



# THE HORNET

## The Newsletter of the 100 Squadron Association

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## Newsletter 115 November 2016

Dear Members,

This edition is a little earlier than usual as we needed to remind everyone about Remembrance Sunday at Holton le Clay on 13th November, having not done so in the previous issue. May I also draw your attention to the Squadron Memorial Appeal on Page 3 and the Centenary Reunion plans on Page 6.

As we are now gearing up in a big way for the celebrations to mark our centenary next March, we thought it appropriate to remind you of some other important occasions we have celebrated over the years. As a special tribute to the late Cherry Herrington we have printed her poem which she wrote to mark the 75 anniversary of the Squadron. I would also draw your attention to the marvellous article which Ginger Stevens wrote to celebrate the 100th birthday of Roy Shillinglaw who served as a pilot with the Squadron during the First World War. Ginger himself, who died a few years ago, was part of a Lancaster bomber crew and is much missed at reunions by all those who knew him

Nina Crane  
(Editor of The Hornet)

# **Remembrance Sunday**

The Remembrance Service will be held at 12 noon on Sunday, 13th November 2015 at the memorial off the A16 at Holten le Clay. Having provided such a splendid lunch for us over so many, many years, Colin and Jean Johnson have decided to step down. However, Eddie Coulbeck - Chairman of the Village Hall Committee - has been in touch to say that they are keen to keep the tradition going and that the Committee will be looking after us in future. So the lunch gathering after the service will again be held in the Village Hall, Pinfold Lane (formerly the Etherington Arms Public House) at the very reasonable cost of £5 per person

The Squadron are hoping to provide a flypast at 1200 to start the service; you may remember that last year low cloud meant they had to abort at the last minute.

Our apologies for not including this announcement in the last issue.

## **The Memorial**

*An extract from The Hornets' Nest by Arthur White.*

One day back in 1976, two members of the Royal Observer Corps, Jim Holmes and Roland Hardy, were taking a nostalgic walk around the old airfield at Waltham. The sight of cracked runways and dilapidated huts evoked old memories. With a lump in his throat one said to the other, "Wouldn't it be nice if we could do something for those who lost their lives flying from here?" From that moment they decided that something would be done.

Their first task was to ascertain the likely cost. The quote for a memorial in Indian Granite, from Messrs. Leake's Masonry Ltd. of Louth, was £600. The proposal was then put to the Squadron Commander, Wing Commander Peter Le Marquand, who gave the project his blessing and, through Flight Lieutenant Derek Tuthill, offered all the help the Squadron could give. Permission and encouragement was also gained from the Ministry of Defence, so Jim and Roland then approached Lindsey County Council to seek a suitable site.

The site chosen was on the lay-by off the A 16 at Holton le Clay. With all the ground work completed the next problem was to raise the money. Donations were received from Grimsby and Cleethorpes Councils, Holton le Clay Parish Council, 100 Squadron, Crosskeys Fulstow ROC, the general public, raffles and a social evening at the RAFA Club Cleethorpes. Credit for much of this work and the organisation of the project goes to Observer 'Johnnie' Johnson BEM, who acted as Secretary, contacted ex-members of the Squadron and handled all the administrative side of the task. It was a blow to all concerned to find that the cost had risen to £700 in the two years the project was under way but, happily, Messrs. Leake's Masonry agreed to make up the balance as a donation and on the 6th November 1978, they erected the Memorial.

The following day, in a moving ceremony, Wing Commander Le Marquand, accompanied by a contingent from 100 Squadron, unveiled the Memorial as two Squadron Canberras flew overhead in salute. The dedication of the Memorial was made by Squadron Leader Reverend Brian Lucas BA RAF, the Church of England Chaplain at RAF Marham. Whilst wreaths were being laid, Piper Sergeant G Taylor, 100 Squadron, played the lament "Flowers of the Forest". The day ended with a tour of the airfield and refreshments at the RAFA Club, Cleethorpes.

## **100 Squadron Memorial Appeal**

As reported in the last issue, we are hoping that Association members will support the Memorial Appeal by the Parish Council who have requested official war memorial status for the site. If so registered, the site would be safeguarded and protected from any building development. They also hope to erect information boards, extend the paving and install more seating and picnic tables to encourage visitors to stay longer and understand the significance of the site where Lancasters were parked and taxied out to take off on 3,984 operational sorties on which 594 young men and 92 aircraft were lost.

Please make cheques out to the "100 Squadron Association" and send them to The Treasurer, but ensure that you make it clear that the donation is for "The Memorial Appeal."

## Some Very Sad News

We have heard from Air Vice Marshal John Herrington that his beloved wife Cherry has sadly died from complications after a second fall. In February 1992, she wrote the following poem for a Ladies' Guest Night held at RAF Wyton to celebrate the 75th Anniversary of the Squadron.

No pictures alas, these words must suffice,  
Herewith the Squadron seventy and five.  
New trophies, old stories, new faces,  
The tapestry weaves and comes to life.

Behind our Standard keeps guard,  
From Ypres to Malaya, and on to Berlin.  
Silk, palest blue, tasselled and flowered,  
Brave ghosts of many Dinings - In.

With flowers and candles, blue and gold,  
One Hundred Squadron here unfold.  
In pools of light young eyes are bright,  
But in corners shaded memories are unfaded.

First, our ancient aviator ninety-four,  
Wyton too far for Roy Shillinglaw.  
Those early eyes that saw, in the dark,  
His old 'lattice tail' as old as the Ark.

