

The 4T9er

LIFE IN THE OLD DOG YET!

**The 49 Squadron Association Magazine
February 2013 Issue 28**



**The London Eye frames the Royal Air Force Memorial
on the Victoria Embankment.**

IN MEMORIAM

T. Bennett F. Styles

WE WILL REMEMBER THEM

NEW MEMBERS

John Bishop Philip Rapson

NEW ASSOCIATE MEMBERS

Pat Wilson Gary White Gill Lucas

Craig Nowrie Robert Nowrie Phillip Lamb

Stephen Mills John Rux-Burton

NEW FRIEND

Arnold Merrett

COME BACK

Roy Lavis

EDITORIAL

On behalf of Barbara and 'the crew' I thank all of you who sent Christmas and New Year greetings which we heartily reciprocate.

Thank you to all of you who have been in touch to confirm your wish to continue your membership of the Association and an even bigger thank you to those who enclosed cheques, cash or stamps. I would love to thank you all personally but there are so many generous people that I regret that it is not possible. I hope that you will accept this general gesture of appreciation. To repeat what I said in February's issue, as we have no regular subscription the only way that we can maintain an accurate membership list is to carry out a periodic census. I had hoped to complete the process before this issue goes out as work must now start on organising this year's reunion, but it is not to be. Thankfully Ed Norman has agreed once again to receive the preliminary booking forms. If there is a reminder delivered to you with this magazine issue it means that I have not had contact from you expressing your desire to continue

as a member. If you wish to continue your membership it is essential that you contact me as soon as possible. If I do not hear from you by May 1st you will regrettably be removed from the membership list.

S/L Tom Bennett died on January 9th, aged 93. Tom, a navigator, flew a tour with 49 Squadron between 11th August 1942 and 9th February 1943 with pilot P/O G. E. Falke, usually in Lancaster 'M' Mother. This included the daylight raid on Le Creusot on October 17th 1942 which was led by 49'. In April 1942 Tom and Gerry formed a Mosquito crew which became one of the foremost target markers in 617 Squadron. I was deeply saddened to hear on 11th February of the passing, the previous night, of Freda Styles. After visiting Fiskerton a number of times in the nineties only to find the church locked I finally found it open and there was Freda arranging flowers, so started a friendship and relationship with Fiskerton Church that I have valued deeply. Since becoming secretary of the Association six years ago my main contact with the church to organise visits, arrange services etc. has always been through Freda and I will miss her. She was a keen member of the Royal Observer Corps for many years and a leading light in establishing the church memorial to 49 and 576 Squadrons after which she became an Honorary Member of 49 Squadron Association. I extend our deepest sympathy to her partner John, her relatives and all her friends and colleagues at Fiskerton.

We are always delighted to hear from ex 49ers and in this issue I welcome two, John Bishop who was a navigator on 49 Squadron from 1945-47 and Philip Rapson who flew three ops in the wireless operator's seat in April 1945 with F/O A. H. Westwood. Philip told me that he was on one of the Lancasters that 'bombed' Brighton with toilet rolls as an end of war celebration. At the subsequent Court Marshal they were found guilty of stealing government property. His pal, F/S Jack Petch, was the wireless operator killed in the Fulbeck disaster on April 22nd 1945. On the subject of government property toilet rolls, it reminds me that I took perverse pleasure in reading 'Government Property' printed on each sheet of toilet paper before using it for its designed purpose!

We welcome eight New Associate Members. Pat Wilson is the daughter of P/O Joseph Unsworth and was nine months old when her father was killed. She now lives in France. Gary White is the nephew of Sgt R.C. White who was the Wop/Ag in the crew of F/O A.V. Bone which was lost on April 16/17th 1943 in Lancaster ED427. Gill Lucas is the daughter of F/Sgt. K.W.S. Inglis. Craig and Robert Nowrie, son and father, are the great-nephew and nephew respectively of pilot, F/L Jack Nowrie DFC who flew 20 ops. with 49 Squadron between September 23rd 1944 and January 13th 1945 but was killed in an air crash flying the high commissioner of Malaya after the war. Phillip Lamb is the great

nephew of F/Sgt. Phillip Telford who was the mid-upper gunner in the crew of G/C C.T. 'Ginger' Weir when their Lancaster came down during a raid on the Mittelland Canal on November 21st 1944. G/C Weir was the only survivor. Stephen Mills is the nephew of F/L William Graham, wireless operator, who flew 29 Hampden operations with 49 Squadron between November 6th 1940 and May 10th 1941. He was killed on March 20/21st whilst on his second tour, with 619 Squadron. Incidentally, seven of his ops were with our own Jim Flint who celebrates his 100th birthday in May. John Rux-Burton is son of Associate Member Heather Burton who is the daughter of F/Sgt Ernest Roden killed August 10/11th 1943 when flying as the flight engineer in the crew of P/O Johnny Moss. We welcome also new Friend Arnold Merrett who attends the same chapel as Barbara and me and who served with the Royal Army Medical Corps during 1959-60. Arnold is an active member of the British Legion and says that his reason for joining 49SA is, "Respect for those who fought in WWII and a wish to ensure that the Association can continue its good work".

The news that a Bomber Command clasp has been approved by the Government has caused both joy and sadness amongst veterans and relatives of those who died during the war and since. At the time of writing the possibility is that only living veterans will be awarded the clasp, "... to be worn on the Air Crew Europe ribbon". As that medal was only awarded up to D Day those who served subsequently will presumably wear it on the France and Germany ribbon. At least that will make a significant difference to that medal for Bomber Command veterans as at present the medal is worn by all who crossed the Channel regardless of action. One veteran told me that he was once approached by an individual, who was also wearing the France and Germany medal, who asked our veteran what he had done during the war. On being told, "I flew a tour on Lancasters" he replied, "That is not fair. You flew in Bomber Command and only have the same medal as me and I never heard a shot fired". I have read various figures quoted for the number of currently surviving Bomber Command aircrew ranging from 3,000 to 10,000. The number who served with the Command is usually taken as 120,000 of which 55,573 were killed. It is a matter of simple arithmetic to conclude that roughly the same number have died since the war. Reports state that it will take several months to formulate the qualifications for receiving the reward by which time it shouldn't cost the Government too much in clasps if they are only handed out to living veterans. By the way, if you want to visualise what 55,000 humans looks like just study the crowd at top Premier League football matches,

Lincoln is to get its own Bomber Command Memorial. John Ward drew my attention to The Lincolnshire Bomber Command Memorial Appeal website. During WWII 25,000 aircrew from Bomber Command died whilst flying from

Lincolnshire. To mark their sacrifice a memorial will be erected on the top of Canwick Hill in Lincoln. The site overlooks Lincoln Cathedral which was a major landmark for crews leaving Lincolnshire and as a navigation point for those lucky enough to return. See page 25 for further details.

Lincoln featured twice on the television at the end of January. Michael Portillo, in his series 'Great Railway Journeys', visited the cathedral and saw the repair of stained glass windows. Marion Gatfield told me that 'Escape to the Country' visited Fiskerton, the house in question being the ex pub on the corner between the Carpenters Arms and the church.

We congratulate Australian Member Derek Jones on being nominated for the Australian of the Year Award 2013. Derek, 73, has been a volunteer fire fighter for 17 years. He served as an instrument mechanic on Valiants with 49 Squadron and liked it so much down under that he decided to stay.

If you are planning a visit to the Imperial War Museum in London then you may be somewhat disappointed to find significant WWII items are missing. As the site is being prepared for a major exhibition dedicated to the centenary of WWI many WWII exhibits are in the process of being moved to the Imperial War Museum at Duxford. FlyPast magazine reports that the nose sections of Lancaster Mk I DV372 and Halifax B.II PN323 have already made the move together with a section of a Mitsubishi A6M5 'Zero' and relics of Rudolph Hess' Messerschmitt Bf110. By the time that this is read many more items will have made the journey up the M11. Although space restrictions will prevent all the relocated items being on public display nevertheless it would seem to be an even better time for students of WWII aircraft to pay a visit to Duxford.

The National TV News and popular press have been featuring Lancaster 'Just Jane' at East Kirkby. Fred Panton was discussing 'Jane's' history amidst the news that four airworthy engines have been obtained. She will fly again, probably with 49' Friend F/L Mike Chatterton at the controls, although it will not be for a few years yet. Once 'Just Jane' becomes airworthy she will still give taxi rides at East Kirkby and operate from a lengthened runway. Exciting news indeed! Those who attended the open day at the Michael Beetham Conservation Centre at Cosford in November will have seen the excellent progress in the restoration of the Hampden P1344 although this is still a long term project. Since my last visit the forward fuselage has been aligned with the rear section although they are still separate. Also ongoing is work on the Wellington MF628 from Hendon and, exciting news, a Do 17 is due to arrive this year.

