

The 4Tger



The 49 Squadron Association Magazine May 2006

IN MEMORIUM

WE VERY MUCH REGRET THE DEATHS OF OUR COLLEAGUES

L. Bradfield

T. Gatfield

P. Ford

N. Panter

P. Ward-Hunt

WE WILL REMEMBER THEM

WELCOME TO:
NEW MEMBER

Mr. A. Cheetham

NEW ASSOCIATE MEMBERS

Mr. R Bedford

Mrs. N. Bradfield

Miss H. Findlay

Mrs. M. Gatfield

Mr. R Rogers

GONE AWAY

Mr. D. Millett

Tom Gatfield

1922- 2006



On Tuesday 28th March Tom Gatfield died leaving a huge gap in many lives.

Although the sense of loss in the Association can in no way match that of his family nevertheless we feel it very deeply.

Despite being in a reserved occupation Tom applied to join the RAF three times. Finally he was successful and in 1944

became a Navigator with 49 Squadron with whom he completed 33 operations.

Although he served at a number of Stations he always felt a special affection for Fiskerton.

His memories of that time and the men with whom he served were very important to him.

After the war Tom was posted to South Wales where he met Marion who was destined to become his wife for the next 58 years. They had two daughters who gave him 4 grandchildren of whom he was immensely proud.

In the late sixties his interest in the Squadron led Tom to take up the role of Secretary to the 49 Squadron Association, thus ensuring that members kept in touch and organising many reunions. His newsletters were eagerly awaited by all. He was to serve as Secretary for the rest of his life.

Tom's funeral was held on April 6th at Saint Mary's Church, East Barnet. In the Spring sunshine a Guard of Honour of twelve 4T9ers was brought to attention as the cortege passed down the tree lined path to the Church door.

A full congregation was present for the service after which the coffin was taken to the crematorium.

After the funeral those present went to a local Golf Club House where a photograph of the 4T9ers was taken and which is shown below.



EDITORIAL

Welcome to The 4T9er I hope that you enjoy it. Since Tom's funeral it has been rather hectic, still, better to start like that and get easier than the other way round. I have inherited a van load of files which I am slowly going through. There is some pretty interesting stuff that has given me a good insight to all things 49.

This is the end of an era for the Association but rather than worrying about that, let us look at it as an opportunity to face the future with renewed vigour. That is not to suggest for one moment that Tom lacked vigour, quite the opposite in fact. I am staggered by the amount of work that he, and Marion, quietly did in the background. He has set a great example, one that I intend to follow. However, there will only be one Tom Gatfield and I must do things my own way. Occasionally of course I will wonder how Tom would have handled a situation but then I will act as I see fit. I cannot do things exactly as Tom did, that would be acting a part which I couldn't sustain, besides, we must move on in this ever changing world. There will be changes, some of which I have covered in this magazine. Let us look with confidence to the future, Tom wouldn't have had it any other way.

Thank you for the many letters and phone calls that I have received wishing me well in the new job. Although I am denied the guidance of Tom I know that I have your support and understanding.

Like Tom I have the invaluable asset of having the full support of a good woman. Barbara is already hard at work preparing a database of all members. How Tom and Marion managed without the help of computers I will never know. Thank you Marion for all that you have done.

I have attempted to acknowledge each letter individually but if I missed you out please forgive me. One of the letters that I received was from Mick Mills who sends his regards to all who remember him. Thank you also to all who have sent donations either to Association funds or to Tom's chosen charities.

If you wish to make a donation in memory of Tom please send cheques to me made out to Macmillan Nurses or the Royal Air Force Benevolent Fund and I will then send them on. Please accept our appreciation now as I will not be able to acknowledge each one individually. Marion received one hundred and thirty cards. As it is impossible for her to thank every one individually she asked me to convey the appreciation of all the family for the kindness that you have shown.

Having mentioned computers:-

Would everyone who has access to e-mail either their own or through children, grandchildren etc. please e-mail me so that I can enter their address onto the database.