Royal Flying Corps tales and magical names,  
Trenchard, Von Richtofen and France,  
Bombs, bombing and night games,  
Boys became men in a trance.

Ten years in Malaya and then despair,  
Advancing Nippon takes most of the flock,  
Dark Singapore days and heavy the air,  
Sarang Tebuan Jangan Dijolok!

Tattered remnants head south, still keen,  
Spares, torpedoes are silver outward bound.  
Deep in Selat Sunda does silver still gleam?  
Sumatra, Java and P.O.W. compound.

Phoenix under Southern Cross did rise,  
Salute Royal Australian Air Force 100!  
Memories of jungle green, now in ties,  
Ghosts live on...unhindered.

Back in old England, now with Lancs,  
Night after night we paid dear,  
There were parties and girls, even Yanks!  
So many good-byes, year after year.

Tonight, flashes of sequins on shoulders  
Was that how it once looked below?  
Memories still sharp though much older,  
Was it noisy tonight on the Ruhr?

Places and names come faster now,  
As peace brings brush fires abroad.  
Malaya, Egypt, Christmas Island, Mau Mau,  
The Lincolns our answer did once afford.

But on, to Canberra's and trials anew,  
To Stamford's chequer board we owe  
Those bold cummerbunds, gold and blue,  
Then the pace, for a while, will slow.

The war is at its coldest,  
Victor moths your wings unfold,  
Blue Steel your deadly chrysalis,  
QRA, detachments, dispersals untold.

Our silver once again records history,  
Winged lady here on this table,  
Tells of excellence and past glory,  
Bomber Command Squadron most able.

Again Standard will rest. But not for long,  
Before we were off once again,  
Now testing our own defence song,  
So rich the RAF's grain.

And now, young Hawks, it's your turn.  
The stars you yearn are in reach.  
Remember to laugh as you learn,  
You too, are called on to teach.

So which young woman here tonight,  
Will sit in my place in her turn?  
Will she scribble the scene and ponder the sight?  
And will her own memories burn?

## **Yet More Sad News**

In Issue 113, we reported the sad news that Brian Hulme had died just prior to publication, and we provided a more detailed obituary in Issue 114. Now we have to report that his wife Ann has also passed away. As they had no children, Ann had instructed her solicitor that the RAF and 100 Squadron memorabilia that Brian had collected over many years should be offered to the Association and Squadron. Our Secretary - Squadron Leader Liz Dawson and Historian - Greg Harrison - have been to collect these items.

## **Centenary Reunion Plans**

As reported in Issue 114, the main event starts on Saturday afternoon with the 100 Squadron Open Day followed by an evening parade and Sunset Flypast leading to the Champagne Reception and Hangar Centenary Party. An Anniversary Church Service will be held on Sunday morning in St Bede's, RAF Leeming to conclude the celebrations of 100 Squadron's Centenary.

Inevitably, the numbers able to attend the Saturday evening Champagne Reception and Hangar Centenary Party may have to be limited. Hotel/B&B accommodation has been block booked by the Secretary, but she intends to release any unused rooms on 30th November so, for both reasons, get your request in as soon as possible! Enclosed is the Booking Form which includes information on the events on Friday, 17th March and Saturday, 18th March 2017.



# Report from Marly, France

Stéphane Cotel

In Marly, the memory of JB 604 and the Jones crew is always strong. At our annual service on 24th February 2016, the 72nd anniversary of the loss of JB604, I met with Joe Perry an Englishman who has lived in Marly for ten years. He is a former corporal of 97 Air Radar, that was well known to Lancasters. He wrote a splendid article on Marly and JB 604 for the July Newsletter of the RAF Boy Entrants Association.



Joe Perry at the graves of the crew of JB604



Stéphane Cotel reading David Sullivan words at the service

In June, Ian Britton visited Marly to lay a poppy on the grave of Maurice Herbert Messenger (Rear Gunner) on behalf of Bob Cooper, a 97-year old former Air Gunner, and a friend of Maurice in WWII. In July, Joe Perry met Mrs M B Griffiths, daughter of Fg Off Vernon Jones (Skipper), from Swansea. We thus have contact with four families of the crew (Jones, Sullivan, Messenger, Grindrod). Joe has been in touch with his friends in New Zealand to try to find any relatives of Fg Off Russel Garlick (the Navigator who survived the crash). We have had no luck in finding any family members of Sergeant Patrick Turner (the Mid-upper Gunner.) I have been in contact with the "Rhyl History Club", who published an article in its magazine, but they had no new information. By the year end, the five airmen should be registered on the Marly register of births, marriages and deaths, that will allow death certificates to be printed ... 73 years later.



# **More about Lancaster JB 604**

Taken from Issue 24 - February 1994

This story of JB 604 "S" is told by Ted Mayfield who was Flight Engineer in Flt Lt Ken Major's crew. "The Lancaster JB 604 "S" was allocated to our crew on delivery brand new to 100 Squadron on 3rd November, 1943. Its original letter was "J" but this was changed to "S" between 4th December, 1943 and 15th January, 1944. (Note: Ted's crew members recall a Grimsby Council official coming out to Waltham at that time "with a certificate of some sort to be signed by the crew." Possibly a "receipt" for the aircraft JB 604.

