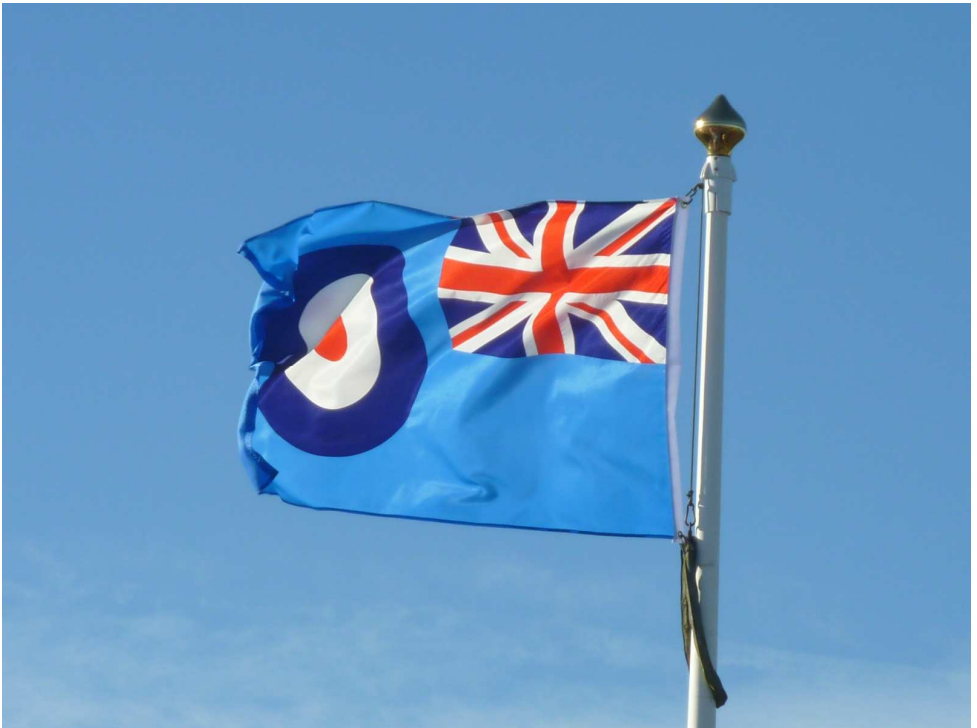


The 4T9er

LIFE IN THE OLD DOG YET!

**The 49 Squadron Association Magazine
February 2014 Issue 32**



**The RAF Ensign flies over Fiskerton Airfield Memorial
on Remembrance Sunday November 10th 2013**

WING COMMANDER JIM FLINT DFC GM DFM AE

1913—2013



Montage; John Ward

IN MEMORIAM

V. Veness (nee Winters) J. Flint A. Copping

WE WILL REMEMBER THEM

NEW ASSOCIATE MEMBERS

David Hewitt Brian Hall Bill Flint

NEW HONORARY FRIEND

John Lowe

EDITORIAL

By the time you read this we will be well into 2014 and many thoughts will be leading to the Centenary of the start of WWI but just considering 2013 for a moment, on behalf of 'The Crew' plus Barbara and myself I would like to thank all those of you who sent greetings to us over the Christmas period. As ever, I thank all of you who have sent donations of cheques, cash or stamps to enable us to continue the work of the Association. I assure you that all donations are used in furthering its aims namely perpetuating the memory of those who died, not only in action but in subsequent years. High on our priority list also is research and helping our members discover the history of their predecessors who served with 49 Squadron.

This is always the saddest part of writing the Editorial as I must record the passing of our friends. Vi Winters died on December 2nd aged 90. Vi will be remembered by those who regularly attended reunions. She served with the WAAF from 1942 to 1945. An M.T. driver, her main duty was the ferrying of crews to and from their aircraft. This was a tough job for a sensitive girl as she was often the last person that many aircrew spoke to before going out on their last flight. Jim Flint died on Monday 16th December aged 100 years. We gave a summary of Jim's life in the May issue of The 4T9er when reporting his 100th birthday. Our Chairman and his wife Pat together with Barbara and myself were privileged to represent the Association at Jim's funeral, the congregation numbering at least two hundred including two Air Vice Marshals, one of whom conducted the service. ITV cameras reported the occasion on the day's news programmes. Alan Copping, a ground crew LAC serving with 49 Squadron from 1941 to 1946, died on Wednesday 11th December.

I am delighted to welcome New Associate Members David Hewitt, Brian Hall and Bill Flint. David is the son of F/O. Norman Hewitt, bomb aimer in the crew of F/Lt. R. V. Babb, flying seven ops between March 6th and 25th April 1945. Brian is the son of wireless operator Sgt. S. V. Domleo who was killed whilst flying his 15 op with P/O. A. H. Blackmore DFC on December 20th 1943. Bill is the nephew of Jim Flint.

Welcome also to new Honorary Friend John Lowe who lives in Exmouth, Devon and who has developed a passionate interest in the Hameldown Tor Memorial, on Dartmoor, to the crew of 49 Squadron Hampden X3054 which crashed on March 21st 1941. More about John can be read in 'Reader's Letters.'

Honorary Friend Mike Chatterton retired from the RAF in November bringing to a close a career that started in 1974. The final years were spent flying Nimrods although he is best known for piloting the BBMF Lancaster in the nineties and, currently, 'Just Jane' at East Kirkby. Mike was at the controls when 'Jane' lifted her tail a few years ago during a fast taxi run and is also likely to be the pilot who will take the East Kirkby Lancaster aloft when she takes her first flight. He flew the last Nimrod R1 to Kemble in Gloucestershire whence it was shipped by road and reassembled at the RAF Museum, Cosford where it is now on display. Mike's RAF connections continue in the RAFVR instructing on Grobe Tutors at Cranwell. I'm sure that you all join me in wishing Mike and Wendy a long and happy retirement.

Many Associates will not yet have received any reply regarding their application for the Bomber Command Clasp. Firstly there are limited resources available and many thousands of applicants. Please also bear in mind that it is not a simple matter of just issuing the clasp to anyone who applies. Not only have applications to be checked for validity but also for multiple applications for the same airman's award. For instance, there may be a number of relatives who have not made contact with each other for sometime but all feel qualified to apply and do so in good faith. There can only be one clasp awarded. It is a minefield. I know that there is still considerable disquiet at the form of the award. Although it might only be a small piece of pressed metal costing a few pence to produce it is still their badge of courage. I beg you to treat it with respect for surely no award was ever more gallantly won.

The 13th November saw the presentation of a cheque for £50,000 from the Trustees of the RAF Waddington International Air Show in support of the LBCM Trust. Station Commander, Air Commodore Al Gillespie handed the cheque over to Trustee, Lady Sarah McCorquodale and Working Group Chairman, Air Vice Marshal (rtd) Paul Robinson at a ceremony at RAF Waddington. This Station was at the heart of Bomber Command Operations

during the Second World War and suffered the highest losses of any station, with over 345 aircraft and 2,100 aircrew, all volunteers and with an average age of 21, being lost. The light that, during the war, marked the top of the Cathedral can now be found on the Administration building on the Station. The Chairman of the Trustees and Lord-Lieutenant of Lincolnshire, Tony Worth said, "This is a fantastic contribution to the appeal and will help us progress the plans significantly. I am delighted that both the International Air Show and the RAF have lent us their support and look forward to progressing our relationship with both over the coming years."

