

# The 4T9er

LIFE IN THE OLD DOG YET!

**The 49 Squadron Association Magazine  
May 2015 Issue 37**



Photo; David Clarke

**Warmest congratulations to Eric Clarke on his 102nd birthday.**

## **IN MEMORIAM**

**W. Pyrah   E. L. Jones DFC   G. G. Easterling**

**WE WILL REMEMBER THEM**

## **NEW ASSOCIATE MEMBER**

**Peter Harvey**

## **EDITORIAL**

On April 22nd Eric Clarke, our oldest Member, celebrated his 102nd birthday. I know that you all join me in wishing Eric the very best. David, his son, has asked me to thank all of you, on his and Eric's behalf, who sent cards and e-mails expressing affection and warm congratulations. He received around 45 of each which amply illustrates not only the regard and respect in which Eric is held but also the general warmth of feeling within this association.

Thank you to all those who have sent contributions of money and postage stamps to the Association. Our work of research, remembrance and the operation of 49 Squadron Association continues thanks to your generosity. I am also grateful for the articles and letters etc. that enable the publication of The 4T9er to continue. Remember, no material - no magazine.

Bill Pyrah died on February 9, eight days after his 95th birthday. Bill was posted in to Scampton in June 1940 as AC1 Flight Rigger on A Flight's Hampdens. He wrote of his eleven months at Scampton in The 4T9er of February 2008, Issue 9. Much loved member Eric Jones died March 2 aged 92. He flew his tour of operations between 27 August 1943 and 24 February 1944. Many of you will know that this was through the Battle of Berlin and Eric made eleven trips to that infamous city. He will be remembered by those who attended reunions over many years for his witty after dinner speeches and warm personality. Another dedicated 4T9er, Geoff Easterling, died on 13 March aged 90. Geoff flew 24 ops with 49 Squadron in the mid upper turret of P/O G.C. Poole's Lancaster before being posted to 44 Squadron with whom he completed a further 16 ops. After a period as an instructor he returned to ops with 463 Squadron. One of Geoff's favourite stories was that he was on speaking terms with 'Bomber' Harris. Apparently he was near Harris in an Officers Mess one day when he turned to Geoff and said, "Fetch me my hat lad." A few years ago Geoff passed the manuscript of his autobiography, 'Son of a Gunner' to the Association and Ed

Norman is in the process of editing this with a view to general publication.

On a more positive note I have pleasure in welcoming New Associate Member Peter Harvey who is the nephew of F/O E.C. Maul, pilot of Lancaster PB354 when it was shot down on November 21 1944 during a raid on the Mittelland Canal at Gravenhorst. Sadly all the crew perished on this, their twelfth operation. The memorial service for the crew, which Peter attended, was reported in February's issue of the 4T9er. Peter has a further link with 49 Squadron as he is Scout Master of Lustleigh Scouts in Devon and has cooperated with John Lowe in the service to the members of the crew of 49's Hampden X3054 who were killed on Hameldown Tor. See pages 13 and 24.

Arrangements are moving ahead for this year's reunion in Lincoln on June 21-23. If you have not booked but wish to join us there is still time, but...not a lot!

In January an undercarriage Oleo returned to RAF Scampton 72 years after it left the runway for a raid on Stuttgart. Lancaster W4107 was piloted by Sgt. E. J. Singleton who, with his crew, was on his second operation. I quote 'Beware of the Dog at War', John Ward writes, "Some fifty years later, Eric Singleton recalls the reason why his Lancaster was prevented from returning to base:

*'After dropping our bombs, unfortunately before getting clear, the aircraft was shot at, and received several direct hits. The starboard inner engine was on fire and there was fire in the fuselage ...I thought we were going to have an explosion.'*

"After a deteriorating situation, four members of the crew baled out, but Sgt. Singleton decided to see just how far he could continue to fly the damaged aircraft. The two remaining crew, mid upper gunner Eddie Pope and rear gunner Les Saunders, with great effort succeeded in extinguishing the fuselage fire, and miraculously, a short time later, the engine fire went out. Eric continues:

*'We crossed the coast and thought we were north of the Cherbourg Peninsula en route for England. After a short time, seeing apparently 'friendly' land below us, I decided to bring the Lancaster down.'*

"After a rather bumpy descent, skirting one field, shooting through a hedge and eventually coming to rest in a second field, Sgt. Singleton and his intrepid gunners clambered out of the aircraft to find a reception party waiting. Eric later proclaimed,

*'I thought it was the Home Guard, but as they asked us to put up our hands, we realised that they were Germans!'*

"The Lancaster crew had erroneously landed on the Channel Island of Sark which was occupied by Germany during the Second World War, and as a result, Sgt. Singleton and crew (including those who had baled out earlier) were to spend the rest of the war in a PoW camp.

“This 49 Squadron Lancaster was the only plane to land on the Island during the war, and the place in which it came down is still affectionately known by the Islanders as ‘Aeroplane Field’.”

Returning to the events that led to the repatriation of the undercarriage component, a young man, Ian le Gresley was on Sark when W4107 crashed and ‘rescued’ an Oleo leg from the wreckage. He took it back to Jersey and it stayed for 72 years in his garage. In 2013 however, recognizing his advancing years he wished the relic to be returned whence it came. He contacted our WWII Archivist, Ed Norman, who met David Wright, the new Curator at RAF Scampton Heritage Centre, whilst attending the ‘Three Lancasters Show’ at East Kirkby. David welcomed the chance to have a part of one of 49’s Lancasters back at Scampton. As luck would have it the Canadian and BBMF Lancasters were visiting Jersey and the BBMF kindly agreed to bring the component to Coningsby **in their Lancaster!** From there Honorary Friend Jack Hawkins transported the leg to Scampton in January. We are deeply grateful to all concerned for bringing this piece of history back to its former home base.

On checking W4107’s short career with 49 Squadron I was amazed at the coincidence that Eric Clarke flew on seven of the aircraft’s sixteen operations.

The remains of another 49 Squadron Lancaster are on the way back to the UK thanks to the efforts of Dom Howard. ED427’s recovery by Uwe Benkel and his team have been well documented in past issues of The 4T9er and the parts have been kindly stored by Peter Schreiber at his family’s vineyard. Andrew Panton kindly agreed to give ED427 a home at East Kirkby as he felt it most appropriate that it should return to Lincolnshire having left Fiskerton in April 1943. During Dom’s visit to Germany in April he collected some of the smaller pieces and delivered them to East Kirkby for assessment. A formal handover, in Germany, of the engine block and reduction gear, is now planned for August.

When I was last at the Michael Beetham Conservation Centre at the RAF Museum, Cosford I was discussing the supply of nuts and bolts for use on the aircraft. Darren Priday said that they are always on the lookout for Imperial threads particularly BA. Have you got any squirreled away that you could donate? If so please let me know. Your bolts could become part of the Hampden, you never know!

In sending me a copy of William Farr School’s excellent magazine, Pat May, secretary to headmaster Andrew Stones, and wife of John May, former Adjutant of The Red Arrows and Honorary Friend, asked me to pass on their regards to all 4T9ers.

From time to time I issue a reminder regarding the value of medals and logbooks. Never lend them to anyone. I have heard of numerous cases where

logbooks have been lent to someone for supposed research purposes and have never been seen again. Medals, especially with complete paperwork can be extremely valuable. There are some unscrupulous collectors out there.

Anyone who hasn't served in Her Majesty's Armed Forces might be excused for believing them to be the height of efficiency. Not so! A letter to FlyPast Magazine in January 2014 makes amusing reading:

***"Carry on starting.***

*It was only at my second reading of the Buccaneer article (October issue) that I noticed the almost throw away line 'Starting was by the Palouste low-pressure air system as used on the Scimitar, but a podded version that could be employed during off-base deployments', my mind's eye flashed back to November 1967.*

*Aden was in its final days as an outpost of the Empire and the British television companies needed a record of its demise. There were no satellites then so the closing ceremonies had to be filmed and the film rushed to Britain by the fastest means. Plan A was to use a Buccaneer from HMS Eagle to fly the pictures to Bahrain via Masirah then BOAC would bring them home. So, of course, in true service fashion there had to be a rehearsal.*

*I was detached to Masirah at the time and there was much interest as the Buccaneer duly appeared and taxied in. With the engines still running, the pilot shouted down to the ground crew but they couldn't hear him, so the engines were wound down. The (RAF) pilot repeated his question, 'Do you have a low pressure starter?' 'No,' was the response. [The Buccaneer needed such a system to start its engines.] After recovering from the disappointment, the only thing left to do was to retire to the mess to await assistance from the carrier the next day. When I asked why an RAF pilot was flying the mission, his answer was that he was the only one qualified to land at night!*

*Came the dawn and soon a second Buccaneer appeared with a starter slung under one wing. He drew up alongside his stranded 'oppo' with his wing folding as he approached and the plumbing was quickly connected, engines were restarted, and both disappeared towards Aden.*

*I felt at the time that the Navy felt it had lost face in the incident and the slick manoeuvre by the rescuing Buccaneer was to restore dignity to the situation. It did for me.*

*Ian Gilbert*

*Pitlochry, Scotland"*

I am grateful to FlyPast editor Nigel Price for his permission to quote from the magazine.

