



THE HORNET

The Newsletter of the 100 Squadron Association

President: Air Commodore N Bonnor FRIN FRAeS RAF (Ret'd)

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Newsletter 100 February 2013

Dear Colleagues,

Here it is at last, my last newsletter. I hope my place will be taken by the charming (and efficient) Mrs Nina Crane, who you will all have met with her father, Ron Clark, at our reunions. You need not think that you have got rid of me altogether as I will still be in charge of N/L distribution! If you have any input for N/L 101, please send it to nina.crane1@ntlworld.com or Mrs N Crane, Flat B3 Woodside, 55 Surrey Road, Bournemouth, BH4 9HS. This will be the last chance to thank Wing Commander Christian Gleave for all his work for the Association and give him our best wishes for his future after leaving us and passing Command of "the Ton" to Wing Commander Anthony Cann in April, (see page 4).

John.

New Associate Members

Vivienne Skinner – niece of Alfred Lower killed in action 20 October 1943. Sergeant Alfred William Nelson Lower (Flight Engineer) No. 1288402 served with 100 Squadron from 5 June 1943 until he was killed in action on 20 October. His last flight was in HW-A ED 555 Lancaster Mk III. He and his colleagues were on an operation to Leipzig and were shot down over The Netherlands. They are buried in Eelde Cemetery. We have put Vivienne in touch with Hendrik Cazemier, who tends the graves at Eelde with his Dutch colleagues.

David Brede - son of Ted Brede, whose obituary appeared in the last issue of The Hornet in November 2012.

Robert Hayton and Steve Hayton - nephews of Sergeant John William Hayton who was lost without trace on 3/4 September 1943. He was the Rear Gunner on Sergeant Harvey's crew flying HW-N JA969 on a raid to Berlin.

The Association Reunion 2013

PLEASE NOTE: Because of a recent change of commitments at the Officers' Mess, RAF Wyton; the Reunion will now be held a week earlier than the date published on the website last November.

The 2013 Reunion will be held at RAF Wyton on Friday/Saturday, 21st/22nd June 2013. Initial plans are:

Friday, 21st June 2013

10.30 – 13.30 Meet and Greet and light lunch in the Officers' Mess.

13.30 – Coach/cars depart to The Shuttleworth Collection.

16.00 – Depart Old Warden and return to RAF Wyton.

19.00 – Gather for Reunion Buffet Dinner.

Saturday, 22nd June 2013

09.30 – AGM at the Officers' Mess, RAF Wyton.

11.00 – Service at the Station Church.

12.00 – Lunch and/or depart.

The Squadron has been in touch with the BBMF to request a display by the Lancaster.

An application form has been e-mailed to those accepting this e-Hornet.

DON'T FORGET TO BRING A RAFFLE PRIZE!

Norman Bonnor

Obituary



Air Commodore Robert A. C. Carter CB DSO DFC who died on 10 November 2012, aged 102.

Although not a member of the Squadron or the Association, he was well known by many of our Lancaster veterans as he was the Station Commander at RAF Grimsby (aka Waltham) in 1943/44 and regularly flew operations with new crews when they arrived on 100 Squadron.

He joined the RAF in 1927 as a Halton Apprentice and won a scholarship to Cranwell where he trained as a pilot. Throughout WWII, he served in Bomber Command firstly on Wellingtons with 150 Squadron and later with 103 Squadron on the Halifax and Lancaster before taking Command at Waltham.

Wing Commander Anthony Cann MA Cantab MA

The new Officer Commanding 100 Squadron



Wing Commander Tony Cann joined the RAF in 1988 under the University Cadetship Scheme and graduated from Cambridge in 1991 with a degree in Engineering. He completed Initial Officer Training at RAF Cranwell before Basic Flying Training at RAF Linton-on-Ouse and Advanced Flying Training at RAF Chivenor. Selected to fly the Harrier, Tony completed his conversion training on 20(Reserve) Squadron at RAF Wittering before being posted to serve on IV(AC) Squadron at RAF Laarbruch in Germany. A 3-year tour on IV(AC) was capped with selection to the Qualified Weapons Instructors (QWI) Course from which he was posted to serve as the QWI for 3(F) Squadron, based at RAF Cottesmore, and later as a staff QWI on 20(R) Squadron. Tony was promoted to Squadron Leader in 2002 and posted to RAF Cottesmore once more as the Harrier Force Standards and Evaluation pilot (STANEVAL), a post which was cut short with a transfer once again to 3(F) Squadron, this time as the Executive Officer.