Lincolnshire Haulage firm Cartwright Brothers is supporting the efforts of the Lincolnshire Bomber Command Memorial Trust by providing them with transport until June 2015 to help with fund-raising. Cartwright Brothers Haulage Ltd. which has sites in North Hykeham and the former airfield in Bardney, has provided a branded van for Bomber Command Memorial Trust to continue its fund-raising activity for the next 12 months. Company directors, and cousins, Jamie and John Cartwright handed over the vehicle's keys to Bomber Command Chairman of Trustees Tony Worth, Lord Lieutenant of Lincolnshire. Jamie said: "We are delighted to support Bomber Command and are pleased to be helping with this huge fund-raising campaign to commemorate those thousands of people who lost their lives in the Second World War."

Reading an article in FlyPast magazine about the moving of exhibits from the Imperial War Museum, London, to Duxford I focussed on the piece on Mk.Ia Spitfire R6915. It was mentioned that a small problem exists regarding radio activity from the cockpit instruments. It reminded me that some years ago one of our Valiant veterans was disappointed that he was not allowed to visit the flight deck of XD818 at Cosford for a similar reason. I asked our late chairman, 'Uncle Will' Hay if he knew of any such problem with the Lancaster. "That used to worry us a lot on ops", he replied with more than a little irony.

In the 60's we were in awe of the Convair B58 Hustler, a delta wing bomber capable of Mach 1.65 which appeared to be all engines, there being four of them. The B58 set five world records including Tokyo to London in 8 hours 35 minutes but according to an article in last September's Flypast magazine by a former navigator there were aspects of it that were more akin to the Wright brothers than 60's cutting edge technology. The author experienced problems with the drive on his 'GHA indicator – set', an astro tracking device. To cut a long but good story short, on maintenance debriefing after landing he reported to the stern, seasoned technician: "GHA drive inoperative." I now quote the article in FlyPast verbatim:

" 'Did you try a rubber band?' 'Huh?' 'Did you try a rubber band?' Apparently I



heard it right, but my dropped jaw told the debriefer that I was having a cognitive dissonance. ‘I tried all of the alternate methods recommended in the manuals.’ ‘Yes, but did you try the rubber band?’

“Somehow I wasn’t making much progress in

explaining a simple write-up and my attempted corrective actions. Further, the armful of stripes on the grizzly, experienced maintenance person were appearing more prominent, along with my frustration at my apparent naïveté.

“In a concession to my bewilderment, the debriefer explained that you put a rubber band around one knob on the astro control panel then anchor it to the GHA knob. That put side pressure on the shaft and the drive starts driving again. Simple!

“When I protested that there was nothing in any of the manuals about using a rubber band, he shook me down one last time by saying, ‘Everyone knows about using a rubber band.’

“It didn’t seem to matter to him that at least one new B-58 navigator had never heard of that procedure. Just in case, during future missions I made sure to have a few rubber bands wrapped around the end of my flashlight tucked away in my flight brief case.

“Sure enough, a couple of missions later, the GHA drive stopped driving. After trying everything in the manuals, I reached for my low tech rubber band. The debriefer was right-it worked.”

In The 4T9er and its E-Supplement of February 2013 we published some remarkable photographs of 49 Squadron during WWI. With the permission of Liz Owen who sent them in on behalf of her mother, Mrs Margaret Dibble, I e-mailed them to Nigel Price, the Editor of FlyPast magazine, who enthusiastically received them and expressed his intention of publishing them in a future issue.

Last year my eldest daughter took a holiday in Greece, Skiathos to be precise,

and was sufficiently impressed with the airport to draw my attention to the following entry in Wikipedia. Those of a nervous disposition who are planning to holiday there should skip the next few paragraphs:

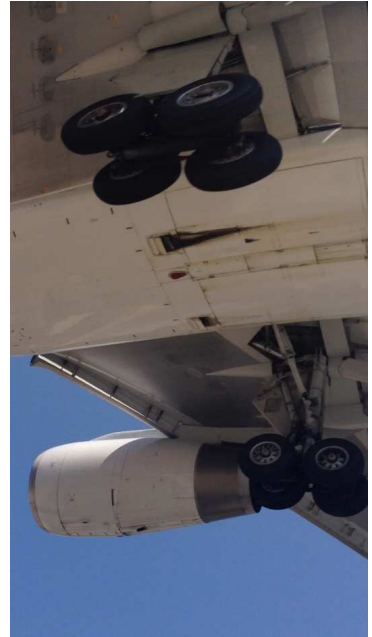
“The runways at Skiathos are characterised as 'short and narrow' and, as such, airlines typically require their pilots to undergo additional training for operations there. Landings may only be performed by captains, so if a captain is taken ill on an inbound flight, then it must be diverted to an alternative airport (usually Volos/Nea Anchialos which is the closest facility to accept passenger flights). Additionally, the runway down-slope on runway 20 leads to an illusion of a shorter runway as the southern end cannot be seen when close to the ground. When flights approach runway 02 from the south, the flight path is to the east of Skiathos town and over a coastal road just outside the airport boundary. Due to this, it is a very popular runway to watch flights land and take off at close quarters. Many videos have been uploaded to YouTube of this. Skiathos has often been dubbed 'the Greek Saint Maarten'.

“Some flights departing Skiathos for British airports cannot take sufficient fuel to complete the trip without stopping at an intermediate airport to refuel, due to the limiting length of the runways. Aircraft such as the Airbus A320, Airbus A321 and Boeing 737 typically stop at Thessaloniki International Airport to refuel. The B757-200s, however, are usually able to carry sufficient fuel to operate directly to British destinations, such as London Gatwick.”

By the way, the runway at Madeira is also quite interesting!

Well that's it from me for another quarter. I hope that you find The 4T9er interesting and I will now start putting something together for the May issue.

'Til the next time.



Photo; Carol Parr

2014 ANNUAL GATHERING

With November's issue of The 4T9er there was a Preliminary Booking Form for the Association's new Annual Gathering. **If you wish to attend it is imperative that you return this quickly giving details of your requirements, regardless of whether or not you had previously expressed an interest.** If you require any further information please let me know.

REMEMBRANCE SUNDAY

At 10-30am there was standing room only at St. Stephens Church, Fiskerton. The service, conducted by Revd. Penny Green, included wreath laying at the Fiskerton Memorial, by Stuart Keay for 49 Squadron and Ken Warner on behalf of 576 Squadron. Courtney Hasnip of Fiskerton CE Primary School recited a poem that she had written:

“Remembrance Day, Poppy Day, Armistice Day
The 11th hour of the 11th day of the 11th month
The war ended that day.
We wear our poppies with pride,
As we remember those who died.
Soldiers that fought bravely,
Help shape our lives, now daily.
So let's remember those who fought this day,
And others who are in dismay
So we will wear our poppies with pride,
And we will remember those who died.”

Three other pupils; Mia Slaney, Emily Bennett, Malia Jones read the lessons.

Following the service at the church a short wreath laying service took place at the Airfield Memorial. The Guard of Honour was provided by the 5th Lincoln Scout Troop. Other wreaths were laid at Fulbeck and Bransby. 49 Squadron ceremonies also took place in Denmark, Holland and France.



Above; Ann Chesman laid the scout's wreath, Stuart Keay for 49SA and Ken Warner for 576 Squadron. Revd. Penny Green officiated.



