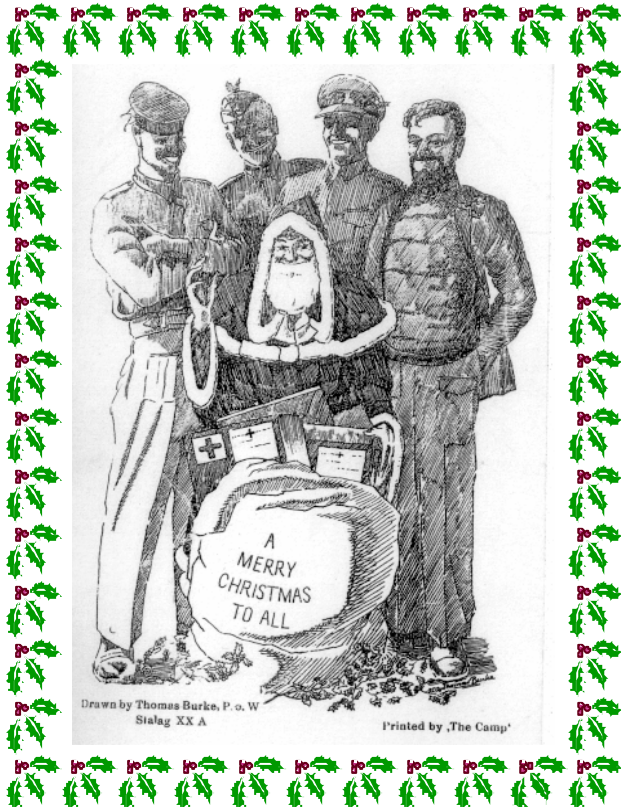




The 4Tger



The 49 Squadron Association Magazine Christmas 2006 Issue 4



A POW Christmas card from Stalag XXA
(Courtesy Colin Cripps)

IN MEMORIAM

We honour all our departed colleagues

NEW MEMBERS

Allan Brown	Roy Gould
Don Harwood	John Whiston

NEW ASSOCIATES

Andrew McCracken	Pip Harrison
Jane Bryan	Flo Hewitt

NEW HONORARY FRIENDS

Dick & Annette Schilder (Holland)	
Carl Stuffins	Vernon Stuffins

NEW FRIENDS

Connie Hemsall	Betty Grundy
Philip Whinstanley	



The Fiskerton Airfield Memorial

EDITORIAL

It seems crazy but I am typing this the same day that I have been sticking labels on the envelopes for sending out the November issue. Such is the pace of journalism I guess. News is only news when it's new.

There have been many events in November but we couldn't hold the presses for the last issue so we decided to do a special for Christmas. (Must be mad!)

This issue covers the many Acts of Remembrance relating to 49 Squadron and Sheila Hamilton's search for her mother's fiancée which culminated in her visiting Holland.

For the third issue in succession I am delighted to announce the name of a new member from the Hampden days. Roy Gould was a pilot with 83 and 49 Squadrons in 1941/2 I am equally pleased to welcome Don Harwood (Lancasters), John Whiston (Lincolns) and Allan Brown (Valiants). Even more pleasing is - no postings out!

49SA 4 – Grim Reaper 0

Our membership in all categories has increased by fourteen in the last five weeks which is quite amazing for a squadron that was disbanded fortyone years ago. The total now stands at two hundred and fortythree which includes one hundred and forty-nine ex squadron members.

Thank you to all those who have written and to those who have made donations to the Association. I regret that it is impossible to send individual replies, except by e-mail, but please do not stop writing.

Thank you also to those who have sent in their recollections. At the moment I am debating whether to include them in The 4T9er or to publish them to Association Members in a booklet form. At the moment I am biased toward the latter. Keep them coming. The more that we get the better the booklet.

Incidentally, I hope that finding out that you have an ex 'pongo' as your secretary hasn't been too great a shock for you. I assure you that in my heart I am RAF down to the seventeen studs in each of my best boots.

Since I joined the Association in 2000 I have often said to Barbara, "One day I might meet a 4T9er whom I dislike, but I haven't done so yet."

I have also met or been in touch with many people worldwide and without exception they have been decent, charming, friendly people. After the recent trip to Holland it suddenly occurred to me, only good, decent people want to get involved with remembrance.