My e-mail address is :- baparr@tiscali.co.uk This will greatly speed up the transfer of information. This would have been particularly useful during the sad events of late March / early April when over four hundred letters were sent out in less than a week. As e-mails don't cost anything extra it is also much cheaper as well as quicker. Very soon I plan to send out magazines electronically to those who can receive them. Sorry if this makes no sense to those of you who are not computer literate, just ignore it.

I have received many messages of appreciation for having taken on the position of Secretary. Whilst I am grateful to you for expressing those sentiments may I tell you what motivates me. In 1944 there was a defenceless little six year old boy living in Somerset. He didn't realise the peril that he had been in, and still was, at that time. To him the war was a big adventure, watching aeroplanes fly over and army convoys in the road past his house, scrounging rides in vehicles, gum and Superman comics from the Yanks at the camp up the road. He had never eaten fresh fruit, ice cream or chocolate so he didn't miss them. Even when tragedy struck his own family he didn't realise what was going on. During this time you veterans of 49 and the rest of the armed forces were fighting to protect him. Well this is that six year old boy, sixty two years later, saying thank you in the best way he knows how.

In the paperwork that I collected from Marion after the funeral I found Tom's draft notes for his last newsletter as Secretary. I have agonised over the best way to present those items to you. In the end I decided to set them out just as he had intended although some points have sadly been overtaken by events. I hope that you agree that I made the right decision.

"Uncle Will" has decided that it is time to call it a day as our "Archivist". After years of researching, spending many hours at the Public Records Office, and helping with enquiries from people seeking information who can blame him?. On receiving the bulk of "Uncle's" records I was staggered at the detail.

I found in Tom's files many letters of thanks and praise for the information given. Having been involved both as a recipient and provider of information I know how satisfying it can be. A very big thank you "Uncle" for all your efforts over the years. A while ago I phoned and Jessie answered saying that he was out bowling. Later when I asked him "Was it just a game", he said "No, I bowl in a league", what a man! Enjoy your extra spare time together "Uncle Will" and "Auntie Jessie" with our best wishes.

"So who is going to take over that", I hear you say. I'm delighted to tell you that someone, even younger than me has agreed to do it. Ed Norman has taken up the position of "Archivist" whilst Colin Cripps will be "Our man at the PRO". I have seen letters in Tom's files from both of them and I can tell you that their hearts are definitely in the right place. Our thanks to both of you.

I am in the process of going through twenty years of Flypast magazines prior to discarding them. I didn't know that the co-pilot of the Avro Tudor that crashed killing Lancaster designer Roy Chadwick was an ex 49er, Squadron Leader David Wilson. He was, together with the pilot Bill Thorn, drowned when the nose section slid into a pond. Wilson did 13 ops with 49 on Hampdens, late 40/early 41.

Apparently the aileron controls had been incorrectly connected thus reversing them. The aircraft had to make a turn whilst still at low level. It was said that as experienced pilots they could have made allowances had they had altitude and identified the problem. A bit like riding a bike with ones arms crossed I would think!

Did you see the three part TV series on the Home Guard recently? Geoff Stuffins tells me that the rifle range shots (No pun intended) were taken on their range at Fiskerton. An ex Home Guard man who must have been in his eighties, stripped down a Sten and reassembled it in well less than a minute. He said that he hadn't seen a Sten for sixty years. I thought that it had been fiddled but Geoff said that it was genuine.

The programme stated that during the building of our invasion defences in 1939/40 a pill box was completed on average every twenty minutes. It took our local council eighteen months to widen a small road bridge a few years ago. That's progress!

Praise where it is due however, many Australians passed through RAF Lichfield where they flew Wellingtons. Inevitably there were accidents and thirty-four Airforce boys lie buried in Fradley Churchyard. My younger daughter's house is built on the site of one of the dispersals adjacent to the start of No. 1 Runway. Her address is Baker Drive. All the roads on the estate are named after boys in the Churchyard. I know that the Essenhigh crew are similarly remembered in Worthing. Has anyone got more examples?