During his time on the Harrier Force, Tony saw active service in the Balkans, Sierra Leone and Afghanistan. His final tour with the Harrier Force was followed by a 3-year tour at RAF Waddington, serving as the Harrier Subject Matter Expert for the Air Warfare Centre Tactics and Training Wing. On promotion to Wing Commander, he was selected to attend the Advanced Command and Staff College in Madrid which he completed after a year learning the Spanish language, gaining a diploma from the Defence School of Languages at Beaconsfield and an MA in International Liaison and Communication from Westminster University. He is currently serving at Headquarters No 1 Group as the lead pilot for the Lightning II. Tony takes command of "The Ton" on 19 April 2013. We welcome him as our next Chairman.



ZM135 – the first UK F-35B Lightning II

Wg Cdr Cann is married to Sarah, a secondary school music teacher and has 2 children: Maddy, aged 9 and Sam, aged 8. His sporting interests include hiking, football, skiing and cycling, although life with two young children means that there is little time for any of that.

The Departing Boss

After two years as the Officer Commanding 100 Squadron, Wing Commander Christian Gleave is moving on but, as yet, he doesn't know where.

During his time as "The Boss", Christian has presided over the ceremony for "Resting" of the second Squadron Standard in Ripon Cathedral, and the magnificent celebration of the Squadron's 95th Birthday. Christian also led the EIIR formation at the Queen's Jubilee Parade and Muster, so he has had a very busy two years in command with many hours added to his log book.

Fortunately, he still had time to get married to the lovely Alanna at Kelmarsh Hall, Northamptonshire on 31 August 2012. We wish Christian and Alanna all the very best for the future and very much hope they will stay in touch with the Association.



The Story of Griff and May

This is the story of Flying Officer Oscar Griffiths and May Chatten. I am Barbara Huxley, daughter of May, and the story that I wish to tell has emerged over a period of several years. It is a story of World War II, 100 Squadron and the effects of war on two young people back in 1944 and, indeed others including myself, in recent years. The generosity of many people who have helped me to unearth the story of my mother and her wartime love for Oscar Griffiths has truly astounded me, and I wish to thank all those who have given me, and May, their time and memories.

One evening in April 1943 LACW May Ledson was on duty in the control tower at No 10 Air Gunnery School, RAF Walney Island. On the floor above was a young pilot Flt Sgt Oscar Griffiths, also known as Griff, who hailed from Swansea in South Wales. Griff came down the stairs and, spotting May at work, introduced himself. May had not previously met him but had typed his name onto Pilot Duty lists many times. They chatted to each other and Griff asked May if he could walk her back to WAAF quarters at the end of their duty shift. The spark was ignited and what follows is, quite literally, history. During what remained of Griff's tour at Walney Island, they spent much of their free time together. Romance blossomed as Griff and May walked around the island coastline together singing as they crossed the Barrow bridge to the Imperial Hotel for crumpets with jam (no butter, there was a war on!)

Griff was posted to RAF Hemswell, Heavy Conversion Unit (HCU), to convert to the Lancaster and then on to RAF Waltham (Grimsby) and 100 Squadron in 1944. Whilst at HCU, Griff was commissioned as a Pilot Officer, and he telephoned May asking her how she would like to go out with an officer. May was thrilled and Griff made the long journey back to Walney to see her again. Then it was operational duty with 'The Ton'. May had sewn his 'wings' onto his tunic and had included the words "Happy Landings" on the reverse side of the brevet - the aircrew toast!

Griff and May wrote regularly to each other and met whenever they managed to obtain a 48-hour pass. May loved receiving his letters, poetic and beautifully written; in one, he told May that "he would always return to her and bloom again like a rose after the winter." Waltham was a happy base, and Griff loved the crew that he had formed when joining 'The Ton'. In October 1944, May travelled to Waltham, but Griff was detailed to fly an operation at short notice; so it

was in the early hours of the morning when he returned that they were able to walk the lanes around Waltham and Holton le Clay in the wind and the rain. Griff's crew, also out walking after their return, spotted them and made the comment that it was a "...terrible night Skip" to which Griff's reply was that "...it's a lovely way to spend an evening!"

Griff and his crew went on to fly 29 'ops' and were due to be rested at 'tour-ex' after the next mission. On Christmas Eve 1944, Griff and his crew took off on what should have been their final 'op' in their usual aircraft ND388 HW-G for Cologne. The bombing run was good, the target of Nippes railway yard was hit and Griff turned for home. Tragedy then struck and the aircraft, after being hit by flak, was destroyed with all crew members lost. They are all at rest in the beautifully kept war cemetery at Rheinberg in Germany. May had lost her Griff, and it would seem that this should be the end of our story; but there is more to come.