"On 23rd December 1943, we took off on a raid to Berlin just after midnight. A few seconds later, JB 604 shuddered noticeably and icy draughts of air blew round the inside of the aircraft. The Mid Upper Gunner looked through the inspection panel into the bomb bay and discovered that the 4000 lb bomb had fallen from its mountings and dropped onto the bomb doors forcing them partially open. At that time we were flying at 300 feet over the centre of Grimsby. The residents were lucky that the bomb doors held otherwise there would have been considerable damage to the town and many casualties. It would also have blown our aircraft out of the sky."

The cookie was jettisoned over the North Sea from 3500 feet and, after flying around for an hour to lighten the fuel load, the crew landed safely back at Waltham. Ken Major and crew completed their tour in JB 604 on 20th February 1944. Fit Lt Major (Skipper), Pit Off Mead (Navigator) and Pit Off Park (Bomb Aimer) were awarded the DFC and Edward Mayfield the DFM. Lawrence Stow spoke highly of Fit Lt Major who he described as a "super bloke and a very good friend." He went on to become Flight Commander at 1668 CU and then trained as a Master Bomber on Mosquitos for "Tiger Force." He was killed flying an experimental aircraft in 1949.

Four nights later, JB 604 and five members of the crew were lost on a raid to Schweinfurt when they crashed beside the mill at Marly, near Dijon. They were: Fg Off Jones, Flt Sgt Grindrod, Flt Sgt Sullivan, Sgt Turner and Sgt Messinger. Flt Sgt Head and Fg Off Garlick survived as POWs.

# **Report from Our Historian**

Greg Harrison

The expansion of Arthur's book "The Hornet's Nest" is proceeding, but not as quickly as hoped, for various reasons. I did not have anything even close to a completed manuscript to present to this year's AGM, and whilst I hope to be able to present the 100th anniversary AGM next March with at least a draft, I don't feel it would be right to make that commitment at the moment. I will of course do my level best. I'll provide a quick update on the book first.

During the course of the last two years, I've been lucky to discover numerous new sources of information, which in turn have led to finding a number of men killed in the service of 100 Squadron who were previously not recorded on my comprehensive Roll of Honour. Whilst these were (with the exception of one) exclusively in peacetime and therefore not on the official Roll, their names still deserve recording. These new sources include: the British Newspaper Archive, newly-released documents at The National Archives, the discovery of an unpublished manuscript by renowned aviation author Chaz Bowyer, and documents in the RAF Museum archives that had not previously been catalogued or indexed.

Additionally, I've been extremely lucky to receive the advice and guidance of a number of other authors. Trevor Henshaw, the compiler of what is regarded as the best WW1 RFC / RAF Roll of Honour "The Sky Their Battlefield", has not only provided encouragement but also several leads and contacts to much interesting new information. Rob Langham, who earlier this year published his account of the Handley Page 0/400 in service with Independent Force in WW1, has provided some excellent personal accounts which I have worked into the script.

Whilst researching the Squadron's Irish period, I have been given many useful pointers for further research and reading by William Sheehan, author of the critically acclaimed "A Hard Local War - The British Army and The Guerrilla War in Cork 1919 - 1921". The staff at the RAF Museum archives in Hendon literally fall over themselves to help me whenever I call them (Andrew Dennis is worthy of a particular mention in dispatches) and have furnished me with a copy of the 1925 Hendon Air Pageant display programme (which 100 Squadron led), showing in

incredible detail how the display that year was planned and executed.

The British Newspaper Archive mentioned above has been a real treat to discover. From the tragic (the collision and crash of two Horsleys in Fife, killing four) to the humorous (complaints about low-flying including a squadron pilot disciplined after low-flying in Somerset caused him to collide with a hayrick, fortunately without loss to aircraft or crew) and a whole host of events in between, some of the events reported have added real colour to the official history.

The National Archives in Kew continue to be a rich seam of information, although it was disappointing to find that a lot of documents relating to the squadron's Irish period are still under lock and key, and are certain to remain so for the foreseeable future. However, this was tempered by the discovery of a lot of Independent Force "Bombing Survey" photographs, including ones showing damage caused by 100 Squadron aircraft. Casualty returns by both the RFC and RAF have also yielded much new information.

The National Archives of Australia (NAA) are worthy of particular praise. Whilst The National Archives in Kew charge me fees at the going rate for copying, repro, etc., the NAA do everything they can to help me as the Association's historian. Shortly after last year's reunion they made hard copies of the 100 Squadron RAAF Form 540s and 541s for me, and charged me for postage only, a saving of several hundred pounds over what a similar order from Kew would have cost. They have also actively searched their archives for me and found a number of interesting documents relating to both 100 RAF and 100 RAAF. Of particular interest among all these was a copy of a document issued to Australian Imperial Forces in the early summer of 1917 detailing the markings applied to the "new night bombers now being used by the RFC". Of marginal interest to most folks I'm sure, but not when you're an obsessive like me. A PDF copy of the expanded manuscript of "Song of the Beauforts" by Colin King also landed in my email inbox one wet Sunday morning earlier in the year - it's as comprehensive a history of 100 Squadron RAAF as is ever likely to be written, and of course includes mentions of a number of ex-Seletar men who made good their escape from the Japanese and helped form 100 RAAF.

