the signal for the Tannoy communication system was amplified. The Committee looked a little reluctant initially but were persuaded to come back and then relaxed once they saw what a comfortable garden room they make.

Following the meeting, in a planned event, we then made our way to the newly dedicated memorial for a short commemoration and the laying of a wreath. Next year we plan to expand this event with a service at the memorial at 3pm on Friday 19th May 2023, followed by an optional two-hour history tour of the Control Tower at 3.45pm (this cost £10 per person and includes tea & cake; half the proceeds from 100 Group members will go to the Association) and then an informal dinner at a local pub in the evening.

The tours of the Control Tower are something that we have been doing for some 8 years now but they ceased during Covid and were only resumed in April this year. They seem very popular with our B&B guests (see pictures taken from our visitor's book).

- Very much enjoyed the passion and attention to detail that has gone into preserving the history of this place, not only in the building, but in the oral history presented. And we were right royally cared for by the lovely hosts Chaire & Nigel. Bravo!

A very memorable visit to a fabulously restored building. The tour was well worth doing as Nigel's delivery and insight made it all fascinating. Thanks to both Nigel & Chaire.

The memorial site has settled well into its location and now draws a lot of attention from passers-by who frequently stop to take a better look. This is something we had always wanted it to achieve as shortly after moving to the Control Tower we became aware that many living locally, and some who drove past the site every day, had no idea this was a former RAF station and even less conception of the important role it played during the Second World War. Thankfully, that is now changing and RAF North Creake is becoming better known locally and we continue to promote it in talks to local groups to further increase this awareness.

On the site itself, a key element that will raise awareness has, until recently, been missing. Three information boards were erected in early June this year in which there will be an explanation of the role of the airfield in the war, an explanation of the site and, finally, an interpretation of the memorial and the Roll of Honour. Once written and produced, then, apart from a little landscaping, the site will be complete. We hope that the completion of the site will be in time for the Remembrance commemoration in November when we're hatching a plan to hold an event for North Creake veterans and their families.



Photo courtesy of Paul Macro Photography, taken Autumn 2022.

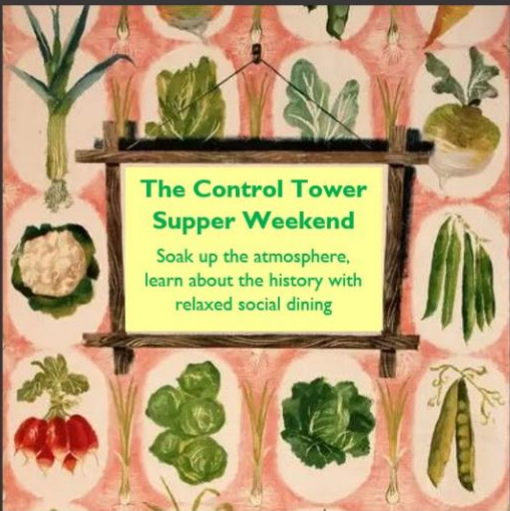
In further news about the RAF North Creake airfield site, discussions with Walsingham Estate (the owners of most of the dispersed sites) are now well advanced and we can announce that we will be creating permissive paths around two of the former airfield sites: the training site and administrative site, where people can walk around former airfield buildings with information boards to help explain the purpose of each site. Beyond the two sites mentioned, the Estate has further given me permission to undertake walking tours of further sites for interested participants. These will take place in late winter when the scrub is low and the shooting season has ended. Further details will follow.

In March 2023 we are going to have a one-off event we're calling 'action stations', that will take guests stage by stage through an operation that took place in March 1945; starting in the afternoon with tea and cake and a briefing, guests will then be taken through the preparations and operation itself close to the hours it would have happened (with a break for dinner provided by us). This special will be part of a two-day stay at the Control Tower. More information will follow in the next magazine.

If you follow social media, you may be interested to know that on Facebook, Instagram and Twitter (@ControlTowerNC) we have just started a 'Year in the Life of RAF North Creake'. It began in May, when in 1944 the station first became operational and will continue until disbandment and perhaps beyond (taking it into a second year when we will be forced to change the name!). We post about every two weeks or so with a summary of events for the station. If you'd like to follow this, please like one of our social media platforms.

As well as Bed and Breakfast all year around, we are also planning two special supper weekends – see details below.

Return of The Control Tower Supper Weekends



Book a special supper weekend...

Friday 18th & Saturday 19th November

Friday 9th & Saturday 10th December - Christmas special

Enjoy a special social weekend getaway with us. As well as our usual B&B offering, we are planning: An RAF North Creake history tour of the tower with tea and cake shortly after arrival on Friday and a three-course social supper evening on Saturday.