May was demobbed in 1946 and the pain of losing Griff eased with time. May married Harry, and had two children, myself and brother, Ian. Subsequently five grandchildren were followed by a great grandchild with another on the way. May was happy, but she didn't forget Griff. When May was in her seventies she visited Walney Island again, taking me along. She found the control tower, where she had met Griff all those years ago, was still standing. She went in and the memories came flooding back. May walked around the Nissen huts and what remained of the other wartime buildings half expecting Griff to appear out of the mists of time.

It was in 2011, some 67 years after May had first met Griff, that she received a letter from Michael Gill. Michael's mother, who died when he was just five years old, was also a WAAF based at Walney, and he was searching for people who may have known her.

May had known her and subsequently met Michael to tell him what she knew of his mother. Michael was a mine of information about Walney, and this kindled a desire in May to find out more about the loss of HW-G and whether Griff had any relations still living. May told me much more about her time with Griff, and this spurred me on to become involved with May's search. I began the search via Jim Stewart of the BBMF and also made contact with two members of the Association (Brian Hulme and Dr Keith Ellis). The help and assistance from the Association has been unstinting and so generous. I then made contact with 'The Swansea Evening News' and their reporter, Geraint Thomas, ran a full page spread on the story of May and Griff.

The very next day I received a phone call from a school friend of Griff's, Gordon Dennis, and he in turn helped me to make contact with Wynne, a nephew of Griff's. A letter then arrived from Howell Evans, a mid-upper gunner from 100 Squadron (and later 550 Sqn at North Killingholme) who had also flown on the Cologne raid that fateful Christmas Eve of 1944. He provided crystal clear details of the events of that night. Both Gordon and Howell, now in their late 80s, regularly write to and phone May.

Surprisingly, the three people who made the initial contact with us were Howell, Wynne and Gordon - HW-G! Other people who have got in touch include the sister of Griff's mid-upper gunner (James Islwyn Morgan) and the secretary of the chapel in Gowerton attended by the Griffiths family who also sent us a photograph of a memorial plaque to Griff in the chapel. It would really complete the circle of fate if May were able to find someone who actually knew, and can remember, Griff during his time at Waltham. Recently my son Richard and I were able to take May on a visit to the BBMF at RAF Coningsby where we were all treated with great courtesy by BBMF staff. We had the privilege of being invited on board the 'Phantom of the Ruhr', and May had the great pleasure of seeing her grandson sitting in the pilot's seat of that distinguished aircraft. On that very day, just as Griff had promised her in 1944, seven red roses blossomed in May's garden, one for each member of Griff's crew who flew in HW-G ND388. They were:

Flying Officer Oscar Griffiths, aged 23	Pilot
Sergeant Albert Dawson, aged 30	Flight Engineer
Alan Duncan Cozens, aged 21	Navigator
WO Metro-Alex Krewenchuk, aged 22	Bomb Aimer (RCAF)
Flight Sergeant Ernest McGuire, aged 20	Wireless Operator
Sergeant James Islwyn Morgan, aged 22	Mid Upper Gunner
Sergeant Frank Crompton, aged 19	Rear Gunner

Frank Crompton normally flew with Flying Officer Ramsden, and he replaced Griff's usual "Tail-End-Charlie" for the raid on Cologne. The name of Griff's own rear gunner is unknown to me, and it would be very nice if anyone can help with this part of my continuing quest.

May and I have both been admitted as Associate members of the 100 Squadron Association, and we are delighted and privileged to have joined. The story of Griff and May is part of the history of your long serving and distinguished RAF Squadron.

Lancaster ED 973 memorial at Grashoek

Many of you will remember that back in June 2002, several members of this Association, together with serving Officers from the Squadron, were invited to the dedication of a memorial to the crew of Lancaster ED973 which was shot down by a nightfighter while on route to Oberhausen. The plane, with a full load of already fused bombs crashed into the ground near the village of Grashoek in Holland, and exploded leaving no survivors. We were given a great welcome by the community. Every 5 years, a memorial service is held following the protocol set up by Arthur White. The Monument Committee and the people of Grashoek wish to invite Association Members to attend on June 15th 2013 when a new board with all the details will be dedicated.

