

The 4T9er

LIFE IN THE OLD DOG YET!

The 49 Squadron Association Magazine
August 2012 Issue 26



Photo; Ed Norman



Terry Dennett, Secretary of the RAF Association Sud-Ouest France, e-mailed regarding a ceremony in France on May 8th;

“I wanted to let you know that our Branch members laid crosses and wreaths on the graves of the four 49 Squadron aircrew who crashed in their Hampden at Ambares near Bordeaux on 16th October 1940 and who are now buried there.

“The photos attached are of the Standards after the Church service and the memorial placed at the crash site.”

“The only people I know in the photos are:
2nd from the left carrying our RAFA Branch Standard – René Petitclerc

3rd from the left with side hat and medals on a blazer, Bernard Foster, our Branch member who laid all the crosses and wreaths. He is an ex pilot in the RAF.

Centre of the photo just in a grey suit is the Mayor of Ambarès, Mr Michel Hérیتیé”

The crew are;

Sgt D. S. Imber, Pilot, Sgt R. F. Rose, Pilot, Sgt F. Corbett Wop/ag, and Sgt K. C. Friend, Wop/ag.



IN MEMORIAM

G. A. Cook D. Millett J. E. M. Young

WE WILL REMEMBER THEM

WELCOME TO:

NEW ASSOCIATE MEMBER

Fiona Taylor

EDITORIAL

As usual I start by thanking all those who have kindly sent donations in the form of stamps or cheques. I and the Association are most grateful to you. Thank you also to the additional seventeen members who have agreed to take their copy of The 4T9er by e-mail. You will save the Association over £90 a year. How about the remaining fifty plus on broadband doing likewise?

I am also grateful to those who have sent in photographs for publication, I really have been spoiled for choice. I have long considered publishing a colour supplement to The 4T9er in order to be able to share some of the additional photographs and notes that it has not been possible to include in the magazine itself. With the two major events of the last quarter it is an ideal time to introduce this so from this issue onwards I will be e-mailing a supplement whenever material is available, and material is certainly available this issue; stunning shots of the memorial, the poppy drop, BBMF aircraft in the air and on the ground, 'Just Jane' up close and links to interesting websites. This will only be available with e-mailed copies of The 4T9er as due to the cost of printing it is not possible to produce a hard copy.

Sadly I have to report that George Cook died on March 26th. I first met George at Duxford in 2007 and he proudly told me that he was a wom/ag. This stands for wireless operator mechanic/air gunner, a quite rare title but a good man to have around if the radio goes u/s. George flew a Hampden tour with 49 Squadron between 10th February and 28th August 1941 including a trip to Mannheim on May 12th with our own Jim Flint DFC CGM, then a sergeant. George later flew in Catalinas with Coastal Command. David Millett, who died in June, flew twenty-five ops in the rear turret mainly with F/O Norman Alty DFC between August 3rd 1944 and April 8th 1945. Amongst his talents David was an author having a 'whodunit', The Perpetrator, published in 2000 which he dedicated to his pilot Norman Alty who had died that year. Canadian, John

Young, who died on July 22nd at the age of 90, was the skipper of our Chairman's crew. It was P/O Young's skill in holding the Lancaster steady, with most of one wing missing, that allowed the whole crew to escape by parachute after the collision whilst on the way to Berlin on January 2nd 1944. They were on their seventh operation and served out the rest of the war as PoWs.

Welcome Fiona Taylor, the niece of 22 year old Wop/ag Sgt James Ellis who was lost on February 20th 1944 during a raid on Leipzig. The crew, skippered by F/S Edward White, was on its fourth operation.

What a three months this has been! On May 24th some of us were honoured to attend a garden party at Buckingham Palace, see page 7. Then on June 28th there was the unveiling and dedication of The Bomber Command Memorial, page 10. Two days later our annual reunion commenced at Petwood Hotel, thought by some to be the best yet, page 19, and in between, on the weekend of June 16th, we took our layout to the Wigan Model Railway Exhibition, billed as, "The biggest in the north-west." It was certainly the best exhibition that I have attended either as exhibitor or visitor.

I was truly saddened by the acrimony and near hysteria that appeared in the national press over the allocation of tickets for the unveiling of The Bomber Command Memorial. One letter claimed that all surviving veterans should have been informed. Come on! How could anyone possibly know the details of all of them considering that many are not members of associations or the like? The Bomber Command Association did a valiant job in keeping its members informed and 4T9ers certainly can't complain about lack of information. Another letter stated that veterans should take precedence over all others when it comes to allocating places at the ceremony. I do not agree. If a memorial was erected to someone who had died in normal circumstances the priority would not be for his workmates but primarily for his widow and his children. In my opinion, the first consideration should be for those most deeply affected; the widows, sons and daughters. By the way, I have no personal agenda here as I am a nephew of one who died and seek no special consideration. The memorial commemorates the fifty-five thousand, five hundred and seventy-three who died, not the Command as a whole. I intend no disrespect for the veterans. Readers of The 4T9er must be aware of my deepest regard and admiration of all who served with Bomber Command. A piece in The Times by Ross Clarke was headed 'Give them medals, but not this memorial, the vainglorious pavilion to remember Bomber Command'. I will not go into the details but observe that ironically it was presented under the 'Opinion' feature. Mr Clarke would do well to remember that he is in a position to present his opinion thanks to the sacrifices of those who served in WWII. However, "Although I may not agree with your opinion Mr Clarke I will defend with my life your right to express it."

We should all resign ourselves I fear to inevitable desecration by the ill informed minority who enjoy the freedom so dearly bought. To negate their argument completely however we should recognise that the memorial is not for Bomber Command per se but for those who died, not that there is a case to answer.

What a tragedy it is that Robin Gibb, who did so much to bring the memorial into being, did not, like the many veterans who have died since the war, live to see it unveiled in all its glory.

Still on the subject of the memorial, it is the evening of June 28th as I write this paragraph, a most significant day for all involved with remembering Bomber Command, and I have just returned from the unveiling ceremony. During the journey to and from London I was touched by the attitude of members of the public. I was wearing a 49 Squadron lapel badge and a number of people asked if I was attending the event. All of them said, "Marvellous, it's not before time." Appropriately we had stayed in Lancaster Gate Hotel the night before and left our luggage there during the ceremony. Having picked it up we hailed a cab and the driver, on seeing the badge, asked if we had been present. He chatted sympathetically all the way from Lancaster Gate to Euston Station and when I opened my wallet to pay he said, "Don't offend me, this one's on me." On the meter was over fourteen pounds! This feeling of solidarity was truly touching.