Among Tom's papers I found a series of write ups by seven year olds from Fiskerton School. They were describing their visit to the BBMF. One boy wrote "When I am older I would like to a fly a Spitfire it can't be hard because all you have to do is pull a stick and push some pedals". Why did it take you pilots so long to learn that? Another youngster wrote "We were told that the Lancaster could carry eight people which surprised me because it is so big I would think it could carry at least twenty". Can't argue with that!

Finally, “I was surprised to hear that after three flights in a Lancaster I would probably be killed”. Even more dangerous than I thought!

On the health front it's not been a good start to the year for some 4T9ers. Those that I know of are Dot Smith and Geoff Stuffins, both of whom have had serious surgery and “Nobby” Clarke who had a stroke. At the time of writing all are doing well. We wish them all a speedy return to good health. Then of course there are our dear friends who didn't make it. Our thoughts are with their families.

Shortly before Remembrance Sunday 2005, Esme, the daughter of Sgt. Carr called on Freda Styles asking if she could lay a wreath in the church on behalf of Doris, her mother, and the family. Freda suggested that, as Remembrance Sunday was imminent, the wreath could be laid during the service by representatives of 49 Squadron Association. This was duly carried out by Ted Cachart and myself. (see photo next page) 658715 Sgt. Walter Carr was the navigator in F/O Mabee's crew. They were shot down by a night fighter near Neustadt at 03.26 on 30th March 1943 during a raid on Berlin when flying Lancaster ED487, EA-A. The timing suggests that they were on their way home. This was their first operation and only the rear gunner, Sgt. G. A. Jones survived. The remainder of the crew are buried together in Hannover.

Arrangements are going well for this year's Reunion. Accommodation is fully booked with a waiting list although I am hoping to resolve that soon. At present more than seventy people are due to attend the Banquet.

Our Service of Remembrance will take place at Fiskerton Parish Church at 1100 on Wednesday 21st June followed by a wreath laying ceremony at the Airfield Memorial. Thanks to Ted Cachart, we are due to witness the BBMF Lancaster flyover at 1215, weather permitting. It will be the first time that I have seen the Lanc. over the airfield so it will be a moving moment.



Following this we will enjoy a buffet lunch at the newly rebuilt Fiskerton Village Hall which gives us a chance to visit the 49 Squadron Lounge. I understand that the bar has been commissioned and the full official opening will take place soon. Someone got their priorities right! We will then return to the Petwood Hotel for the Banquet in the evening.

Visits are arranged for Thursday 22nd with a small group going to Cranwell another group are due to visit the BBMF followed by East Kirkby. Hopefully there will be a Lancaster taxi run at the latter. For those who are present on Tuesday morning, 20th, we have arranged an informal visit, **no coach**, to the Dunholm Lodge Memorial and to the William Farr School where a buffet lunch will be taken.

All we ask is good weather and a tail wind. No services in coaches this time we hope!

Whilst on the subject of the reunion I would like to thank W.O. John May, Adjutant of the Red Arrows for his attempt to arrange a fly over for us. Sadly the “Arrows” will be away from Scampton all the week that we are in Lincolnshire. Our thanks to John for trying.

It is an undeniable fact that the number of full Members is declining. I see that ACA Membership has fallen from 12,500 in the late nineties to 7,000 today. Whilst the number of our Associate Members has increased this has been largely due to the widows of deceased Members joining as Associates. Whilst we welcome them most warmly, sadly this increase is not a long term answer to our future need for numbers. I am happy to say that a few ex 49ers have joined us but there is an ever decreasing pool.

We need new younger members to ensure that the Association continues to exist and to perpetuate the memory of 49 Squadron. As you probably know, Associate Membership is only available to close or next of kin of ex 49ers and then only one per family.

We have, in the past, had the unfortunate case of a lady who was due to marry a 49er only for him to be killed two weeks before the wedding. Although she wished to join she was unable to because she was not kin. There are also a number of people who have shown a great interest and given great service to the Squadron, it's graves and the Association.