My thanks should also go to Nina Crane for running several appeals for

personal accounts for me in our newsletter. Whilst these have generated a number of responses, from the UK and Canada, the overall response has been disappointing, and in particular no-one who has served with the squadron post-WW2 has responded to my appeals, although two former COs have kindly offered to provide some memories of what it was like to command the squadron in the 60s and the 80s. Norman Bonnor has put some serious work into the Victor period, drawing on his own personal memories, but we have a number of ex-Lincoln and ex-Canberra members, and a small number of Hawk members, whose story needs to be told to illustrate the official history.

Significantly, concrete new information on the origins of the use of the skull and crossbones in the squadron badge have come to light, centred on Major Christie's WW1 service before he arrived with 100. For further details, members will need to wait until the book is finally completed, but suffice to say for now that I am happy that we've finally nailed that fact down and we'll be able to say, with certainty, where the use of the skull and crossbones originated.

I think that brings us up to date on progress with the book. In other news, I continue to receive and respond to a number of enquiries received mostly through our own website, but also through a number of aviation forums I use online. Mostly these are from relatives of former squadron members trying to find out more detail of their time with the squadron, and of course details of their loss when they failed to return. These can often be quite complex enquiries to answer, especially where medal awards or losses occurred, and can take a day to complete. I am of course always happy to answer them, and always provide them with details of the Association in case they wish to join. Of course, even though it is occasionally offered, I never accept payment for dealing with these enquiries, but always suggest they make a donation to Association funds if they wish to do so - it would be interesting to know if any of the recipients of the information ever do?

One interesting enquiry came from OC No.1 Group, via the squadron, asking for details of a crew who had been badly shot about over enemy territory and made it back to crash-land at Ford in Hampshire. It's nice to know that my name makes it back to the highest levels of the RAF!! The RAF Museum also passed over to me a couple of folks looking for details of 100 Squadron's time in the Far East. A memorial in rural

Shropshire containing the name of a 100 Squadron man killed in early 1919 whilst type-testing a German Gotha captured after the end of hostilities was also brought to my attention, and I was able to provide the local council there with details of his time on 100 Squadron, and also a portrait photograph of the fellow. That information was used in a local history display in the village hall.

In February of this year, I was delighted to be invited to our current Squadron's 99th birthday celebration in London, where I stayed with them at Woolwich Barracks after a hearty meal in London Town. The following day we were treated to a close-up of the Household Cavalry preparing for, and then practicing, their display routines. In the afternoon we went to the RAF Museum, where I was afforded the very real honour of presenting a short history of 100 Squadron's formation and activity in WW1 to current Squadron personnel under the reproduction FE2b in the WW1 hall. Making that presentation to men and women who actually serve with my beloved 100 was a bit nerve-wracking to say the least (you never want to get a historical fact wrong when you're talking to folks who serve on the actual squadron!!) but thoroughly enjoyable at the same time. The effects of the cocktails the previous evening had thankfully worn off by the time I took to the floor!!



# "Quite a Day"

An earlier centenary story by John 'Ginger' Stevens  
from Issue No. 46 - August 1999

Dawn had broken over the Irish Sea, the sun slowly spread its golden cloak over the Isle of Man to usher in a perfect day. The sky was blue from end to end and the only sound was the squealing of the gulls as they dived and weaved over the water - it was Sunday, 16th May 1999 and the Squadron's very own Roy Shillinglaw, was 100 years old today.

What a day for him, what a day for the family, what a day for us - 100 out of 100! As the morning ticked by the ground crews were putting the finishing touches to four Hawks at Leeming. Back on the island, grown ups had cast off their casuals and great-grandchildren were having their faces polished and their hair brushed for the third time. The family gathered at the Castleton Links Hotel on the southernmost tip of the island; a few hundred yards across the shimmering blue of Derbyhaven, the Airport awaited its honoured guests - the Hawks.

Roy (the startling red of his Legion d'Honneur contrasting with the familiar multi-coloured ribbons of World War 1) chatted, the guests mingled and the Bucks Fizzed as they waited for the high spot of Roy's party. As 12.30 approached, they spilt onto the green lawn overlooking the Haven, and Roy took up his place of honour in the middle of all of us.

As he settled, it was as if he'd triggered a switch for the sound of the Hawk engines purring in from the East which grew quickly to a roar - four specks grew bigger and bigger and, suddenly, there they were sweeping over the water roaring homage to our hero as they passed him and swept up into the clouds in perfect formation. "Which way? Which way?" we all asked, not wanting to miss a moment. "East again" said a knowledgeable voice and suddenly, there they were again, roaring past as if tied together and then - WHAM! exploding four ways to the sky - and Roy gave a quiet smile.

It seemed only minutes and there we were, back in the lounge again drinking and chatting like excited children about the fly-past, the icing on the 100th cake. In no time at all, our President (who had somehow smuggled himself into the back seat of one of the Hawks), The "Boss" Gordon Buckley and his brood were mingling with us, flying suits off,

Best Blue on and, suddenly, surprise surprise! One was a girl! And a very attractive girl - Sarah Tompkins, fondly known as Mitch, and no one could have told who was who when they flew over. Rumour has it that the group may turn professional as "Mitch and Machos!" Roy met each of the pilots in turn (John Haynes and Tony Dalton were the supporting cast) and there was a twinkle in Roy's eye and a soft smile on his lips when he met Mitch - this was history, the Class of '17 with the Class of '99. One could feel the mutual respect and affection.