On the evening of the unveiling there was a programme on Yesterday Channel entitled, 'Who Betrayed the Bomber Boys?' Introduced by Stephen Fry it presented a well balanced account of Bomber Command, vindicating Sir Arthur Harris and laying the blame fairly on the shoulders of Churchill. Regarding Dresden it stressed that the raid was requested by Stalin but that fact was airbrushed out during the Cold War to discredit the west. It also confirmed that Goebbels had multiplied the casualties by a factor of ten to achieve the same end. Whilst the programme was well put together there was the occasional lapse such as the archive film showing a crew who 'Had just returned from a Hampden raid' leaving an Avro Anson. Included also was the hackneyed old film showing the wing guns of a P47 Thunderbolt which has been used incorrectly so many times when purporting to be Battle of Britain action but on this occasion it was meant to be a German night fighter. However, these lapses would only upset the anoraks, like me, and did not reduce the impact of the programme in vindicating Bomber Command.

There are pivotal events throughout our lives and one of these occurred during our journey to London for the Buckingham Palace Garden Party. Now I have always considered myself to be of fairly robust appearance being six foot two and fifteen stones, I was carrying two medium sized cases down the steps at

Lichfield Trent Valley station followed by Barbara, when a voice said, "Can I help carry your cases?" I half turned to see a grey haired lady who was about five foot four and sixty-five years old if a day, but it suddenly hit me that not only would I be seventy-four in a few days time but also that I must look old and frail. Oh no!

Just prior to the reunion it was agreed that the maintenance of The Fiskerton Airfield Memorial is to pass from the Stuffins family to Fiskerton Parish Council aided by the 1st Fiskerton Scout Troop. We are indebted to Mary Stuffins and the family for their years of dedicated work, firstly in the establishing of the memorial by Mary's late husband Geoff, and the ongoing tender care that they have lavished upon it. Carl Stuffins told me that he will still be available to assist as the farm workload permits. I am assured of the pride that the villagers of Fiskerton feel for the memorial and I have no doubt whatsoever that it will continue to be maintained in the manner befitting its purpose.

Fiskerton resident and Honorary Member Freda Styles gave me a newspaper cutting at the reunion which announces that a memorial to the 25,611 airmen who died whilst flying from Lincolnshire is to be established within view of Lincoln Cathedral, the landmark so well known to Lincolnshire's aircrew. Spearheaded by the Lord Lieutenant of Lincolnshire it is hoped that the unveiling will take place in 2015, the 70th anniversary of the end of WWII.

The August issue of FlyPast magazine, in its series on Victoria Cross winners, focussed on 49 Squadron's own Rod Learoyd. His was the first VC to be awarded to Bomber Command in WWII. He went on to command 44 Squadron. The October issue of FlyPast is to feature the Hampden in its 'Spotlight' series which, bizarrely, will be on the shelves on September 1st. No doubt it will be up to the quality of previous editions and will therefore be fascinating reading

It is Monday July 23rd and yesterday a Brit won the Tour de France. Those of us who were involved with the sport in the fifties, when Brian Robinson and later Tom Simpson were ploughing their lone furrows, believed that Tours de France were won by foreigners, but no more. Congratulations and thank you Bradley Wiggins and Team Sky.

Honorary Friend, Bill Day of Worthing e-mailed to say that a Bomber Command Memorial was unveiled on July 8th on Beachy Head. This was sponsored by RAFA and individual contributions. Beachy Head lighthouse was a rendezvous point for bombers heading for Southern Germany and France. Unfortunately the main body of this issue had closed for press when the details were received so a comprehensive feature will appear in the November issue.

'Til the next time.

4T9ers AT BUCKINGHAM PALACE

On May 24th a group of 4T9ers, accompanied by their wives and minders, joined 2,400 other guests at the 'Not Forgotten Association' garden party at Buckingham Palace.

A cloudless sky and a temperature of 28C ensured perfect weather conditions for the event which was held on the palace lawn and gardens. To qualify for an invitation each primary guest had to have served in the armed forces at some time. Thus there were veterans of every conflict from WWII to the present day including a number of boys in wheel chairs from the current campaign in



Afghanistan. The uniforms of today's service personnel were much in evidence as well as a troop of Yeoman Warders which added a splash of colour.

H.R.H. The Duchess of Gloucester arrived and met veterans from a wide



range of conflicts. Notable among these from our point of view was Eric Clarke, now in his 100th year. The Duchess spent sometime with him and also spoke with his son David.

Whilst tea, with strawberries and cream, was taken the band of The Scots Guards played, mercifully for them, under an awning. Later however, complete with bear skins, they marched and counter marched on the lawn.



These 49ers between them were associated with all five of the aircraft types operated by 49 Squadron between 1938 and 1965.

L to R; Ted Cachart - wop/ag, Lancaster. Eric Clarke - wop/ag, Hampden, Manchester, Lancaster. Stuart Keay - pilot, Lincoln. Fred Vening - radio/radar fitter, Valiant. Lou Crabbe - flight engineer, Lancaster. Missing from the photograph is David Boughton - flight engineer, Lincoln.



Main photo; Jackie Howard. Inset photo; Via David Boughton.

**Sheltering from the sun under the trees in Her Majesty's back garden.
 L to R; Stuart Keay, Pat Keay, Alan Parr, Ted Cachart, Judith Vening, Fred
 Vening, Barbara Parr, David Clarke, Eric Clarke.
 Standing Rear L to R; John Ward, Diane Ward, Nora Crabbe, Lou Crabbe.
 Inset; David and Margaret Boughton.**



“Thank you and good afternoon Ma’am.”

THE UNVEILING OF THE BOMBER COMMAND MEMORIAL

An unforgettable day



Photo; Nora Crabbe

On June 28th 2012 Bomber Command at last received the recognition it deserves. Twelve 'Royals' attended the unveiling lead by H.M. Queen.

Most of our readers will have seen the ceremony on television which focussed solely on the Memorial area so this account of the proceedings will feature the area occupied by those of us who were not privileged to sit with the 'nobs'.

There were approximately 6,000 people allocated to the 'Salute' area, Ed and Janet Norman, Barbara and myself sat half way back from the stage and an idea of the multitude can be gained from the two photographs taken forwards and backwards from our position. Many were veterans but a larger number were



relatives proudly wearing their loved one's medals on their right breast.

I was amazed at the number of past and present 'top brass' who were amongst

us. At one time, standing behind me were an Air Chief Marshal and three Air Marshals. I don't know the collective noun for such a gathering but I'm sure that the erks had one. Certainly I have not seen so much 'scrambled egg' since visiting the Petwood breakfast buffet.

The lovely Carol Vorderman hosted the stage entertainment which included John Sargeant reciting the well known poem 'High Flight'. The main ceremony was shown on a large screen keeping us in touch with events.

Throughout the proceedings, which took place in scorching sunshine, water was continually distributed by ATC Cadets, members of University Air Squadrons, the Royal Air Force and numerous members of overseas and Commonwealth Air Forces. I can't praise them highly enough for their dedication, in best blue, in that heat.