Like me you will be delighted to see that Dot Smith was well enough to lay the Bransby wreath. Keep it going Dot! Geoff Stuffins looked well and said that things are going OK when I saw him at Fiskerton. On the other hand I received a letter from Bill Baird's wife Bettie saying that he is suffering from Parkinsons Disease and has gone into a nearby nursing home. We hope that things improve for you.

I was very sad to hear that Bill Carman's wife died suddenly. Our thoughts are with you Bill.

I was listening to 'The Daily Service' on the car radio the other day and they mentioned the German school teacher who, on entering the classroom bowed and doffed his cap. On being asked why he did this he replied, "I never know what one of my pupils might become". It reminded me of my wondering whether squad NCO's ever thought about one of their squad victims returning as a senior officer and exacting vengeance. One of my Squad Bombardiers was the brother of the well known soccer manager and hard man Tommy Docherty. Gerry Docherty could be equally intimidating.

Our apologies for the incorrect telephone number on the sales sheets. Ted's number is as shown on the back of The 4T9er, i.e. 01773 853181. The Sales Manager is doing two weeks CB.

Since writing that, I have joined him, as Maurice White has written pointing out that 'Memoriam' is spelt with a penultimate letter 'a'. How on earth did that slip through in three issues? Roger Bedford also posed the rhetorical question, "Should Marshal in Air Marshal have one L"? I had given it two.

I attended the Remembrance Day Service at Fiskerton on Sunday 12th November and was delighted that the church was completely full. The attendance at the Airfield Memorial was a brilliant seventy plus. As I had arrived half an hour early, much to her disappointment Barbara couldn't come as she was suffering from a stomach upset so there was only one 'potty stop' on the way up, I went to the airfield and was delighted to see the RAF Ensign flying from the new flagpole. Geoff and the boys have excelled themselves. See photo page 2. Geoff has since been advised that the RAF Ensign must be flown from a yardarm not at the head of the pole.

On the afternoon following the service Geoff and Mary went first to Scampton and then Waddington to see how they do it. At each they were given permission to have a quick 'butchers' ('look' for our overseas friends). Apparently the head of the pole is reserved for the Station Commander's pennant so maybe Geoff will design one for himself. I never thought of him before as Fiskerton Station Commander.

It was suggested and agreed that, at future Remembrance Day and Reunion Remembrance Services at Fiskerton, a page (ten names) from the 49 Squadron Roll of Honour will be read out.

In recognition of the time and effort expended in maintaining our memorial by Geoff and Mary Stuffsins' two sons, Carl and Vernon, I invited them to become "Honorary Friends of the 49 Squadron Association". I am delighted to tell you that they have accepted.

In planning arrangements for the 2007 Reunion visit to Lincoln Cathedral to view the new Bomber Command memorial I contacted Alan Walker (Friend of 49 SA). Alan lives and works in Lincoln so I asked him to check if the Memorial Stone had been placed in the cathedral floor. His reply caused concern. The stone has been placed in the floor adjacent to the entrance to the Airman's Chapel however it is enclosed within a screen in which builders materials are stored. According to Alan the builders are working in another part of the cathedral but he stresses that the stone is not covered by materials. One has to ask the question, "Why is a recently dedicated memorial hidden in such a manner"? I have also received a letter from Member David Benfield on the same subject. See Reader's Letters. Scotty Scott is also pursuing the matter with the cathedral authorities.

We have had another success with "Can you help". In Issue 3 we asked, on David Beesley's behalf, if anyone remembers his natural father, Jack Kermode. Ted Sims, ex Mid Upper Gunner, phoned to say that Jack was his Bomb Aimer so we were delighted to put David in touch with him. I have asked David to let me know how it develops.

Following my offer of a prize for the most boring memoir, to paraphrase Neville Chamberlain, "I have to tell you now that no such boring enough memoir has been received and that consequently we are holding over the prize to the next issue".

The 2007 Reunion once again booked up in ten days. This came as a relief to Barbara and me as it reflects the reaction to our first effort, the 2006 event.

We are now entering names in the reserve list. This only applies to those requiring accommodation as there are still places available at the banquet and the other events.

On November 11th I went to the RAF Museum at Cosford to deliver a poster advertising the Association. I was directed to the Duty Officer who looked at it and said, "49, I was with them". He served with the squadron in the Lincoln days at Eastleigh. I invited him to join the Association but he said that after forty plus years in the RAF he had served with so many units that it was not feasible to extend his already long list of memberships.

The following week I returned with a photo of the squadron posed in front of a Lincoln. He was able to put a few names to faces. His name is Ted Littlewood.