I am therefore creating a new category of membership. This will be known as the “Friends of 49 Squadron Association”.

They will receive the quarterly magazine but will not at present be able to attend the Annual Reunion in their own right. They can of course attend as guests of Members or Associates. There will be a nominal joining fee and they will also be expected to make a suitable annual donation, except for those in an Honorary category who will have given great service to 49 Squadron or it's Association.

This does not mean that we will open the floodgates to all and sundry. All applications will be carefully vetted to ensure that the friendship, sense of brother (and sister) hood and love for the Association are maintained.

I have given a great deal of thought to this radical change but it is one that we must make if the Association is to survive.

Great news regarding the Lincolnshire Bomber Command Memorial. See extract of newspaper article in this issue. Please note the donations request, the Association will be making one.

You may remember that the verge in front of our own Memorial was damaged during road works making mowing difficult for Geoff and his sons. Geoff and Tom raised this with the Council who eventually agreed to make it good in early April, presumably in the new financial year. Geoff will, when his health permits follow this up and keep me informed.

Geoff also arranged for the Bill Blackstock Memorial Seat to be made. He tells me that the owner of the small foundry that is making it has had health problems so there has been a delay but there is no cause for long-term concern. Once again thank you Geoff, Vernon and Carl for your work on our behalf, not forgetting Mary.

Geoff Brunton called to say that he believes that the transfer from the Bomber Airfield Society to Fulbeck Parish Council of the Fulbeck Memorial is complete. We hope that this is so.

Freda Styles tells me that her partner John has mounted a spotlight in Fiskerton Church and that it illuminates the Memorial. Many thanks for that we look forward to seeing it.

Saint George's Day was celebrated with the usual apathy. Lawrence Clarke sent me the following poem that sums it all up:-

Alas for St. George of England
The valiant knight of old
Who slew the fiery dragon
And of whom many tales are told.
Although he is our Patron Saint
We think nought of his day
And there is silence everywhere
Where there ought to be grand display."

Did you remember 49 Squadron's birthday on the 15th April? Ninety years young! We have at least one member who is not as young as that. Happy ninety third birthday on Saturday 22nd April to Eric Clarke! Are there anymore nonogenarians out there? There is no such word as nonogenarians according to my spell checker, but it's a good one anyway.

I must say a very big thank you to Ted Cachart for his help in preparing this magazine and also with the letters regarding Tom. Thanks a million Ted. Thank you also to those who have been rash enough to offer help. Watch this space!!!!

Continuing Tom's passion for the number 49, I was at the optician's to buy yet another pair of glasses, seems like an annual event these days, and the receptionist said, "If you have an AA Breakdown Card you can have twenty percent discount". On producing same she said "Forty-nine pounds". I resisted shouting "What a Squadron".

Finally, Barbara and I live near Cannock, Staffs within half a mile of the Great Wyrley Toll Plaza (Ugh!) at the north end of the M6 Toll and not far from Junctions 11 and 12 on the M6. If any of you are passing and need a coffee or potty break then don't hesitate to call on 01922 412534, we will love to see you. We also look forward to seeing some of you at the Reunion in June.

Good health and happiness to all 4T9ers and your kinfolk where ever you are.

'Till the next time

Tom's last piece, The end of an era!

Dear 4T9ers

First of all, thank you so much for all the Xmas cards you sent to Marion and me, some of the pictures are so good, I keep the cards, just thrown some 3-4 year old ones to the pulpers. Also thanks for all the letters regarding my health. Mobility fairly good, pill after effects slowly getting better. Never too late but can we wish you all a 2006 year of good cheer, health and peace.

You will no doubt recall in my March 2005, the pictures sent to me by D. Colquitt (4T9er) about Eastleigh Airport and the Mau Mau goings on. One particular one was of a Lincoln (modified, open nose) by a sign – no smoking and a signpost to Cairo – London – Cape Town etc. Some humorist spent a long time on it.