Whilst the five Tornado GR4's took us by surprise and largely escaped the cameras the Lancaster 'Poppy Drop' was well recorded. Unfortunately the light westerly wind resulted in the 820,000 poppies falling to ground to the east. As recounted elsewhere in this issue people outside the fenced area brought hands-full and passed them to those inside. Associates Jo Cockburn and Chris Beare collected a considerable number and the latter sold them at the reunion, the proceeds, £40, being donated to the upkeep of the memorial.

After the main event Prince Charles and The Duchess of Cornwall came into the Salute area and met some of the veterans there.



Photo; Chris Beare



It is likely that 49' had the two oldest veterans attending in W/C Jim Flint DFC, CGM and one month his senior, F/Lt Eric Clarke MID. Sixteen 4T9ers and their partners that I know of, I'm sure there were many more, attended a superbly organised and moving tribute to those 55,573 who did not return.

WOULD YOU LIKE TO HAVE A POPPY FROM THE DROP?

As previously stated, Associate Member Mrs Chris Beare collected poppy petals that had been dropped from the Lancaster and she is prepared to send them to members on the understanding that they make a small donation, say £1 minimum per poppy, to the memorial maintenance fund via 49 Squadron Association.

Send an sae plus your donation of U.K. postage stamps, cash or cheque made payable to 49SA Petwood to;

Mrs C. Beare, 14, Hurrell Road, Kingsbridge, Devon, TQ7 1ER ,

Clearly state that your donation is for the maintenance fund.
Donations will then be consolidated by the association and sent to the
Bomber Command Memorial Maintenance Fund.

If you have any queries please contact Chris at ; johnandchrisbeare@hotmail.com

THE MAILLY-LE-CAMP RAID REMEMBERED

Former flight engineer, the late Geoff Brunton, flew on the Mailly-le-Camp raid 3/4th May 1944 and attended the remembrance service each year for ten years prior to his death in February 2011. He was accompanied by his son Michael who has continued attending after Geoff's passing. Missing the actual service on May 4th this year due to his own ill health Michael nevertheless made the pilgrimage two weeks later.

Geoff broke his leg in a motorcycle accident shortly after the raid and missed the fateful operation to Revigny on 18/19th July when his crew, skippered by F/Lt Bill Green DFC RNZAF, were killed. They were on their 27th operation. They are buried in Herbissee Churchyard, Aube, which happens to be fairly close to Mailly so visits to both are combined.



Left top; L to R, M. Andre Gaudy, a retired local farmer who was a small boy during the Mailly raid and who has written a book on it that very much contradicts the general views of the Germans interpretation of the raid; M. Robert Radet, Mayor of Herbissee, who took Geoffrey and Michael to the crash site of Geoff's Lancaster (2002) and gave him two parts from the aircraft; M. Gerard Gaudy who has been particularly helpful during the past eight years in interpreting during discussions at Herbissee; Michael Brunton; Madam Huguette Rouillard former Secretary of the Mailly Association (and close friend of Geoffrey) who is the conduit between many Mailly raid veterans, their families.



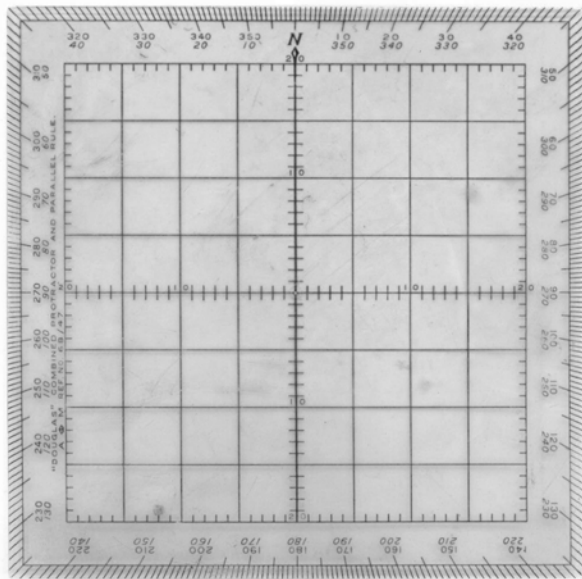
Left below; The same group are seen at Herbissee Churchyard except that Michael's partner Nikki Peskett has taken the place of Monsieur Gerard Gaudy.

Photos; Via Michael Brunton

MEMORIES OF MY LIFE IN THE RAF

By Roy Gould

Part 3



This is the protractor I used at Cranage when training and later to navigate my Hampden to Kiel in Germany on the border of the Baltic Sea, to Bordeaux in France on the Bay of Biscay and to many places in between.

At night, at least on a clear night, there was an alternative option to check where you were going. Astro Navigation was the art of finding your way by the stars, the age-old method used for centuries by mariners. So this we had to learn. To enable us to know what star was which

and what it was called, there were large maps of the Southern Hemisphere sky with the names of all the stars, planets and constellations marked. They were hung all round the navigation room. They were even put up on the inside of all the doors to the WC's so that you could study them all at your leisure whilst doing other things! They did not let us waste our time on this course!

I became very interested in all the constellations and even today, or should I say tonight, I like to go out to look at a clear night sky. I find the 'Great Bear' with the North Star in its tail, the star that is always over the North Pole. Then there is the 'Little Bear' not far away. Further south there would be 'Orion' with his sword hanging on his belt and with care I can find many of the other constellations lighting up the night sky.

The intricacies of astro navigation however, after all this time, I find hard to remember. I know we used a night sextant, a cumbersome thing that you had to hold dead level and 'shoot' one of certain stars to find its altitude. Then by reference to a table you found latitude or longitude and marked them on your map. I think you then had to do two further stars in the same way and where the lines crossed was your position on earth. You tended to think something had gone wrong when it indicated that you were just off Lands End or in the middle

of the Sahara Desert when you knew you were near Chester! This, I found, was what happened when on the ground and it was much more difficult when standing in the Anson looking out through the astrodome. Hence I did not try to use it much but, as I will explain later, I think we always found our target when on operations and, just as importantly, found our way back to base safely.

Because the navigator on a Hampden was also the bomb aimer that was another skill I had to learn all about but we could not practice with it for the Anson had no bomb viewing panel. It was a hand held instrument and we would have to lie down on the floor and look through a plate glass panel to the ground on approaching the target. Having identified the target you would instruct the pilot to open the bomb doors under the aircraft and try to keep the aircraft moving down between lines on the sight and this was done by telling the pilot to steer slightly to the left or right. When the target was over the cross line on the sight a knob was pressed and down they went one after the other. This sounded quite easy at Cranage but later we found it very different when ‘all hell’ was coming up at you over the target. It was with great relief that we were able to say, “bombs gone, close bomb doors.” After holding straight and level for some time for the bombing run, the pilot was then only too pleased to get out of there.

There was one more thing we had to learn when at Cranage and that was Aerial Photography. For this we used large cameras producing contact prints 5½ inches square. 85mm film was only used for the movies and digital cameras were things of the future.