Please contact Huub on huub@natuubegraafplaats.nl or Pip Kay on pipkay@home.nl

The Rapid Processing Unit

In 1965, the Victor Mk 2 was fitted with a side-scan radar capability and a Rapid Processing Unit (RPU) display. When in use, the H2S scanner was locked at 90 degrees to aircraft track, and the radar video diverted from the normal scanning timebase on the Plan Position Indicator (PPI) display to a six-inch wide, low afterglow CRT in the RPU. Photographic paper was drawn across this CRT at a speed proportional to the groundspeed of the aircraft appropriate to the range scale selected. The exposed image was developed as the paper passed over two slots in the top of the unit through which developing and fixing chemicals were sucked. Although it sounds hazardous to employ hot and corrosive chemicals in a pressurised aircraft cabin, the system was very successful in that the radar image produced was much sharper and with a much wider spectral range than the normal high afterglow PPI display. It also produced a permanent image which allowed the Nav Radar time to study the returns more carefully before making any updates.

The front platen of the RPU faced backwards beside the NBS Calc 3 behind the Nav Radar's seat. To use it, the Nav Radar selected either port or starboard scan and used his swivel-seat to turn round and face forwards. In a similar manner to the way the Fix controls on the NBS, or the GPI Mk 6, produced range and bearing markers on the PPI at the predicted position of the selected latitude and longitude, so markers

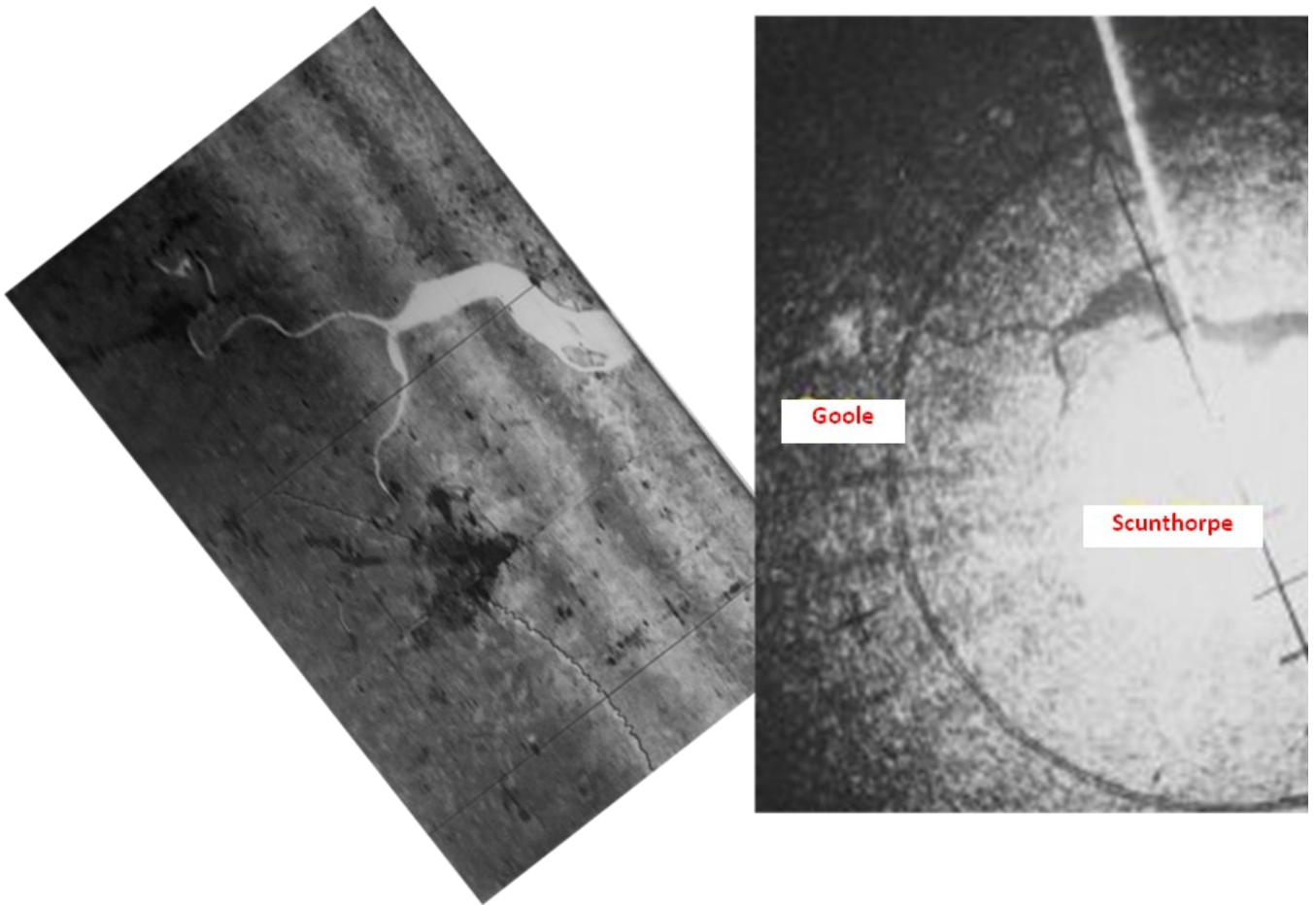


Figure 1. A comparison of the RPU and PPI displays of the Humber.