To those not enjoying the best of health our thoughts and prayers are with you.

'Til the next time...

THE WEBMASTER'S WANDERINGS

In the November issue of The 4T9er Malcolm Brooke told of his, and May's, travels in France searching for 49 Squadron's WWI airfields. Their latest quest, in early December, was to brave the traffic of Italy in search of the first known use of 49 Squadron's motto. Parodying a wartime report Malcolm writes;

THE SEARCH FOR 'THE DOG'

I'm just back from a short tour of operations over Italy.

After moving to our forward operating base just outside Rome we were fortunate to be given a couple of milk runs in the Cassino area. Although enemy fighters were observed they mostly kept their distance and we were left alone. This relaxed atmosphere was to change when we were briefed for several trips into the Big City (Napoli).

Approaching the target in formation with the rest of the bomber stream, we were lulled into a false sense of security as the fighters jostled to attain a firing position but were never able to engage us in actual combat.

However, every single turning point was a different matter. Here, swarms of fighters harried us from every possible angle and at every opportunity. You have to fight for every single inch of airspace. My navigator bravely opened her eyes and exclaimed that we'd never be able to fly through such defences.

Bombers all around us fell victim to this onslaught but, as if by a miracle, we emerged at the far side chastened but unscathed. This intensity of flying is a daily reality.

The target was reached and so we turned for home. Maybe we relaxed a little, because suddenly a Wild Boar, who had been hiding in our blind spot, hurtled under our nose, pulled sharply upwards and clipped our wingtip. The last we saw of him he was diving down at 5 o'clock struggling to regain control. Fortunately, our damage was so slight that the ground crew back at base didn't notice that anything untoward had occurred.

The next few days we had only short air tests to fly and the rest of the time was spent, at very low level, exploring Pompeii.

Then, there, in front of "The House of the Tragic Poet" we





saw a locked gate.

Looking through the bars...there it was..."Beware of the Dog".

It is always a tense time approaching the end of a tour and we were especially careful with the rest of our missions. Our upgraded H2S worked almost perfectly and was of great help as conventional navigational techniques just do not work in this theatre of operations.

Fortune favoured us and we handed back our aircraft in Rome and Transport Command returned us safely to the UK.

Would I be brave enough to volunteer for a second tour?

The short answer is, "no".



The coincidences which keep occurring when involving oneself with 49 Squadron and Bomber Command are quite amazing. On page 2 of Issue 26 of The 4T9er, August 2012, we reported on a ceremony at Ambares, France in which a 49 Squadron Hampden crew were commemorated. The second pilot/navigator on that Hampden L4129 was Sgt. R.F. Rose. The following month an envelope dropped through my letterbox which simply contained a newspaper cutting and a note saying, "Found this in an old book in Cleveleys.

Thought it might be of interest. Nick and Trish, Colne".

The cutting from the Daily Express circa Christmas 1940, reads;

EVEN WHEN HE MADE HIS WILL— LIFE WAS ALL FUN TO BOB ROSE

Express Staff Reporter.

Bob Rose, of the R.A.F. Volunteer Reserve, walked into his home in Colyton Road, East Dulwich, S.E., shortly after war began, and said cheerily: "Come on, Mother, help me make a will."

And about his will, as about everything else in life, he was light-hearted and gay.

There was that horsey sports jacket he wore, for example. The family was always pulling his leg about it.

"I'll leave it to Max Miller," he said, and, with a stub of pencil, solemnly bequeathed his jacket to the music-hall comedian.

He thought of his comrades in 49th [sic] Squadron. "They'll need a few pints," and down on the paper went: *Twenty pounds to be spent in a binge for members of 49 in the event of my being reported missing.*

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And he didn't forget the friends with whom in peace-time week-ends he learned about planes: "If I am killed flying, £50 to pay for a cheerful celebration by members of the Redhill section R.A.F.V.R."

HIS COLLEGE

He remembered a football joke involving a member of the staff of his father's firm (D. Rose, Ltd., grocers). He left him his "football boots and body protector to prevent his getting hurt."

More seriously came a £50 bequest to provide an annual prize for the half-mile winner at his old school, Margate College, and a thought about a holiday his wife had always wanted. Down went: "£250 to my wife to buy a trip to the Pyramids and a new outfit of clothes."

His mother, as always, entered into Bob's fun—though later she took the precaution to get Jack, Bob's soldier brother, to "tidy up" the will...

One night last October, Bob, now a sergeant pilot, set out on a bombing trip over Occupied France. He did not return...

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Photo; Terry Dennett

**Bob shares a headstone with his skipper
Sgt Denis Imber.**

MEMORIES OF MY LIFE IN THE RAF

By Roy Gould

Part 5

Chapter 7

Manchesters

I had not long been the Captain for Hampdens when they decided to re-equip us with Avro Manchesters but, being a relative ‘new boy’, I had to be second pilot for a while.

The Manchester was very different from the Hampden. It had a crew of 7 in a long metal clad fuselage with a single tail fin as well as a twin fin tail assembly, great wide wings and two enormous Napier Lion engines driving great big propellers. The crew was composed of the pilot and second pilot, the front air gunner, who also was the bomb aimer underneath the pilots, the navigator and wireless operator in their own windowless compartment behind the pilots and two further gunners. One was perched half way down the fuselage on a raised seat to operate the turret with two Browning guns and the other right in the tail gun turret that had four Brownings. He had a cold, lonely, cramped turret and the gunners always tended to be of small stature because otherwise they would not have been able to get in and out of the turrets – the poor souls.

Without long to wait we were set to work with this heavy aircraft. We went to Rheims and Amiens bombing something, I cannot remember what, then on to Heligoland again ‘Gardening’ but with four sea mines, not one as before on the Hampdens.

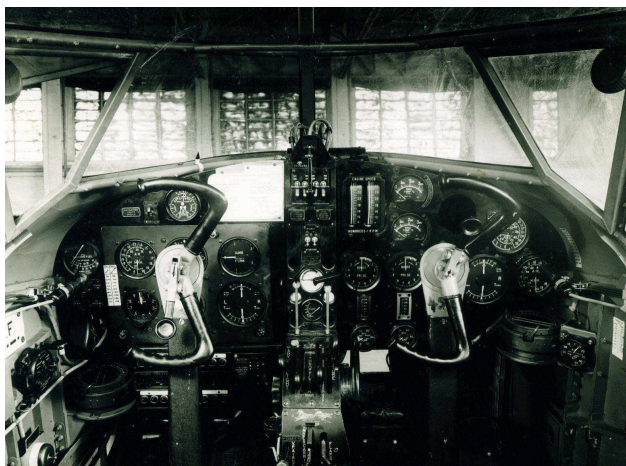
It would appear that on 30th May 1942 I partook in a major event in Bomber Command. The war situation was not good at that time. The Army was having a lot of trouble in North Africa and the Navy was hard pressed keeping the shipping lanes open for all the food necessary to keep the nation meagrely fed, and morale was not good. To try to improve the situation, it would seem that Churchill requested that Bomber Command should mount a big event to let the nation know that Britain was still striking Nazi Germany to effect. So it was that a ‘Maximum Effort’ with a capital ‘M’ was planned for the night of 30th May – a raid involving one thousand bombers on one target – the first of its kind.

Every bomber aircraft had to be made serviceable and a crew mustered for each one. There were the few new Lancasters, Manchesters, Hampdens, Wellingtons and the old Stirlings and Whitleys; in all 1,047 aircraft took part. The target was the very important railway junction of Cologne. I was in a

Manchester, a second pilot and engineer to F/Sgt Rolands. The weather was good, the target clear and great havoc was wreaked. The fires were terrible and it must have been Hell in that inferno.

I understand that a second One Thousand Bomber Raid was staged on Essen, another important industrial city. Whether the morale of the country was improved I do not know, but I understand that the two raids were only done at a cost, for 41 aircraft failed to return on the first and 31 on the second raid. I did not go on the Essen raid because I had been posted to the B.A.T. Blind Approach Course.