My aerial photographs taken whilst training;



The Great Orme



The Little Orme

We kept doing our practice navigation in the Ansons. About four of us at a time all with our maps and charts on a little desk, being driven around by a very ‘cheesed off’ pilot, took photos of interesting places. One day our pilot said,

“It’s a lovely day. Does anyone want to go anywhere in particular?” I told him that I would like to go to a little village called Milford in Surrey because my wife had just moved there. I thought this would be much too far but he said, “Right, you can navigate us via Bath and on to Milford and you can wave to your lady love.” So off we went via Bath to Milford. I took a photo of the village but we were too high for me to see who was at Milford Cottage.

We had finished this course and now I was a qualified navigator as well as a pilot and on the 18th July 1941 we all made our way to R.A.F. Cottismore to learn how to fly Handley Page Hampdens (below).



Chapter 4

My First Front Line Aircraft, the Hampden

R.A.F. Cottismore was not far from Oakham and Stamford and there we learnt how to fly a Hampden.

I had better explain that the Hampden was a unique aircraft for quite a heavy bomber. Looking at it sideways, it always reminded me of a tadpole for it had a very deep two-storey fuselage with a long narrow tail leaving a bulge under it halfway down. It had two large powerful air-cooled Pegasus engines that were very reliable but you had to keep an eye on them and adjust the gills to maintain them at the ideal temperature.

The fuselage was only one person wide, so the pilot sat at the front on top in his one-man cockpit and the navigator was in his own compartment below him. There were a crew of four in a Hampden. The wireless operator was behind the pilot and behind him was the gunner with his gun opening facing aft where the bulge finished before the tail.

We were introduced to the Hampden very quickly but because it was virtually a single seat aircraft as far as the pilot was concerned, the pupil had to crouch behind the pilot’s armour plated steel backed seat and try to see what he

was doing. The first time you piloted this aircraft would be your first solo! To overcome this problem to a degree, in a hangar there was a captive Hampden supported off the floor so that the wheels could be retracted and it was equipped exactly as the ones we would have to fly.

My first instruction was when I got into this captive aircraft with the instructor standing on the wing leaning through the open canopy saying, "Your throttles are there, that is your undercarriage lever, that is the control for the flaps," and so it went on. But we did not use the engines in this thing. We were instructed in when to put down the flaps and to what angle, the speed for take off, climbing and level flight, when to lift the undercarriage, what the engine and oil temperatures should be and all that sort of thing. We practised take offs and landings until we could lay our hands on all the levers, switches, and knobs without looking at them. Then the day came when I was instructed to pick up a wireless operator and do a take off and landing on my own. This I did, with great trepidation, without a hitch. When I landed and taxied back I said to the wireless operator, "That was not a bad landing for my first attempt was it?" I found he was not aware of this, and nearly fainted.

I had better tell you that the Hampden had a special take off procedure like no other aircraft. You taxied round to the take off caravan. This was actually a caravan by which an airman stood and confirmed to you with a green Aldis lamp that it was safe to take off. He also had the task of pointing a red lamp to anyone trying to land with his undercarriage UP. Oh! Yes! It happened to some, but fortunately not to me.

To take off you did your check, put down 20° of flap, pointed yourself in the right direction, pushed the joystick right forward, put the brakes hard on and opened the two throttles slowly to full power. This lifted the tail of the aircraft high in the air and to keep it there, you let off the brakes slowly and gathered speed, adjusting the power to the port engine to stop any swing. All this was necessary to keep the take off run as short as possible with a full load on a grass field.

From there on it was familiarisation and practice doing circuits and landings, cross country flights, high level and low level flying and the dreaded Link training. Many hours were spent on the Link, where the instructors were ruthless. If you lost concentration after being in that boxed-in environment for a long time, and lost speed and stalled 'the thing', they had no pity. If you got into a violent spin they said "You got into it, now get yourself out of it". All this was very good practice.

And so the time came for me to do my first night solo. It was a beautiful night with very little wind when I taxied round to the take off caravan, did my pre-flight check, put down 20° of flap and had the OK to take off. Up we went to 1,000 feet and I lifted the flaps to zero degrees. Then things happened! The

starboard wing dropped like a stone and with the joystick hard over to the left we were still going round to the right. Well, I thought, if putting the flap up did this, I had better put them down again. I did this, but as soon as they passed the 20° mark, the port wing went right down as before, but the opposite way. On each occasion I had to hold the stick hard over with both hands and I felt sure if I had let go we would have flipped over on our back. So with my other knee hard against the stick, I lifted the flaps to 20° and we flew on an even keel once more. By this time I was far away from the aerodrome, so round I went onto a reciprocal course to take me back. Meanwhile, I had heard Base calling me, for instead of making one circuit I had disappeared over the horizon and they did not know why. After calling them back and telling them what had happened they told me to circle the aerodrome and wait for instruction.

After what seemed a very long time, I was told to land in the opposite direction to my take off and come in as slowly as possible. This, I found out later, was due to the fact that the wind had dropped and was now blowing very slightly from the reverse direction. They had to change everything round to suit. Down I came, doing all the things I had to do without touching the flaps at 20° - giving maximum lift at slow speed. A few feet off the ground I 'held off' in the usual way but we floated and floated and I wondered if there would be enough grass left. At last we touched down and, after braking hard, came to a halt just in time. As soon as I had taxied back to my standing point, a host of people went to look at the port flap. They found that the ramrod that operates the flap on that side had broken and had stuck at 20°, hence all the difficulties.

By this time we had been kitted out with new leather flying jacket and trousers, both with a thick fur lining. We were also provided with what we called our 'passion killers', a heavy thick vest with sleeves right down to the wrists and pants with their legs down to the ankles. All these we found we needed at night at 10,000 feet for the heating did not work very well. My jacket was a great comfort. I wore it a lot during the day all the time I was in the Air Force and for many years afterwards in the garden in the snow.

Now I had to master the bombsight. It was not all that difficult. We practised at high level, very high level, at low level at 500 and 200 feet during the day and at night lying on my stomach looking out forward through that optically correct special window. I said it was not difficult but, in the freezing cold with all that fur lined clothing, oxygen mask, intercom wires and Mae West, it was rather cumbersome. For the uninitiated, a 'Mae West' was a brightly coloured life jacket that we always had to wear when flying over the sea. It was very cumbersome, gave you ample proportions and was likened to, and named after, a famous well-endowed music hall lady of the time.

To be continued.

49 SQUADRON ASSOCIATION REUNION, JULY 1st-4th 2012



Photo; Peter Schreiber

Sunday July 1st

This year's event got off to a flying start, literally, when at 1407 precisely, the Red Arrows honoured us when they flew over Petwood with white smoke on. This was followed an hour later by the most wonderful series of flyovers by the Battle of Britain Memorial Flight.