were produced on the RPU display but with a difference. As the scanner was fixed sideways at 90 degrees to track, the bearing marker always appeared as a line strobe in that direction as the aircraft passed the predicted position of the fixpoint. The range marker was not a circle but a hyperbola which appeared at the edge of the paper display and swung across to intersect the bearing marker at the closest point of approach to the predicted fixpoint before sweeping back to the display edge; these markers can be seen on left hand image of Figure 1 and in the later figures below.

To make a fix update, the Nav Radar used two wheels to move a small black cross on a plastic ruler onto the displayed intersection of the markers; he then selected Fix on the RPU and moved the cross over the radar image of the fixpoint and either he accepted this update on the NBS, or the Nav Plotter accepted it on the GPI Mk 6, whichever system was being updated. One quirk I remember was that the ruler was moved by small and rather delicate chains controlled by the two along and across control wheels. These chains inevitably had some slack, so the technique we used was to move the cross onto the marker intersection in the same direction as we needed to move it onto the radar image, thus ensuring the update didn't contain any slack from the chains.

Clearly, with only four minutes warning time from Fylingdales of a Soviet attack, a normal 20-minute alignment of the Blue Steel inertial navigation system (INS) was not an option; so once airborne, the INS was aligned in the climb and selected to a mode where Green Satin Doppler velocities (N/S & E/W) were compared with the IN velocity outputs, and the differences used to torque the INS stable platform and its levelling gyros. The first assumption was that the Doppler velocities were correct and that, if the IN velocities were the same, then the platform must be at right-angles to the local earth gravity vector.

The INS was then aligned in azimuth using the aircraft's gyro-magnetic compass corrected for local variation, and then updated using a Fix Monitored Azimuth (FMA) technique. This involved the Nav Radar using the H2S radar (either with the PPI or the RPU) to fix the GPI Mk 6 as accurately as possible and letting it run using IN heading for 150-200 nm (about 20 minutes flight time) on a reasonably straight heading, when he fixed again. The second assumption was that any across track error found was caused by IN azimuth gyro error, and this was torqued out automatically by accepting the fix on the GPI Mk 6 with other settings made that represented the track and distance between the fixes.

The performance of the floated gyros used in the Blue Steel inertial navigation system (INS) was not stable enough to maintain a good accuracy for much longer than the expected flight time of the missile, originally six minutes for a high level launch, so these two processes were continued throughout the sortie until the launch of the missile. The GPI Mk 6 was the key element in the integrated navigation system having been designed specifically to act as the interface between the aircraft navigation system and the missile.

Some Nav Radar's at Wittering were not comfortable with the RPU and continued to use the PPI for fixing the GPI Mk 6 and updating the Blue Steel inertial navigation system (INS). However, I really enjoyed using it and did so when my 100 Squadron crew launched Missile No. 175 in Aberporth Bay as part of Operation Fresno. The examples of the RPU display shown below, together with a current Google Earth image, are taken from that sortie and illustrate the clarity of the RPU radar image. Operation Fresno was intended to prove that the Blue Steel system was successful in squadron use when flown by operational crews and maintained by regular RAF technicians, rather than R&D trials crews and company personnel. Known as Post Acceptance Launches, our firing on 27 May 1966 was the first of four. A 139 Squadron crew from Wittering launched the second on 26 August 1966, and a further two were launched by Vulcan crews from Scampton on 31 May and 7 July 1967.