B&B room price for two nights (Friday and Saturday) plus £10 per person for tour and £35 per person for supper with free corkage

mail@controltowerstays.com for more information and to book
Please note this is limited to 8 places for DB&B and we are happy to cater for vegan guests

If you're interested in any of the above or just wish to drop us a line, please contact us at mail@controltowerstays.com or write to Nigel Morter, The Control Tower, Bunkers Hill, Egmere, Walsingham, Norfolk, NR22 6AZ.



INTERNATIONAL BOMBER COMMAND CENTRE

NEWSLETTER APRIL 2022



Blue Skies, Arthur

On Friday the 25th March, we lost volunteer and friend, Arthur Wray.

Arthur was our oldest tour guide and loved to be at the centre sharing his knowledge of the RAF and the project with our visitors.

Arthur was an ex-RAF Halton Apprentice and served for 22 years. He was in Bomber/Strike Command for fourteen years and spent 7 years as a Vulcan Crew Chief.

After leaving the RAF he spent 18 years as a Senior Partner and Business Manager of a company that produced illustrated technical documents for several top aviation and engineering companies, including BAE.

He was the primary carer for his wife, Irene, in the years leading up to her passing in 2017. He joined the IBCC Team in August 2018. In his daughter, Alison's, words "He lived for the IBCC after he lost his wife Irene. It gave him so much joy"

We will remember him for his wonderful sense of humour, his passion for the project and his commitment to making sure Bomber Command was remembered.

Our thoughts are with his daughters, Alison and Sue and the rest of the family.

Blue skies, Arthur – we will miss you!

Re-United after 77 Years!

On the 11th April 1944, Sgt Eddie Humes and the crew of Lancaster LL639 set off from their 514 Squadron base at RAF Waterbeach, Cambridgeshire. The crew's target that night was Aachen. After completing their operation, they turned to head back home. At around 23.15 hours a Messerschmitt flown by Unterofficer Hans Fischer of 12/NJG1 attacked. Eddie recalls one of the engines caught fire and soon spread along the port wing. The order was given to prepare to abandon the aircraft. The crew tried for a few more minutes to extinguish the blaze but the port wing tip fell away followed by the port outer engine.

The pilot could no longer keep control of the aircraft, so the instruction to “Abandon Aircraft” was given. Eddie was the only survivor. He was badly injured and taken to hospital in occupied Belgium and then onto a German military hospital to undergo surgery. He was eventually moved to a Prisoner of War camp for the remainder of the war, enduring the ‘long march’ from Poland to Austria before being flown home by Lancaster Bomber.

On the 1st January this year Eddie celebrated his 100th birthday and got a very unusual present. Linda Driessen, a member of the family who own the land in the town of Molenbeersel in Belgium where his plane had crashed 77 years ago, had found a piece of metal which they thought might be part of the plane. They asked if Eddie might know what it was. Eddie, who was the Navigator, knew immediately what it was.....it was the metal part of Eddie's own parallel ruler he used during that flight. The wood had rotted away many years ago, but the metal part was exactly as Eddie had last seen it 77 years before.

Linda sent the piece to be reunited with Eddie for his 100th birthday. A very special and unique present indeed.

Eddie's crew are buried at the Haverlee War Cemetery in Belgium, and there is also a local memorial erected by the villagers in the small town of Molenbeersel, in the province of Limburg.

Susanne Pescott, IBCC Volunteer



New Sculpture - “The Return”

Sculptor, Gordon Hayes, was so taken by the photograph of the Lancaster crew that he found in the IBCC Digital Archive, that he carved the image in limestone as his final artwork for his Bachelor of Arts degree in 2020. He kindly offered to loan us the original carving, but its size and weight made that difficult. Gordon then created the cast that can be seen at the IBCC so that the work could be made public and shared with our visitors. It is a fantastic new addition to the offer at the centre.



The original photograph shows 514 Squadron Pilot, Don Gordon, and crew on their return to RAF Waterbeach, Cambridgeshire, on 14th October 1944, following a daylight operation on Duisburg.



Left to right: Sgt Saunders RAF (F/Eng), Flt/Sgt Burke RNZAF (A/G mid.), F/O Dobinson RAF (A/G rear), F/O Smitten RCAF (B Aim), F/O Cooper RNZAF (W Op), F/O Gordon RAAF (Pilot), P/O Munday RAAF (Nav).

You can see more of Gordon's incredible work [here](#)

What's in a Name?

For the last 18 months or so, during the lockdown periods I have been researching my mother's ancestry. We didn't know a lot to start with – her mother was not very forthcoming with details when she was alive, and sadly her father died when she was just two. Fortunately, there was one thing in my favour, her maiden name Mortensen, was unusual.

Checks using the 'Find My Past' website found details of her Dad and his parents and brothers and sisters, and other relatives, going back to a Christian Mortensen who moved to Liverpool from Sweden in the latter half of the 19th century. One of her father's brothers, Edward was a Halifax Bomber pilot and was killed in action in 1943. He's on the Memorial and is buried at Rheinberg, in Germany.