On a much more sombre note, whilst looking through back copies of The 4T9er, in Issue 9 - February 2008 - Reader's Letters, I came across a piece that is so poignant that I want to share it with the many who have since become

readers. I am sure that those who have read it before will forgive me for publishing it again:

***“In Issue 7 we recorded the passing of Barbara Beard, nee Ellenor. Her cousin, Associate Member Terry Atkinson, e-mailed the following, the most moving piece that I have received since taking over as Secretary [It still is!]:”***

“I am sending you this text for it was the last letter Jack Ellenor wrote to his daughter Barbara Ellenor, received the day after he died along with his crew. I believe it is a powerful letter and one which we came across by accident whilst clearing her mother’s home out in 2002. Her mother had this letter all those years but never told her daughter of its existence. I will be receiving a copy of the original letter, written on 49 Squadron paper, in the New Year. If you should think it would be something for other people to see then I will make sure you have a copy of the original.”

***John Ellenor’s last letter reads:***

*“Dear Barbara*

*If you ever read this letter, you will by then be old enough to realise and understand what it all means. At the time of my writing this, you are four years of age, and even at this tender age, you have experienced some of the horrors of war, even though you were mercifully oblivious to it all. You will also know that your Daddy was taken from you while fighting to help free the world from the evil influence which forced this war upon an otherwise peace-loving world. I want you to know, dear, that your Daddy fought and died for what he considered to be right, that you and others like you can grow up in a world which is clean and decent. That everyone may think as they please, and speak what they think, that they may live cleanly and decently, that is what we are fighting for. I want you to try and live up to these ideals, my dear, be upright, honest and straightforward and be sure always that your actions are such that you can always look the world in the face.*



*In this, I can offer you no better example than the sweetest little woman in the*

*world, my wife, your Mother. If you grow up to be like your Mother, then I can ask no more. We had planned to do a lot of things for you Barbara, but God decreed that your Mother should undertake this responsibility without my help, so I want you to do all you can to help her. I expect the time will come when you will marry and then your Mother will be alone, and if that time comes I know you will not forget her.*

*Well, Barbara, I think I have covered all I want to say, so I will now say Goodbye my darling.*

*May God bless you and yours.*

*Your loving Daddy”*

***Terry concluded;***

*“Alan, the one thing I can say is that Barbara lived up to all her father's ideals. He would have been proud of her.”*

***Sgt. John (Jack) Ellenor, age 33, was the mid upper gunner in P/O John Dickinson’s crew. They were lost on 26/27 April 1944 during a raid on Schweinfurt. It was their 25th operation and they are buried in the churchyard at Ugny – sur – Meuse, France...”***

***Foot note: Terry has been very poorly recently and I’m sure that you join me in wishing him and Anne all the best.***

In Issue 34, August 2014, of The 4T9er there appears an account of the ‘Ceremonie du 8th Mai’ at Ugny-sur-Meuse which was attended by relatives of the crew as it coincided with the 70th anniversary of the loss of LL908.

I’ve heard it said that all the sacrifices of 1939-1945 were a waste in view of the circumstances that prevail today. I dispute that nonsense. It is insulting to Jack, and those like him, who had to take things as they were at that time. There was an evil that had to be eradicated there and then otherwise the consequences were unimaginable. Regardless of what has taken place since their sacrifice was not in vain and my gratitude will never diminish.

I am writing this on May 2 but by the time that you read it celebrations to mark the end of WWII in Europe will have taken place. At 3pm on May 8 1945 Winston Churchill made his historic speech announcing that the war in Europe was won. I hope that you will have followed the events in London and elsewhere over that weekend. Like seventy years ago however, we must not forget that VJ Day was still four months away.

Finally, once again I pay tribute to my colleagues, ‘The Crew’, for their dedicated hard work and support on behalf of 49 Squadron Association.

‘Til the next time.

# **MY SERVICE CAREER IN THE ROYAL AIR FORCE 1940/1968 INCLUDING BOMBER OPERATIONS WITH No. 49 SQUADRON IN 1943/44**

**By  
SQUADRON LEADER T J PAGE DFM**

## **Part 4**

Arriving back at base still heavily laden with 6 x 500lb bombs and a large quantity of fuel on board the Flying Control gave instructions to land on the short South West/North East runway. This was to avoid any obstruction on the main East/West runway in case of mishap and with the subsequent need to divert the other returning squadron aircraft to another airfield. The approach to the runway was faster than normal because of the high landing weight and with a gusty side wind blowing the aircraft floated before touchdown. With the heavy load and poor braking the pilot realised he could not stop before the end of the runway and shouted a warning to his crew to brace. ED452 plunged off the end of the runway into a field and the undercarriage collapsed. With fear of immediate fire and explosion I quickly had the escape hatch in the roof of the cockpit off and dived straight out ignoring the drop from the top of the fuselage to the ground. The rest of the crew quickly followed and all ran as fast as possible across the field to get away. Fortunately, neither fire nor explosion occurred and the crash crews were soon on the scene. Taffy the Rear Gunner suffered a severe shake-up in the crash and was not able to fly again. We went to the sick quarters for a medical check.

At one time, we flew a total of 22.15 hours on 4 nights in 7 days in stressful conditions and were very tired. In May, the darkness of night was quite short. Take offs were always late in the evenings. By the time aircraft had landed and crews had been collected from dispersal, removed their flying clothing at the locker room and then been de-briefed at the Intelligence Section it would be daylight. Sleep was difficult before returning to the airfield by 11.00hrs to carry out a Night Flying Test (NFT) in readiness for the next flight.

On the 12<sup>th</sup> July we flew to Turin in Italy. Two hundred and ninety five Lancasters took part on this raid in clear weather conditions. The view of the snow-covered Alps was fantastic. To see the twinkling lights of neutral Switzerland was quite something. Once again, it had been a long flight at maximum range. LM 306 was short of fuel when nearing the South Coast of England and the aircraft landed at Exeter.

On the 12<sup>th</sup> August we flew to Italy again to attack Milan. This was another long flight. Over the Alps there were storms and flying in cloud, St.Elmo's Fire



danced across the windscreen and ice formed on the airframe resulting in a lower bombing height of 17,700ft because of the extra weight. It was a successful raid with only three aircraft lost. The Alfa Romeo motor works, the railway station and the La Scala opera house suffered substantial damage.

LM 306 had now completed three operations in four days with a total of 22.30 hours flying. It is not surprising that we had little sleep over those four days. It was a great relief to have leave. After debriefing, a meal and a change of uniform we travelled into Lincoln on the bus to catch a train to our respective homes. Two of us were travelling to London on the first part of our journey and after changing to a very full train at Grantham we both fell asleep exhausted in the corridor all the way to London and other passengers just walked over us.

There was relief, as always, as the enemy coast was crossed but no one could relax because of possible dangers ahead. The North Sea was very wide, wet and cold. Mechanical failures could occur from various causes not least from unsuspected enemy damage. The chances of survival if forced down into the North Sea were minimal. There was always the chance of bad weather over the base and collisions with other circling aircraft waiting to land. The circuits of other adjacent airfields were very close. It was easy to approach the wrong runway. There was also the possibility of enemy intruder aircraft in the airfield circuit.

One night we were returning below cloud at 3,000ft just off Cromer with other aircraft. Navigation lights were on. Suddenly cannon fire hit the aircraft. It was from the British Navy. Also attacked was aircraft JB 235 of the squadron. The noise was uncanny as red-hot shrapnel passed through the fuselage close beside us. We waited to see if any faults developed but things, so far, appeared normal. The Pilot called for reports and the Navigator said, "Ralph's been hit." Ralph was the Wireless Operator and sat in the centre of the aircraft with his back against the hefty main spar; this no doubt had shielded him from more serious injury. Squeezing past the Navigator I went to Ralph's aid to see that he had received wounds in his legs and shoulder area but the most serious at the time was a hole through one of his hands. Getting the first aid, I applied bandages and put a tourniquet on the wrist before going back to my duties in the front cockpit leaving the Navigator to watch Ralph, later returning at intervals to release the tourniquet to prevent gangrene setting in.

At Dunholme Lodge the weather was foul with low cloud and driving rain. The aircraft was required to circle for some time before getting position six for landing. Air Traffic Control had been informed that on board was a wounded aircrew member. Eventually our turn came to land but on the downwind leg of the landing circuit it was found that the undercarriage would not come down; it was obvious that the hydraulic fluid from the system had been lost. There was damage in the bomb bay area where the pipes were located. Fortunately,

the emergency air system was working and I was able to lower the undercarriage and flaps. The landing was very heavy.

At dispersal, when the engines were shut down, the levers that operated the fuel cocks failed to work and hung loosely down. The control cables in the bomb bay had been severed. Fortunately, no petrol lines to the engines had been damaged. There were shattered bomb doors, broken pipes and cables, holes in the tail plane and flying control rods shot through, luckily they held to keep control of the rudders and elevator. This new aircraft was taken out of service after one bombing trip. The original crew was now down to five having lost Ralph and Taffy and spare aircrew were to fill the rear gun turret and the wireless position on subsequent operations. Jock the Pilot, had been a Warrant Officer since the 6<sup>th</sup> of June and was now commissioned to the rank of Pilot Officer. Jimmy the Navigator, Hugh the Bomb Aimer and I were Flight Sergeants.

2<sup>nd</sup> October. Lancaster ED 426. Take off 18.36. Target Munich. 03.15

Two hundred and ninety-three Lancasters have attacked the target. Eight were lost. ED 426 bombed at 22.41 from 19,000ft.