The celebration lunch was followed by the presentation by Norman Bonnor on behalf of the Association of a print of a super painting of an Fe2B; the aircraft which Roy and his mates had somehow managed to get off the ground and pepper the Germans - an earlier blueprint for the Lancs and Hawks. Later, Roy's grandson, Paul, told us of Roy's life full of interest and character, of running his own business and of his happy family life. Paul's flow was interrupted by a lovely human moment, when the first ever natural break to be taken in the middle of a speech, enabled Roy to have a quick visit to the appointed place before Paul picked up the threads again.

The Queen's telegram was read followed by other messages and, as we sipped our coffee, the cake was brought. "Happy Birthday" rang across the Haven to the parked Hawks and somehow, for a moment, it might have been another time, another day, across another landscape, when Roy and his young friends celebrated another success, another safe return and fingers crossed for tomorrow. James, the bubbly little great-grandson, helped Grandpa to blow out the candles and Roy sank the knife in with the same precision and enthusiasm as he had primed and dropped those hand-held bombs from the Fe2B (without straps or 'chutes) in 1917.

The Isle of Man papers had reported the earlier award of the Legion d'Honneur, on behalf of the French Government, by the Lieutenant Governor of the island and after the birthday celebrations, organised with affection by Marijke, Roy's grand-daughter, a full page in the Isle of Man Advertiser and a three minute spot on Border TV told the world of an exceptional day in the life of an exceptional man - our favourite son, Roy. Yes, 16th May 16th 1999 was quite a day.

# News from The Boneyard

Taken from Excalibur - the magazine of RAF Leeming

The main news this period is that for the first time in a long time we have been on no Squadron detachments! Hence if it were not for the Flt Lts Pargeter and Barley going to Las Vegas for a week of in-depth threat lectures on foreign tactics, doctrine and equipment, there would be nothing to write about! Rich and Fraz went to the USA's centre of Red Air replication at Nellis Air Force Base and were hosted by our American counterparts, the 64th Aggressors. As Nellis is on the edge of Las Vegas, they also managed to squeeze in the delights of "Sin City" in their down time. But as the briefs were all either secret or top secret, they can truly say "what happens in Vegas, stays in Vegas!"

This is not to say that we have not been busy with us free of foreign detachments, as the trade has been coming to us instead. Exercises Hawk Owl, Rising Panther, Griffin Strike, Joint Warrior and plenty of Coningsby night flying have kept the Squadron and the rest of the station very busy. This tempo continued for most of the summer until Exercise Slovak HAWK, when we are going to Slovakia to teach their pilots how to dogfight!

We now have new flying clothing which gives us a slightly laid back and baggy look, but it will offer us a lot more protection in the event of an aircraft fire. It will increase the 75% coverage of our old flying suits to 92%, and the bagginess is to capture a layer of air for insulation, even when we sit down.

On the arrival front, we welcome Sqn Ldr Arlett, Fit Lt Dave Stark and Fit Lt John "Trigger" Rigg from 208 (Reserve) Squadron. *Air Cdre* - Fit Lt Nigel "Wam" Wharmby joins after 37 years of service. Wam was "Air Officer Combat Air" before returning as a Fit Lt reservist and becoming 1 Group's newest junior pilot! Oily Sargent and Pete James have joined us straight from 4 (Reserve) Sqn at RAF Valley. They have completed the Fast Jet Tactical Weapons stage and have been sent to become first-tourist aggressor pilots, skipping the mundane frontline line stuff; we are affectionately calling them "Combat Creamies". After being undermanned for so long, we feel blessed with all these new arrivals. On the holding officer front, we welcome Fg Off Lewis Edwards waiting for his Operations Officer course.

Lt Chris Hindle joins us for an extended hold. He has completed the advanced course at Linton and has been assigned to join the US Navy to fly F18s. He will go to America to do their Fast Jet training course on the Goshawk before joining the F18 OCU.

We had to say a sad farewell to Cpl Hutchison. Hutch was the Sqn Adjutant and admin maestro, especially with all the IT and JPA illiterate aircrew he had to look after. We have no doubt he will love his new job as administrator for 34 Sqn!

From the other side of the hangar, we are delighted to say that both Jordan Garrick and Ryan Wenn have been taken on after their two-year apprenticeship. The apprenticeship scheme with Hartlepool College has been so successful that these original 2 have spawned 2 more apprentices from the same college. To reinforce the ties, they have been asked to go back to Hartlepool College and give a presentation about their 100 Squadron employment so hopefully this scheme will continue for years to come. We welcome Loz Harris who joins from 34 Sqn after 24 years of service, and Malaika Webb who joins from the Navy as an air traffic controller.

Last but definitely not least, Trevor Glass is retiring after 19 years, failing to get to 20 years for the company vouchers! Trevor is so meticulous that after 19 years of work, his clothes have yet to get an oil stain on them. Trevor has had a vital role on the Squadron, headed up training for the engineering team and forged the partnership with Hartlepool College. We wish him the very best for the future and thank him for the great legacy he has left behind.

Now it's back to the grindstone as the intensive period of autumn detachments picks up to Slovakia, Sweden and Spain, which will keep us busy until the end of the year.

# **100 Kampfgruppe**

## **The other 100 Squadron!**

In the mid '30s, whilst the homing and blind landing aids Lorenz and SBA were being developed Dr Pendl, in Germany an upgraded Lorenz system was being developed bombing for purposes code-named "X Gerat". As well as the main beam directed towards the target, there were three cross beams. The first intersection was a warning to acquire beam centre and at the second the navigator started a special clock. At the third intersection, the navigator halted the large hand and when the small hand reached the stationary large hand an electrical contact released the bombs. Amongst other targets "X Gerat" was used with devastating effect on Coventry, Derby, York, Hull and Manchester. 100 Signals Squadron, consisting of 25 Heinkel 111s, was specially equipped to use "X Gerat" as Pathfinders and was renamed 100 Kampfgruppe in November 1939.