Whilst I was there I had a walk round the museum and was pleased to observe three 49 Squadron types, a Hind, a Lincoln and of course 49's own Valiant.

The Valiant is now housed in the new Cold War Exhibition. This most imposing building is due to open in February next year. From the pictures that I have seen in FlyPast magazine it will be amazing.

Many of you must have travelled back to Lincoln via London's Kings Cross station. Have you ever wondered how it got its name? No! Well I'm going to tell you anyway. A 60ft high structure was erected as a memorial to King George IV in 1836. Built at the junction of the New Road (Euston Road), Maiden Lane (York Way) and Gray's Inn, the monument was removed within a decade.

It would appear that my misgivings regarding the new Dambusters film are well founded. I read that it is proposed to change the name of Guy Gibson's dog to Trigger. When will Hollywood make a film that is historically correct? At least they won't have to create an American in the film as Joe McCarthy was a real live American hero.

On behalf of the team, John Ward, Ted Cachart, Ed Norman, Colin Cripps and David Boughton, Barbara and I wish you all a very happy Christmas and a peaceful new year.

'Till the next time

49 SQUADRON ASSOCIATION REMEMBERS

The Remembrance Day Service in Fiskerton Church, was led by the Rev. Clive Todd. Wreaths were laid by Ted Cachart, Ken Warner of 576 Squadron and Emma Stevenson for 5th Lincoln Fiskerton St Clements Scouts. This was followed by two minutes silence.

Following the church service we went to the Airfield Memorial where the scouts formed a Guard of Honour whilst the same persons again laid wreaths.

Colin Cripps closed with “They shall not grow old....”

We were privileged to have the presence of today’s Royal Air Force in the person of W/O John May MBE. Also present were sixteen members of 49 SA including four Second World War veterans.

Prior to Remembrance Sunday, John and Eileen Beck laid a wreath at the Essenhigh crew Memorial Plaque on Worthing Pier. On the Sunday Dot Smith laid a wreath at the Bransby Memorial, Evalina and Ian Lowe represented the Association at Runnymede and Lou Crabbe did the honours at the Fulbeck Memorial. Marilyn and Hans Nissen placed Remembrance Crosses on 49 Squadron crew’s graves in Aabenraa, Denmark. No doubt the same was done in many other places. See photo pages.

Our thanks to all the afore mentioned. I am sure that I was not alone in remembering our more recently departed colleagues.



MY SEARCH FOR MY MOTHER'S FIANCEE

By Sheila Hamilton

On November 8th 1941, a Hampden, P1206, of 49 Squadron took off from Scampton for a raid on Essen. Sadly it would not get back home. On board were W/O C Saunders, Sgt. J M D'Arcy, Sgt. J E Kehoe and Sgt. S Mullinger. The Hampden was shot down over Northern Holland and crashed at Berkhout. The pilot and Sgt. D'Arcy were thrown clear, but sadly died and were buried in Bergen Cemetery. Sgts. Kehoe and Mullinger went down with the aircraft, which sank into marsh land, and were listed as missing. As Holland was occupied by German forces at the time, the plane would simply be covered over and left.

For many years, Dutch villagers of Berkhout have remembered the stricken plane and indeed the site is cared for by Dutch farmers, the Schilder family. A Memorial Cross stands nearby.

My mother, Mary Irving, was engaged to Sgt. Kehoe in 1941, and although many years have passed, she often talked of him, particularly near Remembrance Day, wondering where his remains were. I grew up knowing that there had been someone special in my mother's life, we just knew him as 'Paddy'. That was Mum's name for him, indeed she says that's how she was first introduced to him!

Mum has always put out a simple wooden cross for him every November, and usually one of her daughters accompanied her.

I have always had a fascination as to where he might be and who he was. What did he look like? Mum did not have any pictures of him, many years had passed and circumstances had meant that she did not go home to Newcastle after the war.

When Mum was approaching her 80th Birthday in 2003 we began discussing her life events and in particular the war years, and of course we did discuss Paddy. I asked Mum if I could start researching into the fate of P1206 and see if I could find where it had come down. This is a story for another day, but I did try and find information from the 49 Squadron Association. Although I met several 4T9ers at Petwood in 2003, I did not find anyone who had either served at Scampton or known Paddy at that time. I did find out about W/O Saunders and Sgt. D'Arcy and was able to tell Mum where they were. Mum then gave me Paddy's service number; this led me to the Commonwealth War Graves Memorial at Runnymede, where Paddy is listed as missing.