On the 20<sup>th</sup> October after a raid on Leipzig, Jock, the Pilot, completed his tour of 30 operations and afterwards we sadly broke up leaving the others to complete their tours flying as spares with different crews. I still had four more to do. No longer would we experience the close friendship and respect that had built up over the last ten months flying, living and working together and going out on the town. The memory of the bond that bound us, especially in periods of great danger, would never fade. Such a depth of comradeship would not be experienced again.

Jock left the service in 1948. Hugh the Bomb Aimer became a Flying Officer on No. 97 Squadron, he was killed on 11 November 1944 whilst on a second tour. His name is on the RAF Memorial at Runnymede. Ralph the Wireless Operator settled in Bournemouth and suffered in his later years from the wounds received.

A commission was granted to Jimmy the Navigator. He left the Service in 1946. Sergeant G. Green was demobilised in 1945. Since those days there has been no contact with them but I was proud to have served with them.

I stayed on the Squadron as the Flight Engineer Leader as I had four more ops to do. These were with;

Plt Off Roantree in JB 466 on the 27<sup>th</sup> January 1944 to Berlin.

Plt Off Dickinson in JB 399 to Leipzig on the 19<sup>th</sup> February 1944.

Wg. Cdr. Adams, the CO, in JB 466 to Stuttgart on the 1<sup>st</sup> March 1944.

On the 15<sup>th</sup> March, I flew my last operation to Stuttgart with Pilot Officer Lett whose Engineer had suffered injury to his hands on their previous flight. The

Engineer, Alan Morgan, had gone back down the fuselage to assist the Wireless Operator who had passed out through lack of oxygen from a faulty portable oxygen bottle. Alan himself also passed out for the same reason. Whilst removing his gloves to assist the Wireless Operator his hands touched the severely cold metal of the fuselage and they became frostbitten. Meeting Alan 49 years later he showed me his damaged hands. *[Alan is still a Member. ED.]*

906 aircrew of No. 49 Squadron failed to return. This was a loss rate of 33% of the aircrew who flew with the Squadron.

Fifty years later, on the 24<sup>th</sup> April 1994 a Roll of Honour showing their Number, Rank and Name, date of death and place of burial was dedicated in the Fiskerton village Church of St. Clement of Rome.

In May 1995, a memorial was placed in the centre of the old airfield at Fiskerton to all those who were lost and those who served on the Station during the two and a half years from January 1943 to mid-1945.

I flew 211.50 hours by night on 30 sorties over enemy territory plus 2 almost to the enemy coast. Seventeen of the sorties had been in one Lancaster LM 306 with the Squadron letters EA-F (F for Freddie). The Targets were; The Ruhr = eleven, Berlin = four, Italy = three, Hamburg = two, eleven other German Targets and one Mining operation. I remember the stress, the tiredness, fear, and the pride in belonging to Bomber Command.

My next posting was in April 1944 to RAF Winthorpe near Newark where I had done my flying training, there to be a Staff Flight Engineer Flying Instructor. This was not much fun, as we had to fly old Stirling aircraft to teach new crews. This was to save new Lancasters for the operational squadrons.

Soon after my arrival there, I saw a Stirling approaching the airfield at about 1500 feet. The port outer engine caught fire and within minutes it dived into the airfield and exploded. The new crew of seven, a Staff Pilot and a Staff Engineer died.

On one flight, I had an engine doing 3800 revolutions when the maximum was 2800. There was every risk of the airscrew shearing off and hitting the cockpit. Fortunately, we got it under control.

After a few weeks and 32 hours of flying, 13 of them at night, I was sent out to all the Stations in Number Five Group Bomber Command to lecture on the new Airborne Lifeboat that was being introduced to the Air Sea Rescue Squadrons. When this was finished, I returned to my base at RAF Scampton and on the 19<sup>th</sup> July 1944 I was commissioned as a Pilot Officer. Shortly afterwards I was posted to RAF St. Athan in South Wales to train Flight Engineers. The introduction to the Officers Mess and its customs was a great experience; other Officers were most charming and helpful. It was an agreeable task teaching new aircrew the duties of a Flight Engineer.

Occasionally the Maintenance Unit on the other side of the airfield called for a Flight Engineer to assist the Test Pilots to fly Lancasters to and from the factory at Baginton. This became a pleasant task. Just the two of us, the pilot and engineer, flew the Lancasters on these flights. I can well remember these flights flying low over the Malvern Hills. During my posting at St Athan, I did the Flight Engineer Leaders Course from 20<sup>th</sup> June to 25<sup>th</sup> July 1945 despite the fact that I had been a Flight Engineer Leader on an Operation Bomber Squadron in 1943.

I spent happy years at St. Athan. In 1945 the war in Europe ended but there was the Japanese war to finish. Fortunately, the Atom Bomb finished that war and that saved many lives. Fifty-five thousand Bomber Aircrew had been lost.

On Monday the 16<sup>th</sup> February 1947, I reported for duty to Headquarters No 3 Group, Bomber Command at Royal Air Force Mildenhall.

On the Tuesday, I was posted to No.44 (Rhodesia) Squadron at Royal Air Force Wyton in Huntingdonshire. On Wednesday, I was once again in the air flying as the Flight Engineer to Flight Lieutenant Jack Wheeler in Lincoln RF 458. By the end of February there were over 6 hours of flying in both Lancasters and Lincolns.

Now back where I belonged there began the happiest two years of my RAF service. The high standards of peacetime service were now observed. The Squadron routines and with a comfortable room and pleasant facilities in the Officers Mess life was very enjoyable. The comradeship of colleagues was again being enjoyed.

*To be continued.*



# REMEMBRING THE BOYS

By

John Lowe

From the idyllic and picturesque hamlet of Lustleigh, nestling in the shadow of Dartmoor, came a group of Scouts, Leaders and parents. Their journey would eventually lead them to Hameldown and the Memorial stone that stands as a silent sentinel to the memory of the airmen from 49 Squadron whose lives ended there in 1941. They came because they wanted to. A young generation inspired and motivated through their recently acquired knowledge of the story that gives a clear insight into the secrets that bear witness to that stone.

In the sunshine; high on the slope of that beautiful heather covered landscape they paid their respects; laid their wreath and then fell silent after they had spoken aloud the names of those young aviators.

This poignant moment had not occurred by accident, it had been orchestrated to coincide with similar act of Remembrance taking place in Higher Cemetery in Exeter. This was the 21<sup>st</sup> March; the anniversary date of the loss of that 49 Squadron Hampden, seventy four years previously. I had received an invitation to present the story of *The Boys* in the Chapel of Rest in the Cemetery where two from that crew now lie side by side at peace. The organisers had decided that a brief service of Remembrance would be held first at their grave side. With that invited audience in attendance, on this particular day, came three very special guests. Coming together for the first time were the direct descendants of the two young men who now lay before them; neither had previously met. Together they walked forward and jointly and reverently placed their wreath between the headstones that stand in this quiet, consecrated ground.

Flt Lt Fred Hill DFC, representing 49 Squadron, in company with Sqn Ldr Hugh Pierce of today's Royal Air force, took his place before their headstones and in a clear, unwavering voice spoke these words,

‘Pilot Officer Wilson;  
Sergeant Ellis; Sergeant Brames; Sergeant Lyon:  
49 Squadron salutes you  
and mourns your loss.  
May you rest in peace.  
Amen.’



**L to R: S/Ldr Hugh Pierce RAF, Flt Lt Fred Hill DFC, Flt Lt J.F.C. Lowe, the Hartley Family - (Sgt. Ellis), Lord Nunburnholme and Family - (P/O Wilson)**

**Photo; Via John Lowe**

# OUR CHAIRMAN'S BIRTHDAY SURPRISE.

By

Alan Parr

Association 'Friend' Rolph Walker phoned to tell me that Stuart Keay would be 85 on March 5th and it would be nice to reunite him with a Lincoln, the type of aircraft that he flew, and on one occasion...bent!

The only one on public display in the U.K. is at RAF Museum Cosford so I agreed to contact Darren Priday, Conservation Manager and Honorary Friend, to see what could be done. Darren replied that he would be delighted to extend an invitation to us to visit the Michael Beetham Conservation Centre to see progress on the Handley Page Hampden, a type flown by 49 Squadron early in the war, and other aircraft.

Having stayed overnight with Rolph and Susan, the four of them were met at RAF Museum Cosford by Barbara and myself. Following coffee Darren, who had so kindly kept his diary free for us, collected us and escorted us to the Conservation Centre. Here Stuart was introduced to the many treasures that are under restoration including, as well as the Hampden, the RAF Museum's Wellington and the famous Dornier 17. *See Issue 36 of The 4T9er for a more detailed description of the work being carried out.*

As a former pilot Stuart was fascinated by the aircraft which, as they are under repair/restoration their innards are more easily viewed.

After a couple of hours it was time for Stuart to be reunited with a Lincoln. For those not familiar with this aircraft it is an enlarged version of the Lancaster and its heritage is most obvious. After some time wandering



around the aircraft, fascinated by Stuart's anecdotes, Darren left us. We continued our look at the big bomber and marvelling at its bulk. If you think that the Lancaster's bomb bay is big you should see the massive gut of the Lincoln.