THE MISSING AIRFIELD

By Malcolm & May Brooke

Following two very enjoyable summer holidays in northern France we have managed to locate and photograph all but one aerodrome location used by 49 Squadron during WW1. All the terrains we visited are now fully returned to agriculture or built over with industrial estates.

The one elusive aerodrome is known, in our squadron records, as Rozay-en-Brie. This is confirmed by the excellent “RAF Squadrons and their Airfields” compiled by Wing Commander C. G. Jefford.

Rozay-en-Brie was used by the Squadron between July 14th and August 4th 1918 during the 2nd Battle of the Marne.

The chance discovery of a 49Sqn logbook, which shows operations at this time, indicated that he was based at “Rozoy”. There is therefore some doubt over the location. However, the spelling of a small French village by a 20 year old English Observer should not necessarily be taken as 100% accurate.

Working on the various permutations of location and spelling we actually discovered six possibilities:



Photo; Malcolm Brooke

Monsieur Georges (Aviation Historian) with May Brooke and Valérie (our guide) discuss the evidence.

Rozay-en-Brie, Rozoy-Belleville, Rozoy-sur-Serre,
Rozoy-le-Vieil, Rosoy-en-Multien, Rosoy-le-Vieil.

Unfortunately and most disappointingly, the French Military Archives in Paris were unable to reopen after the summer break and this meant that our booked appointment was cancelled.

However, the “49 Squadron luck” which seems to hang around us was still active and, after being treated to a very nice lunch by a French family, we made contact with an aviation historian living near Rozay-en-Brie.

While he had copious documents regarding a nearby airfield, he knew nothing about Rozay-en-Brie. There was a great temptation to try and “bend the facts” to what we wanted to believe but we left feeling certain that 49 Squadron were not based in this area.

Our itinerary allowed us to visit Rozoy-Belleville but, after unintentionally intimidating several very elderly inhabitants of the village, this location drew another complete blank.

Two of the remaining locations were conveniently placed behind German lines - and could safely be removed from the list of possibilities. The final permutations are in the correct area of France but rather too far from the front lines to be serious contenders.

So, unless the Paris Archives have the records we seek, we may never know where this aerodrome was.



Many 49ers passed through RAF Bridgnorth over the years. This plaque is located in the foyer of the railway station at Bridgnorth on the Severn Valley Railway.

*Our Chairman Stuart Keay sent this extract from
'Wings, the aviation newsmagazine of Africa'. The date: November 1954,*

BOMBING THE MAU-MAU

"Hide-out sighted!" The tiny Kenya Police Piper Pacer skims in over the trees. Out goes a phosphorous flare-slap on to a Mau-Mau stronghold in the thickly wooded scrub of the Aberdare Mountains.

"There's the marker...." At once, Sergeant Roy Thomas-pilot of the first Lincoln to bomb the terrorists-turns his heavy four-engined machine in to attack. Height: 2,500feet. Peering down from his position in the nose, the bomb-aimer lines up the white plume of the marker....

"...Bombs gone," a stick of 500-pounders curves away beneath the aircraft. *Whomph, whomph, whomph...* the explosions mushroom upwards in a burst of flame and smoke; the tall trees fold back on themselves....

The Lincoln rocks slightly as the blast hits it. Steadying his aircraft, Sergeant Thomas flies straight and level for a few seconds, then...

"Turning back on target. Get ready, gunners." Sweeping round in a steep turn, Thomas brings his plane down to nearly tree-top height....

As he roars in through the clearing smoke of the bomb bursts, the nose and tail gunners both let fly...the four .5-inch machine guns rake the target area with a curtain of death....

The new heavy-bomber programme requested by General Sir George Erskine, C-in-C. of the anti-Mau-Mau forces, has begun.

Since that first operation on November 19th [1953], when Sergeant Thomas and the crews of two other No. 49 Squadron Lincolns dropped a total of 9,500 pounds of high explosive on the terrorists, many successful sorties have been carried out.

Says Squadron Leader Alan E. Newitt, O/C No. 49 Squadron: "The programme of bombing is designed to help the Army in getting Mau-Mau gangs out of the thick forest areas into the reserves and more open country, where they can be pursued more easily."

One of the biggest all-out air attacks occurred last month, when ten gangs of Mau-Mau were reported to be massing near Mweiga- the RAF's Harvard Flight base. Two Lincolns, nine Harvards and every available Kenya Police spotter-plane swept over the area, bombing and strafing. Nearly ten tons of high explosives were dropped and many thousands of ammunition fired.

Then British troops of the 39th Brigade, waiting on the edge of the bombing line, went in to mop up the stragglers.

Recent reports indicate that the heavy-bombing plan is achieving its object. Many gangs have been forced to move from their jungle hideouts into the open.

FOOTNOTE: No. 49 Squadron, consisting of seven Lincoln aircraft, 54 aircrew and nearly 80 groundcrew, had been sent to the Middle East for an exercise. But, when the decision was taken to use heavy-bombers against the terrorists, it was suddenly diverted to Kenya. Known as “The Greyhound Squadron” from its badge which depicts the same animal, No. 49 is one of the oldest squadrons in the RAF (Formed April, 1916). Its motto Cave Canem means “Beware of the Dog”. Mau-Mau please note!



Sgt. Stuart Keay looks over the shoulder of Sgt. ‘Ben’ Bendall.

By way of introduction Stuart sent the above photograph and this brief resume of his early flying career which we will cover more fully in a future issue: “From Tiger Moths and Harvards, a progression through Varsitys to Lincolns led me to 49 Squadron. I just made it as it seemed I was on the last conversion course at 230 OCU. My new crew of two commissioned navigators, regular signaller, national service flight engineer and gunner and myself, a sergeant pilot, soon gelled.

“My first flight with 49 Squadron was the short hop from Waddington to Wittering as Waddington was closed for a runway extension ready for the Valiant.

“Three months later the squadron went on an exercise to Shallufa for live bombing experience, which lasted for three weeks before a further move to Nairobi for action against the Mau Mau.

“A year back in the UK then Nairobi once more, lasting until July 30th 1955 when the 49 Lincolns were disbanded.”

GRAND TOUR & THE FINAL CHAPTER IN THE RECOVERY OF ED702

By Dom Howard (All photos via Dom Howard.)

Part Two The Recovery

We met up with the Mayor Axel Wassyl once again who welcomed me back to Germany and Offenbach. Since my last visit in 2011 he had placed another article in the local paper, once again asking for help in the research I was doing. Peter and I had continued the research into what had happened and where the aircraft had finally finished. From the farmers we had the tail section pinpointed. We had cleared that area, the search was now on for the location of the front section. We had several possibilities from the witness's statements.



Meeting the Mayor of Offenbach Axel Wassyl.

I was presented with two bottle of local wine by the Mayor and, by the group, a plaque covering the recovery of ED427 & ED702.

Katja Bauer had just joined the group but already had proved herself invaluable as, with her job, she has access to many people so was able to ask many of the locals if they remembered anything about that night. This brought two ladies and two gentleman forward who remembered seeing an airman in a field. They were shown a photograph of the crew and the two ladies identified F/Sgt Gilbert Green and they were able to take Katja to the spot where he was found. He was buried two days after the five crew members who were recovered from the main crash site. We are still trying to find out more about the seventh member who was also buried the same day as Gilbert Green.

As I said in Part 1, the priest Father Storck had said, “two bailed out”. Previously we thought that this wasn't correct that possibly they were thrown out when the aircraft exploded, but with the position that Gilbert was located it

now seems that two did try to bail out but sadly by this time the aircraft was too low for the parachutes to open properly.