Then at the beginning of this year, the 1921 census became available – a treasure trove of information became accessible and a great aid to those looking for ancestors. For me it was to open a door for my mum that she thought closed. A search revealed that one of my Great Great Uncles sons, one James Christian Mortensen was also involved with Bomber Command in the War and was interviewed in 2018 by one of the team at the Centre.

This was a moment in time that will live with me forever. Showing my Mum the video on the webpage, enabled her for the first time in 70+ years, to both listen to the voice and see the face of a member of her family. For me, the power of the video helped my Mum understand more about her family – something she has never known throughout her life. The Memorial, through these attestations has proved to be a wider force for good – reconnecting people with parts of their families they never knew about.

I hope that soon Mum will get to speak or even meet a relative. I've already visited Liverpool, following my ancestors' footsteps. My final trip this year will be to Lincoln, to visit the memorial in October.

My thanks for the information on your Website that has brought such joy to my Mum!

Mark Coram.



Features Section

Written by Francis Ashton (nee Russ),
Nelson, New Zealand.

My thanks too, for her Family photographs.

This story, the account of how two WW2 Lockheed bombers came to reside at the Appleby farm, of my Uncle James Russ in Nelson New Zealand. This is a fascinating one. I used to play in them as a boy and have strong memories of these two, old, hacked up, weather-beaten aircraft, out the back of my auntie and uncles house in front of the sheds. I took quite a number of colour slides in my teen years (remember those things?) but now all these years later, regrettably I am unable to locate them. My cousin Francis takes up the story ... Ed.

"Two Bombers for Play Huts"

"We thought it was normal, many children in the Nelson region thought it was special. We mostly took it for granted but many people looked for it when driving along the Appleby Straight and those brave enough came up the drive and got to experience the inside of a bomber. That is what it was like for me and my siblings growing up with a Ventura Bomber (and a Hudson Bomber) sitting in our back yard.



When war surplus planes, stored at Nelson Airport came up for tender in November 1947, Dad who was a brilliant farmer (but if he had been given the opportunity may have been a more brilliant engineer), tendered for the Ventura with the sole purpose of getting the tyres to use on a 'Green feed' trailer for feeding the stock in the winter. The soft wide tyres would not and did not sink in so much on the wet ground. The planes were stored at the Northern end of the Airport and the plane was towed home, up Parkers Road along the main roads to Appleby, presumably with wings removed first.



I'm sure Dad very soon, if not before, after getting the plane home realised it had much more potential than its nice soft big tyres. It stood proud in our yard with tree stumps in place of tyres and its wings removed. It was easy for us to get into as children and many 'a sortie' was flown from the cockpit as the seat and all dials and controls were still there when it arrived at the farm. We would enter through the back door, make our way up and clamber through the entrance into the cockpit onto the seat. Many Nelson children of the 50/60's enjoyed the experience. We took it as norm but how exciting it must have been for them to be allowed to get into it.

Dad soon discovered that it was a valuable acquisition when he needed nuts, bolts, aluminium, Perspex, hydraulic rams, knobs, etc. and slowly but surely bits and pieces began to disappear from the plane and became part of important farm equipment that Dad built in his evenings. His brother also having the same bent used parts to help as he built his own logging gear. The things you could do in those days, no doubt today you would need an engineering report to make sure it was safe and the fact that you were using parts without a current certification you would be failed.

The Museum of Transport and Technology (MOTAT) in Auckland, become aware of the existence of the Ventura in 1964, maybe through Mr John Smith ([New Zealand's most prolific private collector of WW2 aircraft, another story altogether – Ed](#)) who visited the farm frequently, especially on his return journeys around New Zealand collecting plane parts, or maybe through someone holidaying from Auckland, who knows. For the princely gift of a wall hanging radiogram, they eventually took the plane away.

I guess that Dad had fairly much exhausted his use for the plane, it was taking up space and to have someone wanting to take it away and restore it, was the motivation it took to finally say OK to it going.

The Ventura, tail already removed, is made ready for towing. The Hudson, lying on its belly, is in the background.

Thankfully the motors were packed for protection, and I am sure the MOTAT guys were grateful that they hadn't been plundered too



much. I remember one day when an over venturous teenager asked Dad what the magneto was in the shed. What he was shown was not quite what the lad had expected! Any instruments or bits and pieces that Dad had laying around and were not in use, were taken by the men from MOTAT and had come down and work at making it ready for transporting to Auckland.