It was then time to reunite Stuart with another of his 'types', this





posted away from 49 Squadron.

Continuing round the exhibits the anecdotes flowed, he has a remarkable recall of events so long ago but was prompted by the presence of so many

time a true 49er. The Cold War exhibition is the only place in the world where you can get all three V Bombers into one photograph. The main focus of our attention however was Valiant XD818 which, in the hands of W/C Hubbard, O/C 49 Squadron, dropped Britain's first megaton nuclear bomb. Stuart flew Valiants after he was

types with which he was associated.

No. 4 hangar contains many more wonderful aircraft but by this time fatigue was setting in and we decided to save them for another day.

Stuart's special day was suitably rounded off by Rolph and Sue giving us dinner, and Stuart a birthday celebration, at their home.

Our sincere thanks go to Darren for a memorable visit and to Rolph and Sue for accommodating Stuart and Pat and inviting Barbara and myself.



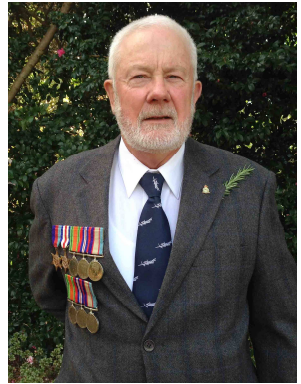
Photo: Darren Priday

**L to R: Susan Walker, Pat Keay, Rolph Walker, Stuart Keay, Barbara Parr, Alan Parr**

# ANZAC DAY

By

**Graham Bairnsfather**



25<sup>th</sup> April 2015 in Australia marked 100 years since its involvement in WW1 and as such has been treated as the most important day on the Australian calendar.

There have been many detractors, however, claiming that we were invaders in a foreign land, terrorists and puppets doing the bidding of another country and were glorifying war. That I suppose is what free speech is all about and although the majority of Australians disagree with their ramblings they are entitled to their two bob's worth without the worry of being tossed in gaol for their beliefs.

My uncle, Ralph Bairnsfather, was a bomb aimer with 49 Squadron RAF and was killed on the 7<sup>th</sup> March 1945 along with three other crew members after a bombing raid to Harburg oil refinery, Germany. For the last ten years my daughter Jane and I have taken turns proudly wearing Ralph's service medals to ANZAC Day and Bomber Command Memorial services.

This year, however, was an emotional bombshell for the family. My father, Hugh, aged 95, died on 18<sup>th</sup> April after he had a fall and broke his humerus a week earlier. Dad had served with the Australian Army and was stationed in northern Australia defending the airstrips there from the Japanese.

ANZAC Day in Bowral NSW (where I live) had the biggest turn out of marchers and spectators the town has ever seen. It was with great sadness and extreme pride that I pinned my Dad's medals under Ralph's on my right chest and pinned the traditional sprig of rosemary on my left lapel. Rosemary was found to be growing wild on the Gallipoli peninsula and therefore has particular significance. I also carried in my memory that my Grandfather, John, survived the Boer War, Gallipoli and the Western Front and died in 1956. I marched proudly down the main street of Bowral towards the town's war memorial along with many honouring their families, veterans of WW2, Korea, Vietnam and the ongoing conflicts where our servicemen are currently deployed. The day was fine and the warm sun filtered through the colouring autumn leaves as we commemorated those who had served and who had died on active duty. Emotions were high all around and tears flowed freely, I managed to hold it together until the hymn, 'Abide with Me'. To be in the company of servicemen and women and those honouring family on this special day is a humbling experience and something that I know will be carried on each year with the same reverence."



## FORTHCOMING EVENTS AT EAST KIRKBY

**Lanc. Tank and Military Machines** Sat 23rd May 2015 - Mon 25th May 2015

Experience a military weekend including an M36 Jackson tank destroyer, Lancaster taxi runs, military vehicles, trade stands and flying display (Mon only)!!

**UK Buell and Vincent Motorcycle meet** Mon 25th May 2015

A meeting of 250-300 Buell and Vincent motorcycles.

**'Jane and her little friends'- Car photoshoot** Sat 6th June 2015

Have a photo of your car with the Lancaster!

**Lincolnshire bike night** Wed 17th June 2015

Gathering of hundreds of Bikes of all makes to watch an evening engine run of the Lancaster.

**Open Lancaster Day** Sat 20th June 2015

A day when we open the Lancaster to the public with both interior and exterior tours.

**Rover Car Rally** Sun 12th July 2015

Annual Rover Car Rally at the Centre. There will be a Lancaster taxi run at 11am, 1.00pm and 3.00pm.

**East Kirkby Air show 1st August 2015** Sat 1st August 2015

The largest ever airshow to take place at the Lincolnshire Aviation Heritage Centre with three hours worth of flying.

**WEAR  
THE  
49  
SQUADRON  
BADGE  
WITH  
PRIDE**



Polo shirts, T-shirts and sweat shirts are available with the 49 Squadron badge and Association lettering. The example shown is in Navy blue but a range of colours and sizes is available. Quote Ref: MIL/49 SQN Assoc

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

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

## READER'S LETTERS

*Associate Member Robert McEneaney wrote:*



Photos: Via Robert McEneaney

**Rebecca & Anthony McEneaney.**

"I hope you are well, just a note to let you know we visited the Bomber Command Memorial yesterday [15 March ED.] on the 71<sup>st</sup> anniversary of the loss of ND474 to lay flowers and a tribute to our relatives, the 49 Squadron and Bomber Command.

"We also held a service at our local church to honour the crew and the people of Bolstern who laid to rest our relatives in their village Church graveyard back in 1944.

"As you know from previous reports on our trip last year "Our Boys" continue to be remembered each year by the people of that little village and they continue to place flowers and maintain the memorial for which we are very grateful.

"We, the Relatives Group, are in contact with our friends in Bolstern and informed them that a service would be dedicated to them on the anniversary of our visit last year and our intention is for this to continue in the future close to the date of the anniversary. It is our wish that such gestures will help to maintain the bonds of friendship that exist and should, God willing, we or other relatives make a trip to Bolstern in the future we will have maintained the strong links between us.

"We have also attached a photograph of our group (all 49ers – young and not so young) following our church service yesterday. The priest Fr John McKenna made the journey with us to Bolstern last year and is a relative of F.Sgt Terence McEneaney Navigator and Louise, as you know, is a niece of Sgt Ronald Hoole Flight Engineer."



***The following letter was sent to Germany:***

To Anton Stork and the Villagers of Bolstern.

Dear Friends

As we approach the first anniversary of our visit to your village and the unveiling of the Bolstern Memorial we continue to treasure the wonderful memories of our time together.

We are therefore pleased to confirm that we have arranged for a Mass, dedicated to the People of Bolstern, to be offered on Sunday 15<sup>th</sup> March at our Parish Church, St Gregory the Great, here in London.

Fr John McKenna, who was part of the relatives group that made the journey with us last year, will celebrate 11.30am Mass in your honour.

It is our wish to continue to hold this service annually to remember your kindness and the bond of friendship that now exists between us.

With God's help it remains our intention to visit Bolstern again in the future.

Sincere best wishes to you all.

Louise Dexter and Robert McEneaney

Relatives Group.

***The following reply was received:***

Dear Louise, dear Robert,

Thank you for your message. I have forwarded it to Father Shinto. Pastor Höfer, who has led the Mass in Bolstern on Sunday, has read the letter at the beginning of the service. Since I was sick, I was not able to attend the fair. But it was reported to me that the visitors were very touched and impressed by your message. We often think back to your visit and your generosity at the commemoration last year. We hope that you had a worthy memorial service in London and have a nice weekend. It would be nice if we could see each other again soon, in order to strengthen our solidarity and friendship, to also to contribute to a better understanding of the people of our homelands for each other.

On behalf of the Bolsterner citizens, I thank you very much for you.

***Quite an amazing "Post" onto the Association's Facebook page was forwarded to the Editor by our Webmaster, Malcolm Brooke. It came from non Member Buzz Hope:***

"'...and in the morning'

"Seventy-one years ago today, Friday 31 March 1944 heralded the end of the Battle of Berlin which had started with a raid on the capital on the night of Thursday, 18/19 November 1943 when 440 Lancaster's and 4 Mosquitos attacked the capital....

"The period of the Battle of Berlin resulted in 29,459 sorties being flown. Bomber Command aircraft dropped 78,477 tons of explosives during the battle.

Bomber Command during this long hard fought battle had suffered the loss of 1,362 aircraft struck off charge. From this number of aircraft there were 8,684 casualties, 6,515 airmen died, 217 airmen injured, 1,791 airmen became Prisoners of War, 140 airmen evaded capture and 21 airmen were interned in a neutral country. Not forgetting the other casualties that returned in aircraft that were repaired and carried on with operations!

“Berlin itself had been the main-force target on 24 occasions, a total of 9,105 aircraft crews were briefed and 8,120 aircraft actually attacked dropping 15,254 tons of high explosives and 14,550 tons of incendiaries. The raids destroyed 19,423 acres to various degrees and had destroyed 33% of the target area. The cost was high in men and material with the loss of 600 aircraft, from these aircraft there were 3,941 aircrew casualties: 3,049 airmen died, 106 airmen injured, 744 airmen became Prisoners of War, 35 airmen had evaded capture and 7 airmen were interned in a neutral country. Not forgetting the other casualties that returned in aircraft that were repaired and carried on with operations!