Top Left; Katja Bauer, Marco Heinrich, Mrs Lieselotte Detzel, Mrs Anneliese Gadinger. Bottom Left; The day's finds. Right; The memorial to F/Sgt Green

Together with Katja, the locals have built a small memorial as close to the spot as possible in memory of F/Sgt Gilbert Green, with fresh flowers being placed weekly.

We moved into the first field where witnesses said they believed parts of the aircraft were. Christian had joined us with his metal detector and yes the weather decided to let us down. With Peter in one area and Christian in another it wasn't going to take too long to cover this field. By the day's end we had recovered lots of coins, several wartime items, but nothing aircraft related.

During the time there we covered many fields and even tried to check a maize field but without any finds. In the evening after cleaning all we had found, and over several glasses of Helmut Metzger's very good wine, we reviewed what we had learned over the few days and came to the only possible conclusion that could fit what we had found in 2012 and the results of all the searches we had now completed.

ED702 had come over, or near, the Church in Offenbach. Two of the crew, one of whom being F/Sgt. G. Green, had tried to bale out just before the aircraft exploded breaking into two large parts, both coming to rest in the field near to the roadside. It now seems likely that both front and rear sections of the aircraft were in the one field. We know from witness statements that five of the crew were recovered from or near the aircraft and were buried together with the other two crewman being located and buried with the rest of the crew two days later. During the funeral service the cemetery was closed, only those involved in the funeral were allowed in. One of the witnesses I met in 2011 stated that she and



**Front and back of the remains of the
RAF uniform button found in 2011**

her mother would go to the cemetery each year to place flowers on the crew's grave. I found out later that her mother was part of the resistance against Hitler. MREU (Missing Research Enquiry Unit) came to recover and formally identify the crew on the 12th April 1948 when they were then taken to Rheinberg British War Cemetery where

they rest today.

The Wehrmacht collected the aircraft not long after the crash and with it landing on the surface we knew that not many parts would be found, but one item that we did find still stays with me as I think the most poignant item of the whole search, the remains of the button.

On the Tuesday we also met up with the Mayor of Gerolsheim, and visited the crash site of ED427 where F/O. Bone and crew were lost. This was to lay a wreath on behalf of the 49 Squadron Association and also to place a more permanent marker to the crew on behalf of the families. We spent a little while field walking locating more parts of the aircraft. All the remains of ED427 that were recovered in 2012 are now safely locked away in one of Peter Shreiber's stores. I with the "49 Crew" are in discussions with a couple of locations where we would like to place the remains of the aircraft on permanent display. We are also trying to source transport to bring it all back to the UK, there is approximately 1.25 tonnes of aircraft parts recovered. Any help would be most welcome particularly with transport.

There will be more about this story as time goes on, and I will write more on this and the story of her homecoming as it all develops.

To be continued.

APPEAL

The photograph below shows the relics of ED427 which are awaiting repatriation to the United Kingdom. Do you know anyone who maybe has a haulage business making visits to Germany and who would be able and willing to assist in bringing this 49 Squadron Lancaster home? The parts are located just to the north west of Worms and weigh approximately 1.25 tonnes.



A 49er IN THE FERTILIZER!

In FlyPast's December issue of 1988 there was an article by the late Robert Eric Penwarm telling of the RAF career that saw him fly 63 different aircraft types after joining the RAF at Cranwell in 1920. After describing his early career he continues;

"I move on now to 1936 when, at this stage, it appeared that war was inevitable. With both Hitler and Mussolini rattling sabres, things started to move rapidly. With four other pilots, I was sent to Henlow, Beds, to form a Ferry Pool, flying anything from storage at the nearby airship sheds at Cardington to Sealand near Chester, for crating and shipment overseas to strengthen our outposts. As experienced pilots we were expected, and did, fly anything that flew.

"That same year, I was transferred to 49 (Bomber) Squadron, flying Hawker Hinds from Worthy Down, on Salisbury Plain. We were engaged in night flying and exercised with heavy bombers.



The Hawker Hind in the RAF Museum, Cosford.

"On one occasion, the unit was flying from Worthy Down to Leuchars in Scotland in the Hind. The weather clamped down and the formation of twelve broke up.

"I broke cloud at 150 feet, scared because the area I was descending into in the Midlands

was very industrial with high chimneys. I saw a small field, throttled right back and came in at a very low 62mph - OK provided no attempt was made to turn.

"I executed what I thought to be a perfect three point landing, but was thwarted by the habit of the locals for 'muck spreading'. The field was covered in about eighteen inches of manure and then flooded - through this method, in a matter of days, green shoots would come through.

"One second I was congratulating myself on seeing such a good spot, and then making such a good landing - then I was straight over on my back, suspended - as was my air gunner - by our safety chains. Alert of the fire risk, we dropped from the aircraft into the

"By now the locals had arrived and we were whisked off to a nice house to be given a bath. Believe me, we were no Chanel No 5 toilet soapers - just two excellent examples of skunks and polecats at their best.

"This was my first and only write-off. From there I went to the Central Flying School at Upavon, Wilts, for a course as a Flying Instructor...."

The information unearthed by 'The Crew' never ceases to amaze me.

DON'T TELL HIM PIKE!

By John Ward

After capture, 49 Sqn. aircrew were often amazed how much their interrogators knew about the squadron. Now the secret can be revealed...after years of painstaking research, I have finally found how this was accomplished.

Having studied the performance of Bomber Command during the first three years of war, the Germans concluded that 49 Squadron was by far the most effective outfit! To learn how this squadron far out matched any other the Nazis sent their top spy to England...his brief was to join the RAF and in particular 49 Sqn. Once in place, keep as close to the top brass as possible and report back to Berlin all the information he could.

His cover was nearly blown when he was captured on photo [see below]...but his identity has remained secure for over 70 years...until now...when he has been identified and the SP's have stated that an arrest is anticipated soon.

Come out Adolf...the game's up!

I will keep the Association informed of developments.



Extract from the official 49 Squadron photograph, April 1943.

MEMORIES OF MY LIFE IN THE RAF

By Roy Gould

Part 9

So far as I can remember, there was only one further event at this time worthy of note. This was when I was with a Squadron Lancaster who had come to base one day and asked if they could have an exercise squeezed in. I had done two already when I was asked if I would do it. I looked at my fuel and said I could only do 20 minutes provided they could be sure to be back at my base by that time. They said they could, so off we went. After 20 minutes of intensive training I called up the Lancaster and said, "Right that's your lot, are we over my base?" He replied, "Hang on. I will ask my navigator". I had climbed up through thick cloud to find him when I first started and had been over cloud ever since so I had no idea as to where we were. So, as I shut my engine off and dived down through the clouds, I was amazed to hear him call me and say, "We are 5 miles out to sea off Skegness!" and sure enough, there I was approaching Skegness from the sea. Then I am sorry to say, I contravened all the rules and said back to him, "You bastard, I have only 5 minutes fuel left". I knew I could not get back to base nor to any other aerodrome that I knew of, so what should I do? This was further North than we usually went but I thought I remembered a new aerodrome being constructed just north of there and it would be better to crash on somewhere where there were people nearby rather than on a desolate Lincolnshire marshland. Pointing my Hurricane to the North, I cut the throttle to the engine's most economical speed and peered ahead hoping my memory was good. As soon as I saw it, I felt sure I could just do it. So for the second time in my life I called "May Day, May Day. I am Hurricane R-Roger at 2,000 feet coming in from your southwest. Very short of fuel. May I come in on your main runway regardless of wind direction?" "Hello! R-Roger, come straight in. All is clear", was the welcome reply. So in I went quite safely and as I approached the hard standing to which I was signalled – my engine cut out! I remembered that this nearly happened once before, long ago.