After this, the trail went a little cold, I changed my job and time was an issue for me. However, early this year, Mum showed me a press cutting which contained a picture of Paddy and it said that his family in Ireland were trying to get him returned home. Someone Mum knew had a brother in Ireland and he had remembered Mum's story of Paddy. Obviously my heart leapt as I knew straight away that this could lead me to where his remains were. I contacted 49 SA again to see if they could help, but at the time it was not possible. Luckily, at the same time Alan Walker, a solicitor from Lincoln, was trying to find relatives of P1206 on behalf of a Dutch contact, Ed Ijsbrandij, of DARE (Dutch Airwar Research and Excavation). Alan contacted 49 Squadron Association and Alan Parr was able to pass my details on and that was the start of my plan to go to Holland.

On my mother's behalf I became the contact point for Ed, and ultimately he put me in contact with Sgt. Kehoe's sister and her family. Margaret Walsh began to write to Mum and her daughter Margaret began writing to me. Our main aim at the time was to help arrange a meeting between Mum and Mrs Walsh that would have happened over 65 years earlier if things had been different.

The next few months were very enlightening and lots of pictures and stories came thick and fast. I was truly overwhelmed by such kindness from everyone. Then yet another contact happened. I have now spoken to one of W/O. Saunders' daughters, and also a nephew of Sgt. Mullinger. I wanted them to know that I had decided to go out and visit the crash site, and also to help in any way I could in getting the aircraft excavated. That is the ultimate aim for Sgt. Kehoe's family.

I asked Ed if he could arrange for me to visit the site so that I could place a cross near the plane for my mother, I planned to do this on November 8th 2006, 65 years after the event. From there on it just grew and grew.

Dick Schilder, the landowner was contacted by Ed and arrangements were made for a short memorial service to take place. At that time, I was asked to take out a British flag, but what actually happened was absolutely amazing.

When I was planning the trip, I just thought that the memorial service needed to be done with utmost dignity and remembrance for those brave young men. Also, as they had flown out from Scampton, I had the idea to involve the base in some way, although at the time I did not expect what happened next.

After discussing my plans with The Red Arrows Adjutant, W/O John May and then F/Lt. Gary Mennell, I was truly, truly amazed that five RAF personnel came out to Berkhout to take part in the service, albeit as part of a training event. Incredibly they brought with them The 49 Squadron Standard which had been “laid up” since the squadron was disbanded in 1965.

I do feel that P1206 is part of the history of wartime Scampton and it seemed so fitting for them to be there. How wonderful that the younger generation of the Royal Air Force would be present to remember the heroism of their predecessors. When I saw the five RAF personnel, that morning in Berkhout, with the Standard – it made me feel so proud.

The service was carried out with reverence and dignity.

After Margaret Walsh laid flowers in memory of her brother I was honoured to lay a wreath, with Ted Cachart, on behalf of 49 Squadron Association followed by RAF Scampton, the Royal Dutch Air Force – represented by Hans Speiring, the Excavation Officer, and Capt Paul Petersen, (he will be in charge of the excavation of P1206 if it happens next year). Wreaths were then laid by representatives of the Irish Embassy and the local council. Neighbours also laid wreaths and flowers. Alan Parr and Colin Cripps placed two memorial crosses and I was then able to carry out my long awaited task of placing Mum’s cross on the site of the crashed Hampden.

Colin Cripps ended the service with “They shall not grow old.....”

Mum just did not feel able to travel, she is not as mobile as she would like to be, and sadly I think it would have been too much for her. She gave me a short piece to read out, which I did find very poignant and moving. It was quite difficult, but I did feel the support of the family of 4T9ers with me, for which I will, always be very grateful.

I sincerely hope that Sgt. Kehoe will be laid to rest in Ireland with his family and be at peace.

For further information there is an excellent website which has detailed the events that led up to the memorial service: www.wkdankbaar.nl. I made many new friends, particularly Sgt. Kehoe’s family, whom I know I will meet again soon – hopefully with my mum too there too.

Sheila’s moving story is a sequel to the article “MISSING IN ACTION” which we featured in Issue 2 of The 4T9er in August this year. We will be covering more of this story in the next issue. Ed.



Outside Berkhout Church.
The Walsh (Kehoe) family with Sheila and the RAF Scampton Standard
Party on the church steps, and below,
Sheila by the Memorial Plaque.