Firstly the Dakota came in over the trees with the silver Mk IX Spitfire on its wingtip. They then flew a series of passes together before performing some individual passes. Things couldn't get better, or could they? Some ten minutes



later, after we had time to regain our composure, the unmistakable sound of multiple Merlins came from behind the trees and in low swept the Lancaster with a MkII Spitfire on the port wing and MkV Spitfire on the other. Over the hotel they swept before returning in formation two further times the sound waves hitting the chest. The Spitfires then broke away and performed a dazzling tail chase over and over again before climbing away with an



eye moistening farewell wing waggle. Could we take any more? The Lancaster swept in for its familiar evocative figure of eight, or so we thought, but it just kept coming and coming. Eyes were more, much more, than moist. Tears were flowing. The sight! The sound! Sheer bliss. For me, the sight of the Lancaster flying over Woodhall Spa meant so much. The last time that I had seen it was four days earlier in London, flying before The Queen and the eyes of the world and here it was paying tribute to 49 Squadron. Words can hardly describe how special that was to us.



It is most unlikely that there can ever be a repeat of what we had just seen. Our weekend coincided with RAF Waddington Air Show and our display, although provided especially for us, could not have happened otherwise. I have passed on our truly sincere thanks to The Red Arrows and the Battle of Britain Memorial Flight. F/Lt. Jack Hawkins, BBMF and an Honorary Friend of 49 Squadron Association, retired just before the events described and he told me later that it was the last one that he had been involved in organising. Thanks a million Jack for them all over the years. We wish you and Marion a very long and happy retirement.

The Sunday evening saw us gather in the Petwood Suite for a 'Meet and Greet' session. This was first featured last year by Malcolm Brooke in order to make first timers feel at home by introducing everyone via details of their affiliation to 49 Squadron, i.e. their own details if veterans or relatives details if Associates. This proved to be very successful last year and has become a regular feature. Prior to this, Dominic Howard's German guest, Peter Schreiber, presented to the Association relics of Lancaster ED427 that had been recovered in Germany. This aircraft, containing the crew of F/O A. V. Bone, was lost whilst raiding Pilsen on 16/17th April 1943 and was first thought to have crashed into the sea. The recovery is on going.

John Ward then gave a fascinating illustrated talk on RAF Fiskerton, filling in many gaps in people's knowledge of the station's history.



L to R; John Ward, Peter Schreiber, Ted Cachart

Photo; Dominic Howard

Monday July 2nd

Rain was falling as we boarded the coach for Fiskerton. Following a 'potty stop' at Fiskerton Village Hall we continued to St. Clements Church, by which time the rain had stopped.

Over the last year Malcolm Brooke and Ted Cachart have been researching and compiling a new Squadron Roll of Honour. Produced by a specialist printer / book binder in Stoke-on-Trent this new edition contains the details all members of the Squadron who died whilst serving with 49'. Thus those remembered range from WWI through the interwar years, WWII and post war. The Roll is expected to last for more than 100 years. During the service it was blessed and

dedicated by the Rev. Penny Green, and will be held securely by the church for the foreseeable future. It is intended that a copy will be produced which can be kept adjacent to the church memorial for visitors reference.

The lessons were read by May and Malcolm Brooke and a most appropriate sermon was delivered by Rev. Penny.

Mercifully the rain held off during the wreath laying ceremony at the Airfield Memorial. The Association wreath was laid by David Brady DFC escorted by Ted Cachart and Eric Clarke.

John Ward gave a short talk on RAF Fiskerton which was made all the more interesting for being delivered on the actual site.

It was now time to reboard the coach for the short journey to Fiskerton Village Hall where a superb buffet lunch had once again been prepared for us by the kind folk of Fiskerton.

Group photographs having been taken, for the first time for many years it was now raining so these took place inside the hall, it was time to return to Petwood.



The Veterans

Seated L to R;
David Harrison,
Ted Cachart, Eric
Clarke, David
Brady, Dot Smith
nee Everett.
Standing L to R;
Stuart Keay, David
Boughton.

Photos on this and
the facing page by
Dominic Howard



Sixty-three people sat down for an excellent banquet. Rev. Penny said Grace and Ted Cachart proposed the Loyal Toast and Absent Friends.

Richard Bartlett-May proposed Guests and Ladies to which Gill Walkinton replied. Stuart Key then proposed 49 Squadron Association to which I, your Secretary, replied. Once again I was able to announce that we are holding our own financially and that total membership numbers 327 which includes 126 veterans. The total once again shows an increase on last year, this time by five.

Tuesday July 3rd

Visits had been arranged to East Kirkby and the Battle of Britain Memorial Flight at Coningsby.

Those of us who visited the BBMF were treated to a tour of the hangar, getting up close to all the aircraft. Our guide, former O.C. BBMF S/Ldr. Clive Rowley, who flew the fighters and was thus able to give us some idea of those aircraft's characteristics, gave us a great deal of background information on many aspects of the Flight.





Whilst standing next to the Lancaster we could see that the turrets were crewed by teddy bears in full flying gear. The other positions in the Lanc are similarly crewed and as they have been at their stations for over fourteen years they have far more hours on Lancs than anyone else in the BBMF and probably the RAF.



Teddy photos; Ed Norman

Wednesday July 4th

Barbara and I were due to drive home but as the Lancaster was taxiing on that day I did a deal with her that if we did East Kirkby first I would patiently accompany her round Boundary Mill (Clothes, shoes etc.) at Grantham on the way home. So it was over to East Kirkby for 1100hrs to once again soak up the wonderful sound of four Merlins. Although I have now seen the Lancaster start up on many occasions the thrill of that sound is not diminished. A visit to the chapel, control tower, NAAFI and the Hampden Project completed a very successful and enjoyable reunion weekend.

NEXT YEAR'S REUNION WILL COMMENCE ON JUNE 2nd.



READER'S LETTERS

In issues 20, 21 & 23 of The 4T9er we published Dominic Howard's account of the search for his great uncle's Lancaster ED702, EA-D. Involved in the search was Peter Schreiber, a wine producer, who has become a personal friend of the Howard family. Peter attended the reunion as their guest and kindly donated ten bottles of white wine and six bottles of red to the reunion for which we are most grateful. He subsequently sent this e-mail;

"When I was a young boy I used to accompany my mother when she worked in our vineyards and it was her who picked up interesting stones, pottery fragments and old coins from the soil. She used to point to the stones and interpreted faces and figures which she saw in them. I must admit that I never saw them, but it must have influenced me somehow or other.