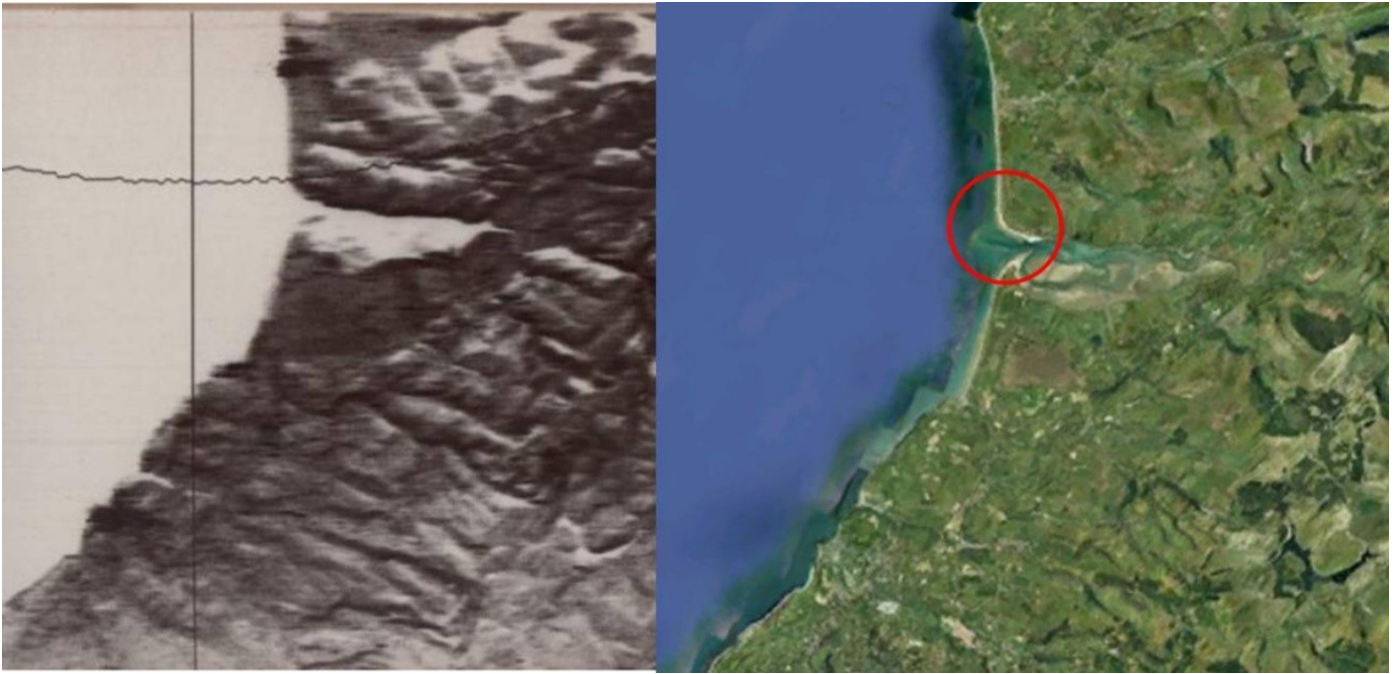


Figure 2. The Dovey Estuary.



Figure 3. Ullswater.



Figure 4. Holyhead Pier with an enlarged Google Earth image.
(including a High Speed Ferry.)

The RPU was only fitted to the Victor Mk 2; I believe this small scale introduction was really aimed at developing the technique for the ill-fated TSR2 in which an RPU-based side-scan radar was to be the primary fixing aid.

Norman Bonnor

“Return from Schweinfurt”

This painting by Terry Flynn was commissioned by Vic Crowley and is dedicated to the memory of all those who bravely served in Bomber Command during World War Two. It depicts Lancaster JB289 ‘T’ Tommy, flown by George “Jock” Alistair Smith, on its safe return from a raid on Schweinfurt in February 1944.

The aircraft bore the Bishop cartoon, illustrating the pilot’s other nickname “Bish”. Smith and his crew flew twelve operations in this aircraft. Targets included: Magdeburg, Leipzig, Frankfurt, Stuttgart and seven runs to Berlin, conducted between December 16th 1943 and 24th February 1944. Smith’s thirteenth operation the following night was to be his last. Flying a brand new Lancaster ND595 ‘V’ Victor (‘T’ Tommy was in for an engine change) Smith and his crew were shot down during a raid on Ausburg.



The crew bailed out over Switzerland, and all survived apart from P/O Herbert "Jack" Benson, the bomb aimer, who was fatally wounded. JB289 'T' Tommy was finally lost on 30th June 1944 after clocking up a total of 452 flying hours. "Jock" Smith, later known as Alistair Crowley-Smith, passed away in 1994.

