



# **THE HORNET**

## The Newsletter of the 100 Squadron Association

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## **Newsletter 101 May 2013**

Dear Members

This is my first newsletter, and I would like to thank John Holford and Norman Bonnor for their assistance to me in putting it together. I had to learn how to use Desktop Publisher for those of you who are familiar with computer programmes. It is rather a short newsletter because I haven't had many contributions from members. I hope you will send more for future editions.

As you know, this year's Reunion is on Friday and Saturday, 21st and 22nd June at RAF Wyton, and I hope to see many of you there so please get your booking forms in as soon as possible.

Nina Crane  
(Editor of The Hornet)

## Obituaries

**Alec Amundsen Wiseman BEM** passed away on 4 March 2013 aged 101. Alec was a member of the 19th Halton Apprentice Entry and served on the Squadron at RAF Seletar, Singapore in 1935/36 with the Vickers Wildebeeste. He was later involved in the Berlin Airlift for which he received the BEM. A donation in Alec's memory has been sent to the RAF Association, Easter Area.

**David Nimmo** passed away on 28 March 2013, aged 83. David served on the Squadron at RAF Hemswell servicing the electrical systems of the Avro Lincoln from early 1948 to December 1949. David and Chrissie were regular attenders of our reunions, and he will be sadly missed by his family and members of the Association. A donation has been sent to the RAF Benevolent Fund in David's memory.

**Robert Raymond William Parker** passed away on 10 April 2013. Robert served on the Squadron at RAF Grimsby/Waltham as an Air Gunner from April to July 1943. His wife Phyllis requested a donation to the Association for International Cancer Research – AICR.

We have lost one other member since the 2012 Reunion, but we did not receive notification at the time:

**Kenneth Edward John Head** died in August last year. Kenneth served on the Squadron at RAF Waltham/Grimsby on the Avro Lancaster as a Flight Engineer in 1943-44.

## **The Association Reunion 2013 – Reminder**

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 or accommodation.

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 had confirmation from the BBMF that, weather permitting, the Lancaster will give a display for us at lunchtime on Saturday.

An application form is included with this issue of The Hornet.

**DON'T FORGET TO BRING A RAFFLE PRIZE!**

**THE DEADLINE TO APPLY IS 10 JUNE 2013**

Norman Bonnor

## **Subscription Reminder**

Just a reminder to those who pay by cheque rather than Standing Order that the Association's financial year starts on 1 August 2013, so subscriptions for 2013/14 will be due on that date.

## **Exercise *Gallic Pirate*** **100 Squadron Staff Ride**

The Officers and Airmen of the Squadron boarded a coach on a blustery February morning bound for the country that has become the Squadron's home from home. Heading for the Channel Tunnel, they were off to France not to further the entente-cordiale with their French Air Force sister squadron or to beat the French at air combat (again). This time, they were heading south to visit some of the most historical and important locations frequented by the Squadron in The Great War and some Second World War locations on a quest for knowledge!



The formal aim of the visit was to conduct a staff ride to battlefield sites, to research the history of the Squadron and gain a greater understanding of Royal Air Force operations. This meant not only studying the devastating effects of interdiction, reconnaissance and bombing from such historic machines as the Fe-2b and Be-2e (that were specifically re-designed for 100 Squadron in its infancy as the first night bomber squadron), but also to understand the importance of Air-Land integration during the Battles of Ypres, Sommes and Arras.





To enhance the learning opportunities, Fit Lt Rachel Housby had recruited Dr Guy Finch, a retired Kings College lecturer in Aviation History and a veteran of both JSCSC and RAF Cranwell; his knowledge base appeared to be limitless.

Exercise Gallic Pirate comprised a week of visits to sites in both France and Belgium to draw important comparisons between historical campaigns and current operations that identify leadership, and the evolution and employment of air power in both the Close Air Support (CAS) and Air Interdiction (AI) roles. As an expeditionary unit that frequently has small teams detached around the country, if not Europe, the Staff Ride also provided a fantastic opportunity for the Squadron to detach as an entire formed unit. The early part of the week saw the Squadron concentrate on the Great War, in particular the part that 100 Squadron played and the strategic lessons that can be drawn from the use of air both then and in recent CAS situations such as Operation Herrick. We were lucky enough to visit Izel-Le Hameau, the first airfield from which 100 Squadron operated (and therefore its real birthplace), Douai airfield, the original home of Baron Von Richtofen and his "Flying Circus" (100 Squadron's first target and very successful raid at night) and the incredibly moving war graves at Passchendaele. The Tyne Cot Memorial at Amiens had enormous resonance for one of the Squadron's current serving members, Fit Lt Jimmy Whitworth, who tragically lost his Great Grandfather during one of the Ypres offensives. Needless to say, the Squadron paid due respect to his grave in the only way they knew best - to have a small nip of whisky in his honour!