Hence, this was another course to which I was sent – the Blind Approach Training Flight at Waddington. This was to learn how to land an aircraft without seeing the runway until touching down using new gadgets that someone had devised. We flew Oxfords that had a blind in front of the pilot so he could not see where he was going. He had to depend on instruments to tell whether he should steer to the left or right or was too high or low for the correct angle of the approach landing. This was very scary at first, but it was a very intensive course and I soon got the prowess to land this way if required on a dirty day.



**Cockpit of Airspeed Oxford No. 2 S.F.T.S., Brize Norton,
March 1941**

I had thought an old school friend of mine might instruct me on that course, but he was not there at the time and I had other old veterans to take me through the intricacies of this new procedure. I well remember the parting of the ways of the three model aircraft mad friends in the Summer of 1933 or 1934. There was Rex Wheeldon who was the first of us to join the R.A.F. as a Sergeant Pilot, with Maurice Carter

and myself to see him off at Clacton railway station. To ensure a good send off I had one of those old car horns that you pressed on a large rubber bulb to make it hoot. Maurice had a four foot long copper tube which he blew like a bugle, and half a crown dropped in to the steam engine driver's hand ensured that there were two loud explosions from fog signals on the rails as the train bearing Rex left the station. You could do that sort of thing in those days! Although we did

not know it, for he was in a different group, Maurice was called up at the same time as I was and also went to another part of Newquay for his basic training in the R.A.F.. I learnt later that he qualified as a glider pilot and crashed on landing in Normandy with the invasion forces, leaving his wife to mourn in Clacton. Rex and his family live in Lincolnshire and we still communicate, for he was my Best Man and I was his when he married a lovely farmer's daughter named Christine.

I have digressed badly and don't think I have told you that just before that B.A.T. course they constructed concrete runways at Scampton and so it was even more important to land on precisely the right strip of field – not to left or right of the runway with these heavy aircraft. One more reason for very accurate landings was because having constructed the concrete runways they then installed FIDO, Fog Investigation Dispersal Operation. They laid large cast iron pipes on each side of the runway with jets pointing upwards every 50 yards or so and then when it was required to be used, pumped huge quantities of petrol through the jets and airmen dashed down the two lines lighting them with a flare. This was to enable aircraft to land in fog at their base instead of being diverted to some other base that was clear. I really cannot explain the experience of landing using FIDO for the very first time. After descending through the upper layers of cloud you then prepared to go down into the blanket of fog, depending entirely on those little instruments on the dashboard, down and down you went trying to control your angle of descent, your speed and direction correctly all at once by them. Then when you were sure you were going to crash, there, just in front of you and about 20 feet down, was the runway, just the runway, all lit up with great tongues of flame rising on each side of it perfectly clear of the fog. You made jolly sure that you did not stray from the centre of that hot burning entrance to Hell – or was it Heaven in disguise! *[Roy's memory is a little awry here as FIDO was never installed at Scampton but was installed at Fiskerton, in October 1943. ED.]*

I understand that airline pilots can now switch on their automatic landing device and it will then control the approach to the aerodrome, the correct descent and the actual landing without touching the controls or seeing the runway. So now they have dispensed with all those flaming contraptions. How things have changed!

Now that I was first pilot, the Captain with a crew of seven, I had to do a great deal of further training for all of us. We did take offs and landings by day and night, cross country flights, practice bombing runs, instrument flying and a host of other exercises.

We found that the Manchester was a comfortable enough aircraft to be in but, from the pilot's point of view, it was underpowered and would not attain the

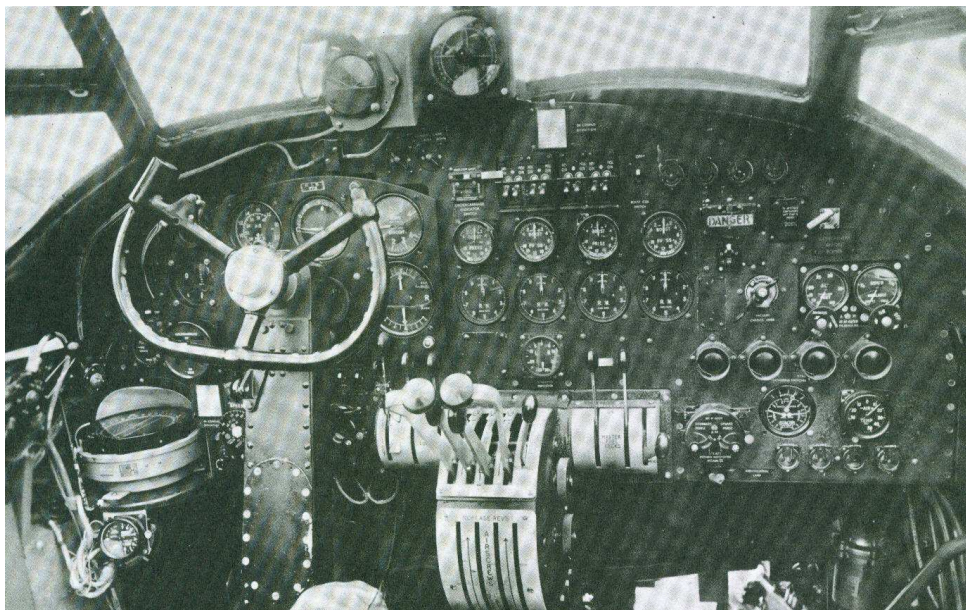
height with a full bomb and fuel load that we would have liked. The Hampden did 10,000 feet and this would only go up to 15,000. It was not very stable and the great Napier Lion engines had a reputation of stopping just when they were needed most. The general opinion of all us pilots was, with sincere apologies to the porcine race, it was “a real sow” to fly!

Chapter 8

The Lancaster

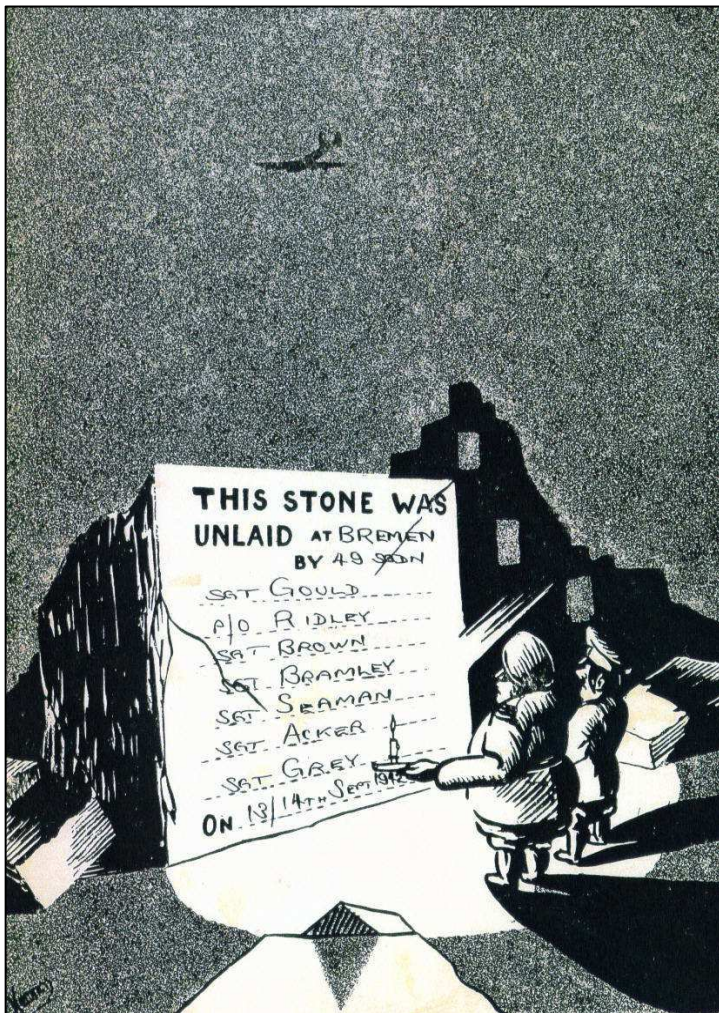
So it was with great general relief, just as we were about to start operating on Manchesters, that we were re-equipped with Avro Lancasters. It would seem that the Manchester had been produced from an Air Force specification and A.V. Roe soon realised it was not good enough and, off their own bat, they set about improving it. They left the fuselage as it was, got rid of the single fin on the tail and formed a new tail with twin fins. Most importantly they lengthened the wings and put two of the well-tried Rolls Royce Merlin engines on each wing. What a transformation. We all found it was a dream to fly. It was responsive, and would do exactly what you wanted and it was easy to land. It would go up to 30,000 feet and could easily bomb at 25,000 feet above the light flak. No wonder it has become one of the legendary aircraft, with the Spitfire fighter.