Meanwhile the Telefunken Company produced a similar but simpler system which all aircraft could use. This system employed the main beam and just one cross beam intersecting over the target and was code-named Knickerbein (The Crooked Leg). Knickerbein was large and static whilst "X Gerat" was portable. By 1939, before the outbreak of war, three Knickerbein stations had been installed at Kleve, near the Dutch border, Schleswig Holstein near the Danish border and one in south western Germany near the French/Swiss border - the intentions were obvious. With the outbreak of war more Knickerbein and "X Gerat" stations were built along the French and Dutch coasts.

With the increasing awareness of the German threat the Air Staff requested the immediate appointment of a scientist to the Air Ministry Directorate of intelligence and, on the recommendation of Sir Henry Tizard, Dr R. V. Jones was appointed. Initially he had to fight the scepticism in military and scientific circles of the threat behind Knickerbein and "X Gerat" because even his friend, Professor Lindenman, Chief Scientific Advisor to the Government, would not accept that Lorenz beams could have a range of over 180 miles. Dr Jones was convinced of the threat, and his position was strengthened by the revelation of details of German progress in the nuclear and radio fields in the "Oslo Report" together with information given by a prisoner from a shot



down He111 and broken Enigma codes from Bletchley Park. His position was further strengthened by a paper on radio propagation by T. Eckersley, brother of the Chief Engineer of the BBC who, it seems, had followed similar lines of research to Dr Pendl. The outcome was that Winston Churchill intervened which led to further investigations and, by the time of Dunkirk, it was realised that Germany would have access to the North French Coast leading to further installations.

The frequencies and modulation of "X Gerat" and Knickerbien were established and code-named "Headache" with the RAF 'Y' Service monitoring in the most unlikely places, whilst Ansons of 80 Wing played an important part in the identification of Knickerbein beams. The TRE (Telecommunications Research Establishment) was asked to design a beam jamming system. Random dashes were to be transmitted at the same carrier frequency and the same modulation using high power BBC and Cable & Wireless transmitters together with diathermy sets and Lorenz transmitters.

The keying speed of the random dashes was deliberately left imprecise with the result that a beam dash zone could sometimes be read as the centre, or as the dashes zone, or indeed a centre again resulting in utter confusion. It was always necessary to know the frequencies to use and the beam direction which was not an easy task, but then Bletchley Park code breakers and the Ansons of 80 Wing played their vital part. The jammers, code named "Aspirin" (for Headache) employed against Knickerbein and "Bromide" against "X Gerat" were brought into service.

As ever, there was modification and counter-modification. The Germans superimposed an additional supersonic modulation which replaced the original audio modulation as the navigational/bombing data causing consternation when 100 Kampfgruppe bombers seemed to have little difficulty in finding their targets despite the application of "Aspirin" and "Bromide". There was some delay before this was realised and the jammers modified.

The widely believed story of "beam bending" is untrue. Dublin was inadvertently bombed by the Luftwaffe and perhaps British Intelligence spawned the story to demolish German faith in the beams. Another problem was the possibility of the Luftwaffe homing on BBC

transmitters. To combat this, the BBC broadcast identical programmes from more than one source, and GPO engineers produced a jammer called "Meacon" to obliterate any beacons placed by enemy agents.

In the meantime, our RDF stations were ready to play a major role in the defence of the country against the anticipated blitzkrieg of major cities and industries prior to an invasion. During all this time, TRE worked hard to fill Bomber Command requirements which culminated in GEE to remedy our own navigational and bombing inaccuracies.

(Abridged from the article, "Killer Beams", by Gordon E. Lumley. Gordon served with 100 Squadron at Waltham 1943/44 in the Radar section and, after leaving the RAF, spent 20 years with the Sperry Gyroscope Company. Further reading: 'Instruments of Darkness' - Alfred Price; 'The Most Secret War' - Dr R. V. Jones; 'The Bruneval Raid' - George Millar; 'Echoes of War' - Sir Bernard Lovell.

## **Note from The Treasurer**

Just a reminder to those who pay by cheque rather than Standing Order that the Association's financial year started on 1 August 2016, so subscriptions for 2016/17 are due. If you would like to change to a Standing Order payment, please contact the Treasurer at the address or e-mail shown on the front cover, and he will be pleased to send you the SO mandate form.

For those overseas members who pay by Bank Transfer, please note that Branch Identifier Code has been changed to MIDLGB22.