The latter half of the week purposefully concentrated on the Second World War, and the utility of airpower during the D-Day Landings and the further offensive into mainland Europe. Visiting Pegasus Bridge near Caen proved to be fascinating and proved the accuracy and skill of the glider pilots that inserted the Airborne Divisions into the area by night on 6 June 1944, and then on to "Omaha" beach (Dog Green) where the opening scenes of "Saving Private Ryan" were filmed and the US amphibious assault re-enacted.





On the way home, the Squadron were privileged to visit The Battle of Britain Memorial overlooking the Cliffs of Dover, which allowed a comparison of the lessons learned in Control of the Air and the utility of ISTAR (RADAR) and the chance to discuss openly the future of manned aircraft and the potential relevance of visual air combat.

Despite the bitter weather, long coach journeys, wrong turns and a lost wing-mirror, the week was an undoubted and outstanding success. Thanks to the flexibility of the MT Drivers, Rachel Housby's organisation and in no small part the enthusiasm and dedication of Dr Finch, each member of 100 Squadron returned with a greater understanding of air power and its uses both historically and in current operations. The Squadron are now looking forward to visiting Malaysia and studying the Japanese Campaigns in 2014!

This article was first published in the RAF Leeming magazine "Excalibur".

## **Bomber Command Clasp**



Up to a quarter-of-a-million veterans, and the families of those who have sadly died, could be eligible to receive a new award in recognition of their unique contribution protecting Britain during the Second World War. Living veterans and widows are first in line to receive this new award which has been available since March this year.

Minister of State for Defence Personnel, Welfare and Veterans - Mark Francois said: "All those who served our country in Bomber Command deserve nothing but the utmost respect and admiration from us. *"That's why I am delighted that these special individuals will in the next few weeks begin to receive the Bomber Command clasp that they have so long deserved. I am also pleased to announce that the families of those no longer alive will also be able to apply for the award in recognition of their loved ones' bravery."*

The Prime Minister announced the new award last December and after extensive consultation the final design has now been agreed. The Bomber Command clasp, to be worn on the ribbon of the 1939 to 1945 Star, will follow the design of the Battle of Britain clasp.

Those eligible for the new Bomber Command clasp will have previously qualified for the 1939 to 1945 Star, to which the clasp will be affixed. There is an additional requirement to have flown at least one operational sortie as aircrew on a Bomber Command operational unit.

Eligible veterans and next of kin are now encouraged to apply for the award. Details and an application form can be found at <http://www.veterans-uk.info/> or by telephoning 08457 800 900 (local rate). Please pass this information onto any veterans you know who would be eligible for this award.



## Radio 2 Does the Dambusters Proud



On Friday 17th May, Radio 2 marked the 70th anniversary of the 617 'Dambusters' Squadron raid on the Mohne, Eder and Sorpe dams with a special day of programming. The Chris Evans early morning show was broadcast from RAF Scampton (wartime home of 617 Sqn). Among his guests was Colin McGregor (brother of actor Ewan) who flew tornados with 617 Sqn. Chris Evans then flew in the BBMF Lancaster to Biggin Hill airfield and talked about his experience on the Jeremy Vine show which was broadcast from Biggin Hill. His flight was filmed and shown on 'The One Show' on BBC1 that evening. The photograph shows the BBMF Lancaster with its new nose art 'Thumper the Rabbit' which was originally on a 617 Sqn Lancaster which successfully bombed the Tirpitz in 1944. The day culminated with 'Friday Night is Music Night' broadcast in front of a live audience in an aircraft hangar at Biggin Hill with the Central Band of the Royal Air Force and the RAF Squadronnaires providing the music. The only remaining survivors from the Dams Raid, pilot Les Munro and bomb aimer George 'Johnnie' Johnson conveyed special messages about their time on 617 Sqn and the Dams Raid in particular and Barnes Wallis' daughter read a letter she wrote to her father when she was 14 years old after reading about the successful raid on the dams.