"I had the wish once to be an archaeologist. But things never turn out the way you expect and I became a winemaker. The interest and the excitement for secrets and history never ever left me. When I was seventeen I spent my little pocket money on my first metal detector, followed by the first WW2 books. With a friend of mine, who was also interested, I spent the evenings on researching for battlefields of the World War in our surrounding area, and we were successful. His father gave us the tip where we could find the bunkers of the Siegfried Line, which were only 30 miles away in the Haardt Mountains next to the French border. My mate already had a car, so what should stop us. We had a great time in these woods and it was our big adventure for a long time. But the day came when I suddenly changed my mind. I discovered other detectorists selling identity tags on Ebay. What a shame I thought to myself and the wish grew to find out more about the items I unearthed in the woods and especially the human fate standing behind it. So I joined Uwe Benkel's crashsite investigation team and became also an active member of the Siegfriedline Association. Today I spend my leisure in researching for lost aircraft supporting our chairman Uwe Benkel, who does great work in solving the fate of so many lost aircrews. In the Siegfriedline Association we are planning to publish our second book and I am holding constant contact with an American Infantry association of the Division which fought in the Haardt Mountains. They are still searching for three missing men. That's the way how things can grow. During the search on ED702 I met Dominic Howard and we spent nearly two years on searching for her crash site and as you already know, we finally found her.

"I would particularly like to thank Rosemary and Dominic Howard and their family who became great friends. They invited me to represent the crash site investigation team of Uwe Benkel at the reunion of the 49er Association and gave me such a friendly accommodation in Port Carlisle. I also want to thank Uwe Benkel, to say, I'm thankful being member of your great team, doing such



Standing; Christian Schwein, Peter Schreiber, Tony Stritzinger
Kneeling; Uwe Benkel, unknown.

an important work just as my team member Christian Schwein. It's due to him, that we finally found ED702 and of course eyewitness Toni Stritzinger, who sadly passed away last year.

Thank you very much 49er Association. It was marvellous to meet you all, experiencing such a polite and warm reception in your ranks, meeting so many interesting characters and hearing

their different stories, especially those who served. Just having a wonderful time with all of you. These days imbued me with contentment...and happiness consists in contentment.

In response to the editor's question in 'Can You Help?' regarding the interchange of mid upper and rear gunners, Ron Eeles replied;

"I crewed up at 29 OTU Bruntingthorpe in late July 1943 as a rear gunner on Wellingtons. At this time the first month was dedicated to 'circuits and bumps' and lectures at Bitteswell.

"I recall one afternoon during lectures that an officer came into the room saying half the gunners were required that day to transfer to squadrons (5 Group) as mid upper gunners. This was at the time when the Battle of Berlin was underway with the inevitable losses of aircraft. Lancasters were more valuable than gold dust.

"We, as a crew acquired a mid upper gunner (Jock 'Speedy' Quick) in September or thereabouts. As you know there was no mid upper turret in a Wellington.

"At no time was there any mention of gunners swopping to other positions and I consider it highly unlikely that this happened. If however the pilot and gunners were in general agreement this would naturally have been by mutual consent without the need of higher authority...

"...One point of interest, at Bitteswell, I witnessed a Wellington landing downwind (A Sgt. Fox pilot.) which ran out of runway, ran into the adjoining

field, broke its back and the dinghy came out on top of the wing. The aircraft was left in this position, no doubt a reminder to other errant pilots.”

In the May issue of The 4T9er Tony Neal asked if any readers remember ‘Village Inn’ the Automatic Gun Laying Turret. Pat Walters wrote to Tony saying that he was one of the pilots found to be surplus to requirements at the time and volunteered to go in the A.G.L.T. turret.

On the same subject, former mid upper gunner, Bill ‘Titch’ Cooke wrote;

“I see from my log book that from 29th August to 5th September 1944, 49 Squadron appears to have been non operational, my crew did thirteen training flights on ‘Village Inn’, usually of about one and a half hours. These were followed by two night flights on Village Inn and ‘Z’ training which was the code name for the infra-red telescope used to pick up the signal from our own aircraft which was sent out by the two car type headlights fitted in the aircraft nose. [See the bomb aimer’s blister in Lancaster ‘Just Jane’ at East Kirkby. ED.] “We then went back to operational trips and normal training flights. The A.G.L.T. equipment was very accurate. On a normal test with a camera gun, the sight bar which showed where your shots would go only hit the target aircraft occasionally. With A.G.L.T., it locked on and mainly stayed on, and this with a totally blacked out turret. The ‘boffins’ told us it guaranteed 60% hits if you never saw the target.

“On a later operation we were in the stream and picking up all the other Lancs giving out the correct Morse signal from the ‘Z’ transmitter. We were in broken cloud all seemed ok when we picked up an aircraft which didn’t give a signal which means it could be an enemy fighter. It came on to us as if by radar and the wireless operator began calling out the range. We did a corkscrew and still it followed us. Stan Humble, the rear gunner, said, ‘I’ll give it a few seconds and then open fire.’ Then it was, ‘This is it, I’m going to have a go.’ At that second both aircraft broke out of cloud, ‘Don’t shoot,’ I yelled, ‘It’s a Mosquito.’ The bxxxxxy idiot hadn’t got his ‘Z’ transmitter on!! We never found out who it was in the Mosquito, but it’s a good thing that my aircraft recognition was on top line.”

In response to the same query Ken Manning wrote;

“I was wireless operator in Lanc EA-D at 49 Squadron 1944/45 and we had the Village Inn turret. I also had a meter in my compartment which gave the distance of the enemy aircraft when the rear turret guns were operating. When the range showed 200yards I could also give the order to take evasive action if we did not hear from the rear gunner. It also gave an audible noise in the intercom. We were not very happy with that!

“I have just heard that our rear gunner, David Millet, has died so I am the only one left alive, at 89.”

Megaton Club Secretary, Fred Vening, e-mailed;

“It has been a bad year for the Megaton Club membership.

“Earlier this year, we learnt of the death of Bill Caple. Bill was probably the RAF’s Valiant force’s senior Crew Chief. He was responsible for the servicing of Valiant XD818, the squadron’s flag ship, normally flown by Ken Hubbard, the Squadron Commander from 1956 to 1958. Bill gained many flying hours in 818, making several trips to Christmas Island for the Operation “Grapple” trials.

“Later we learnt of the passing of Brian Matthews. Brian was the signaller (AEO) on Tiff O’Connor’s crew, which dropped the last bomb in the Grapple trial series in September of 1958. As a sergeant, he was one of that rare breed of non-commissioned aircrew serving on the RAF V-Bomber force.

“Yesterday saw the funeral of Arthur Steel. Arthur was a Squadron Leader on 49 Squadron during the Megaton years. He served as “B” Flight Commander and was also the squadron Training Officer. He dropped the third weapon in the Grapple series in June 1957. He went on to command RAF Wyton and later as Air Officer Commanding, RAF Malta. He retired as Air Commodore.

“All three of these will be remembered with honour at the Megaton Club reunions.”

This was followed a few weeks later by;

“Unfortunately, this week we have heard of another two members passing to the big “Island”.

“Cyril Collins, who at the time of our exercises was a Cpl Electrician on B Flight, served on both Buffalo at Maralinga and Grapple X on the Island. He made a name for himself at Maralinga by servicing the many washing machines that were used by the staff there. He had emigrated to Canada some years ago.