I do not know why, but they kept on moving 1690 Flight from one base to another. Perhaps it was because they were increasing the number of Squadrons on the bases but we were all sent to R.A.F. Methwingham and I had to move our digs to nothing like so pleasant accommodation. On my first short leave I took Betty and Paula back home to Milford in Surrey because they were not happy there and Betty was expecting our second child. By being at home with her parents she would receive far better attention than I could have given her.

All this time the invasion of Europe had taken place and the British and American Armies were penetrating into Germany. They were doing very well but they had many serious setbacks and I was only too pleased not to be involved in all that activity. Meanwhile, we in the Flight carried on with our work with the Squadrons both by day and by night. I was lucky enough to have several leaves at Milford. Betty was progressing according to plan and Paula was growing fast.

We decided that we should name our new offspring either Christopher or Christine depending on our blessing, in grateful thanks for keeping us safe over the past dreadful years. However, we had to wait until 18th May before welcoming Christine into the family. She was a chubby little happy baby who grew into another lovely daughter. But I must not dwell on this now, for it involves another era of getting used to civilian life.

I am not sure at which newly built aerodrome I was instructing when there was a spontaneous party in the Officers Mess that is worthy of note. The Squadron had been very busy for many nights and there had been several sad losses. Tensions were becoming very strained and one evening when there was 'nothing on' and they had had a few drinks, they broke lose. Jimmy, a young pilot suddenly said, "I want to walk the Mess". Now, the end result of someone 'walking the Mess' is quite dramatic. You walk into the room and see dirty footmarks up the far wall with regular paces right up to the ceiling, right over the ceiling and down the opposite wall just as though someone with adhesive feet had walked, up, over and down again. This is only achieved with the aid of many chairs and tables piled on each other with a gang of lusty men lifting the 'walker' at first horizontally as though he was walking up the wall, and then upside down along the ceiling, one pace at a time; meanwhile others were smearing his shoes with mud. Having traversed the ceiling he was then 'marched' down the far wall, again with dirty feet.

This escapade took some time because the tables had to be re-piled on top of each other in progressing positions and only a few could help at a time. The rest of the assembly got bored and went outside to see what else they could find to do. It appears they found a bulldozer not far from the Mess, which they managed to start whilst others discovered six or seven WC pans destined for some new toilets. These pans went into the front bucket of the bulldozer and the whole lot was brought over to the Mess where upon the pans were dumped in the back of the Camp Commandant's car. With that job well done, they came back into the Mess to see how the rest had progressed. There were now two sections so down each one went behind sofas and chairs and a mock fight started. This finished shortly after each side found fire extinguishers that were used with great effect, but to the detriment of the Mess. I won't tell you which

section I was in. The Camp Commandant, the officer in charge of the Mess and the builders were not pleased the following morning but I cannot remember whether there were any repercussions!

The young men of yesterday were not all that different from those of today, but it is a pity that they now have nothing better to do than to take drugs and commit crimes to pay for them when they are stressed.

Victory in Europe had come at last and everyone was rejoicing. Germany had been split up into three Sectors – the British one, the American and the Russian. Berlin, which was in the Russian Sector, was also split up into the three areas, but there was a ‘corridor’ for our flights between Berlin and the British Sector. There were a great many very tired British troops in Berlin and it was decided to get as many of them back home as quickly as possible. The Squadron Lancasters took their turn by going there and bringing back a great load of tommies in the rear of the fuselage. I don’t know where we got it from, but we procured a Lancaster, made up scratch crews and did the same on 15th September 1945. We had to take a specified route up that 20-mile wide ‘corridor’ to Berlin and landed at Gatow aerodrome. After we had landed we were briefed by an R.A.F. Officer on “do’s and don’ts” and were told on no account should we go to the far side of the aerodrome because the Russian sentries there were very trigger-happy! We were billeted in a former Army barracks and were told we would have the whole of the following day to look round Berlin.

After quite a good breakfast, three of us set out together to look at the devastated city. We crossed the ‘Check Point’ into the Russian Sector and were amazed by the almost total damage that had been inflicted upon it. There was hardly one building that was not a shell of its former self and the ‘residents’ crawled out of gaps in the debris from the basements below. How they lived, I do not know. We came across the Chancery, which was not in too bad a condition with a Russian sentry outside a pair of magnificent ornate double doors. One of our three, I believe his name was Geoff Last, said, “Shall we have a look round there, it could be interesting? Just follow me.” So we three Flight Lieutenants marched up to the sentry, all dressed in our best long great coats with Geoff in front. Geoff halted in front of the sentry and gave him a very smart salute whilst we halted behind him. He very slowly undid his great coat and then the button of his tunic pocket, produced his wallet and extracted a green form. He presented this form to the sentry who looked at it for some time, turned it over and had a hard look at the other side, looked up in dismay and shook his head. At this Geoff pulled himself up to his maximum height, pointed to the form and then those ornate doors and did a swinging motion with his hand. A great look of comprehension came over the sentry, who smiled, produced a key, opened the doors and showed us in. After we had marched in

and shut the doors behind us, we both enquired as to what ever did he produce for this result. “Oh, I’m going on leave”, he replied, “and it was my railway warrant!”

We then had a good look round. It had been severely damaged at the rear, and obviously thoroughly looted of all that could be carried away. However, I found one of those rocking type blotting pads which I ‘salvaged’, as I did with some swastika medals with the year ‘1939’ marked on the reverse side. When I showed these to someone in the mess later I was told that they were given to the young German mothers to encourage them to have more children for the Reich.

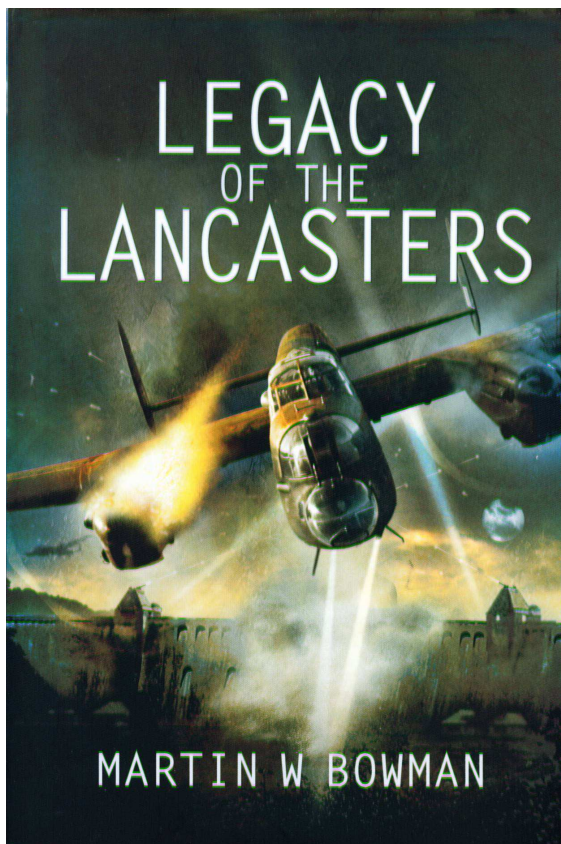
That was how, to Betty’s amazement, she received a postcard of Berlin stamped R.A.F. GATOW.