“Telegrams from the Air Ministry had totalled nearly 9,000 during the Battle of Berlin which had gone out to families and loved ones.

“Friday morning 31st March 1944 was no exception with over 721 telegrams going out to the next of kin.

“The previous night, 937 sorties were flown by Bomber Command. A total of 155 aircraft had been briefed to carry out diversionary and support operations while 782 aircraft were despatched, to attack Nuremburg. Of the 782 aircraft, 512 would actually bomb Nuremburg, the remainder (119) bombed various targets including Bamberg 30 miles North of Nuremberg and 48 crews took back bombing 'aiming point' photographs of Schweinfurt. From the aircraft despatched there were 106 aircraft 'Struck off Charge':- 1 aircraft crashed on take-off, 2 aircraft returned so badly damaged were deemed beyond economical repair and 8 aircraft crashed on return, 95 aircraft failed to return: 10 the result of Flak, 76 by fighter, 1 aircraft shot down by friendly fire 3 by probable fighter attack, 2 by probable flak, 1 aircraft shot down by combined fighter and flak damage and 2 aircraft collided.

“From the 106 aircraft 'Struck off Charge' from the night's operations there were 721 casualties: - 542 killed, 6 airmen injured, 161 airmen became Prisoners of War and 12 airmen evaded capture.

“Of the 542 killed there were 372 from the Royal Air Force, 47 airmen from the Royal Australian Air Force, 109 airmen from the Royal Canadian Air Force, 10 airmen from the Royal New Zealand Air Force, 2 from the Royal Norwegian Air Force and 2 Belgium Army agents. The average age from the information available was 24½ years old. “Of those that died that night, Thursday 30th March 1944, a total of 418 airmen lie in 6 cemeteries in Germany, 41 airmen lie

in 3 Belgium cemeteries, 13 airmen rest in 2 French cemeteries. A total of 26 airmen rest in 20 cemeteries around the United Kingdom and 40 airmen have no known Grave and are remembered on the Runnymede Memorial, Surrey. The resting place of the two agents and the 2 RNoAF graves?

“The youngest airman killed on the night of Thursday, 30th March was 1804016 Sgt. J.P. Mackilligin RAFVR (18), an Air Gunner with No.106 Squadron (No.5 Group) in a Lancaster which was the 93rd aircraft down; possible fighter attack. The oldest was 1329560 Sgt. R.H. Paxton RAFVR (39) a Flight Engineer with No.550 Squadron (No.4 Group) and he was in a Lancaster which was the 4th aircraft: shot down by flak near Leige, Belgium.

“From the night’s operations Thursday 30th March 1944 those that died from the 106 aircraft.”

F/S ADAM W.J. RAFF  
SGT ADAMS L.R. RAF  
W/O ADAMS R.H. RAF  
F/O ADAMSON W.I. DFC RAF  
SGT ADDY D. RAF  
SGT ALLAN W.J. RAFF  
SGT ALLEN J.B. RCAF  
SGT ANDERSON D.A. RAF  
W/O2 ANDERSON F. RCAF  
**F/S ANDERSON H.H.W. RNZAF**  
SGT ANDERSON L.G. RCAF  
P/O ANDERSON P.R. RAF  
SGT ARMSTRONG R. RAF  
P/O ARNEIL A.S. RAF  
F/S ASHTON T. RAF  
F/S ASPIN V.E. RAF  
SGT ASPLEN R.J. RAF  
SGT ATKINS R.J. RCAF  
SGT ATKINSON D. RAF  
P/O ATKINSON J.L. RAF  
SGT BAKE E. RAF  
W/O2 BAKER N. RCAF  
**SGT BAKER T.C. RAF**  
SGT BALDWIN J. RAF  
SGT BARRATT W. RAF  
F/O BARTON C.J. VC RAF  
SGT BATCHOUSKI W.J. RAF  
F/S BATES E. RAF  
SGT BATES J.E. RAF  
P/O BATTEN-SMITH J. DFC RAF  
W/O BAXTER J.C. DFM RAF  
F/S BAYLEY R.F. RAF  
F/S BEACH R.B. RCAF  
F/O BEAUMONT J.E. RAF  
P/O BEER H.E. RAF  
SGT BEILBY P.R. RAF  
F/S BELYEA A.C. RCAF  
SGT BERRY J.L.P. RCAF  
F/S BICKFORD D.F. RAF  
SGT BILLSON D.R. RAF  
SGT BINDER J.P.G. RAF  
F/S BIRCH E. RAFF  
S/L BISSETT J.M. DFM RCAF  
F/S BLAKE W.E. RAF  
SGT BLOOMFIELD D.B. RAF  
SGT BOLTON J.S. RAF  
SGT BOON R.J.A. RAF  
F/O BOWLING H. RAF  
SGT BOWYER N.H. DFM RAF  
SGT BOYD F. RAF

F/S BOYLE B.P. RAFF  
SGT BRADSHAW A.J. RCAF  
F/S BRAY K. RAF  
SGT BREAKER J. RAF  
SGT BREAR J. RAF  
F/S BRICE A. RAF  
**SGT BROAD L.H. RAF**  
F/S BROCKWAY G.W. RCAF  
P/O BROOKS J. RAF  
F/S BROUGHAM G.G. RAFF  
SGT BROWN P.H. RAF  
F/S BUCKINGHAM E.M. RAF  
F/S BUCKLAND J.W.J. RAFF  
F/O BULL A.D. RAF  
W/O2 BURKE D.W. RCAF  
P/O BURNETT W.H. RAF  
F/S BUTTERWORTH H.R. RAF  
SGT BYATT C.V. RAF  
SGT BYTH R. RAF  
F/L CADMAN A.R. DFM RAF  
F/L CAREY D.M. DFC RCAF  
F/O CARLETON R.H. RCAF  
SGT CARR J.H. RAF  
F/S CATO R.L. RNZAF  
P/O CHADWICK-BATES A.G.J. DFC RAFF  
SGT CHAPPELL L.A. RAF  
P/O CHARLESWORTH T.G.W. RAF  
SGT CHASTON D.A. RAF  
F/S CHURCHILL D.A. RAF  
S/L CLACK K.A. DFM RAF  
F/S CLAPHAM W.P. RAF  
SGT CLARK H.A. RCAF  
F/S CLARK R.L. RAFF  
SGT CLARKSON R.L. RCAF  
SGT CLAYTON A.J.H. RAF  
SGT CLULOW G.F. RAF  
SGT COFFEY H.M. RCAF  
**F/O COLHOUN W.A.L. RAF**  
SGT COLLIER R.A.J. RAF  
SGT COLLINS G.R. RAF  
F/O COLVILLE F. RAF  
P/O COND R.H. RAF  
SGT CONNELL T.S. RAF  
F/L COOK A.J. RAF  
SGT COOKE A. RAF  
P/O CORBALLY J.C. RCAF  
F/O CORCORAN M.M. RAFF  
P/O COTTON-MINCHIN C.H. RAF  
SGT COTTRELL N.R. RAF  
SGT COUP J. RAF

F/L CRACKNELL W.C. RCAF  
F/O CRAIG J. DFC RCAF  
SGT CRAVEN L.J. RAF  
P/O CROMBIE D.C.C. RAFF  
SGT CRORY W. RAF  
F/S CROSLAND A.H. RCAF  
F/O CRUSE W.L. RCAF  
W/O2 CULLEN S.H. RCAF  
F/O CUMMINS A.P. RAF  
F/O CURRIE E.J. RAF  
SGT CUTLER D.G. RAF  
F/S DADDS K. RAF  
SGT D'ARCY J.B. RAF  
SGT DAVIS C.F.C. RAF  
F/S DAWSON T. RAF  
SGT De WITT A.M. RCAF  
P/O DEATH A.H. RCAF  
Lt DEPREZ R. Agent  
F/O DEVON H.A. RAF  
F/S DEVOY A.G. RCAF  
F/L DICKINSON A. RAF  
SGT DICKSON R. RAF  
F/L DIGNEY R.J. RCAF  
SGT DIXON L.H.J. RAF  
P/O DIXON W.A. RCAF  
F/O DOIG J. RCAF  
P/O DONOVAN C.A. RAF  
F/O DOYLE J.C.P. RAF  
F/S DRAKE A.G. RAF  
F/O DUCHARME J.J.A. RCAF  
F/S DUFF T. RAF  
SGT DYSON J.D. RAF  
SGT EASTMAN R.A. RAF  
SGT EDMONDSON N.T. RCAF  
P/O EDWARDS D.H. RAF  
**SGT ELLAM K. RAF**  
SGT ELLICK M. RAF  
P/O ELMY G. RAF  
F/O ESPEY E.C. RAF  
SGT ESSON P.A. RAF  
SGT EVANS L.J. RAF  
F/S EVANS S. RAF  
P/O EVANS T.A. RAF  
SGT FARLEY A.W.V. RAF  
F/S FARNELL E.A. RAF  
F/S FENNELL R.B. RAF  
SGT FERGUSON L.A. RCAF  
F/O FERRIER J.S. RCAF  
F/S FLETCHER T.S. RAF  
SGT FORD W.V. RAF