The other details remain the same:

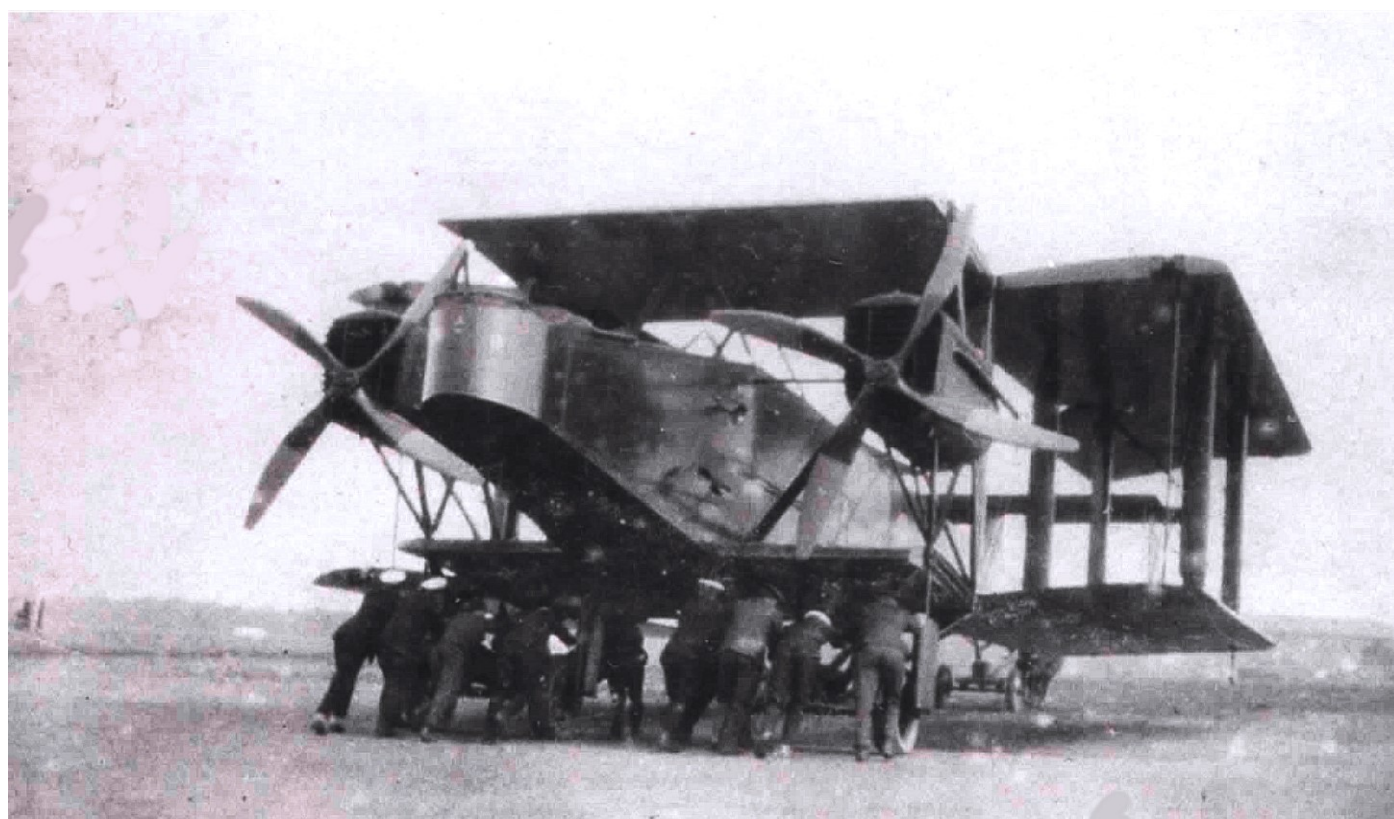
IBAN - GB72MIDL40160812008963

Account Name - 100 Squadron Association

Mike English



A Handley Page O-400 of 100 Squadron  
Roy Shillinglaw is one of the group.



With wings folded to fit in the hangar - 26 Hup



# From Excalibur, RAF Leeming's magazine

The Station Commander, Group Captain Bradshaw MA BSc recently despatched a card to the Duchess of Cornwall, the station's Honorary Air Commodore, to commemorate her birthday on 17th July. The image adorning the front of the card included representatives from the many units that make up the diverse Station. For those that don't instantly recognise the shape, it mirrors the Duchess's monogram, albeit with a couple of Hawks thrown in for good measure.



The Group Captain also joined The Boss - Andy Wright and others from RAF Leeming who took part in this September's Great North Run in aid of the Jon Egging Trust (JET).

JET helps many young people in difficult circumstances to overcome adversity and realise their full potential.

JET was set up in memory of Jon Egging, who tragically lost his life in 2011 while flying as 'Red 4' with the Red Arrows.

# 100 Squadron Association Website

A few weeks back, the old website experienced a malfunction. Unfortunately, after much hard work and persistence, the issues were unresolvable and therefore, the intended new Association website project had to be fast tracked somewhat to get us back online. We had intended producing a new website for the 100th anniversary weekend, but the unexpected issues saw to it that we find a replacement earlier than planned.

I am pleased to say that the new website is now up and running, but it will mean that each member of the Association will need to sign up again in order to access the secure part of the website. Like before, members will be able to see current and previous copies of The Hornet online along with details for upcoming reunions.