I was given a permanent crew and will tell you all about them later. Sufficient to say, we had to do a lot more familiarization for all the seven members of the



crew by both day and night and, as they say these days, to create a total bonding.

On 15th December 1942 we started operating in our nice new Lancasters with a full crew by going to Osnabrück with four 2,000lb bombs and it was a four hour ten minute trip. This started a very busy period of operations for us all right through until October. During that time we did 15 trips of different kinds but I will not bore you with the details. For instance, we did some short trips of about four hours to Frankfurt, Dusseldorf, Bremen, Essen and the like. We undertook some long journeys of over 8 hours to Wismar on the Baltic Sea and Stettin in Poland with four sea mines to put down in the entrance to the river Elbe. So it went on relentlessly.



5 Group must have thought our morale was getting low for, after a raid on Bremen on 13th September, they gave us all ‘a funny’ to stick in our log books. It was a black and white thing reading “This stone was unlaid at Bremen by 49 Squadron by” and then it gave the names of the crew and the date. It seems rather stupid now when you remember the crews that we knew so well who did not return from so many of these operations.

To be continued.

DOES A RELATIVE OF YOURS LIE IN DURNBACH CEMETERY, GERMANY?

The editor recently received correspondence from documentary film maker Lynn Alleway of Verona Films, London.

I am a British documentary film-maker making a film about the cemetery where my grandfather, Sgt Jack Goldstein of 166 Squadron, is buried. The purpose of the film is to help the relatives of the men in Durnbach to honour the men by telling their stories, and the film is based entirely in this one cemetery.

I visited the cemetery with my family just last year - and realized straight away that I wanted to make a film about the men of Durnbach. The film I am making is partly a personal journey (getting to understand about the life as well as the death of a grandfather I never knew) but principally it is a portrait of the men who lie at rest with him in Durnbach - the 3,000 men who fought and died behind enemy lines.

I have already begun filming - I filmed with the rather wonderful groundsman Paul Willing in November last year. Over the years he has made it his business to learn the men's stories and to pass them on in order to keep their memory alive. I also filmed the annual Remembrance Sunday service which takes place in the cemetery (and which previously my family knew nothing about. It is an interesting service - these days in a spirit of peace and reconciliation, it is attended by both German and British dignitaries).

At the moment I am simply embarking on the huge task of researching the men's stories and getting to know the families who visit. Research of this sort takes months and I am slowly learning of the bravery of the airmen shot down, the stories of the prisoners of war, those who were on the Death March, the SAS missions, the exploits of the SOE, and so on.

As part of the research about the 3,000 men, I would love to hear from families who visit the cemetery. Please contact Lynn Alleway +447782288435 or email me: lynn@lynnalleway.com

In the meantime do take a look at my website (www.lynnalleway.com) and you will see the range of films I have made over the years – but also understand that this film obviously has a special place in my heart.

READER'S LETTERS

Our cover picture in November's issue showed two pupils of Hawthorns School, Worthing, together with the large poppy that pupils had made for the memorial on Worthing Pier. Local resident Liz Edwards, who was a prime mover in the restoration, wrote with some background information;

"Thank you for your great magazine. I have kept one for me and to show one of my grandsons, and given the other two to school. The head said the parents of Amy and Harry would be thrilled with one each.

"Bill Day [*Friend of 49SA ED.*] has made a super large photo of the two children and the head was absolutely thrilled and she is going to frame it for Hawthorn School.

"What may interest you, Harry was not asked to salute for the picture, he just suddenly did and the camera caught the gesture! I asked him what he REALLY thought about it and after a few minutes said, 'It was very sad'. The drawings of the children on all the 49 petals of the Poppy were done by all the smaller children, so all the children had a hand in it.

"I got a call from a friend of mine to say she remembered the incident. She said she was 20 years old. She said there was a lot of noise, commotion and flames and her Mum and other people were crying.

"I'm so glad your Memorial Plaque has a happy ending-it really was a sadness and I had shown some of my grandkids as when they stay they like to play the 2p machines at the Amusements on the pier and you have to pass 49 Squadron. The Grandson (now 13) who REALLY is interested in all the First War and Second history was the one who said, 'You can't see it very well Granny'. And set me thinking. Bill Day actually suggested David should be there but I said, 'He lives in Nottingham'. When I told David he said, 'I wouldn't have minded having a day off school, Granny'. (He hates school.)

"My daughter Alex and I took her two lads, David and Luca (10) to the Memorial in Green Park in the summer. I found it very moving, it was very quiet, many people there walking around and lots of items left-a little poppy in the fold of a flying boot. The boys took a long time looking at it, and photos etc. so I sat on a wall watching the scene and a gentleman next to me started talking, his Dad was in 49 and in a second people everywhere were quietly saying why 'they' were there and what it meant for them, there were several different nationalities. Luca had to do a project about it at school.

"Last weekend I had the joy of taking four of my grandchildren to the Military Show at Earls Court, it was terrific, not quite as good as the first one we went to in 2010 as they didn't bring in the helicopter or sniffer dogs. I think we will be going again!!"

It occurs to me that there may be a few readers who are not familiar with the events which lead to the Worthing crash. Briefly, they are as follows; On December 17th 1944 17 Lancasters of 49 Squadron took off from Fulbeck for a raid on Munich. This raid was confined to 5 Group only who despatched 280 Lancasters and 8 Mosquitoes. Four Lancasters failed to return. Sadly, one of these belonged to 49 Squadron and was piloted by F/O Edward Essenhigh. His crew comprised: Sgt H Varey, Sgt L. B. Bourne, F/S F. B. Rees, Sgt J. W. Moore, F/O J. A. Thompson & F/S G. F. Callon. They were flying their 11th operation. Their aircraft crashed and blew up on Worthing beach at 17.55hrs. Of the crew only F/S Gordon Callon's body was recovered. The 20 year old rear gunner lies in Littlehampton Churchyard, the remains of the rest of the crew were never found and they are remembered on the Runnymede Memorial. Whilst the reason for the crash has never been officially determined, I spoke to the late John Beck, a former flight engineer with 49 Squadron, some years ago and he said that the story was that the aircraft would not climb above a few thousand feet. Now, they had on board a 4,000lb 'Cookie' which was a thin cased blast bomb. The minimum safe height for dropping one without blowing one's tail off was 5,000ft. Returning to base and landing with one of these highly dangerous weapons on board was not to be taken lightly. Imagine the terrible dilemma that faced the crew, they couldn't climb high enough to drop it in the sea and they couldn't land with it. What finally happened will never be known but the brave crew are rightly remembered for their self sacrifice by the good folks of Worthing. As a footnote, in my conversation with John Beck he said that he and his crew had flight tested the aircraft, PB355, that afternoon as was the pre-operation custom, known as an NFT, and it climbed without any problems.

Whilst making a donation to the Association 93 years old 49er Tom Reed wrote in response to the last issue's 'Can you Help';

“...After leaving Fulbeck on a compassionate posting when my father was killed on March 19th off Great Yarmouth, I went to Fighter Command and after demob on November 21st 1945 and a short break in civie street I had a card from the R.A.F. saying that if I was interested I could rejoin and as my time out was mostly 'end of war', end of engagement and normal leave I could rejoin with my old rank of F/Sgt. Substantive which was an offer I could not refuse.

“...With regard to the M.T. photograph, the lady next to Dot is Lil Yoole who with the fourth girl on the left Joan, used to be the tractor driver who towed the strings of bombs for me in all weathers, a very dangerous job as there were many incidents of drivers being blown up. I believe that Dot herself relieved one of them on occasions. She was mainly employed coaching the aircrew to and from the dispersals.

“I was in contact with Lil and Joan, Mrs Allwood, whom I was able to visit as

she lived a few miles from my second daughter, Wendy, who lived near Market Deeping and now lives in Corfu.”

If I had looked in the 49 Squadron website or Beware of the Dog at War I would have seen that a number of the ladies are identified! ED.

Associate Member Graham Boyd, whose father was shot down on the Peenemunde Raid and together with all the crew, which included 4T9er Andy Anderson, became prisoners of war, e-mailed the following story;

“HOW FICKLE IS FATE?”