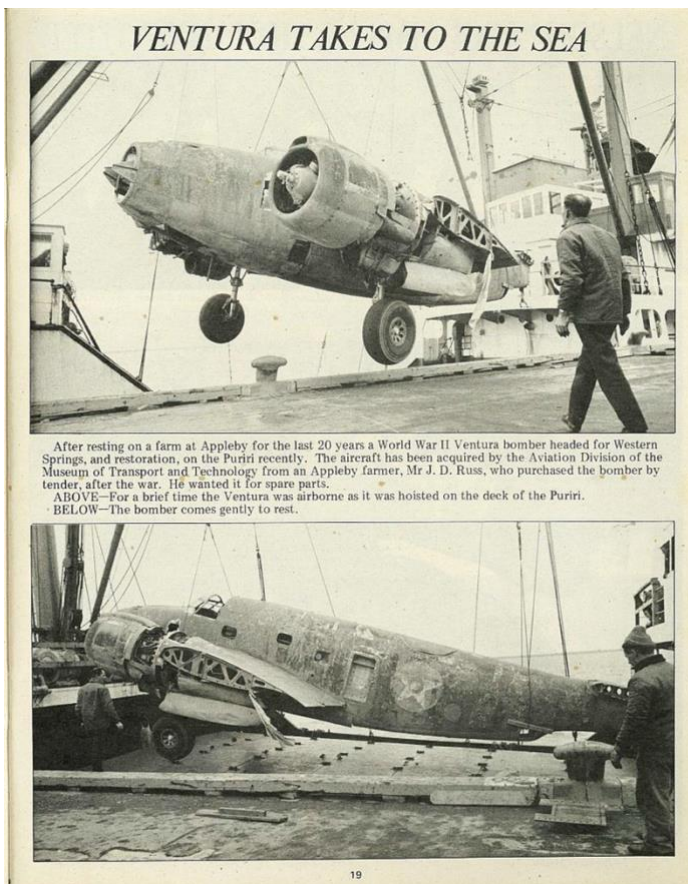
Leaving the farm on 9th September 1971, a little later in the day than expected, as the Chief Traffic Cop's car had starting problems, the plane was escorted by the Law, and left the Port of Nelson on the deck of the Coastal Boat 'Puriri' two days later on the 11 September.



Leaving the farm – note the Police escort vehicle!



Towing down the main street of Richmond.



Before long Dad realised that if he got a flat tyre his trailer would be rendered useless, so when War surplus went up for tender again, this time at the RNZAF Base at Woodbourne near Blenheim, where he purchased a Hudson bomber. Along with his brothers and a couple of local friends they headed off to Blenheim and removed the wings which were brought home on a trailer and the fuselage was brought home on the friend's log truck.

No 'Pilot' vehicle or permit to do so but they were pulled up and told by a passing motorist that the wings were dangerously close to other vehicles when they went around bends on the 'Whangamoā' – a very windy stretch of hill country to cross in the early 50's between Blenheim and Nelson. If I remember correctly the spare tyre was never needed.

A story has always been told by Norm Bartlett, who went down with George Haywood in the log truck to bring the fuselage home, that when the men had to shift it from where it was on the airfield, across the road to prepare for transporting, they were told that it was still able to move under its own power. So, what would young men do – got it fired up and drove it across the road. The only problem being that it didn't fit through the opening into where the barracks were. While stuck deciding how to

resolve their problem a Traffic Cop came along. He told them he was off to Havelock for a while, (around a half hour's drive away), and he didn't want to see it still there when he come back! No doubt they did whatever they needed to and had it moved in time!

From memory the Hudson was not as attractive to play in as I don't remember it having seat and instruments the same. The wings and motors had been removed and it sat on the ground."

We never had any problem giving people directions on how to find our place or in later years to tell people where we grew up. Now if you say to someone 'do you remember the place where the planes were,' you mostly get a blank look. Time marches on and you are reminded that Nelson is a very different place now to what it was then. Or is it that we are getting older than we realise?

So, we didn't just have one play hut but two. The Hudson was on the ground so easier to get into but nowhere as much fun as being up in the air and looking down on the farm. As little people it seemed like we were airborne and in control. Unfortunately, we could be seen from the house so there was no hiding or chore dodging possible. They were both loved by the starlings as well with a number of good nesting spots although they were easily found by keen 'bird nesters' and the blown eggs added to the yearly collection.

Although most people did not realise that there was not only the Ventura they could see from the main road, but also the Hudson, that was tucked in behind a shed. But 'Smithy' knew, and he spent many visits sitting around the kitchen table talking about his collection, etc. He used to often arrive at the farm around 8am-ish in his low light Morrie Minor, loaded to the hilt, towing a trailer also loaded to the hilt and he would be wearing Army surplus coats and hats to keep warm. He would travel through the night to avoid the 'men in blue' as he was normally overloaded.

Eventually John and his brother George came with the Austin Van and a car trailer with an extended drawbar, loaded the plane and again without the need for a pilot vehicle or permit, on a fine afternoon took the Hudson to Johns hideaway in Mapua for safe keeping until such time as he could restore it along with his other collection of old planes."