“Bob Birkett was a National Service SAC Electrician who was one of that rare breed that swapped flights, being on Grapple X in Autumn 1957 with B Flight and then Grapple Y with A Flight, some six months later.

“Both had fought the ‘Big C’ for some time.

“We could do with some good news!!”

Associate Member, Don Palmer, wrote;

“...I am enclosing a cheque to help with Association funds. I hope that the reunion goes well and you all enjoy yourselves.

“I am enclosing the copies of my brother’s log book as discussed. Also a letter from John Dodkins that he sent to me after the reunion when we first met. I was very sorry to read in your magazine he had passed away. A very fine fellow. See picture of his crew with Dot Smith (She is still around) with their aircraft ND512 EA-C (Page 356 ‘The Dog’ 1st Edition.) [Indeed she is. Dot Smith nee Everett, came along to the airfield service and buffet lunch during the latest

reunion. ED.] Also a picture of Jack Harvison the flight engineer who met up with John at the reunion. (Page 375 'The Dog'.) He is the only one left alive from the crew.

"Dot Smith and Vi Winters were good friends of the crew and have both visited Jack in Canada.

"As you can see from my brother's logbook he and his crew did five ops in their aircraft, ND512 EA-C, while they were on leave.

"You can imagine them being surprised when I showed them his logbook. Jack Harvison was the first person I spoke to at the reunion and it turned out my brother had sat in his position on five ops while he was on leave with John Dodkins and his family.

"ND 512 lasted out the war and was scrapped in June 1947."

In sending a donation to the Association John Rose wrote;

"Cath and I were hoping to bump into your group at the Memorial Ceremony Thursday last. What a magnificent tribute it is to Bomber Command.

"It was a perfect day in every way - especially the weather - and everybody was so kind to us. Even the 'Brass' spoke to us and made us very welcome. Charles and Camilla came amongst us and were very moved by some of their conversations with the veterans.

"It was a pity about the Poppy-Drop going a little off target but outsiders in Green Park brought us handfulls they had collected so Ken's (Anderson) photo is now surrounded by them!"

Following her first reunion Associate Member Louise Dexter e-mailed;

"I just wanted to send a quick message to thank you all for making my first trip to Lincolnshire such a wonderful experience. My father, daughter and I all really enjoyed the whole weekend and it was such a pleasure to meet you all. The information provided was just brilliant, I hope that I will also be able to share new info with you over the next few months.

"For us the weekend was a total success even starting off in the wrong place on Sunday had its benefits, as I managed to drive some way down the Fiskerton runway before turning round sharply at the red flags!!

"Anyway Petwood was even better than I expected and as for the fly past, it is something that I will never forget. I feel that I'm at the start of a journey in which I will continue to learn more about my uncle and his brave crew.

"I'm continuing to search for the relatives of the other crew members of ND474. I hope that over the next few months we will find out more about the crash site, with a view to having a memorial placed there. Robert McEneaney and I have already agreed that we will visit Bolstern as soon as we have more information about the location of the crash site (believed to be Bolstern)."

It was also the first time for Robert McEneaney;

“Thank you and the committee members for the tremendous weekend at Petwood recently, we had a most enjoyable time. We fully appreciate the great amount of work and effort put in to organise such a weekend.

“The Church service and the visit to the Airfield followed by the lunch at Fiskerton Village Hall gave new members like us the opportunity to meet and get to know the group before the Dinner that evening.

“Thanks again for the great weekend and the work put in to keep the 49 Squadron Association in place for us all.”

In reply to my ‘thank you’ correspondence to the BBMF in appreciation of the Memorial Poppy Drop and Petwood ‘Display’ O.C. BBMF S/Ldr Ian ‘Smithy’ Smith e-mailed;

“Thank you for your card, letter and very generous donation!

“The bombing of London with clumps of poppies has fortuitously not detracted from the main event!

“ We will raise a glass to 49 Squadron and toast you all!”

And we to the BBMF.

Fred Vening did indeed find some lighter news when he sent a photograph of his neighbour’s chest;

“My next door neighbour Karen won, through a National draw, an entry into the Olympic Park Run in March.

“This was a ladies only event. About 5,000 took part.

“The aim was to test the infra-structure of the Park and Stadium in the warm up to the Games.

“I asked her if she would wear a badge for me as a sort on medieval “favour” and you will see from the photograph that the ‘favour’ took the shape of my 49 Squadron enamel lapel badge.

“Is this the first appearance of “Cave Canem” in the Stadium? I think so, unless you know better...”



Associate Member, Graham Bairnsfather e-mailed form Australia;

“I’ve just returned from Canberra following the wreath laying ceremony for Bomber Command in the garden at the Australian War Memorial, Canberra. It had rained heavily the night before, but today Sunday [June 2nd. ED.], was crisp and the sun was shining (someone, or many someone’s, was looking over us).



“It was a very moving ceremony with beautiful prayers, singing and speeches by high ranking RAAF personnel and WW2 veterans. By the way the memorial is of a bomber crew at the base of a searchlight.

“I managed to speak to some 460 Squadron folk and told them about the upcoming book – they were extremely interested so may get a few sales later in the year.

“After the ceremony I placed a poppy next to Ralph’s name in the Roll of Honour. I wore his medals during the ceremony, only the second time they have been worn, the first by Jane at our local Anzac Day service in Bowral a few years ago.

“All in all a day I would not have missed for anything and will try my darndest to attend next year’s event.

“You folks now enjoy your (and our) Queen’s celebrations, they look quite spectacular.”





The 4T9er

E-Supplement

August
2012

Welcome to the first of what we hope will be a regular issue of The 4T9er E-Supplement.

Due to the printing constraints of the hard copy of The 4T9er we have regularly had a surplus of material, much of which has been 'time sensitive' so cannot be held over to the next issue. It is therefore intended that the supplement will enable material, that hitherto would go unpublished, be passed to those members who receive The 4T9er by e-mail. Due to printing costs it will not be available in hard copy. It is not intended to replace The 4T9er but as the name implies, to supplement it.

I hope that you find it interesting and welcome your comments.

Alan Parr, Editor

H.M. THE QUEEN ARRIVES FOR THE UNVEILING OF THE BOMBER COMMAND MEMORIAL ACCOMPANIED BY THE DUKE OF EDINBURGH AND THE DUKE AND DUCHESS OF CORNWALL.



Photo; Bill Flint

The 4T9er E-Supplement is compiled and edited by Alan Parr and published alongside The 4T9er magazine by 49 Squadron Association.

All photographs are by Alan Parr unless credited otherwise.

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The memorial in detail. Above is the ceiling which is made from aluminium from a Canadian Halifax. The simulation of the geodetic construction of the Wellington can be clearly seen. Below is the amazing detail of the seven crew figures.