The crew of JB289 'T' Tommy and ND595 'V' Victor were:

P/O George "Jock" Alistair Smith (pilot)
P/O Herbert "Jack" Benson (bomb aimer)
P/O Basil Medcalf (navigator)
Sergeant Eric Hiley (wireless operator)
Flight Sergeant Ronald Carr (rear gunner)
Sergeant George Beevers (flight engineer)
Sergeant Arthur Truscott (mid upper gunner)

The artist has prints available (unframed) two sizes:

40cm x 28 cm £35 each + p&p and 18cm x 11 cm £30 each + p&p

Phone 02392 389852

Website: <http://www.flynnspaintings.com/index.html>

These two poems sent to me by our President. "What think you of us now" came from a Mr Warriner found after the death of former Squadron member Ken Day. "Ghost Station" was scanned in from a recent issue of the Bomber Command Association newsletter.

What Think You Of Us Now

Did you die for some high ideals
Were you very young, was life a song
And did you often nightly steal
On man made wings prepared to bomb
Were you caught by some gunner's flak
Or was it by some fighter's gun
We only know, you came not back
Your song of life was left unsung

And is this world a better place
Or was it all a futile dream
And those you meet face to face
Do they long for what might have been
Is there still hope 'mongst you on high
That we below might yet find peace
Or has the chance again passed by
Perhaps it's now forever ceased

Oh could you but again relive
Those fleeting years that you called life
Would you be willing still to give
Your ally the greatest sacrifice
Oh can you not a new change make
And with fresh vision us endow
Oh you who died for freedom's sake
What think you of us now?

Ken Day - Foxton

Ghost Station

Stranger - pause here a little while,
And listen to the West wind's sigh,
With its tale of long-gone men –
Earth shall not see their like again.

Stand by this stone and lend an ear,
And I'll show you ghosts from yesteryear;
The windsock's creak, the cold wind's moan,
Long-dead men crowd around - we're not alone.

Look on this empty, lonely place,
Do their shadows, unseen, still cross my face?
Listen! Far off thunder, or a Merlin's roar,
Borne on the wind from Time's remoter shore?

Abandoned, quiet, here I lie,
Time stands still, though years roll by;
Runways broken, dispersals gone,
The only sound the skylark's song.

Half a hundred years have passed,
Half a century since I saw them last;
Lancasters, black against the sky,
Aircrews, young, so many soon to die.

They came from England and far distant shores,
Volunteers, each one, to defend Liberty's just cause,
These fractured runways know how many went,
Silent witnesses to Youth's blood, spent

I was created from the very earth for which they fought,
My rich, dark soil, with their sacrifice they bought;
In Lincoln Cathedral, yonder, their names are to be found,
And know this - by their blood, you stand on hallowed ground.

Let the tangles weeds that cover me remain,
Shrouding my memories of hope and pain;
And, as I return slowly to the land,
Let this proud stone in perpetual homage stand.

So, stranger, continue now upon your way,
But forget not those who - it seems but yesterday-
Gave all their tomorrows that you might live,
For your Freedom they gave their all they had to give.

Ron Brown

Editor's Notes

I would like to thank all those of you who have given me so much help and support over all my time as editor; it's been a very rewarding experience, and made me a lot of friends! I must also thank all of you who have sent me material for publication and please continue to send your input to Nina. Sometimes it has been hard to find enough to fill twelve pages and sometimes I've had too much for one issue! You might say put in more pages, but over 20 pages the cost of postage goes up to nearly double for some of our overseas members. Please keep us informed of any changes.

Goodbye to all my readers, and I hope you will enjoy Nina's newsletters in future.