POSTSCRIPT :

John Smith later gifted the Lockheed Hudson NZ2049 to Mr Bill Reid, owner and restorer of New Zealand's only airworthy Avro Anson, with the hope that the old airframe might be restored at a later date.

John passed away in July 2019 aged 84, leaving an absolutely fabulous collection of New Zealand aviation history – with several WW2 Aircraft including a complete former RNZAF de Havilland Mosquito, a P51 Mustang, two Kittyhawk's – and a host of other spare aircraft parts including a Vampire Jet airframe and engines.

This is the Hudson as seen on display today at the Aviation Heritage Museum in Omaka, top of the South Island in New Zealand.





This is the Lockheed Ventura as it was originally on display at the Museum of Transport and Technology in Auckland. My thanks to *Mr Peter Wheeler of the NZ Bomber Command Association* for these photographs.

I had the pleasure to be back in Auckland a few weeks ago with my two Brothers in Law following a family wedding. I arranged with MOTAT staff for us to visit and have a look at the old Ventura. The Aircraft area of the Museum had been closed for many months because of Covid and now Management is having to grapple with the headache of ground subsidence issues, and although these are being addressed with ground engineering works, the Museum remains closed for the time being.

The Ventura, along with a Lockheed Loadstar, has now been carefully dismantled and is now in storage, both being tightly wrapped with tarpaulins for additional protection. There was little room unfortunately, in a very tightly packed shed to facilitate good photographs though. There are plans in the offing we were told, of shipping the aircraft down to the Museum at Wigram near Christchurch where they can be restored and put on permanent display. That would be good to see. They deserve that. — Ed.



Lancaster

A New Documentary...



"I fought my War from five miles up. I dropped I think it was at one time, seven, eight or nine tons of incendiaries on somewhere – came back, had my breakfast. Up out on the booze the next day, thought nothing of it. It was a totally another world. But I realised that what I had done was fundamentally wrong. But the circumstances were such that we did it. And I can't reconcile those two viewpoints. I can't reconcile them. Because I don't think anybody's in a position to reconcile them until they've been there". **Peter Kelsey, Pilot 186 Squadron, RAF**

*"A pet aversion of mine, is what I call 'retrospective historians'.
Even now if I met one, I'd ask them just two questions; "Were you there?"
"Were you personally aware of the circumstances and conditions at that time?"
The answer to both those questions is no. So, keep your bloody mouth shut!"*
Johnny Johnson, Bomb Aimer, 617 Squadron RAF

*"We heard them coming. We heard the Squadrons on their way to bomb our town.
Lancaster Bombers at night ...* **Ursula's story, Civilian**

From the makers of 'Spitfire', comes a new documentary film:
'Lancaster'.

"Lancaster is the story of the WW2 icon told through the words of the last surviving crew members, and re-mastered archive and aerial footage of the last working Lancasters in flight. At the heart of the film are the recollections of the veterans. When interviewed, the youngest was 95 years old, the oldest

over 100. Their recall of events from over 75 years ago is nothing short of incredible and is the last time they will ever share their stories. Nearly half of all Bomber Command's aircrew, died in the skies over Nazi occupied Europe, with an average age of just 22.



Directed by David Fairhead and Ant Palmer, the film Lancaster features aerial footage from one of the world's top aviation photographers, John Dibbs. The original score, written by composer Chris Roe was performed by the Central Band of the RAF.

Produced by Trevor Beattie, Jeremy Chatterton, Gareth Dodds, Keith Haviland & Steve Milne, the film was also Line Produced by Hannah Rees.

Steve Darlow was historical consultant and co-producer and production companies **Haviland Digital**, Trevor Beattie Films & **British Film Company**.

With its encyclopedic detail and commanding narration by Charles Dance, this feels like a film for Second World War buffs and aviation enthusiasts. Everyone else will stay for the interviews with the now elderly men who flew bombers as lads (teenagers some of them) at terrifying odds: 55,573 airmen out of 125,000 were killed during the war. Returning from missions, they measured lost mates by empty seats in the dining room.

The film is expertly bolted together from archive newsreels, snippets of classic war movies and interviews with surviving airmen from Britain and one from Jamaica: Neil Flanigan.