Both photos; Ed Norman



Photo above; Jo Cockburn



A FEW OF THE 4T9ers AT THE BOMBER COMMAND MEMORIAL UNVEILING



Jim Flint CGM DFC, seen wearing the bowler, piloted a 49 Squadron Hamden on his first tour. As a Wing Commander he went on to command 50 Squadron at Skellingthorpe where one of his young pilots later became Marshal of the Royal Air Force Sir Michael Beetham, with whom he remembers old times. On the right Jim poses with another 49 Squadron Hampden man Alan Drinkell.

Photo; Bill Flint



Right; Daughter Jackie keeps an eye on Ted 'The Lad' Cachart as he revels in some pretty young female company.

Photo; Jo Cockburn



Left; Flight engineer, Warrant Officer Lou Crabbe, enjoys the sunshine with his wife Nora.

Photo; Via Nora Crabbe



Below; F/Lt Eric Clarke in deep conversation with Air Vice Marshal Paul Colley.

Photo; David Clarke

Right; Associate Member, Chris Beare with her husband John.

Photo; via Chris Beare



Above; Associates Ed & Janet Norman with Barbara & Alan Parr

Photo Jackie Howard

Fittingly our first feature in the new supplement is the unveiling of the Bomber Command Memorial. Incidentally, there were some excellent shots of the memorial in the BBC coverage of the Women's Olympic Triathlon. Later we will show some photographs of the reunion flyover but first a few items of possible interest.

Dominic Howard's video of the 2012 Reunion Petwood flyover; <http://youtu.be/uCTMMuwczZ4>

If you like aviation art take a look at, 'Honorary Friend', Nick Trudgian's website; nicolastrudgian.com

The British Airways aircraft can taxi up your street; <http://taxi.ba.com/>

East Kirkby. Lancaster 'Just Jane' taxi events; www.lincsaviation.co.uk

For your diary;

August 25th. Coningsby. BBMF visitor centre open weekend. www.lincolnshire.gov.uk/bbmf

August 26th. Little Gransden. Families Day Out, Air & Vintage Vehicle Show. www.littlegransdenshow.co.uk

August 27th. East Kirkby. Props and pistons special event day. www.lincsaviation.co.uk

September 1-2nd. Oxford. Fly To The Past. www.flytothepast.com

September 1-2nd. Shoreham-By-Sea. RAFA Shoreham Air Show. www.shorehamairshow.co.uk

September 2nd. Old Warden. Shuttleworth Pageant Airshow. 01767 627927

September 2nd. Elvington. Thunder Day, with various aircraft being engine run. yorkshireairmuseum.org

September 2nd. Stoke-on-Trent. Spitfire Day, The Potteries Museum and Art Gallery. 01782 232323

September 8-9th. Duxford, The Duxford Air Show. iwm.org.uk

September 8-9th. Cosby, Leics. The Victory Airshow. www.thevictoryairshow.co.uk

September 8-9th. Southport. Southport Airshow. www.southportairshow.com

September 15-16th. Burtonwood. Stars and Stripes American Weekend. www.rafburtonwood.org

September 29th. Brooklands. Aviation Day special event. www.brooklandsmuseum.com

We regret that we are unable to supply any further information on the above. As all events may possibly be changed or cancelled at short notice you are strongly advised to contact the organiser before travelling.

WEAR THE 49 SQUADRON BADGE WITH PRIDE

Polo shirts, T-shirts and sweatshirts are available with the 49 Squadron badge and Association lettering. The example shown is in Navy blue but a range of colours and sizes is available.

Quote Ref: MIL/49 SQN Assoc

DO NOT order them from the Association. Order direct from;
Terrane Ltd., Terrane House, Whisby Way Industrial Estate,
Lincoln, LN6 3LQ

Tel; 01522 697000 e-mail: sales@terrane.co.uk



THE BBMF FLYOVER THE 49 SQUADRON ASSOCIATION REUNION 2012



A



B



C



D



E



F



G



H

Photos B,C,D,F & G; Peter Schreiber



THE BBMF AIRCRAFT THAT FLEW OVER PETWOOD FOR US, 'AT HOME' AT CONINGSBY.

1 & 2. Douglas C-47 Dakota, ZA947. Seen in photos A & B on the previous page.

3. Spitfire Mk LF IXE, MK356. Seen in photos C & D.

4 & 5. Spitfire Mk Vb, AB910. Seen on the Lancaster's starboard wing in photos E, F & G. Veteran of 143 combat sorties, this is the actual aircraft on whose tail, WAAF ground crew fitter, LACW Margaret Horton unintentionally took a flight.

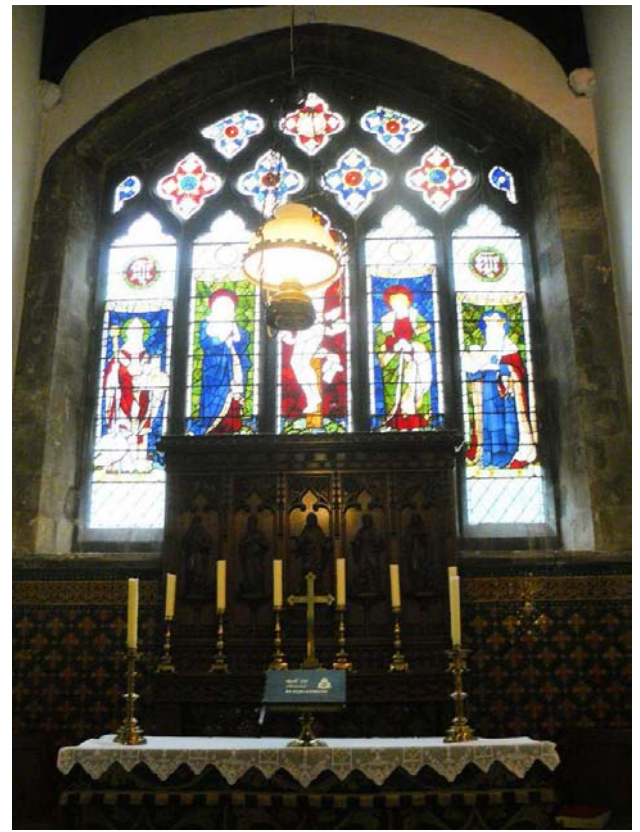
6. Spitfire Mk IIa, P7350. Veteran of the Battle of Britain and the oldest airworthy Spitfire in the world.

7 & 8. Avro Lancaster B1, PA474. Requires no further comment!

Photos; 2, 4, 6 & 8 Dominic Howard

A REUNION MISCELLANY AT FISKERTON

Photos; Dominic Howard





Lancaster NX611, 'Just Jane' at East Kirkby, July 4th.



Photo; Ed Norman



‘PUT THE KETTLE ON.’

Photo; Ed Norman

A Typhoon crew alight just outside the BBMF hangar at Coningsby.



**This English Electric Lightning is on finals at Cosford on July 28th 2012.
Actually it's a rather large model which appeared at The Large Model Show.
This superb show will be featured in the November issue of The 4T9er and E-Supplement.**