F/S FOSTER C.G. RNZAF  
 SGT FOX C.E.R. RAF  
 SGT FRANCE W.E. RAF  
 F/O FRANCIS E. DFC RAF  
 SGT FRANCIS K.G. RAF  
 SGT FRITH S.P. RAF  
 P/O FROST C.A. RAF  
 F/O FROST H.C. RAF  
 SGT FULLER F.T. RAF  
 SGT FURLONG P. RAF  
 SGT GARDINER K. RAF  
 W/O GARDNER V. DFM RAF  
 F/S GARRATT J.C. RAF  
 SGT GAULD E.A. RAF  
 SGT GIBSON W.M. RAF  
 F/S GILL J.T. RAAF  
 Lt GIROULLE A. Agent  
 F/S GLASS S. RAF  
 F/O GLOVER H.D. RAF  
 SGT GODDARD A.A.F. RAF  
 W/O GODDARD O.J. RAAF  
 SGT GOODALL J.A. DFM RAF  
 SGT GOSKIRK J.D. RAF  
 F/O GOURDEAU A.E. RCAF  
 SGT GRANT J. RAF  
 F/S GREEN K.C. RAAF  
 SGT GREEN K.E. RAF  
 F/O GREENACRE G.C.G. RAF  
 SGT GREENFIELD R.E. RAF  
 F/S GREGORY F. RAF  
 F/S GROVES J.V. RAF  
 SGT GUTHRIE J.C. RAF  
 F/S GUY W.A. RAF  
 SGT GWYNNE W.J. RAF  
 SGT HADEN W. RAF  
 F/S HALL T.W.J. DFM RAF  
 P/O HALL W.C. RCAF  
 SGT HAMLIN J. RAF  
 P/O HAMMOND D.W. RCAF  
 F/S HARGREAVES C.H. RAAF  
 P/O HARNISH C.R. RCAF  
 SGT HARPER R.T. RAF  
 P/O HARRIS J.A. RCAF  
 SGT HARRIS J.F. RAF  
 F/S HARVEY D.V. RAAF  
 P/O HASTE J.A. RAAF  
 P/O HAWKES L.M. RCAF  
 SGT HAWKSWORTH F. RAF  
 P/O HAYCOCK R.C. RCAF  
 F/S HAYNES A. RAF  
 F/O HENRY J.W. RAF  
 SGT HEPWORTH H.L. RAF  
 P/O HERGOTT G.A. RCAF  
 F/S HEYS D.S. RAF  
 SGT HILDRETH J.A. RAF  
 F/S HILL E. RAF  
 S/L HILL F.P. DFC RAF  
 SGT HILL H.R. RAF  
 F/S HILL R.P.G. RAF  
 SGT HILLIS J. RAF  
 F/S HIRST T.J. RAF  
 F/S HOBBS F. RAF  
 SGT HOLLOWAY V.S. RAF  
 SGT HOOKER D.A. RAF  
 SGT HORSFIELD A. RAF  
 SGT HORTON R.A. RAF  
 F/O HOWARTH J. DFM RAF  
 F/S HOWES H.G. RAF  
 F/S HUGGETT N.G. RAAF  
 SGT HUGHES A.W. RAF  
 P/O HUGHES G.S. DFC RAAF  
 SGT HUGHES T. RAF  
 F/O HUTCHINSON M.G. RNZAF  
 F/L HYDE L.V. DFC RAF

P/O IRVING D.J. RAAF  
 SGT JACK P. RAF  
 F/O JAMES W.K. RAF  
 SGT JAMES W.N. RAF  
 SGT JAMIESON A.J.N. RAF  
 SGT JAMIESON J. RAF  
 F/S JARVIS E.F. RCAF  
 F/S JEFFERIES A.H. CGM RAF  
 SGT JEFFERY G.W. RAF  
 SGT JEFFERY K.A. RAF  
 SGT JENKINS W. RAF  
 SGT JOHNS R.G. RAF  
 CAPT JOHNSEN F. RNoAF  
 P/O JOHNSON A.G.G. RAF  
 SGT JOHNSON A.J. RAF  
 SGT JOHNSON E.G. RAF  
 SGT JOHNSON R. RAF  
 SGT JOHNSTON A.O. RAF  
 WO2 JOHNSTON E.C. RCAF  
 F/O JOHNSTON J.G. RAF  
 W/O JOLLEY K.A. DFC RAAF  
 F/S JONES A.P. RAF  
 SGT JONES G. RAF  
 SGT JONES S. RAF  
 S/L JONES S.D. DFC RAF  
 SGT JONES W.D. RAF  
 SGT KARSMAN R.G. RNoAF  
 SGT KASHER F. RAF  
 SGT KEIGHTLEY F. RAF  
**P/O KELLOW L.G. RAF**  
 SGT KELLY R.F. RAF  
 SGT KENDRICK A.C. RAF  
 SGT KENDRICK H. RAF  
 SGT KENSETT J.H. RAF  
 F/S KING S.G.R. RAAF  
 F/O KRUGER C.W. RCAF  
 WO2 LABERGE D.J. RCAF  
 F/O LABOW J.I. RCAF  
 F/O LAIDLAW J.D. RCAF  
 S/L LAIRD G.J. DFC RCAF  
 SGT LAMBERT P.H. RAF  
 SGT LANAGHAN T. RAF  
 SGT LANE R.M. RAF  
 F/O LARSEN J.L. RAF  
 SGT LATHAM A. RAF  
**SGT LATHAM J. RCAF**  
 F/O LAVERY T.W. RCAF  
 F/S LAWLEY R. RAF  
 SGT LAWRENCE H.R. RAF  
 SGT LAX D.G. RAF  
 F/S LEAHY F.G. RAF  
 P/O LEATHERDALE C.G. RCAF  
 F/O LECLAIRE J.J.H.G.G. RCAF  
 F/O LEGARD P.E. RAF  
 SGT LEGGETT A.E. RAF  
 SGT LIDDLE T.B. RAF  
 SGT LINDSAY W. RAF  
 F/O LING J.G.R. RAF  
 F/O LITCHFIELD R.F. RCAF  
 SGT LITTLEWOOD W.A. RAF  
 P/O LLEWELYN R.E. RAAF  
 SGT LOCKE R.E. RAF  
 F/S LOCKWOOD L. RAF  
 SGT LONGTON H. RAF  
 SGT LOVE J.W. RAF  
 SGT LOW G.J. RAF  
 SGT LYNCH P.J. RAF  
 F/L LYON C.A. RAF  
 F/O MacAULAY N.A. RCAF  
 SGT MacDONALD R.J. RAF  
 SGT MacKENZIE C.D.F. RAF  
 SGT MACKILLIGIN J.P. RAF  
 W/O MacLEOD E.R.F. RAAF  
 P/O MAJCHROWICZ F.R. RCAF

F/O MARRIAN N. RAF  
 SGT MARRIOTT K.R. RAF  
 F/O MARSHALL J.B. RAF  
 SGT MARTIN E. RAF  
 P/O MATHESON K.D. RNZAF  
 SGT MATON R.J. RAF  
 SGT MATTHEWS C.A.W. RAF  
 SGT MAUGHAN D. RAF  
 P/O MAW A.D. RCAF  
 SGT MAY J.A. RAF  
 F/S McA AIKMAN W. RAF  
 F/L McC HUDSON H. RCAF  
 P/O McC KIPPEN E. DFC RAF  
 F/S McCLEAN J.A. RAF  
 SGT McCLENAGHAN H.F. RAF  
 SGT McCONNELL S. RAF  
 F/S McCORMACK D.P. RAF  
 S/L McCREANOR M. RAF  
 F/S McCREARY J.D. RCAF  
 SGT McCULLY E. RAF  
 F/S McD RADLEY K. RAAF  
 F/L McFADDEN A.S. RAF  
 SGT McFADDEN T.C. RAF  
 SGT McGAHEY J. RAF  
 SGT McGHIE J. RAF  
 F/S McGILL A.H. RAF  
 SGT McINNES J.E. RCAF  
 P/O MCINTOSH D.B. RAF  
 SGT McINTYRE D.V.N. RCAF  
 P/O McL AWREY D. DFC RCAF  
 SGT McL DONNELLY H. RAF  
 SGT McLENNAN A.W. RAF  
 F/S McNAY I.R. RCAF  
 SGT McNEIGHT H.G. RAF  
 F/O McPHEE W.N. RCAF  
 SGT MENARY B.H. RAF  
 SGT MENELL D.V. RAF  
 P/O MERRITT J.P. RCAF  
 S/L METZLER H.W. RCAF  
 SGT MILLS R.C. RAF  
 WO2 MILWARD L. RCAF  
 SGT MITCHELL P.L. RCAF  
 F/S MOGALKI R.E. RCAF  
 SGT MONK E.J.P. RAF  
 SGT MONKS H. RAF  
 W/O MOODY G.D. RAF  
 F/S MOONEY J.M. RAAF  
 F/S MOORE E.R. RAAF  
 W/O MOOSMAN M.C. RNZAF  
 SGT MORGAN A.R. RAF  
 SGT MORRIS J.W. RAF  
 P/O MORRISON J. DFC RAF  
 S/L MOSS E.H. DFC RAF  
 SGT MOSS L. RAF  
 SGT MOTTS G.E. RAF  
 P/O MOUCHET M.R.N. RCAF  
 SGT MOULDING E.R.R. RAF  
 P/O MOXEY W.G. RAAF  
 F/O MUNNERY N.G.P. RCAF  
 F/O MUNRO G.E. RCAF  
 W/O MURPHY J.A. RAAF  
 SGT MYLES G. RAF  
 P/O NARUM C.R. RCAF  
 F/S NEWMAN J.B. RAAF  
 SGT NEWMAN P. RAF  
 P/O NEWSTEAD F.L. RAF  
 SGT NICHOLL J. RAF  
 S/L NICHOLLS T.M. RAF  
 SGT NICHOLSON J.A. RAAF  
 SGT NORRGROVE J. RAF  
 SGT NORRIS A.B. RAF  
 SGT NORTON L.V. RAF  
 F/S NOSKE J.A. RAAF  
 F/O NOWELL D.C. DFM RAF