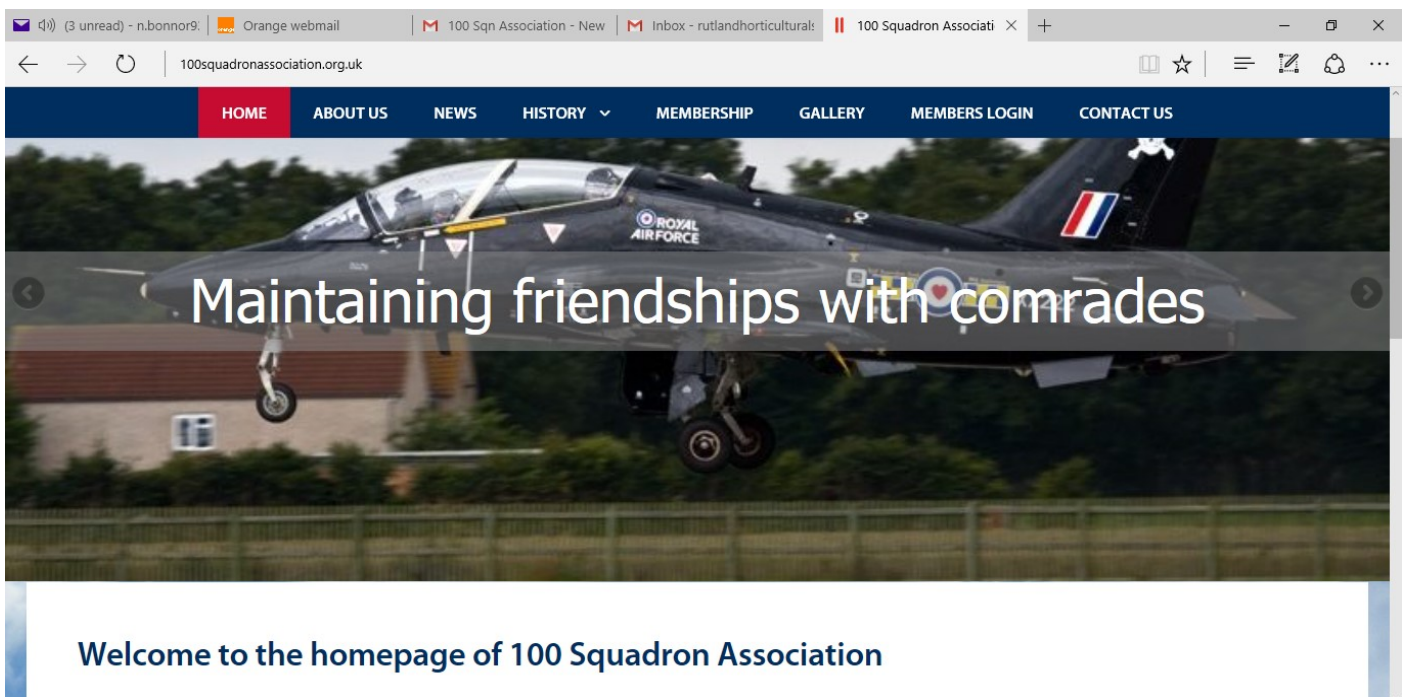
In order to register, please visit:

[www.100squadronassociation.org.uk/100sqnregistration2016](http://www.100squadronassociation.org.uk/100sqnregistration2016)

and scroll down to the 'New User Registration' section and fill in your details. If you experience any issues with the registration, please contact me at [damien@lingosolutions.co.uk](mailto:damien@lingosolutions.co.uk)

Damien English

Website Manager



The screenshot shows a web browser window displaying the homepage of the 100 Squadron Association. The browser's address bar shows the URL [100squadronassociation.org.uk](http://100squadronassociation.org.uk). The website has a dark blue navigation bar with the following menu items: HOME (highlighted in red), ABOUT US, NEWS, HISTORY (with a dropdown arrow), MEMBERSHIP, GALLERY, MEMBERS LOGIN, and CONTACT US. Below the navigation bar is a large banner image of a dark blue Royal Air Force fighter jet in flight, with the text "Maintaining friendships with comrades" overlaid in white. At the bottom of the page, a blue banner contains the text "Welcome to the homepage of 100 Squadron Association".



## **ASSOCIATION MEMORABILIA**

|   |        |
|---|--------|
| Squadron Association Ties, blue and maroon      | £12.50 |
| Blazer Badges (specify King's or Queen's crown) | £12.50 |
| "The Hornets Nest" History of 100 Squadron      | £12.50 |
| Supplement to above                             | £4.50  |
| "Aircraft of 100 Squadron" Montage              | £5.50  |
| DVD "100 at 90"                                 | £5.00  |

Postage and Packaging is included in all of the above. Please make cheques payable to "100 Squadron Association". To order any of the above Association Memorabilia, please contact the Treasurer.

## **100 SQUADRON MEMORABILIA**

|   |                      |
|---|----------------------|
| Cloth 100 Squadron crest badge  | £5.00                |
| Cloth skull and bones badge   | £3.00                |
| 100 Squadron crest zap  | £1.00                |
| Skull and bones zap   | £1.00                |
| 100 Squadron print (blank)  | £5.00                |
| 95th Anniversary Squadron print (signed)  | £10.00               |
| 100 Squadron shield (wooden)  | £33.00               |
| Framed embroidered crest  | £33.00               |
| Mini hip flask  | £5.00                |
| Skull and bones baseball cap  | £7.00                |
| 100 Squadron T-shirt Skull or Hawk (state size)   | £10.00               |
| 100 Squadron polo shirt (state size)  | £14.00               |
| (Sizes of T-shirts and Polo shirts are S, M, L, XL and XXL)   |                      |
| 100 Squadron cummerbund (blue-yellow check - other side<br>Skull and Bones white on black) (state waist size) | £33.00               |
| 100 Squadron bow tie (blue-yellow check) S, M, L  | £15.00               |
| 100 Squadron engraved tankard   | Price on application |

Please make cheques payable to 100 Squadron Aircrew Fund. To order any of the 100 Squadron Memorabilia, please contact the Secretary.