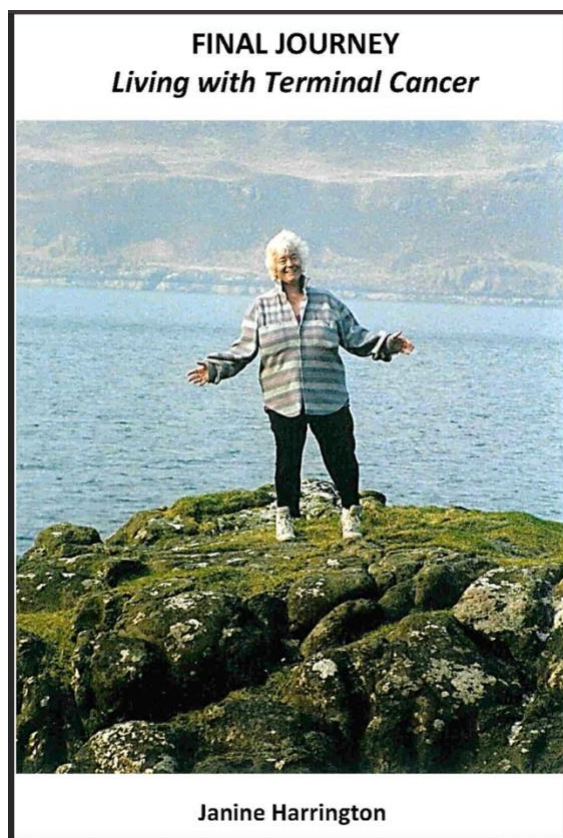
Still, this is not a jingoistic or triumphant film. A German woman who witnessed the destruction of Dresden as a child is interviewed. "The dead lying around in heaps," she remembers. "Mountains of dead people who burned to death."

Some of the veterans talk about their horror at what they inflicted on civilians below. "War's a dirty business isn't it," says one. Another says he couldn't talk about his experiences after the war. "People looked at you like you were a murderer." For another, evidence of the Nazis' crimes in the concentration camps made it easier for him to justify what he'd been ordered to do. It feels deeply unfair, that after so much was asked of these men so young, guilt haunted them for the rest of their lives".



The film is due for release on DVD and Blu-ray from May 9th 2022.

A New Book from Janine, Our Past Secretary.



“What would it mean to you to be told you have only six months left to live? How would you cope? What might you do? Having spent five years living with terminal Cancer, the author invites Readers to share her final journey.

It is a remarkable book in many ways, bringing together a rich variety of personal stories, art, poems, prayers, interspersed with nuggets of truth. It also provides positive ways to embrace the overall Cancer experience, creating tools to support others feeling vulnerable and helpless, battling a disease over which there is no cure or control.

Dying is something we all experience at some point in our life. It is the one journey we all share. Yet talking about Death remains a taboo subject. It makes people uncomfortable. People are afraid. But it happens anyway! There is nothing we can do to change that final outcome.

The only way through this final chapter of our lives is to open our hearts. Bringing the subject of Death into the open can eradicate fear. After all, what is there to be afraid of, apart from the unknown? Sharing experiences is the only way to open the gateway to knowledge and truth. Understanding makes it easier on ourselves, learning how to approach our own end in a positive, compassionate way, with dignity and respect rather than fear.

As with all her writings, Janine’s book is born of commitment and courage. Her words are emotive, compelling, funny, thought-provoking, inspired. She writes with a passion, from the heart, hoping to reach others experiencing these same circumstances, knowing what it is to journey along life’s narrow path alone ... now awaiting her final curtain call.”

In Memory...

On the 22nd March, we lost another of our Veteran family, Mr George Eberwine from Conshohocken, an hour outside of the city of Philadelphia. He served with the 36th Bomb Squadron, flying with Lieutenant Landberg's Crew as their Tail Gunner out of Cheddington, in Norfolk. He was 96.

A special Memorial piece will be written and posted in the next issue – Ed.

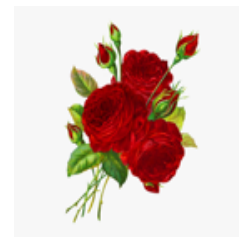




FINAL POSTINGS

Friends we've had to say goodbye to:

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



Founders of RAF 100 Group Association – Remembered in love

2018

- 9 Squadron** Rex Waters, New Zealander, took part in raids on *'Tirpitz'*, died February 2018.
- USAF 36th BS** Sergeant Lester Jones, Liberator B-24 Aerial Gunner, Sgt Landberg's crew, flying night missions w RAF 100 Group, died 16.1.2018, remembered by his family & all who served with him
- 223 Squadron** Dr Peter Lovatt, Squadron Leader, died in hospital 5.3.2018. Remembered with love by daughter Nina & Family. A well-known, well-loved Association member who regularly attended Reunions.
- 171 Squadron** Ernie Hughes, Flight Engineer. Died 11 June 2018. Remembered by crew member Jim 'Ginger' Fawcett, post-war friend Mel Carey, with fond memories carried by Janine H. & Stuart Borlase.
- 223 Squadron** Pilot Officer P. G. Nash. Died 5th May 2018. George is remembered with love by daughter Barbara, and friend Richard Forder.
- 223 Squadron** Ron Simmons, Mark Levy's Navigator, Mark Levy's Navigator; Aircraft: A for Apple, Name: AD LIB died November 2018. Loved & missed by all.
- 199/171 Sqn** Peter Sclaverano, W/O in 171, 199, 462 Sqns at North Creak. Died June 2018. Remembered with love by Janine as a good friend and all who knew him.
- 214 Squadron** Paul Henry, Navigator died Aug 2018. Remembered with love by cousin Victoria, & all on the Association. Attended Reunions regularly with wife Peggy, as a Founder Member.
- 214 Squadron** Flt/Lt James Wharton 'Dinty' Moore DFC died Aug 2018. Founding member of Association.
- 214 Squadron** Wing Commander John Wynne DFC died 19 November 2018. Remembered with love by wife & daughter. Son died just over one week previous to his father in a farming accident.
- 192 Squadron** Stanley Forsyth DFC, Special Operator. Died night of 22.9.2018. Remembered with love by his Family, Janine & Stuart, and all who served with and knew him. God Bless, till we meet again xx
- USAF 36th BS** S/Sgt Deacon Joseph 'Joe' Melita, Radio Operator on B24 *'Lady in the Dark'*, died 2018. Remembered for his 40+ years in the Roman Catholic Church, his deep faith, courage and love.
- USAF 36th BS** Art Brusila, Pilot, died 2 June 2018. Remembered by all who knew him.

2019

- 169 Squadron** Brian Odam, Groundcrew, died 7 Feb 2019. Missed & loved by daughter Rosemary.
- 171 Squadron** Jim 'Ginger' Fawcett died 1 March 2019. Remembered with love by wife Ruth and family.
- 171 Squadron** Henry 'Harry' Freegard died 8 July 2019. Lovingly remembered by son Alan & family.
- 214 Squadron** Wing Commander John Wynne DFC died 19 November 2018. Remembered with love by wife & daughter. Son died just over one week previous to his father in a farming accident.
- 214 Squadron** Flt Lt Vern L. Scantleton DFC died 11 April 2019. Received Legion D'Honneur in 2015
- 214 Squadron** WAAF MT Driver Daphne Rowlands serving w Win & Irene: *'The 3 Musketeers'*. Much loved xx

- 92 Squadron** Flt/Lt Signals Officer [Arthur Baxter Reid](#) died Saturday 14 Sept 2019. Remembered with love by son Arthur & Linda & his family; together with all who knew him. God Bless, till we meet again x
- 199 Squadron** Flt Lt [Roy H. Smith, Navigator](#) died 1 Aug 2019. Remembered in love by family.
- USAF 36th BS** [Donald Burch, Lt Boehm crew.](#) Remembered with love by all who knew him.
- USAF 36TH BS** [John 'Des' Howarth, Lt McCarthy crew in Lt. Boehm's B24 'Beast of Bourbon' when it crashed on Feb. 19, 1945.](#) Died Sunday 9.6.2019. Remembered with love by son Brian & all his family.
- USAF 36th BS** [Sgt Jack Hope, Tail Gunner for Lt Brookshire crew.](#) Remembered with love by wife & family.

2020

- Co-Founder** [Evelyn Bartram, co-founder of this Association w husband Len, Martin & Eileen; has died.](#) Loved & remembered by family & all who knew her.
- 192 Squadron** [Warrant Officer Frank Elliott](#) died 16 April 2020. Missed & loved by son Paul & family, together with all in the Association who knew him.
- 192 Squadron** [Leading Aircraftsman Joseph Henry Sayers.](#) Joe died in January this year and is loved and missed by wife Mary and family, as well as his worldwide Family of Kindred Spirits.
- 171 Squadron** [Squadron Leader David Butler DFC, Rear Gunner,](#) died 2 February 2020. Missed by wife Edna and family, together with all who knew him.
- 214 Squadron** [Ken White, known as 'Chalky', served as Air Gunner,](#) died 21 May. Chalky was the final survivor of his crew who he remained in touch with through his life. Loved by son Ken and family.
- 223 Squadron** [Mr Len S Davies; passed away 25th August 2020. Served at RAF Oulton](#) and is believed to be the last of Flight Lieutenant Brigham's crew.
- 214 Squadron.** [Cyril Piper. Passed away December 2020.](#) Known as "Pip", he served with Sid Pike in F/Lt Don Austin's crew at RAF Oulton and then with F/Lt John Wynne until May 2nd 1945.