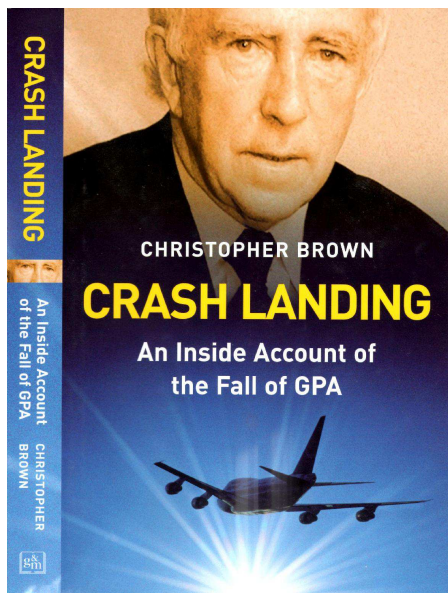
“It is curious how events from 70 years ago can still yield surprises: For almost half that time I have had the pleasure of knowing a colleague and friend, Chris Brown. Chris even wrote a book about the demise and takeover of the company we had worked for (Guinness Peat Aviation – “GPA”) and called it “Crash Landing”.

(The person on the cover is the boss of GPA, Tony Ryan, who also founded Ryanair).

“Chris has always held a great interest in my father’s (Sgt. W. A. Boyd) exploits from flying for 49 Squadron in World War II. It was Chris who alerted us to the newspaper articles concerning my father’s broken neck - discovered 60 years after he had bailed out. Chris also attended John Ward’s book signing of “Beware of the Dog at War” at Duxford in October 2009; met Andy Anderson with my daughters; and enjoyed viewing the Lancaster Bomber in the hangar.

“Unusual event No. 1: A couple of weeks after Duxford, Christopher was in a pub which, it turned out, had hired a clairvoyant for the evening. Since it was rather sparsely attended, Chris felt obliged to sit-in. When it came to his turn, the Psychic stunned Chris by saying he could sense a strong military presence and could “see” a large 4-engined aircraft. At first, Chris thought of his father who had flown B-24 Liberators in RAF Coastal Command. But then the clairvoyant said, “I see the aeroplane inside a large building”. So then Chris thought of Duxford. Either way, it was quite a coincidence and has provided an occasional topic of conversation during the last three years.

“Unusual event No. 2: Just before this Christmas (2012), Chris received a



message from his cousin's daughter, Sandra. The message said she had located an inscription for Chris' Uncle George Lockie at Runnymede Memorial. George was the only brother of Chris' mother, and he had been killed whilst flying in 1943 for 49 Squadron. This came as a complete surprise to Chris. He quickly realised this was exactly the same time that my father and Andy Anderson were in 49 Squadron.

"Chris called me with the news of this coincidence. I then looked up the 4T9ers website and the book "Beware of The Dog at War". From these I learned that ED726 was on a mission to Turin on 12/13 July 1943. However, that evening, the regular Navigator and Bomb Aimer were both sick with heavy colds. George Lockie stood-in for the Bomb Aimer. Fatefully, the aircraft was lost without trace. The original Bomb Aimer, Leslie Phillips, came close to finishing his tour but was sadly shot down and killed on his 28th mission. The original navigator of ED726, John Crabb went on to navigate for Sgt Edy and completed his tour. John was living in Glasgow last year at the age of 92.

"We will never know what might have happened if John Crabb had been the navigator of ED726 on 12th July. **Fate is so fickle.**



John Crabbe and Leslie Phillips when flying in the crew of F/O J. G. Millar AFM

"Coincidentally, two weeks later, my father Sgt. W.A. Boyd stood-in as flight engineer with pilot Sgt Edy and navigator John Crabb to Hamburg on 29th July

1943. It was the only time my father was in a crew that was awarded an 'Aiming Point.

1943	LANCASTER SGT. EDY	FL ENGINEER	OPERATION - HAMBURG
	DU 178		
			SUMMARY FOR JULY 1943
			UNIT 49 SQUADRON
			SIGNATURE W. Boyd
			32nd
			W. A. BOYD
			49 SQUADRON

"They were caught in a searchlight cone over Hamburg and Sgt Edy threw the aircraft so violently that my father, who was unstrapped, was repeatedly thrown from "canopy to floor" but they got out. Sgt Edy asked my father to join his crew but my bruised father thought that would be unlucky. If he had – he would have completed his tour rather than being cooped up in Stalag IVB. [Does anyone know what happened to Sgt Gordon Albert Edy after the War?]

"Fortuitously for Chris Brown, I have a high definition scan of the 49 Squadron photograph taken in April 1943. Currently, Chris is asking family members for any photographs of George Lockie to see if he can be identified in the Squadron picture.

"Unusual event No. 3: It turns out George Lockie was 32 years old in 1943 and was married to "Lucy" whose birthday was on 13th February. Well, Chris Brown has a daughter. Her name is Lucy and she was born in 1979 - on 13th February."

In response to Graham's query regarding Sgt Edy after the war I recalled publishing a piece from 'Friend' Cyril Hunter in The 4T9er of February 2009 and passed Cyril's details to Graham who then e-mailed him as follows;

"Dear Cyril,

Alan Parr kindly gave me your e-mail address in case you might know what happened to Sgt Edy after the War.

"The reason I am asking is because of a coincidence:

"Firstly, I have just discovered the uncle (Bomb Aimer George Lockie) of a good friend of mine was killed on the 12.7.43 Turin raid, standing-in for the regular 49 Squadron ED726 Bomb Aimer (Leslie Philips). Whilst looking into this, I noticed that the regular ED726 navigator John Crabb also missed that night and see that he went on to join Sgt Edy and survive the War.

"The coincidence is that my father (Sgt. W. A. Boyd) stood-in for Sgt Edy's

regular flight engineer to Hamburg on 29.7.43. John Crabb was the navigator. Afterwards, Sgt Edy invited my father to join his crew but my Dad declined - and was shot down at Peenemunde three weeks later.

“The irony is George Lockie died because he flew on 12.7.43, whilst John Crabb missed that trip and is now aged 92, living in Glasgow.

“I understand Sgt Edy was awarded a DFM and completed two “Tours”. So he was obviously quite an Airman - and extremely brave. But what happened to him after the War? Did he just merge into society? If you can throw any light on him - or even identify him in the Squadron line-up, I would be most appreciative.”

Cyril's reply read;

“To answer your question what happened to Sgt Edy after the war. He became the Postmaster of a Post Office at Malin Bridge, Sheffield.

“I first met Sgt Edy (Vic) in July 1943 when I was an Air Cadet and visited 49 Squadron Fiskerton to gain experience in the RAF before being called up into the RAF myself.

“I was assigned to Vic Edy and crew, and flew during the day on an NFT and also on Bombing run to Wainfleet Sands in Lancaster LM 337, S- Sugar.

“After his tour of ops he went on to be an instructor and was commissioned.

“After making enquires via The 4T9er asking if any one had a photo of Vic Edy and crew I received a letter from John Crabb and a photo of himself and two air gunners, Stan Mason and McDonald. I rang John Crabb to thank him for his letter he was 88 years old then and still going strong.

“John flew 17 ops with Vic Edy and went on be commissioned and fly Mosquitoes. (Navigator)

“I think the squadron photo was taken some time after Vic Edy left in December 1943.

“Now you have solved a mystery for me. I am looking at the log book of Vic Edy and it reads.....Ops 9 Hamburg (smoke up to 25,000ft.)

July 29th 1943 Lancaster DV178 -N Pilot Self.

Crew. P/O Taylor, Sgt Strafford, Flt/Sgt Crabb, Sgt Mason, Sgt McDonald.

One name missing, problem solved; Sgt W.A.Boyd Flt/ Eng. but there is the space left to enter it. Hoping this information has been of help.

p/s

“I have visited the Magnificent Bomber Command Memorial in Green Park. To me it is dedicated to The Bravest of the Brave : All my Hero's of WW2.”

Graham also wrote in following a visit to France;

“Excuse me if this has been discussed already, but there is a unique museum in France called ‘La Coupole’ that I believe 4T9ers would find fascinating. It is

only 20 minutes from Calais. To be more precise La Coupole (The Dome) is outside the village of Wizernes, 3 miles south of St. Omer. It was built between 1943 and 44.

“Basically it is a huge dome, 5.5 metres thick and 71 metres across, above a chamber and network of tunnels built into a hill. Its intended use was for up-righting and fuelling V2 rockets ready for launching against London. It was attacked many times without success but ultimately sufficient collateral damage was caused by Tallboy bombs from 617 Squadron that it had to be abandoned.