Just a few weeks after publishing, I received some advertising material from a charity called “Mission Aviation Fellowship”. It is a sort of flying doctor service that operates from Nairobi Airport (was Eastleigh) started by a pilot from the R.A.F. 209 Squadron with a converted war plane. The ad. showed the plane by a signpost with names to Lusaka – Cape Town – Cairo etc.

I, as no doubt you do get many requests from charities, the Association gets just as many but it is your money and very seldom do we contribute, but this time, the connection, our Australian Secretary, Bob Barnes and his wife Kelly, are pilot and nurse “Flying Doctor Service” in Oz. The sign post was so pertinent we did and occasionally still do contribute. There is on a later page reference to “M.A.F.” with an address should you personally like to send.

Manchester United nearly “went for a Burton” in the quarter finals of the UEFA Cup in January, drawing 0 – 0 away to Burton. They did get through at the second attempt two weeks later, which reminds me, do you know the origin of the term? In 1938, Burton Breweries put out an advert of a football team showing one man missing, only ten shown, with a headline, “He's gone for a Burton”.

Which also reminds me, late 1943, I was on a troop train (well, two carriages) en route from Torquay to stations north packed with “white flash knights” from Torquay and Paignton. Early one morning we were undone from the main train and shunted into a side yard at Burton-on-Trent Station. At 6am breakfast was served, biscuits and nearly cold tea.

To stretch our legs myself and three others went for a stroll. I spotted the brewery and having had some experience whilst working on leave for a local beer bottling plant I knocked on the door of the Tap Room and got a cooked breakfast and two lovely pints of beer. The train hooter blew about 10 am and we ran back to the fury of the Train Marshall (Ancient W.O.) who was annoyed that we did not take him with us. You can’t win them all !!

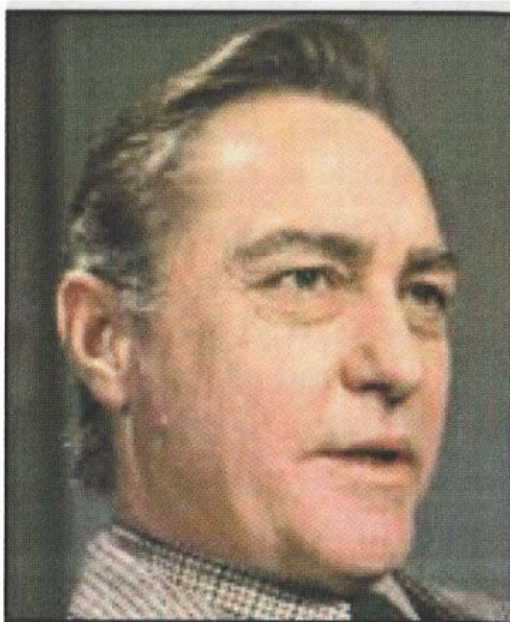
Despite my comments in my last letter, 4T9er Len Bradfield died peacefully in his sleep on November 23rd. His funeral was well attended with six 4T9ers present. Johnny Moss, his pilot, read a eulogy in church. His coffin was covered in an R.A.F. ensign, thank you John Aldridge for arranging same. It was by request, family flowers only. We sent a donation to Norwich Aviation Museum of which Len has been a keen supporter.

I have this R.A.F. Ensign for whoever may request one. The organising of getting it to the funeral can be a problem.

Heard from Alan Parr (Asse 4T9er) that earlier this year he was undergoing a medical test for which the reading was 49. “Is that good” he asked the nurse. “49 is excellent“, she replied. Won’t argue with that!

The Daily Telegraph obituary of Peter Ward Hunt who died in December filled nearly a whole page, quite a eulogy, too much to copy completely in this newsletter. However his early R.A.F. life in 49, picture and the final part are printed on a another page. The news arrived too late for us to participate.