Sheila and Ted lay the 49 SA wreath.

Note the 49 Squadron Standard in the right background.

(Below) Two Officers lay the wreath from the Royal Nederland Air Force and
Cpl. Helen Ainsworth lays the RAF Scampton wreath





Dot Smith with the ATC after laying the wreath at Bransby

Lou Crabbe pays his respects after laying the Fulbeck Memorial wreath





Evalina Lowe laid our wreath at Runnymede. It is 3rd from the left next to the roundel.

Eileen and John Beck at the Essenhigh Crew Memorial Plaque at Worthing.



BOMBER COMMAND CAMPAIGN MEDAL

I have received some response from members regarding the Bomber Command Campaign Medal. It has been suggested that the Aircrew Europe Star should suffice. On the other hand, a member was standing in an Armistice Day Parade when the man standing next to him said,

“I see that you are wearing the same medals as me, what did you do”?

“I did a tour on Lancasters”, our member replied.

“Well that’s not right. You did that and I was a cook and never heard a shot fired.”

The point is that after June 44 the Aircrew Europe Star was discontinued. Why? In it’s stead the France and Germany Star was awarded to **anyone** serving in Europe, be they cooks or multi op aircrew.

It was further suggested that by the time, if ever, the Campaign Medal is awarded there will be nobody left standing to receive it. This I believe is irrelevant. There is a wrong and it must be righted.

Whilst writing this I have been speaking to Scotty Scott, the driving force behind the Bomber Command Memorial. He pledged himself to campaign for recognition in the form of a medal.

Do you feel strongly enough to write to your M.P.? Are you on nodding terms with an M.P.? If so get the word around. Don’t be put off by answers such as “Retrospective awards cannot be made”. The Royal Irish Regiment recently received an award for their sacrifices in ‘The troubles’.

By coincidence a TV series, introduced by the Prince of Wales, started last week featuring the Victoria Cross. The first act of valour that they studied was that of P/O Andrew Mynarski VC.

I have written to H.R.H. suggesting that this act of supreme courage was inevitably repeated many times by crews of Bomber Command but was never recognised because all witnesses died.

I also highlighted our member’s experience on Armistice Day as an example of the injustice served on bomber crews. My letter concluded that we would be honoured and grateful if he would support our cause.

“If you don’t ask, you don’t get!”

LINC IN LANC'S CLOTHING

In the last issue John Ward posed the question, "What is a Lincoln doing in 49 Squadron wartime camouflage and markings"? Nobody came up with the answer so here it is as it appeared in Air Pictorial c1960;

"A familiar resident of Blackbushe Airport is the Ministry of Supply's camouflaged Avro 694 Lincoln B. Mk 2. (Serial RF337) which for a brief period recently (for a film), carried the unique 'Squadron letters' EAS, in red, of the civilian contractor Eagle Air Services Ltd. Note also the Eagle Air Services' badge on the nose. This Lincoln is used by the M.o.S to obtain air to air photographs for recognition purposes."



READER'S LETTERS

Allan Conning wrote;

The deaths of Tom and Uncle Will were sudden and sad.....

I met the afore mentioned two chaps a few years ago when the reunion was held at Marham and from info I have it would appear that we were in one another's company out on dispersal in 1944/45. I was 'B' Flight Rigger servicing kites T, U, V, W, planes which they flew from time to time.

Incidentally, I have a Royal Worcester Collector Plate No 940 A "Prelude: Low over the Lake" This commemorates the 50th Anniversary of the Dambuster Raid and is of a painting of a Lanc by W. Hardy. Many owning such a plate and not knowing, would assume that the plane illustrated was a 617 Dambuster- this is not so. The crew would have been but EA-U was a 49 Squadron kite. (I should know as I worked on such and so would have Uncle Will who flew same).

In Feb/March 43 whilst 617 was being assembled they borrowed one or two 49 planes to practice low flying over the Peak District and Scottish terrain whilst awaiting for the 19 special jobs to arrive!!

Full marks to Mr Hardy for doing his research. Ed.

An e-mail from Tom Page;

In the November 2006 magazine under “ Now an e-mail from Trevor Jennings” there is a reference to Alan Morgan and the Leipzig (19.2.44)and Stuttgart (1.3.44 and 15.3.44) raids.