“The dome is accessed through the former railway entrance and an elevator to the top. Inside the dome is a fascinating museum of V1 and V2 exhibits, as well as a section describing the desperate conditions of the prisoner workforce.

“It is fascinating to read of the huge complexity and cost of a V2 rocket compared to a V1 (Approx. \$25,000 versus \$500) whereas each had very similar payloads and ranges. However, nearly half of the V1s launched were shot down. The German technicians were so advanced they were even using carbon vanes to help guide the V2. Many Americans perhaps need reminding that, if Britain had fallen, it would not have been long before the Germans could have launched two stage rockets at the USA.

“Much more information is available on Wikipedia and other sources. If anyone goes, please remember to take a cardigan because it is quite cool once you get inside the hill.”

Following the Remembrance Sunday service at Fiskerton I received the following e-mail from Richard Gleed-Owen;

“I very much enjoyed seeing you all (albeit very briefly) at the Fiskerton Remembrance Service although our party had to leave earlier and so couldn't join you socially later on in the Carpenters Arms where you had lunch.

“As you may recall, Bill Cooke and his son Steve, kindly invited me along and I took many photos (mostly of the churchyard in sunshine) as well as these of yourselves, some of which unfortunately haven't come out as well as I would have wished but I hope they will be a reminder of a very pleasant mini reunion. On a different tack, I became very interested in the church display of the RN Ton Class Minesweeper; HMS Fiskerton because I served in Singapore on a sister ship in the same squadron - an amazing coincidence and as a result of meeting the ship/village name link display initiator (John Fletcher - Honorary Parishioner) we are now in touch with a view to including his efforts within our own Ton Class Association quarterly journal. Of course there is another village of Fiskerton, in Notts.”

Richard later e-mailed;

“I've attached a photo of HMS Fiskerton taken by myself when I was 20 and viewed from my ship HMS Wilkieston [M1192] whilst off Sarawak on



patrol during the Indonesian Confrontation - when we had a Navy - happy days.
 “We had some liaison with RAF Kuching in case you were ever there.”
Were any of our readers there?

GRAND TOUR OF GERMANY RHEINBERG BRITISH WAR CEMETERY

By Dom Howard

This year in August I have decided to go on a grand tour of Germany visiting each of the cities my great uncle Cyril Anderson and his crew did.

One of the stops will of course be Rheinberg British War Cemetery to visit Cyril and the crew, also to lay a wreath on behalf of the Association;

I would also like to offer the same to any of the members who have a family member or friend resting at Rheinberg I will gladly place a Poppy Cross or Wreath on behalf of any of the members.

Please send your cross or wreath with your dedication either written on or attached, and with the crewman's name on the reverse, to me at the address below or pass them to me at the reunion in June.

Dom Howard, Solway House, Port Carlisle, Wigton, Cumbria. CA7 5BU

Associate Member, Jenny Wylde, became aware that the name of her relative F/L John Hill's name was missing from the Roll of Honour of their old school, Hugh Sexey Middle School in Blackford, Somerset;



I am attaching the newspaper report [*Reproduced in the E-Supplement. ED*] from Somerset re the amended Roll of Honour board of John R Hill's old school, and mine. The report also mentions the mini-biog of him I have completed. If anyone should want to purchase a copy they may quote the ISBN number (978-0-9574391-0-8) and title:

'To the Memory of John Rowland Hill BSc., Flight Lieutenant, Royal Air Force Volunteer Reserve 1915-1944'

at any book store who will notify me through Nielsen Book Net UK.

Alternatively by writing to me at:

Jenny Wylde
JenDeW Publications,
The Stables, Paddock Lane,
Metheringham
Lincoln LN4 3YG

The cost per copy including p&p (UK only) is £7.50. A donation of £3 for each copy sold will go to 49 Squadron Association.

I am sorry, but I have decided not to produce an on-line copy so that I may perhaps be able to make donations to the Association and recover some of my costs.

The Association is grateful for the donation already received from Jenny.

THE LINCOLNSHIRE BOMBER COMMAND MEMORIAL APPEAL

46% of all Bomber Command's casualties were based in Lincolnshire. The memorial project is being led by the Lord-Lieutenant of Lincolnshire with support from all sectors of the community including the Bomber Command Association, Local Councils, County Council, Lincolnshire Lancaster Association, Aviation Heritage Lincolnshire, active RAF stations in the county and elsewhere, Lincoln Cathedral and the University of Lincoln. Many other individuals and organisations have also pledged their support. The formal launch will take place in May 2013, around the 70th anniversary of the famous Dambusters raid which left from Lincolnshire in May 1943 as part of Bomber Command. It is planned to have the memorial completed by May 2015 to mark the 70th anniversary of the official ending of hostilities in World War 2.

For more details, including how to donate go to;

www.lincsbombercommandmemorial.com/ere

If you are not on e-mail and wish to donate please contact the Editor, Alan Parr.

49 SQUADRON REUNION 2013

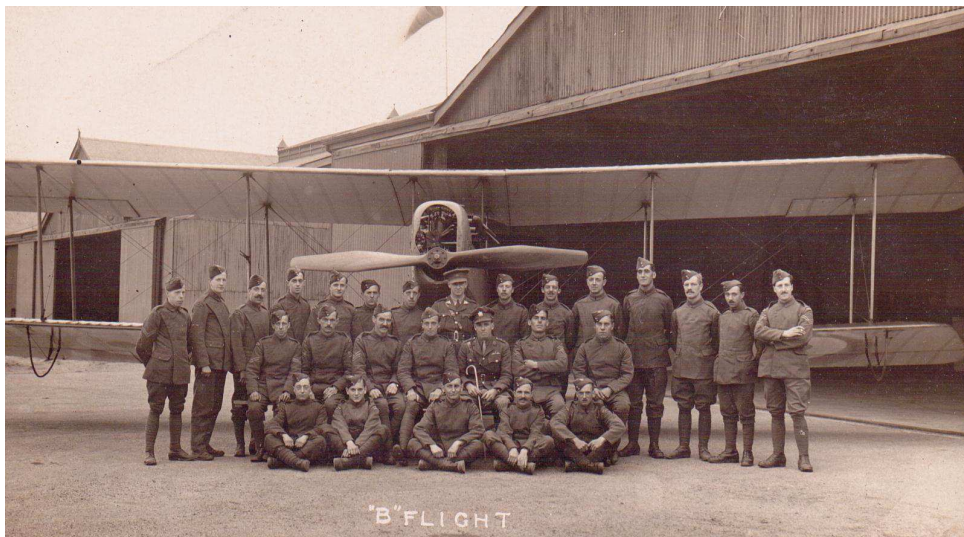
PETWOOD HOTEL. JUNE 2nd-5th.

Enclosed with this issue is a preliminary booking form for the reunion. Veterans or their widows note that the 'Heroes Return' initiative has been extended indefinitely and if not already used may be claimed towards the cost of attending the reunion up to a maximum of £330 for veteran, spouse and a carer. For further details contact Ted Cachart, see back cover.

WERE YOU AIRCREW-POST WAR?

Whilst we have comprehensive records of wartime operational flights thanks to the Squadron Operational Record Books which, amongst other things, has enabled us to tabulate virtually all the aircraft and aircrew personnel allotted to 49 Squadron our post war records are quite sparse due to the lack of squadron records. The only way that we have of compiling lists of aircraft and personnel is from logbooks although this is far from comprehensive. Some of you have kindly sent copies of your logbooks to us, for which we are grateful, but there are probably many more out there which would yield valuable information. We would be most grateful to receive copies of logbooks, do not send the original book, so that we can record even more of the squadron's history.

We recently received some superb photographs from non members Liz Owen, and her mother Margaret Dipple, relating to her grandfather's, Thomas Potter, time in 49 Squadron during the First World War. It is probable that they have never before appeared in print and the quality, considering that they were taken in 1918, is amazing. Two are shown below, a further selection from the seventeen sent appear in the original sepia in the E-Supplement .



B Flight ground crew and a DH.4



49ers Franks and Hall pose in front of their DH.9

CAN YOU HELP?

On November 23rd 1942, a Lancaster of 49 Squadron, (W4107 EA-R) crash-landed on Sark in the Channel Islands. Four of the crew had already bailed out over Germany when the Lanc was hit by flak, the remaining three survived the crash-landing and were taken prisoner by the occupying German forces on Sark. The crew were taken to Luft 1 Barth first of all, then five were taken on to Luft 6 Heydekrug and finally on to Stalagluft Gross Tychow. The crew members, all sergeants, were 1073261 Alexander McInnes, 1263894 K.C. Corry, 1376451 D.J. Hills, 576842 R.A. Wood, 1048603 Eddie Pope, 1416688 Les Saunders, and the pilot, 539435 Eric Singleton.