I heard from Connie Chandler, as you may know "Chan" joined 617 from 49. She has attended several 617 Reunions at Woodhall Spa since Chan left us. They have of the last few years invited Richard Todd who played W/C Guy Gibson in the film "The Dambusters". When Richard arrived at the Petwood in 2005 he asked for his usual room. "And whom might you be?" was the question. Mind you if I passed Richard Todd in the street today I doubt I would recognise him. But!!!. . . .



My puns are usually greeted with grimaces rather than grins, my apologise for the odd one that got into magazines. Marion's reply was to give me as a Boxing Day present "Oxbridge" Dictionary which gives such puns as :-

Hundred	Germano phobia
Osmosis	Australian prophet
Suffocation	Weekend in Lowestoft
Taffeta	A dinosaur with a penchant for Welshmen

Which leads me to the crew ones :-

Pilot	A congregation of vicars
Navigator	A road mender with spats on
Flight Engineer	A place to keep Merlins and Pratt and Whitneys
Air Gunner	German Civilian
Wireless Operator	Radio Surgeon
Bomb Aimer	Can't think of one, can you?

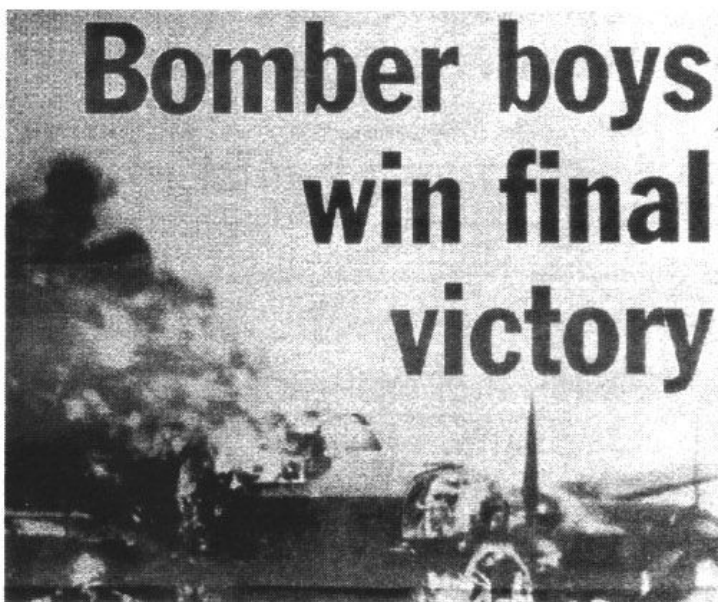
You will recall that I spoke of the paperwork involved and questions that had to be answered in the obtaining of the grant of the £1,000 towards our 2005 reunion, it's still going on. Last week I received a letter demanding to see all original receipts and records for an audit.

This is the third request for info. since the reunion. Like most things Government orientated, it is bureaucracy gone mad, or jobs for the boys or girls. Have sent it off. "Happily", later got o.k.. Please keep paperwork at best for two years. They are keeping theirs for 7, yes seven years. Can you imagine seven years, time for another grant!!

In January if you lived in the London area Tel. 0207 – 0208 prefix, rang 100 and asked operator for Directory Enquiries and then asked for the number for R.A.F.A. or R.A.F.B.A.. Do you know whose number you would have got.....Ours!!! We had in one week half a dozen calls. I rang B.T. and got nowhere. I eventually got through to the South East Area H.Q. R.A.F.A. who were as mystified as we were. It worked, no more calls for help etc.

Tony Cheetham, newly joined 4T9er tells of an unusual joining of 49. "Prior to joining 49 I was on a Command Modification Unit at Lindholme with specialised training in flight controls. I got a temporary posting to Upwood to fit and test dual controls in Lincolns. This completed I was promptly 'kidnapped' by the Squadron (49) S.T.O. and his F.M.A. Flight Sergeant who informed me that I was going to Nairobi with them. I never saw Lindholme or my kit or other belongings again". Well, well, stranger than fiction!

Lincoln Target, Thursday, February 9, 2006
Bomber boys win final victory



Veterans are celebrating after their battle for a county memorial to the men and women of Bomber Command.