I certainly remember the Leipzig raid as I was flying as a spare Flight Engineer with P/O Dickson in JB399 “H”. We bombed at 0408 from 22,500 ft. It was a 7.06 hour op.

On my last op. I went as a replacement for Alan Morgan with P/O Lett in WD695 “B”. We bombed at 2319 from 21,000ft. This was an eight hour trip. I expect that Jock Irvine would have been in the rear turret.

Afterwards I went to 1661 HCU as Staff Flight Engineer.

I well remember the intensity of operations. In August 43 I flew on three nights out of four, a total of 22.30 hours plus 1.25 to return to base after landing at Tangmere and a 1.15 NFT making a total of 25.1 hrs.

Yes we were tired from the lack of sleep, groundwork, briefings etc.

New Associate Member, Pip Harrison e-mailed;

I thought you might be interested, we had some old friends round the other evening who live at Fiskerton (I live about five miles away). He was a young boy when the airfield was active, he remembers collecting spent ammunition that had been discarded by the armourers in the ditches and hedge bottoms, taking out the cordite and producing small explosions!! When they all left and took the aircraft etc., lots of small arms were left which the local kids played with until the police were informed!!

No mollycoddling then, I remember playing with an incendiary bomb. It's a wonder we reached maturity but what a great time to be a child! Ed

STOP PRESS

Ed Norman & Ken Read asked, “What were the Bullseye and Frontline exercises recorded in Ken’s log book when on 49 Squadron”? Anyone know?

Part of a letter from Tom Reid;

As a penguin in a 'Group One' trade I was not allowed to volunteer as aircrew but I never missed a chance to get airborne mainly to test turrets on air tests, NFTs etc. There was one rear turret that gave me quite a headache so I replaced it but still had a problem, it would cease to rotate. A detailed inspection of the hydraulic pipes revealed a beer bottle top inserted in one of the junctions.

Eventually I was "called" for an aircrew interview in Doncaster and passed all the tests. As I was quizzed by the four Group Captains on the board one of them remarked that as I had previous experience as a gunner I could go ahead as an air gunner. I told him that I wanted to be a pilot. When he asked why I said that I wanted to be responsible for my own destiny. "So you don't trust our RAF training then", was his reply. Interview ends!

See also "Can you help". Ed.

Dave Harrison e-mailed;

I flew out with RA666 to RAF Eastleigh in June 55 as an Instrument Fitter i.e. 2709132 Jnr/Tech. Harrison D W. My first sad duty was as pall bearer to the crew of SX984 which had gone in after beating up an Askari police post. An interesting diversion was being part of the guard of honour at the departure of Sir Evelyn Bearing (Governor). General Sir George Erskine was there to see him off as I remember.

We had an impressive turn out until.....The Officer i/c the Guard, (Eastleigh permanent Staff) F/Lt.....dropped his Ceremonial Sword which clattered onto the apron. That brought a smile to our faces.

Talking of smiling on parade reminds me of the occasion of the 17 Regiment RA CO's Parade. Both the CO and 2nd I/C had been wounded and ironically showed identical symptoms, neither could bend his right knee. During the parade they had to march towards each other. They looked just like wooden soldiers. We were in hysterics! Ed.

David Benfield sent me a copy of his letter to the Reverend Canon Alan Nugent, Sub Dean of Lincoln Cathedral;

I was visiting Lincoln recently and made a special journey to Lincoln Cathedral to see the new Memorial Stone to Bomber Command. I served on two Bomber Squadrons, 49 and 100, in the Royal Air Force during the Second World War and was stationed in Lincolnshire. How disappointing to find the Memorial Stone hidden behind screens. Fortunately a gentleman at the nearby information desk was kind enough to allow my wife and me behind the screens to view the stone.

We do hope it will not be hidden for long. We cannot be the only visitors who came specially to see the stone; others must have been disappointed too.

I was very concerned at the position of the Memorial Stone, directly in front of the entrance to the Airman's Chapel. I assume that the entrance is intended to be used, in which case those entering would need to step directly on the stone. Surely a position to one side of the entrance would have been better.

Finally an e-mail from our Archivist, Ed Norman to Ted Cachart which illustrates the pit falls awaiting the researcher. Ted had queried Sgt Alf Ridpath's initials as the Database and Membership List show A.S. whereas Ed's information shows A.C.;

It occurs to me that perhaps I should explain the error of my ways.

In certain places in Uncle's transcripts of the ORB's, the format varies from the norm - and Mailly - le Camp is one of these.