And so I came to the end of my flying career. I did several ‘air tests’ to keep my hand in whilst we waited for news of our fate. We then heard that we would be disbanded. To mark the time, we arranged a formation flypast of all our Hurricanes and Spitfires over the aerodrome to signify our last farewell. It must have been quite a good sight.

On 5th October 1945 I did a quite unnecessary air test and said goodbye to my ‘R-Roger’ which had served me so well and that was the last time that I sat in a cockpit of any sort of aeroplane.



My tiny escape compass that I wore round my neck on a chain on every operation in case of need. We were also given maps of Germany printed on fine silk and some Reich marks, but those we had to give back each time.



Honorary Friend of 49SA, historian and author, Martin Bowman's latest work is *Legacy of the Lancasters*. Martin has written many books on Bomber Command and the Lancaster in particular and this one follows his usual format of presenting a series of individual stories. One that will interest many 4T9ers is the extract from 49 Squadron pilot Eric Jones' unpublished manuscript; 'Boots, Bikes and Bombers' entitled 'The Seven Year Twitch'. So much has been published in the past that it cannot be a simple task to find something new but the author has produced a series of stories that your reviewer, for one, has not read before. From an American's and also an Australian's experiences, through Eric Jones Seven Year Twitch, evaders experiences, a Maily le Campe survivors story, a chapter on German ace Heinz-Wolfgang Schnauffer and many more this is an eclectic collection that holds the reader's attention.

Quoting from the dust cover notes: "The legendary Lancaster has bequeathed to the world an invaluable heritage beloved of generations of movie-goers, air show enthusiasts, readers of fine literature and historians alike....The text is supplemented throughout by an exciting selection of black and white images that work to evoke a real sense of the scale and majesty of this iconic aircraft...."

Also featured is a photograph of Wing Commander David M. Balme DSO DFC who flew a tour on 207 Squadron before taking command of 227 Squadron in March 1945. He went on to command 49 Squadron from June to November 1945. The book ends with a series of colour plates, both ancient and modern, concluding with the photograph of Sean Burns, son of 4T9er Arthur Burns, which was published in the November 2011 issue of *The 4T9er*, symbolizing 'the future'.

This book is highly recommended for those with a passion for this wonderful aircraft.

Publisher; Pen and Sword Aviation

ISBN 978 1 78303 007 1

Hard Back price; £25.00

READER'S LETTERS

New Honorary Friend John Lowe, a resident of Exmouth, has developed a fascination regarding the fatal crash, on March 21st 1941, of 49 Squadron Hampden X3054 . His e-mail to Ed Norman, reproduced below, tells of the ongoing research and activity;

"Since those early days of initial communication with you much has taken place, many miles have been travelled; wonderful personalities have been met and in truth it has brought enormous personal satisfaction too. My initial quest was to find for whom those initials, carved so long ago, stood; I also reasoned then, that there might be the possibility of making contact with someone who was in the vicinity at the time and still alive now. Remarkably, I found them and what's more they could remember the incident. Furthermore, that eight year old boy visited the area and stole items from the wreckage! Over the course of time, other eye witnesses were found, all now in their nineties. All had 'cameos' to tell, each unique, all blending into the story of the time.

"The mother of the aircraft's commander, Lady Marjorie, kept a series of diaries throughout her life; not only did they give an accurate insight into their own personal and family lives but the one for 1941, meticulously recorded the events leading up to and including the crash of Hampden X3054. There is always a proportion of luck to be had when doing something like this, as I'm sure you are undoubtedly aware and inevitably that 'luck' came into play. The niece and great niece of the second pilot, (of South Africa) were located and again, amazing examples of literature, all created at the time and in this case forming a 'Scrap Book' dedicated to this young airman came to prominence. Remarkable documents which are invaluable in bringing together poignant events at such a critical time in our country's history. Through these documents both airmen have come alive. My meetings with both sets of descendants have proved invaluable when trying to establish the final minutes of 3054's last journey because throughout this project I felt it important to try and understand the characters and backgrounds which may have had a part to play in the final mission making process within that aircraft's final moments. Lady Marjorie's report of the incident offers another fascinating interpretation of the events immediately prior to impact. It also hints at a possible reason for the selection of the crash site; intriguing to say the least; but at the moment unsubstantiated!

"The Royal Air Force and the Lincolnshire Heritage Trust have in their own way been of enormous help both in terms of access and expert knowledge. I owe them both a huge debt of gratitude. The RAF museum will be visited again in the near future with a view to establishing more facts. RAF Scampton proved to be an emotional visit; being able to walk in the footsteps of these brave young men was both illuminating from the point that much is similar today in physical

terms as it was then and of course from the sense of being there where they had been in 1941. A visit to Lorient is planned for the 2014 – I feel it is important to see for myself the target area and talk with local historians with a view to understanding the psychological as well as the physical results of their efforts. From the Operational Records I understand that this aircraft was attacking the vessels themselves outside Keroman 1 with the assistance of flares. Perhaps, as in the case of the Dartmoor area, someone might still be alive with first hand knowledge of that night.

“To some extent, Lyon and Brames are proving a little more illusive. Descendents of Lyon and his then Fiancé, have been contacted and I believe a photograph of both of them together is a distinct possibility in the near future. It has also proved that the loss of this young man to that family is still raw and too painful to discuss; their privacy I fully respect. Earlier in the summer, for the first time ever the descendants of Sgt Ellis were brought to the site of the crash and then onto his final resting place; a most emotional day for all concerned but one that has cemented our friendship for life.

“My contact with the National Park has brought the story of these 49 Squadron airmen very much to prominence because the stone which carries their inscriptions features on ‘battlefield’ orientated walking tours that give participants the history behind this monolithic granite stone that stands adjacent to a route called the ‘Two Moors Way’. I offer these walks on a regular bases together with PowerPoint assisted presentations entitled ‘*The Boys*’; a reference taken from the diary and correspondence of Lady Marjorie who used the expression as a description to Ellis’s mother, of her intended notation on the stone she perceived should be erected on the site of the crash, in honour of their two sons, together with the other young airmen. I am utterly delighted that the selection of my work is to form part of a £3.8 million presentation, scheduled to last five years, depicting Dartmoor and its history, is truly fantastic. It will bring 49 Sqn and the events of 21st March 1941 particularly into clear and unique focus to perhaps thousands of people from all around the world; something I am immensely excited about and proud to be associated with. It’s called ‘***Moor than meets the eye***’. As far as I understand it, ‘*The Boys*’ story will be presented in pictorial, computer generated graphic form in support of the geophysical results that are planned for early next year together with my Guided Walks to Hameldown. I have met in conjunction with the Authority and the external independent scientist charged with the responsibility of searching for the data earlier this month; all are eager to get started in 2014. My initial survey may have revealed areas of degradation which ecologists surmise could be attributed to an activity of intense heat and scarification. In an effort to assist with the production of a temperature model data vis a vis the geophysical survey, a

replicated 'Burn' was conducted by the Fire and Rescue Service; an experience that allowed me to get perhaps as close to the source of the fire as the rescuers would have got to the original when assisting Wilson from the wreckage. Again, for authenticity, material similar to that that might have been worn was also used. Six hundred degrees Celsius was easily reached and the aluminium that had been sourced to show heat damage applicable to the aircraft did not disappoint. Explosions within the fire made it all very real!