Lincoln Cathedral authorities have agreed in principle that a memorial to the 55,000 bomber aircrew who gave their lives in the Second World War can be placed inside the historic building. Calls for a permanent memorial began in October last year- and now campaigners are appealing for the public's help in raising the £10,000 needed. So far, just under a third of the money has been raised through donations.

The plaque which measures almost 5ft by 3 ft, is expected to be in place by the end of the year. It will bear the inscription: "Dedicated

to the men and women of Bomber Command 1935-1945, over 55,888 of whom gave their lives for our liberty" Cathedral architect Nicholas Rank said: "In principle it has been agreed to place a plaque in the floor of the North West Transept. It is to be carved in Lincoln stone and located along side the entrance to the Airman's Chapel. The plaque will incorporate the crest of Bomber Command.

Donations can be made to the memorial fund by sending a cheque made out to **Bomber Command Memorial Fund** to:- Carol Davies, Natwest Bank, Smiths Bank, 225 High Street, Lincoln LN2 1AZ

**"Well that's the last one.
Thanks for them all Tom"**

MY RESPONSE

I want to help bring God's compassion to needy people

I enclose my gift of £_____ for use where most needed

PLEASE USE BLOCK CAPITALS

Mr, Mrs, Miss, Rev, Dr, Christian name and surname

Address

Postcode

☐ Please tell me how I can best support MAF on a regular basis

Mission Aviation Fellowship
Castle Hill Avenue, Folkstone, Kent,
CT20 2TN or
29 Canal Street, Glasgow. G4 0AD

Obituary

Wing Commander Peter Ward-Hunt

RAF Officer whose bombing operations paved the way for a larger offensive

Wing Commander Peter Ward-Hunt who has died aged 89, took part in some of the most significant early operations mounted by Bomber Command, which were a prelude to the large scale strategic bomber offensive that followed. After completing pilot training he joined No. 106 Squadron flying the Hampden, transferring to No. 49 at the end of 1938. On the night of May 15th 1940, in retaliation for the German invasion of Holland and Belgium, the RAF was given political clearance to attack targets east of the River Rhine for the first time and Ward-Hunt's Hampden was one of 99 bombers sent to bomb targets in the Ruhr. This was the first strategic bombing of German industry in the Second World War. But after three more raids against German targets the Hampden crews were diverted to provide support for British and French ground forces retreating towards Dunkirk. Over the next 10 days of intensive flying, Ward-Hunt flew 12 bombing operations against German troop and communications airfields. With the fall of France, Ward-Hunt returned to attacks against German industry.

On the night of August 25th he bombed Berlin, after the War Cabinet had given approval for the first raid on the German capital following the Luftwaffe bombing of London during the Battle of Britain. Three nights later he returned, and this was followed by an attack against Stettin on the Baltic coast. These raids of eight or nine hours duration – in obsolescent and cramped, unheated bombers with minimal navigation aids – were at the extreme range of the Hampden. After a third visit to Berlin, Ward-Hunt, having completed 32 operations, was rested.

After instructing pilots to fly the Hampden, Ward-Hunt returned to operations and joined No. 207 Squadron flying the Manchester, a bomber with a notoriously poor serviceability record. By May 1942 Ward-Hunt was one of the most experienced pilots in Bomber Command, and he was selected to convert others to the Lancaster. After nine months as an instructor, Ward-Hunt was sent in February 1943 as a flight commander to No. 106 Squadron led by a colleague from his Hampden days, Wing Commander Guy Gibson, who a few months later would achieve fame as the leader of the Dam Busters' Raid. Ward-Hunt's fellow flight commander was John Searby, who went on to act as master bomber on the raid against Peenemunde.

They were a formidable trio. By June 1943 he had completed 55 bombing operations and was awarded a second DFC. The citation described him as "an outstanding personality, whose courage and devotion to duty were an inspiring example to all". Peter Ward-Hunt died on December 7th.