2021

- 223 Squadron** [Andrew Barron aged 97 years and 9 months.](#) Served with 223 out of Oulton. Passed away peacefully on Saturday May 1st 2021, with his Wife Dorothea and Daughters Kati and Fiona by his side.
- 100 Group HQ** [Peggy Pollard aged 98 years.](#) Passed away June 6th. Served at Belaugh Hall, RAF 100 Group HQ as an Administrative Assistant to Group Captain Porte. Loved by her sister Pat and son Geoffrey
- Swannington** [Dorothy Hudson left us on 13th June, 2021 aged 95 years.](#) Dearly loved by Daughter Kath and husband Richard. Dorothy served as a 'Weather girl' at Swannington and had a deep love for flowers and nature and became was a talented artist, seamstress, flower arranger and knitter.
- USAF 36th BS** ['JP' – James Ostler, passed away on 17th June, 2021](#) peacefully at his home in Arlington Heights. He served as a Navigator on B-17's and was awarded the DFC (US), the DFC (UK) and the the French Legion of Honour. He is blest with a large family and is dearly loved and missed.
- 199 Squadron** [Bernie How, left us on 10th August 2021.](#) He served with 199, flying out of North Creake in

Norfolk as a Flight Engineer on Stirlings. Loved and missed by his family and Nigel and Claire at the 'Control Tower' at the old RAF Airfield at North Creake.

192 Squadron [Peter Woodard, passed away on 22nd September 2021](#), followed a few days later by his wife Irene. He served with 192 as a Radio Operator.

214 Squadron [Mr John Lyall, passed away on October 25th in Perth, Western Australia aged 98 years](#). He served as a Rear Gunner on Fortresses and was commissioned on the same day as Murray Peden from Winnipeg, Canada.

214 Squadron. [Mrs Barbara Bradshaw, passed from time to eternity on 21st December](#), just three weeks shy of her 101st Birthday. She was a WAAF Sergeant in charge of the Officers Mess at Oulton.

2022

214 Squadron [Mr Murray Peden, passed away peacefully at home in Winnipeg Canada, on the 6th January](#). He is the Author of the book "A Thousand Shall Fall". Pursuing a very successful career in Law he also had a wide range of interests including fishing and hunting. He was a devoted husband, father and grandfather.

USAF 36th BS [Mr George Eberwine, passed away March 22nd 2022](#). He served with the 36th Bomb Squadron based in Cheddington, Norfolk. Missed terribly by daughter Rosemary and family. He was 96.

100 Group Order of Battle

SQD	AIRCRAFT	1st 100 GROUP OPERATION	BASE	SORTIES, LOSSES ROLL
192 US RCM	Mosquito, Halifax Wellington Lightnings	Dec 1943 Aug 44 – March 45	Foulsham	2171/5 Losses Electronic Intel/Elint
141	Beaufighters, Mosquito	Dec 1943	West Raynham	1214/11 Losses 80 EA, 58 Trains, 7 Ships Destroyed
219/239	Mosquito	Jan 1944	West Raynham	1394/9 Losses 51 En AC Destroyed
515	Mosquito	March 1944	Little Snoring	1366/21 losses 29 En AC Destroyed
169	Mosquito	Jan 1944	Little Snoring, Great Massingham	1247/13 Losses 25 En AC + 1 V1 Destroyed
214	Fortress	April 1944	Sculthorpe, Oulton	1225/13 Losses Electronic Jamming
199	Stirling, Halifax	May 1944	North Creak	1707/6 Losses Electronic Jamming
157	Mosquito	May 1944	Swannington West Malling	1336/6 Losses 37 En AC +39 V1 Destroyed
85	Mosquito	June 1944	Swannington West Malling	1190/7 Losses 71 En AC+30 V1 Destroyed
23	Mosquito	July 1944	Little Snoring	1067/8 Losses 18 En AC Destroyed
223	Liberator Fortress	Sept 1944	Oulton	625/3 Losses Electronic Jamming
171	Stirling, Halifax	Sept 1944	North Creak	1583/4 Losses Electronic Jamming
462 RAAF	Halifax	Jan 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



Closing off this magazine, the 36th Bomb Squadron Crest, serves as a reminder of how RAF 100 (Bomber Support) Group and the 36th Bomb Squadron of the United States Air Force, working in joint Operations as two support forces, together, prosecuted the battle against Germany, from November 1943 to the end of the War in 1945.

Created by Stuart Borlase.

The front cover features the Halifax 3 that our President Mr Phil James MBE, served in as Flight Engineer, flying Operations out of Foulsham, in Norfolk.

Our heartfelt thanks to everyone who helped bring this magazine together with a collection of rare and wonderful stories & photographs:

To Arthur and Linda Reid,
with their effort in overseeing the packaging of this magazine
and the logistics of seeing it posted to the four corners of the Globe.

To David and Tracey Mortimer and their team at
PRONTAPRINT in Scarborough, North Yorkshire,
a special thanks for their diligence, dedication and faithfulness
over many years in printing this magazine.

*'All content published within this magazine is copyright to the individual Author and represents their own views and beliefs.
This should be respected.'*

You are all very much appreciated.