"Running in parallel with all this research has been the production of a small A5 self produced digest of the story entitled of course, '*The Boys*'. My initial thoughts were to provide walkers and listeners with the opportunity to relive the story in their own time and at their own pace, because many early participants told me that they had been unprepared mentally, for the emotion '*The Boys*' generated. It's obvious now that this work is out of date and therefore it is planned to bring together all the elements of this story, together with the incredible personalities whom I have met on this remarkable journey who in their own way, have contributed in helping me to honour the wish of Eric Clarke. As our meeting together drew to a close, I thanked him sincerely for his generosity of time, information and above all the warmth of his friendship; he replied, 'No: it is I who thank you, because you are keeping the memory of my friends alive'; a fitting point perhaps to bring this synopsis to a close.

"The unique relationship I now have with the crew of this aircraft fills me with pride and makes me 'protective' of their actions and memory. What they contributed to and achieved within their short and perhaps some would say, unfulfilled lives has been surpassed by their ability to rekindle their lasting legacy in the hearts and minds of generations to come.

"I hope to offer, for professional publication, the finished manuscript by the end of 2014, that is, should I be able to find one!

"It is my hope to remain in some way within the 'family' of 49 Squadron for many years to come."

Associate Members Louise Dexter and Robert McEneaney wrote a report of their visit to Germany in The 4T9er of May 2013. They plan to repeat the visit this year and Louise e-mailed;

"... Robert and I have arranged to take a wreath out to Durnbach on behalf of the 49 Squadron Association....Also we would be happy to assist with any photos at Durnbach, should they be required. We have agreed to lay a wreath on behalf of the relatives and friends of Chris Panton, who I'm sure you know is also buried in Durnbach.

"We now have a party of 35 - 40 people travelling to Bolstern and Durnbach for the memorial weekend in March. Relatives will be travelling from the UK, Ireland, Spain and Singapore! Pictures and details to follow of course!"

Eric Clarke sent in the following table, extracted from his 1942 diary, which makes interesting reading;

**R.A.F.
OFFICERS' RATES OF PAY AND CASH
ALLOWANCES**

Rank	Pay plus allowances (Yearly)					
	Married			Unmarried		
	£	s.	d.	£	s.	d.
Acting Pilot Officer	—			333	1	3
Pilot Officer	—			381	14	7
Flying Officer	520	2	6	448	12	11
Do., After two years as such. ...	568	15	10	497	6	3
Flight Lieutenant, with less than 4 years service from date of promotion to Flying Officer..	623	10	10	514	0	10
Do., after passing promotion examination B and completing four years' service from date of promotion to Flying Officer. ...	655	9	7	545	19	7
Do., after 2 years' service with rate of pay of £1 3s. 6d. per diem.	688	18	9	579	8	9
Squadron Leader	792	7	1	717	16	8
Do., after 5 years as such.	822	15	5	748	5	0
Wing Commander	891	4	2	844	1	3
Rising by 10 annual increments to	1,058	10	0	1,011	7	1
Group Captain	1,212	2	1	1,154	6	3
Rising by increments after 2, 4 and 6 years to	1,361	2	11	1,303	7	1
Air Commodore	1,423	10	0	1,368	15	0
Air Vice-Marshal	2,072	17	11	2,016	12	6
Air Marshal	2,501	15	5	2,445	10	0
Air Chief Marshal	2,892	12	6	2,834	16	8

Les Morgan, who is the nephew of our late Secretary's wife Marion, e-mailed;

I first met Tom [Gatfield] when he was stationed at Fairwood Commom, Swansea, a short while after the war ended, I think he was keeping his hand in flying on Ansons or Oxfords. Sometime later on he married my Auntie Marion. Later on I took my pilots licence but Tom always discretely refused my offer of a flight! It was only recently that I discovered that Tom had flown with 49 Squadron that rang a bell with me. During the 1950s and 60s I served as a colonial police officer in the Kenya Police and I was a regular visitor to Eastleigh Airport, Nairobi, where the RAF were stationed on active duty flying Meteors, Vampires, Harvards (armed with small bombs and .303 machine gun.) I became very friendly with the Welsh C.O. of 1340 Flight flying Harvards, name of S/L Jeffries (He later became C.O. of a Victor Bomber Squadron.) I flew many times with the Harvards. He introduced me to the Lincoln bomber crews also flying out of Eastleigh and I was able to hitch a few rides when they went on their bombing and straffing runs, I can assure you that flying over the Mount Kenya forest at very, very low altitude was stimulating to say the least. I think the only person that enjoyed it was the rear gunner, I think there were .5 machine guns at the rear. I also found out recently that the Lincolns were 49 Squadron, they did two tours in Kenya, I think it was 1954. I can now put in my log book that I flew on operations with Lincolns! I can also recall that I had to stand for all of the trip. I regret that I was unable to inform Tom of my experiences with 49 Squadron before his passing.... I still have the odd flight, I flew in a DH Chipmunk a few weeks ago.

CAN YOU HELP?

We received an e-mail from non-member W/C Bob Alexander RAFVRT (Ret'd) asking the following:

Jack Winter was for some 47 years a very good friend of mine since we met on the same Air Cadet Squadron back in the 60's. Jack never spoke much about his wartime service other than to mention his reunions with many of his old crew members. Since his death, and subsequently the death of his wife, his Daughter has been going through the family albums to see if there are any photos of her father taken during his time as a Lancaster pilot. There is just one photo in the album of his crew in front of a Lancaster, unfortunately Jack (pilot) is not in the photo - however, alongside this photo there is a space which is empty and has lead us to believe that this may be a crew photo which includes him in it.

Through your website, and using details from the Beware the Dog at War book and the photo, I have established the following data:-

The Lancaster is PB 504 'U' Uncle

The Crew in the photo are:

Maurice 'Chalky' **White** 155082 Flying Officer Navigator posted in 10/44

Ron **Paul** 152992 Flying Officer Bomb Aimer posted in 8/44

Tom **Bassett** 54451 Flying Officer W/Op posted in 10/44

E 'Taffy' **Jenkins** 1836561 Sergeant Mid Up. Gunner posted in 10/44

H J 'Bill' **Bailey** 1607866 Sergeant Engineer posted in date n/k but flew
28 Ops with Jack Winter

Colin **Gesch** A434164 Sergeant Pilot / Rear Gunner RAAF posted in 10 /44



Left to right; 'Chalky' White, Ron Paul, Tom Bassett, 'Taffy' Jenkins, 'Bill' Bailey, Colin Gesch

Jack Winter was posted in 8/44

From the dates that some of the crew were posted in to 49 Squadron, it would appear that the photo would have been taken at RAF Fulbeck where the Unit was from 16 Oct '44 to 22 Apr '45.

This the point that I am hoping you may be able to help me... I appreciate it is a long shot, but I can only ask. I don't expect any of this crew to still be alive... I know your Association is a robust one and I wonder if, amongst your archives, you may have a name and address of the next of kin for any members of this crew that I could contact direct, or through your Association, to ask if they may have a copy of a crew photo ?

I know Jack's Daughter and grand children, like me, would be delighted if one could be found and any help you can give will be much appreciated and look forward to hearing from you.

Footnote: Following a generous donation to the Association by Jack's widow Irene a flag pole was erected in front of the Fiskerton Scout Headquarters and dedicated to his memory. See The 4T9er, August 2009.