He married Erica Turtle in March 1940; she died in 2003. His eldest son predeceased him, and he is survived by a son and a daughter.



Peter Ward-Hunt (right) with John Searby (left) and Guy Gibson: they attacked the most heavily defended targets

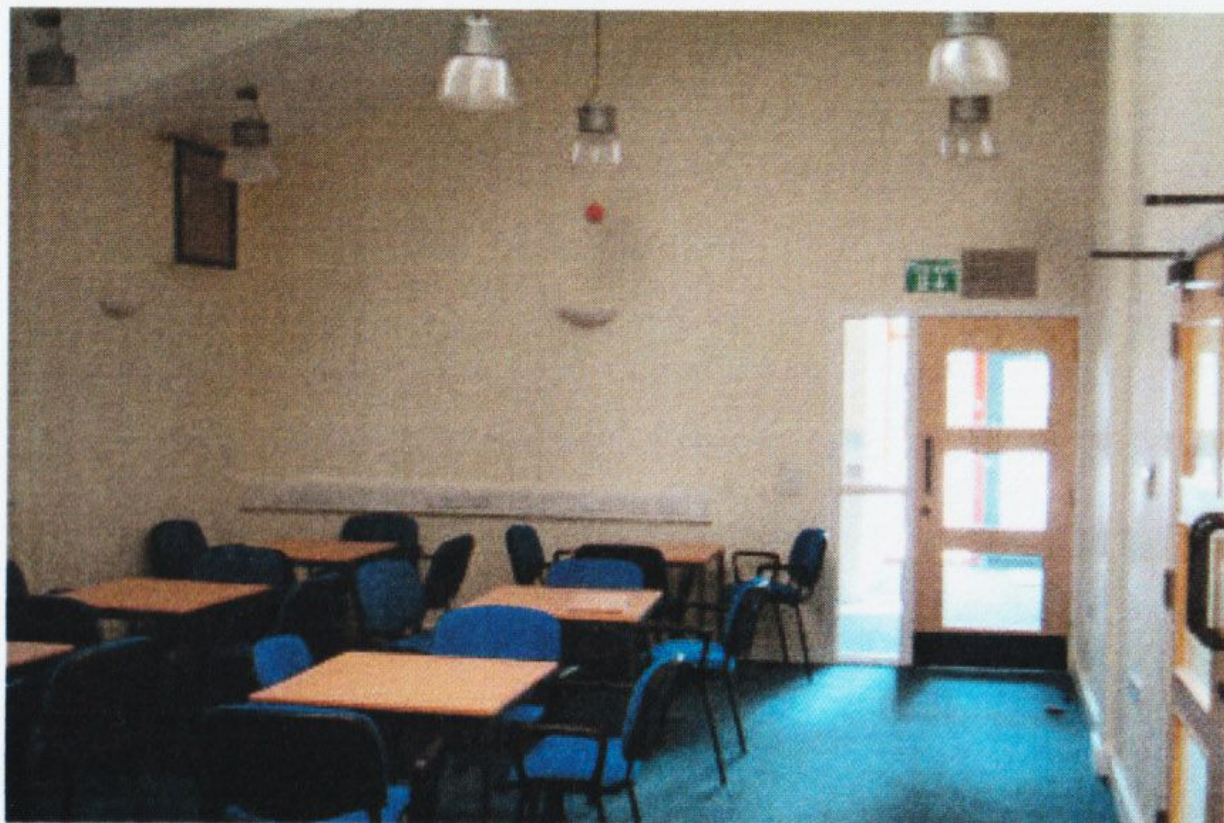


The new Fiskerton Village Hall where a warm welcome awaits all 4T9ers.

(Right)
Committee members,
Alan Gibson, Mary Pycock,
Ann Chesman and
"Kipper" Scott.

Waiting for the bar to open in
the '49 Squadron Lounge'?

(Below)
The main lounge area.





Edited by Alan Parr

Produced by Ted Cachart

All enquiries to the Association Secretary.

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