SGT NUTLEY B. RAF  
 F/O O'BRIEN C.E. RCAF  
 SGT OGBORNE R.H.F. RAF  
 F/S O'NEILL W.P.H. RAF  
 SGT ORD J. RAF  
 P/O ORR H.F. RCAF  
 SGT PAGE H.F. RAF  
 F/L PALMER E.H. DFC RAF  
 P/O PANTON C.W. RAF  
 F/O PAQUIN F.F.F. RCAF  
 F/S PARKER R.H.G. RAAF  
 F/S PARKINSON C.R. RNZAF  
 SGT PARMENTER R.S. RAF  
 SGT PATEY F.B. RAF  
 P/O PATTISON A.B. RCAF  
 P/O PATTON A.A. RCAF  
 F/S PAXMAN L.G. RAAF  
 SGT PAXTON R.H. RAF  
 SGT PAYNE C.C. RAF  
 F/O PEAKE C.E. RAF  
 SGT PEALL L.W.A. RAF  
 F/S PEEL L.F. RAAF  
 P/O PEPIATT F.W. RCAF  
 SGT PERCIVAL S. RAF  
 SGT PETTIS W.G.S. RAF  
 SGT PHILLIPS F. RAF  
 F/S PICKIN E. RAF  
 SGT PINKS A.E. RAF  
 SGT PITFIELD A.S. RAF  
 P/O PITMAN R.H. RAF  
 SGT POND E.R.W. RAF  
 SGT POOLE G.A. RAF  
 SGT PRADA I. RAF  
 P/O PREECE G.L. RCAF  
 SGT PREST W. RAF  
 SGT PRIOR J.E. RAF  
 F/L PROCTER G.A. RAF  
 F/S PUTT M.E. RAF  
 F/O PUVER J. RAF  
 P/O RATHWELL W.R. RCAF  
 SGT READ L.E. RAF  
 F/S REGAN W.T.A. RAF  
 F/O REID E.K. RCAF  
 SGT REYNOLDS G.T.W. RAF  
 SGT RHANEY F.V. RAF  
 WO2 RICE A.N. RCAF  
 SGT RICHARDSON H.W. RAF  
 SGT RICHARDSON J.F. RAF  
 P/O RIDDLE B.C. RNZAF  
 SGT ROBERTS C. RAF  
 SGT ROBERTS R.R. RAF  
 SGT ROBERTSON G.S. RAF  
 F/O ROBINSON L.E. RCAF  
 F/L ROBINSON M.U. RNZAF  
 SGT ROGERS T.J. RAF  
 P/O ROSE C.A. RAAF  
 F/S ROSS A.H. RAF

WO2 ROST W.F. RCAF  
**SGT ROWCLIFFE D. RAF**  
 F/L ROWLANDS D.H. DFC RAF  
 P/O RUSH E.J. RCAF  
 W/O SALT B. RAF  
 F/S SANDERSON V.A. RAF  
 P/O SAPRUNOFF S. RCAF  
 F/S SARGENT W.E. RCAF  
 F/S SCHMIDT C.J. RAAF  
 SGT SCHOFIELD B.H. RAF  
 SGT SCOTT G.W. RAF  
 SGT SEHLIN D.L. RCAF  
 P/O SHANNON R.A. DFM RCAF  
 P/O SHEAHAN J.J.H. RCAF  
 SGT SHEPHERD J. RAF  
 WO2 SHOENER K.F. RCAF  
 F/S SHROPSHALL K.J. RAF  
 F/S SHUTTLE F.W. RAF  
 SGT SIDDALL D.F. RAF  
**SGT SILVER S.G. RAF**  
**SGT SIMMONS W.A. RAF**  
 SGT SIMPSON H. RAF  
 P/O SIMPSON L. RAF  
 SGT SKELCHER F.W. RAF  
 F/O SMART R.H. RAF  
 SGT SMEDMORE W.H.F. RAF  
 SGT SMITH D.L. RAF  
 P/O SMITH F.R. RAF  
 P/O SMITH L.H. RCAF  
 F/S SMITH L.S. RNZAF  
 F/S SMYTH J. RAF  
 F/O SOEDER W.E.P. RCAF  
 F/S SPARGO W.H. RAAF  
 F/S STANTON A.J. RCAF  
 SGT STANTON F. RAF  
 F/O STEMBRIDGE M.M. RAF  
 SGT STEVENS J. RAF  
 SGT STEWART D. RAF  
 SGT STILLIARD M.M. RAF  
 SGT STORER F. RAF  
 SGT SUDDICK L.S. RAF  
 SGT SUMMERSCALE K.L. RAF  
 P/O SUTTON J. RAF  
 P/O TATE R.J. RAF  
 SGT TAYLOR R.F. RAF  
 F/L TAYLOR A.G. DFC RAF  
 F/O TAYLOR J.R. RCAF  
 P/O TAYLOR R. DFC RAF  
 SGT THIBEDAU R.F. RCAF  
 F/S THOMAS E.R. RAF  
 F/S THOMAS R. RAF  
 F/S THOMPSON F. RAF  
 SGT THOMPSON J.S. RAF  
 F/S THOMPSON R.F. RAF  
 F/S THOMPSON T.W. RAF  
 SGT THOMSON G. RAF  
 P/O THOMSON J.H. DFM RAAF

SGT THOMSON R. RAF  
 F/O THOMSON R.K. RCAF  
 SGT THORNTON G.H. RAF  
 P/O THORNTON J.H. RCAF  
 F/O THORPE A. RAF  
 SGT THORPE G.R. RCAF  
 W/O TIMPERLEY R. RAF  
 SGT TINDAL R.W. RAF  
 F/S TIVEY G. RAF  
 WO2 TOPPING F.W. RCAF  
 F/O TOPPINGS I.J. RCAF  
 F/S TORBET G.D. RCAF  
 F/S TRAEGER E.H. RAAF  
 F/L TREVOR-ROPER R.A.D. DFC, DFM RAF  
 F/S TRODD G.W. RAF  
 SGT TYLER M.J. RAF  
 S/L UTZ E.A.G. DFC\* RAAF  
 F/O UYEN W. RCAF  
 F/O VAN FLEET R.D. RCAF  
 F/S VAUGHAN J.G. RCAF  
 SGT VIVOUR B.B. RAF  
**SGT WALFORD L.E. RAF**  
 SGT WALKER G.W. RAF  
 SGT WALKER P.F. RAF  
 SGT WALLIS N.L. RAF  
 SGT WANGLER A.L. RAF  
 F/S WARD K.W. RAAF  
 SGT WASH E.W. RAF  
 SGT WASHER L.G. RAF  
 F/L WEBB H.J.L. RAF  
 F/O WELLER R.J. DFM RAF  
 F/S WEST G.W. RAF  
 SGT WEST H. RAF  
 SGT WEVILL R.T. RAF  
 F/O WHITAKER R.A. RAF  
 F/S WHITBREAD L.J.H. RAF  
 F/O WHITE R.J. DFM RCAF  
 F/S WHITEHEAD A. RAF  
 SGT WHITFIELD E.N. RAF  
 SGT WHITLEY J.W. RAF  
 F/S WILKINS E. RAAF  
 F/S WILLIAMS A.H. RAAF  
 SGT WILLIAMS A.T. RAAF  
 P/O WILLIAMS G.H. RAF  
 F/S WILSON A.H. RAAF  
 S/L WILSON C.H. DFC RAF  
 F/O WILSON J.H. RCAF  
 WO2 WILSON R.A. RCAF  
 W/O WOOD G.R.N. RAAF  
 SGT WOODS E.H. RAF  
 F/O WOODS F.W. RAF  
 SGT WORBOYS N. RAF  
 SGT WRIDE H. RAF  
 SGT WRIGHT H.A. RAF  
 SGT WYNESS L.H. RAF  
 F/O ZULAUF F.R. DFM RCAF

*Whilst I have been aware of the horrendous losses of the raid it is the first time that I have seen a list of the names. When seen together like this it brings home even more the terrible loss of men that Bomber Command suffered that night.*

*16 Lancasters of 49 Squadron took off from Fiskerton of which two failed to return. The names of the eleven 49ers who died are shown in italics in the above roll. It will also be seen that the name of P/O C.W.Panton, the brother of Fred and Harold Panton, appears. It is in Chris's memory that the Lancaster 'Just Jane' at East Kirkby is dedicated.*

***New Associate Member Peter Harvey sent this e-mail after the service on Hameldown Tor:***

“I am very happy to involve my Scouts in such events as I believe remembering individuals helps them to bring home the sacrifices made by all of Bomber Command and think a bit more of Remembrance Day.