It would seem to me that the original records were dictated to the clerk - let's call him Stan. If the clerk had been a pretty blonde WAAF called Mary, she probably would have queried any name she did not know. Stan, being a bloke, thought typing errors did not matter and carried on typing regardless.

However, I digress. It would also seem that this process is prone to the vagaries of regional accent as F/Sgt Brooks has been given an extra 'e' as in Brookes, Sgt Harwood was not flying that night, but Sgt Hardwood was and in the crew was Sgt Ridpuff !

Not only that, but they were due to fly in Lancaster ND752 which we didn't own. Uncle did a commendable job in correcting all these errors and must be forgiven for one initial!

I checked the following two ops for the crew roster before sending the email to you, but here the format had returned to 'normal' and no initials are given against crew names, unless there are two similar names in the crew, such as Read and Reid (and even this is not consistent).

Ergo: Bill is a sailor,
Bill has a beard
Therefore all sailors have beards

My apologies for causing any confusion.

Ed (Norman)

P.S. My apologies also to Stan - whoever he was !

CAN YOU HELP?

In November's The 4T9er, on behalf of Tony Regan, we asked if anyone remembers John Woodroffe, later Group Captain. This photograph, taken in September 1944, is believed to be the last taken of W/C Guy Gibson as he was lost a week or so later. On his right is John Woodroffe and on his left is G/C Evans who was Station Commander of Woodhall Spa at that time. As many of you will recognise the photograph was taken at our reunion venue, Petwood Hotel.



An extract from a letter from Tom Reid;

As I am currently trying to write my memoirs, and as you requested it, I have enclosed a little of my experiences with "THE" Squadron, in particular my memorable trip to WISMAR with F/O Perry's crew. I may have mentioned in a previous letter that I knew that they had successfully finished their tour but didn't know if they survived the war.

If any are still with us I should love to hear from them. Like me they must be in their late eighties, fingers crossed.

John Fray pays this tribute;

In the November 4T9er was an article on the best CO I ever knew, John Woodroffe.

He came to RAF Wittering as Group Captain just after I arrived on the camp. He was well liked and respected by everyone and gave us a talk about how we should conduct ourselves whilst in the States in transit to Christmas Island. When we came back he was in the States with the RAF Bombing Team of Valiants from 138 Squadron and a Vulcan squadron. I think it may have been the following year, 1958, when he was killed in a B47. As far as I remember the whole camp volunteered for his funeral parade. I could not go as I was carrying out a detonator change on one of our Valiants that was going to Christmas Island. He is buried at Wittering and whenever I visit I pay my respects to him. I had no idea that he was a 49er.

Ken Read wrote;

I am enclosing a copy of my post operational crew of 1945. I have for sometime been trying to remember the name of our replacement rear gunner.



George Harland Ken Read Dave Hytch Geoff Brunton Tom Scott
Blondie Broadbent Who is this one?

4T9er CHUCKLES

A Layman's Medical Dictionary, from Alan Conning

Anally	Occurring yearly
Artery	Study of painting
Bacteria	Back door of cafeteria
Caesarian	A district of Rome
Cauterize	Made eye contact with her
Colic	A sheep dog
Coma	A punctuation mark
D & C	Where Washington is
Diarrhoea	A journal of daily events
Dilate	To live long
Enema	Not a friend
Fibula	A small lie
Genital	Not Jewish
Hangnail	A coat hanger
Impotent	Distinguished
Labour Pain	Got hurt at work
Morbid	Higher offer
Nitrate	More than day rate
Outpatient	A patient who has fainted
Post Operative	Letter carrier
Pelvis	A cousin of Elvis
Recovery Room	A place to do upholstery
Rectum	Damn near killed 'em
Rheumatic	Amorous
Seizure	A Roman Emperor
Tablet	A small table
Terminal illness	Sick at the airport
Tumour	An extra pair
Urine	Opposite of your out
Varicose	Located nearby
<i>How about;</i>	
<i>Haemorrhoid</i>	<i>An alien from the planet Haema. Ed.</i>

A student became lost during a solo cross - country flight.
Whilst attempting to locate the aircraft on radar, Air Traffic Control asked:

“What was last your known position?”

Student: “When I was number one for take-off.”



Pensioners Hot-Rod, Florida style.

When taking a second look at the photograph on page 6 of November's The 4T9er, I noticed the contented look on Ted's face and the startled look on John's. Barbara, what are you doing?