Dom Howard forwarded the following:

Steve Darlow has made a request on one of the sites I follow , don't know if any of our chaps and ladies would be interested.

“I am working with a TV company who are looking to speak to any veteran ground crew and WAAFs who worked on, or had close associations with, the Lancaster. Please message me or email me on fightinghighltd@btinternet.com if you have any ideas. Many thanks. Steve Darlow.”

If you are interested but are not on e-mail then you should contact the Editor who will make contact for you. ED.

F/Lt. Gary Mennell e-mailed this photograph, taken at RAF Waddington, with the message; “I know it’s just my imagination...but!”

Gary took the photo through the right hand window of a Piper PA28 light aircraft but just take a closer look at that shadow.





The 4T9er

E-Supplement

February
2014



In the accompanying issue of The 4T9er we marked the retirement of F/Lt Mike Chatterton and mentioned that he flew the last Nimrod R1 for preservation. The above view shows it on display at the RAF Museum Cosford. Whilst the museum at Hendon is probably better known, that at Cosford has achieved prominence through the Michael Beetham Conservation Centre which is doing an amazing job in preserving aircraft for display at both sites. Whilst, as far as 4T9ers are concerned, the most notable of the airframes currently undergoing reconstruction is the Handley Page Hampden the best known nationally is without doubt the Dornier 17 which is undergoing decontamination following its recovery from the seabed and which was featured in Issue 30 of The 4T9er. The eclectic collection of aircraft and artefacts on display at Cosford covers aircraft of WWII origin, experimental aircraft from the 50's to the 80's, Cold War aircraft and armoured vehicles, civil aircraft, engines and the country's biggest collection of guided, and unguided, weapons. In this issue, which focuses on WWII, and future issues I intend to present pictorial coverage of the museum's collection, many of the photographs being 'stills' taken from the video that I am preparing for display on YouTube.

Having, not very discretely, led on to YouTube, the railway nuts among you, and I know that there are quite a number, may care to take a look at the video that I have posted which covers the excellent Winter Steam Gala which took place on the Great Central Railway in January... http://www.youtube.com/watch?v=y_JpTQXRWhw

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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**Hawker Hind
Light bomber.**

**A type flown by 49 Squadron from February 1936 to December 1938 before re-equipping with the Hampden.
This example served originally with the Afgan Air Force.**



Supermarine Spitfire Mk II



Hawker Hurricane



De Havilland Mosquito



North American P51D Mustang



Consolidated Catalina
Long range maritime reconnaissance and anti shipping aircraft.



TWO OF THE TYPES THAT TOOK A HEAVY TOLL OF BOMBER COMMAND.

**Above; Focke Wulf 190A8
Day and night fighter.**

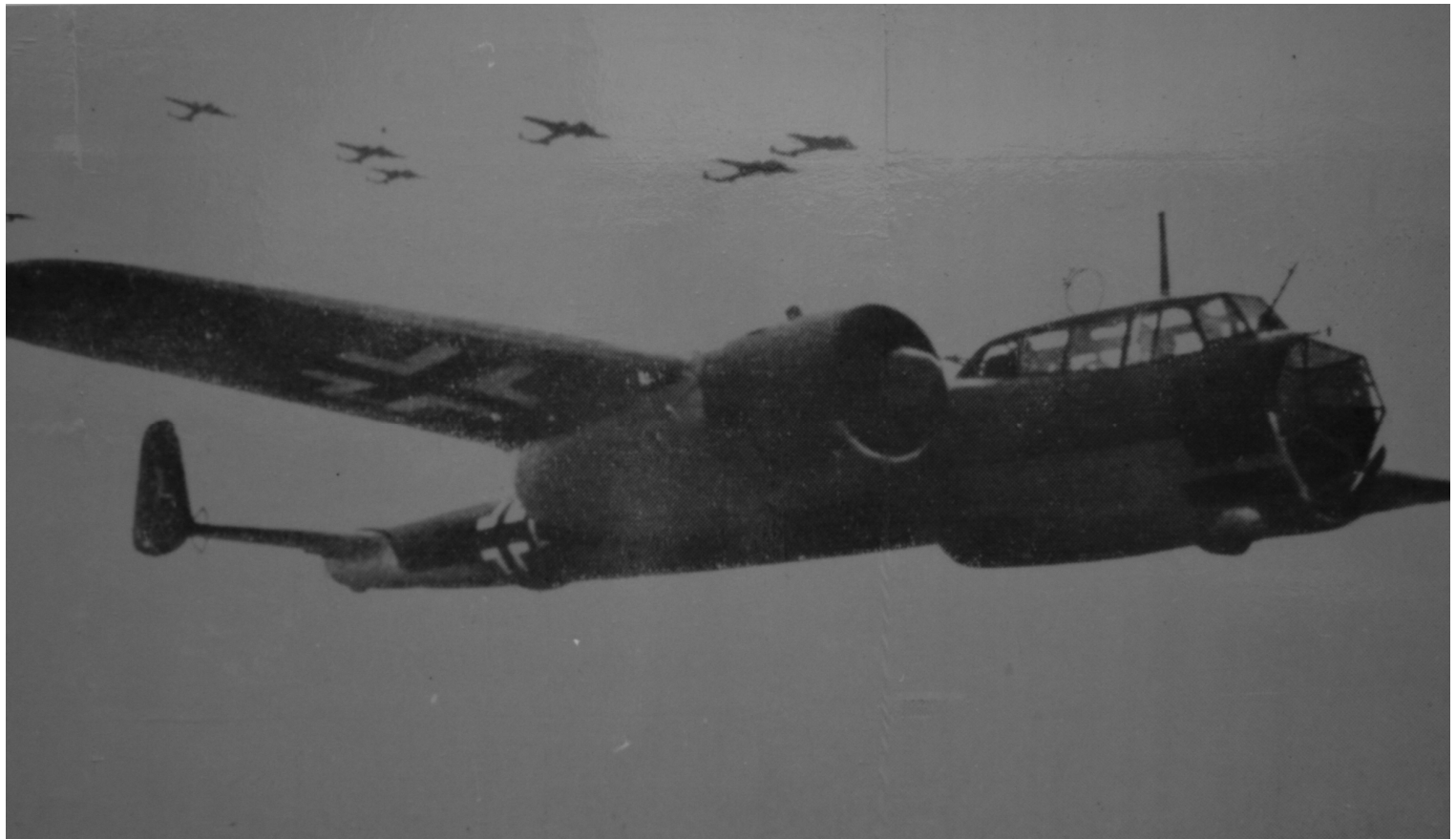
**Below; Messerschmitt 410
Night fighter.**





Feisler Storch
Short take off and landing reconnaissance aircraft.

A picture of a Dornier 17 such as is currently undergoing conservation at Cosford





Messerschmitt 163B-1a Komet
Rocket powered interceptor



Focke Achgelis FA-330 Bachstelze
Reconnaissance helicopter.



**Kawasaki Ki-46-3 (Dinah)
Reconnaissance aircraft.**



**Kawasaki Ki 100.
Arguably the finest Japanese fighter of WWII. Mainly used for intercepting the B29 raids.**



The infamous Ohka.
Launched from a Mitsubishi
'Betty' bomber this was a
strictly 'one way' trip, the pilot
aiming to crash into a ship. In
fact few reached their target as
the mother bombers were shot
down before they could launch.
Note the holding lug and crude
sight immediately in front of the
windscreen.