Thanks again,

John

Website Update

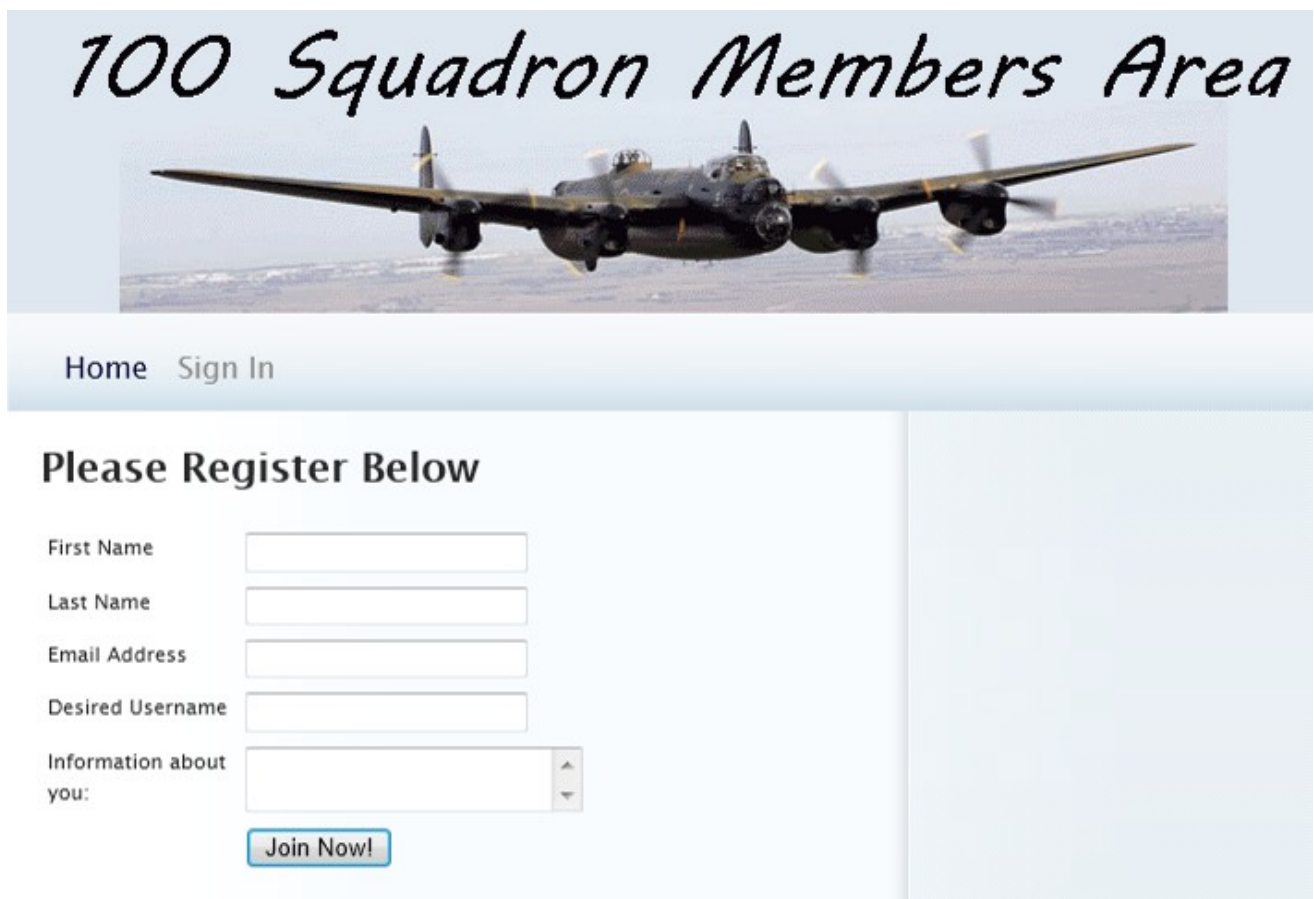
The "Members Area" of the website is now operational and contains past copies of 'THE HORNET' single page pdf documents in colour. A number of members have already registered using the procedure on the next page; they will no longer receive a hard copy version but will receive an e-mail to say when the next issue is available online. We encourage others with internet access to do the same as the savings in postage & printing are quite considerable!

Norman Bonnor

The 100 Squadron Association Website

The website now contains a 'Members Area' that gives access to electronic versions of The Hornet. To register, do the following:

- Log into the internet.
- In your browser address bar, type the following and press 'Enter':
www.100squadronassociation.org.uk/members/join_form.php
- You will arrive at a 'Registration Page'; enter your details, and note the 'Username' you wish to use. When you have registered, click 'Join Now.'



The screenshot shows the '100 Squadron Members Area' registration page. At the top, there is a banner with the text '100 Squadron Members Area' in a cursive font, above a photograph of a B-24 Liberator bomber aircraft in flight. Below the banner, there are navigation links for 'Home' and 'Sign In'. The main content area is titled 'Please Register Below' and contains a registration form with the following fields: 'First Name', 'Last Name', 'Email Address', 'Desired Username', and 'Information about you:'. A 'Join Now!' button is located at the bottom of the form.

- This will take you to a 'Log In Page' but first check your e-mail Inbox for the 'Activation Message' which, apart from activating on the special link, will include a Password to use with your Username to login.
- To Login, simply enter your Username and Password noting that this is case sensitive.
- Click the 'Submit' button and you will arrive in the 'Members Area' and will have access to The Hornet and past copies in colour.

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".

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 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 "ISS Defence" and mark the back "100 Sqn 203135".

To order any of the above, please contact the Treasurer:

Mike English

4 Forest Road, Chalet Hill, Bordon, Hampshire GU35 0BH

01420 489543

mikej1947@hotmail.co.uk