“We had families from both sides present at the service, one parent had a grandfather who serviced RAF Aircraft but who's great grandfather was a German stretcher bearer in the Great War!

“All of the Scouts present have been given a free camp and hike as a way of my saying thank you for attending.

“I would very much like to become a member of the Association, and hope to be of service in any way I can. We are currently planning another family visit to my uncle's grave at The Reichswald War Cemetery, Germany later this year.”

*Peter is now an Associate Member.*

***Non Member Olek Brzeski e-mailed:***

“I live as a British ex-pat in a small Normandy village by the name of Lyons La Forêt. About 2 miles away we have the crash site of 49 Squadron Lancaster ND533 E-AM.

“This year, as we do every year, we are holding a ceremony of remembrance for the crew. The date is June 13th, the time though is still to be confirmed. *[See a further message following this. ED.]* I am having a meeting tomorrow *[April 28th. ED.]* with the mayor to confirm details and I was wondering if you would be so kind as to put in a little note in your next newsletter about the event so that anyone interested can join us..

“You will also be interested to know that we will be planting Poppies in honour of the crew in the very area where the wreckage was found.

“Also, on September 6th there will be a ceremony to remember Huguette Verhague, a local resistant who helped many airmen, including some I believe from 49 Squadron, get onto the escape lines. *[We are indeed aware of, and grateful for, Huguette's immense courage. ED.]*

“Would it be possible to say a little word in your newsletter?

“I have spoken in the past to Ed Norman, who very kindly put me in touch with relatives to Hillary Clark and Sydney Holmes, both members of the Lanc's crew. If you have any other contact details for anyone else related to the crew, please let me know.

“Finally, I have heard of a mysterious gentleman coming to La Villenaïse, the crash site, on an annual basis to lay flowers saying that he knew some of the crew as he was in the same squadron. I would like to find this person and so, if there is any help that you could give me that would be great.”

*[Can anyone help with identifying this gentleman? ED.]*



***PLEASE NOTE:- Olek e-mailed again with a change of date:***

“Sorry to bother you again. I just wanted to let you know that the ceremony that was planned to take place on 13th June has been postponed. The reason being is that it was felt that by doing this we can arrange something more in reflect of the respect that the people of the village have for the members of Her Majesty’s forces who gave up their lives in the fight for our freedom.

**“The new date is 30th August which coincides with the 71st anniversary of the liberation of Lyons La Forêt which took place on that date in 1944. The timing has not yet been made public but will be later on in May.”**

***Associate Member Roger Bedford e-mailed with the following observations:***

“Recently, I was re-reading the August 2014 issue of The 4T9er. I find that they are so full of interesting information that it takes me a while to fully appreciate all of it. What caught my eye particularly was the brief reference to the loss of LL976 EA-A and a photograph of the memorial to the crew at the foot of page 30 / top of page 31 in the article entitled "REMEMBERING ND533 AT LYONS-LA-FORET. PART 2.". LL976 appears in my late dad's log-book when it became the regular aircraft of P/O A G Edgar and his crew - in which my late dad was the F/E. Having referred to the 49 Squadron Association web-site I am aware of the location of this memorial in Beauvoir-en-Lyons between Beauvais and Rouen.

“In addition to LL976 having been the aircraft used when it was brand new by P/O Edgar and crew there are a couple of times where the paths of the Edgar and Baker crews crossed. Because of that I visit the graves of F/O Cyril Baker and his crew when the opportunity arises. This story starts with Clive Roantree and ND792 (EA-A) in April 1944.

“My late father, George Bedford, was the usual Flight Engineer in P/O A G Edgar's crew. Only on a few occasions was the crew not the usual group of George Bedford (F/E), Bob Brooks (Nav), Alf Ridpath (WOp/AG), Allan Millard (A/B), Johnny Watters (A/G) and Don Harwood (A/G).

“Beware of the Dog at War (BotDaW) for April 1944 shows P/O Clive Roantree and his air- and ground-crew after they had completed their final operation on 20/21 April 1944 to La Chapelle. Their aircraft, ND792 (EA-A), then became the usual aircraft of P/O Edgar and crew whose first operation in ND792 was on April 22/23 (Eric Clarke's 31st birthday) to Brunswick. Just under three weeks later on May 11/12 ND792 was badly damaged on the operation to Bourg-Leopold and on return was left at Woodbridge, near Ipswich. P/O Edgar was awarded an immediate DFC for his skill in getting the crew and aircraft back - crew survived, aircraft did not (BotDaW May 1944 and DFC citation on page 2755 in London Gazette Supplement 36555 published

on 6 June 1944). P/O Edgar and crew were collected from Woodbridge by the then F/Sgt Cyril Baker in EA-B. Perhaps others will know EA-B's serial number [*ND695, Lost 21 June 44. ED.*] and who else was in Cyril Baker's crew for that collection job.

“P/O Edgar was assigned a new aircraft, LL976, as the replacement EA-A. According to my dad's log-book, the first operation in which he was in the crew in that aircraft was on 21/22 May to Kiel Bay. This was the second operation for that aircraft. Thanks to information from Ed Norman I know now that the first operation involving P/O Edgar and LL976 was on 19/20 May to Amiens. (See also BotDaW for that date.) The Flight Engineer on that first operation in LL976 was Sgt John Morris Moss - Cyril Baker's Flight Engineer. P/O Edgar and crew were moved on from 49 Squadron in June 1944.

“The last operation that this crew did in LL976 was on 16/17 June to Beauvoir. After that LL976 was captained by P/O Sullings on 21/22 June to Wesseling, P/O C Lacy on 24/25 June to Pommervall and 27/28 June to Mimoyecques then, finally and sadly, by F/O Cyril Baker on 7/8 July to St Leu d'Esserent. When LL976 and F/O Cyril Baker and crew were lost on 7/8 July, Sgt John Moss was the Flight Engineer. He was the only crew member who flew on the first and last operations in that aircraft.

“Arising from the connection of events that involved F/O Baker and P/O Edgar and their crews I take the opportunity to visit the cemetery where Cyril Baker and crew are buried. Usually this is on my way to or from the commemoration at Mailly-le-Camp which is usually held annually in May on or close to the anniversary of the original raid on 3/4 May 1944. The 2014 event is covered admirably by Michael Brunton in the item on pages 32 and 33 of the August 2014 issue of The 4T9er. Sadly, I was not able to attend in 2014. At one such commemoration several years ago, it was an honour and a pleasure to meet Geoff Brunton. In our discussions then and later he told me that he knew Cyril Baker's F/E - John Moss - very well.

“Some time ago I became aware that the cemetery at Marissel is also the last resting place of another member of 49 Squadron - Sgt Sydney Holmes. I would (and will) spend a moment at his grave among the trees at the edge of the cemetery. It wasn't until I inspected the names on the memorial to ND533 in the article in the August magazine about ND533 that I became aware that Sgt Holmes was the F/E in F/O Bell's crew in ND533. Does anyone know why only Sgt Holmes is buried in the cemetery at Marissel? It's a long way from Bayeux where five other members of the crew are buried. The last member of the crew - F/O Hemmens - is remembered on the memorial at Runnymede. BotDaW explains that in the report for 9/10 June 1944.

“It is highly likely that my late dad, Sgt Holmes, Sgt Moss and the late Geoff

Brunton would have known each other as fellow Flight Engineers. I like to think so but I doubt whether we would be able to confirm that.

“BotDaW continues to be a valuable reference work as does the more recently available association web-site. Research is helped by being able to find casualty information on the Commonwealth War Graves Commission web-site and that awards and promotions can be found in the online London Gazette archive. “It seems to be the case that the more we know the more we find out.”

***Roger continued:***

“A couple of footnotes. Since noticing the reference to LL976 I have had contact with Olek Brzeski (thanks to Ed) and after researching Beauvoir-en-Lyons I've been in contact with a deputy mayor there - who is also a local school teacher.

“My impression from his e-mails is that he is very pleased - and, I might say, excited - that someone has been interested enough in this aircraft and crew to be in contact with the Mairie. He would be interested particularly in hearing from relatives of the crew.

“If ongoing and perhaps more formal links were to be forged then that would be a matter more appropriate to the 49 Squadron Association than for me - though, of course, I will wish to continue my contacts also and would be interested to participate in any events that transpire.

“The person that I have been in touch with is M. Philippe Bultel whose e-mail address : philippe.bultel@yahoo.fr

“My original enquiry was to Monsieur le Maire which was then directed to M. Bultel. The e-mail address of the Mairie (shown on their web-site) is: mairie.beauvoirenlyons@wanadoo.fr though I have received a reply from : mairie-beauvoir-en-lyons@orange.fr and for le Maire I open with "Cher Monsieur le Maire" but a web search shows his name as Dominique Rimbert. “I have written mainly in French but both can write in English.”

*I am grateful to Roger for this information and will follow this up on behalf of the Association. If however, any relatives of the crew wish to contact the Mairie please feel free to do so but I wish to be kept informed of any contacts so that I can coordinate events.*

*The crew of LL976 comprised:*

*F/O C. Baker Pilot*

*Sgt. J. M. Moss Flight Engineer*

*W/O J. H. Stibbard RAAF Navigator*

*Sgt. W. Higgins Wireless Operator*

*Sgt. E. W. Everett Mid Upper Gunner*

*F/S H. H. Hewitt Bomb Aimer*

*Sgt. R. E. Nineham Rear Gunner*