I would love to hear from any members of the families who would be willing to share their memories for a book that I am researching about this plane and her crew, what happened to the four that bailed out, and their experiences as prisoners of war. If you have any information you are willing to share with me please contact me by email at penny.prevel@cwgsy.net. Many thanks.
Penny Prevel, Les Ronche, SARK, Channel Islands GY10 1SE



In issue 26 I asked if you could put names to these faces. I should have studied our website! WAAFs named, Back row; Olive Binns, Anne Horan, Joan Fichette, Hilda Woodgate. Front row; Joan..., Lillian Yule, Dot Everette, Joan Pinette, Eve Barrack, Dot Corry, Cpl. Peggy Whitelaw, Anne Vigors. Can you add anymore?



The 4T9er

E-Supplement

February
2013



In this, our third E-Supplement, we are turning the clock back to the earliest days of 49 Squadron. The above photograph, the earliest known of 49 Squadron as a whole, was sent in by Liz Owen on behalf of her mother Margaret Dibble. Probably taken in 1918, the presence of four dogs reinforces the squadron's motto 'Cave Canem' (Beware of the Dog). The selection of sixteen photographs are from the collection of WWI 49er Thomas Howley, Margaret's father, and are astounding for their clarity. Clearly photographic technique had reached an advanced stage almost one hundred years ago and I am delighted to present a selection in this supplement with more to follow in the next issue. It also gives me great pleasure to set before you on page five world renowned artist and 'Friend of 49 Squadron Association' Nicolas Trudgian's superb new painting, 'American Dambuster'. In my opinion it is one of his best and for an artist of Nick's talent that is saying a lot! I hope that you find something of interest in this E-Supplement issue.

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

All photographs are by Alan Parr unless credited otherwise.

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Photos; Via Heather Burton

Above; On December 21st Associate Member, John Rux-Burton and family visited F/Sgt Ernest Roden's grave at Rheinberg War Cemetery, Germany. Here John and his three daughters, Charlotte, Henrietta and Eloise lay flowers on his grave and those of his crew. Flight Engineer Ernest Roden, with four crewmates, was killed on August 10th 1943.

Below; The family's moving entries in the visitors book.

15/12/12	<i>[Signature]</i>	COLIN CAPP	God Bless them ALL
15/12/12	<i>[Signature]</i>	JOHN DAVIDSON BIRMINGHAM UK	RIP
15/12/12	<i>[Signature]</i>	Ronnie Capp Hamp-Durfort	A PROUD BROTHER Richt Frieden, in unseren Herzen lebt ihr wertvollen Helden
19/12/12	<i>[Signature]</i>	Eloise Hook Norton OXON	We visited our Great Grandfather
21/12/12	<i>[Signature]</i>	Ettie Hook Norton Oxfordshire	We visited our Great Grandfather
21/12/12	<i>[Signature]</i>	Valbonne, FRANCE	We visited our great grand- father, such a terrible loss of life for all. RIP
21/12/12	<i>[Signature]</i>	John Rux-Burton Swansea OTAN	Thank you for my children's freedom



Photo: Via Dillon Carfoot

From Victoria, British Columbia, Associate Member Dillon Carfoot visited the grave of great uncle F/Lt Norman Carfoot. He is seen here with his sister Faye Cullinane and her son Max. Norman Carfoot, pilot, was killed with three of his crew on November 3rd 1943. Having flown 2,000 hours with Coastal Command Norman volunteered for operations with Bomber Command but was killed on his second operation with 49 Squadron. According to 4T9er Harold Church, the navigator, Norman, silhouetted against the flames, held the Lancaster rock steady whilst his crew bailed out. Dillon is holding his courageous great uncle's wings.



AMERICAN DAMBUSTER

McCarthy Over The Mohne

Joe McCarthy, the only American to take part in the momentous 617 squadron Dambuster raids, having bombed the Sorpe Dam, pilots Lancaster AJ-T over the Mohne Dam to witness the aftermath of its breach earlier that night.

AMERICAN DAMBUSTER: MCCARTHY OVER THE MOHNE by NICOLAS TRUDGIAN

PRINT SIZE 26" x 20.5" approx. IMAGE SIZE 23" x 15.5" approx. STRETCHED GICLEE SIZE 29" x 20" approx.

Artist's Special Reserve : limited edition of **50** prints signed by the Artist **£75**

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the postal certified signatures of rear gunner **Dave Rodger** DFC and pilot **Joe McCarthy** DSO DFC **£495**

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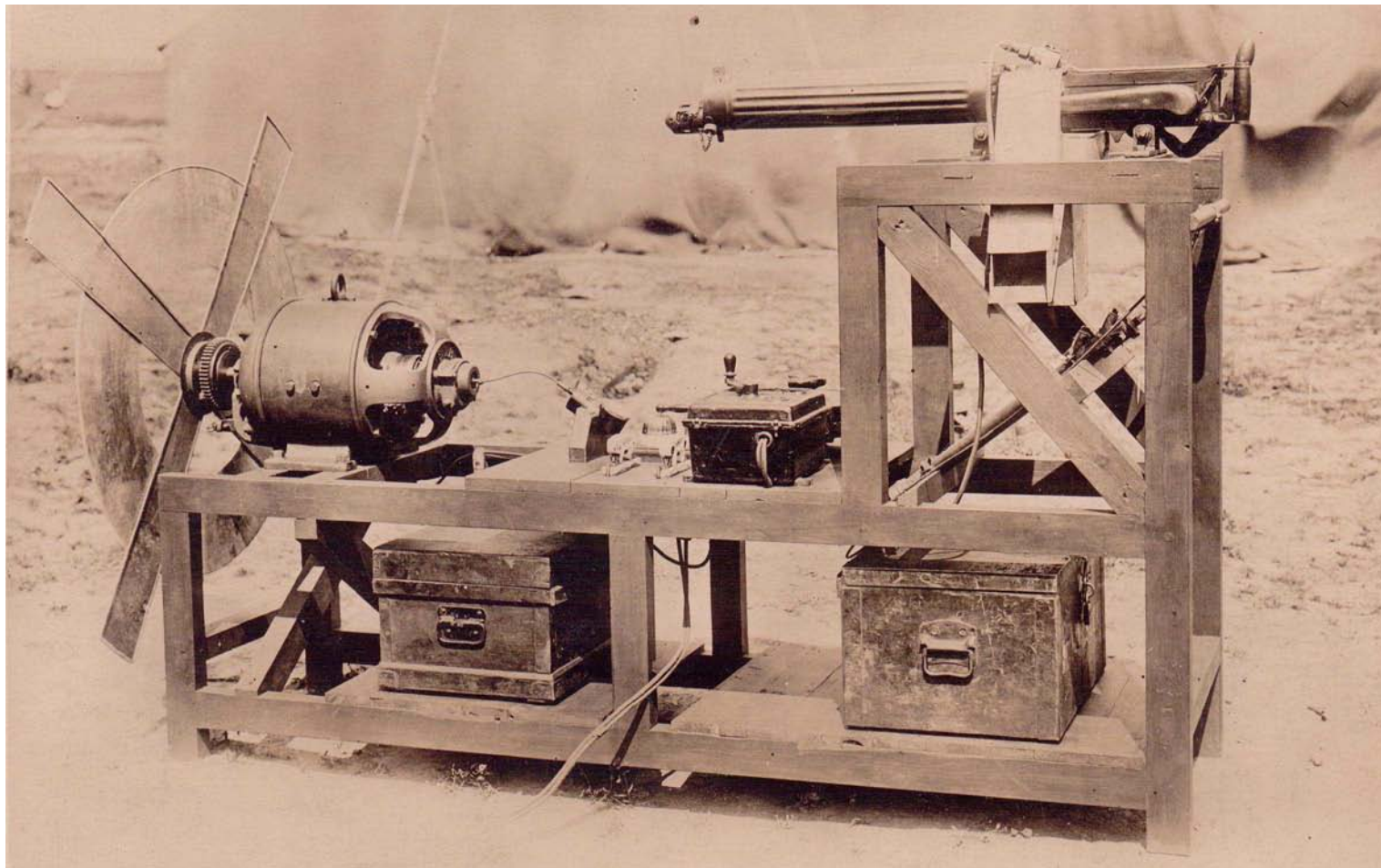


Sgts. Thomas Potter and Will Howley presumably taken prior to 1918 as Sgt Howley's Royal Flying Corps shoulder flash can clearly be seen.

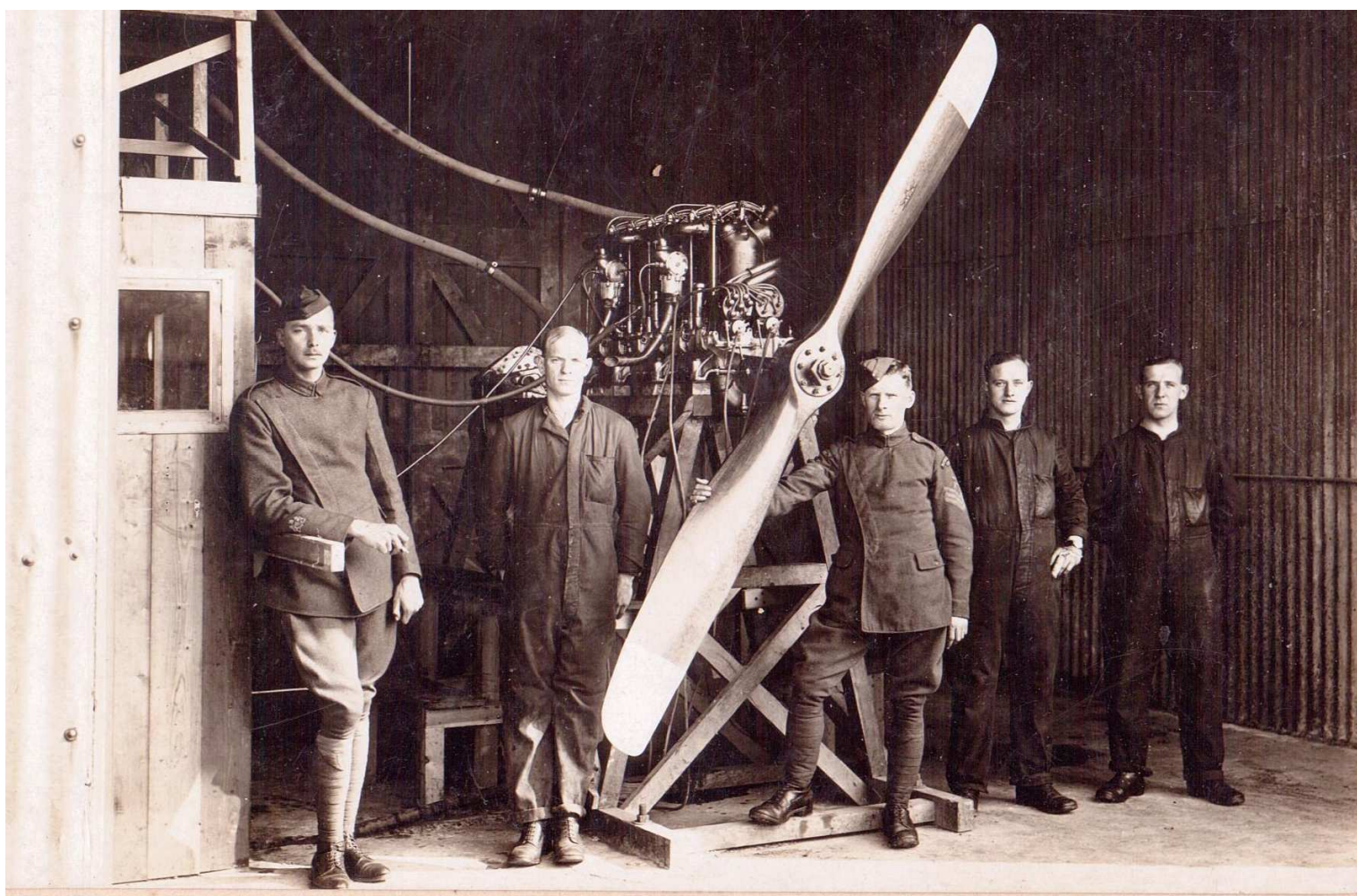


So you WWII bods think you're 'Old Sweats' well here are a few 49ers who could tell you to 'get some in'.





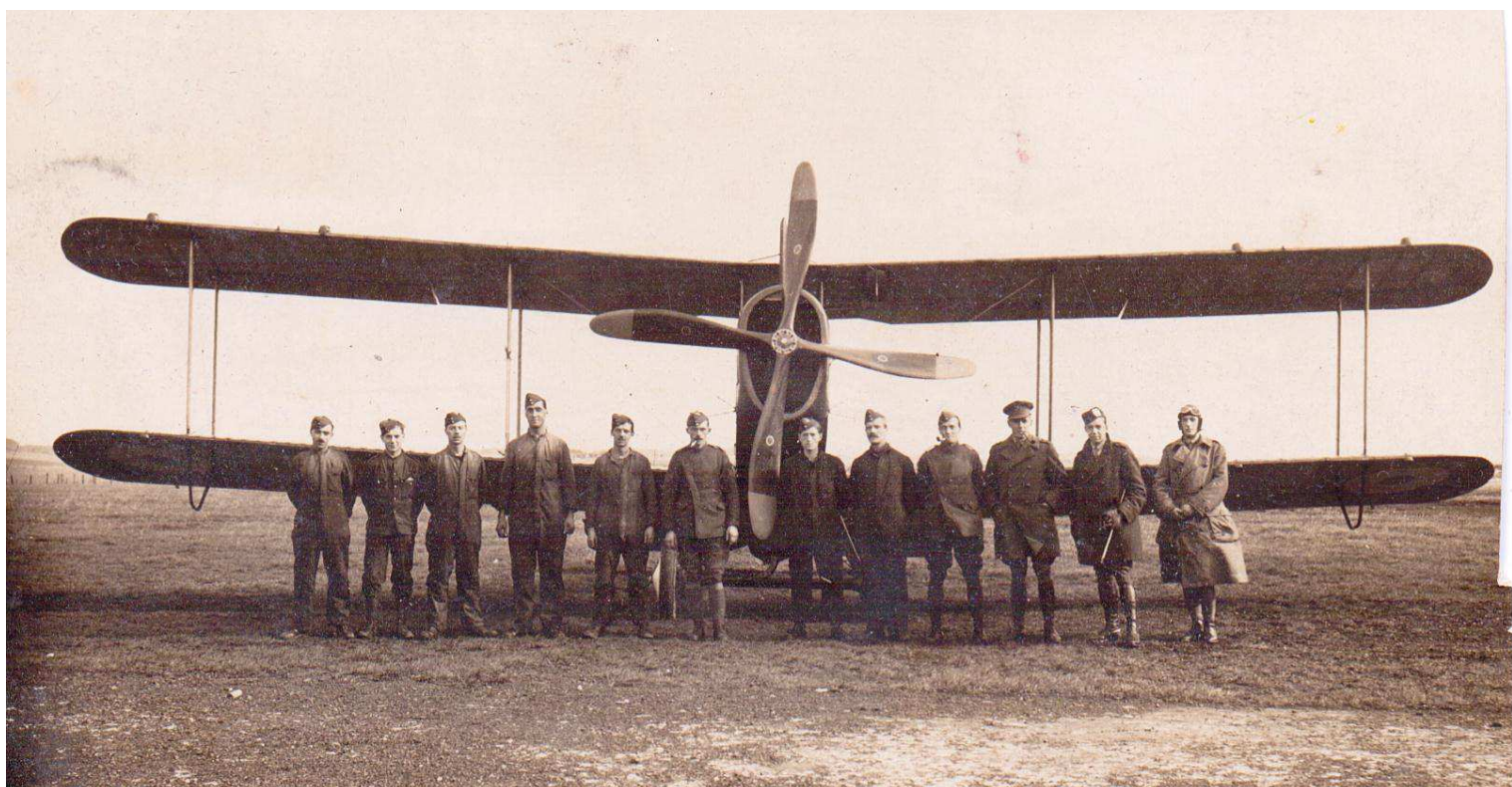
Thomas Potter is understood to have invented an interrupter gear to prevent the machine gun damaging the propeller. This is a test rig.



Is this a further test rig or an engine test bed? Thomas is second right.



The 49 Squadron motorcycle scrambles team of 1918? Perhaps not!



This looks like a DH4 but a different mark to that shown on page 26 of The 4T9er.