This programming was of course in addition to the flypast over the Derwent Dam and the service of commemoration in Lincoln Cathedral. The Hayton Brothers told me they were attending the service so perhaps they might write an article about their experiences there for the next edition of The Hornet.



## **Message From Outgoing Boss**

It seems an apposite moment during my last month in Command, for me to say a few words and a huge thank you for your kind support and friendship. I have been genuinely touched by your easy acceptance and for affording me the privileged position of Association Chairman. As you know, I am due to hand command (and The Chair) to Wing Commander Tony Cann on 19 Apr 13. Tony and I have been friends for many years - he is the ideal choice to command this proud Squadron, and I wish him (as we all do) every good fortune and success.



For me, it is not an exaggeration to say that this has been the most exhilarating, challenging, rewarding two years of my life. My tenure here has proved to be everything that so many people promised – the culmination of hard work but an utter privilege, an all-too swift journey of discovery and some life-changing achievements. I look back proudly at some historic moments since April 2011; the laying of the 100 Squadron Standard at Ripon Cathedral (for those of you keen to visit, it is rightly hanging in a magnificent setting), the 2012 RAF Leeming Families' Day and 100 Squadron 95th Anniversary Hangar

Dinner (standing with the Lancaster Crews on that stormy night and seeing The Phantom taxiing towards us all was something that will never leave me), formation alongside the serene Lancaster in a pair of 95th Anniversary Commemorative Hawks on a balmy summer evening in Lincolnshire, the very special relationship that we have developed with our French counterparts based in Dijon and of course, Her Majesty's admiration as 100 Squadron led the 27-ship E II R formation over Windsor Castle for Her Diamond Jubilee.

As we approach the end of this financial year, 100 Squadron will have flown 97% of its Annual Flying Task (AFT) and accomplished another 12 months of unblemished operational support. No-one however, was able to predict the reality; that command of this most historic of RAF squadrons would be an enduring lesson in the strength of people. I have been blessed by a superb team and unprecedented support. I have also been staggered at the amount of interest shown in the Squadron from places as far and wide as Singapore and Canada.

Suspicious already that this tour will be the zenith of my personal career in the RAF, I would like to take this opportunity to extend my thanks (formally, and for the record) to No. 100 Squadron and also to our fabulous Association for unwavering trust and support. I have genuinely been made to feel most welcome, established some great friendships, and I wish the new Commanding Officer and you all, every success and safe flying.

I do hope to catch up with you, for a cold beer at the next reunion. Blood and Bones, forever!

Wing Commander Christian Gleave MA RAF

## **Ashes Scattered at Waltham**

We are here today, Thursday, 24th May 2012 to say a final farewell to a beloved husband, dad and granddad, Charles Hayton who passed away on 1st December 2011. We have a permanent memorial to him in Hatfield, Herts but have come here today to the former airfield of RAF Grimsby (Waltham) to scatter the remainder of Dad's ashes. It was at this place, on the evening of Sept 3rd 1943 that Dad's brother, our uncle, Sgt John William Hayton of 100 Sqn took to the air as a rear gunner in Avro Lancaster JA969 on a bombing raid to Berlin. As fate would have it, JA969 was lost without trace, believed shot down. John was just 20 years old. We can only imagine what impact John's loss had on the Hayton family, in particular Dad, losing his only brother when he was just 13 years old.

We also take a moment to pay tribute to Uncle John, along with numerous other young airmen who flew out from this airfield during WW2, fated never to return. Looking through the rear gunner's turret on that fateful September evening, Uncle John would have been last crew member aboard JA969, watching the watching the airfield and his beloved homeland fading into the darkening inky sky of the falling night, not knowing if he would return safe and sound. May the eternal winds carry these ashes to the far and distant corners of time and perhaps to that unknown final resting place of John and may the spirit of our dear Dad and that of his brother, our Uncle John, be forever entwined. We remember also Eric Bertram Harvey, Arthur Leonard Kent, Charles Lambert Hamilton, Roland Eric Langford, Wilfred Frank Garner, Lorimer Seymour Reynolds.

Robert and Stephen Hayton



## **An Extract from The Hornets' Nest**

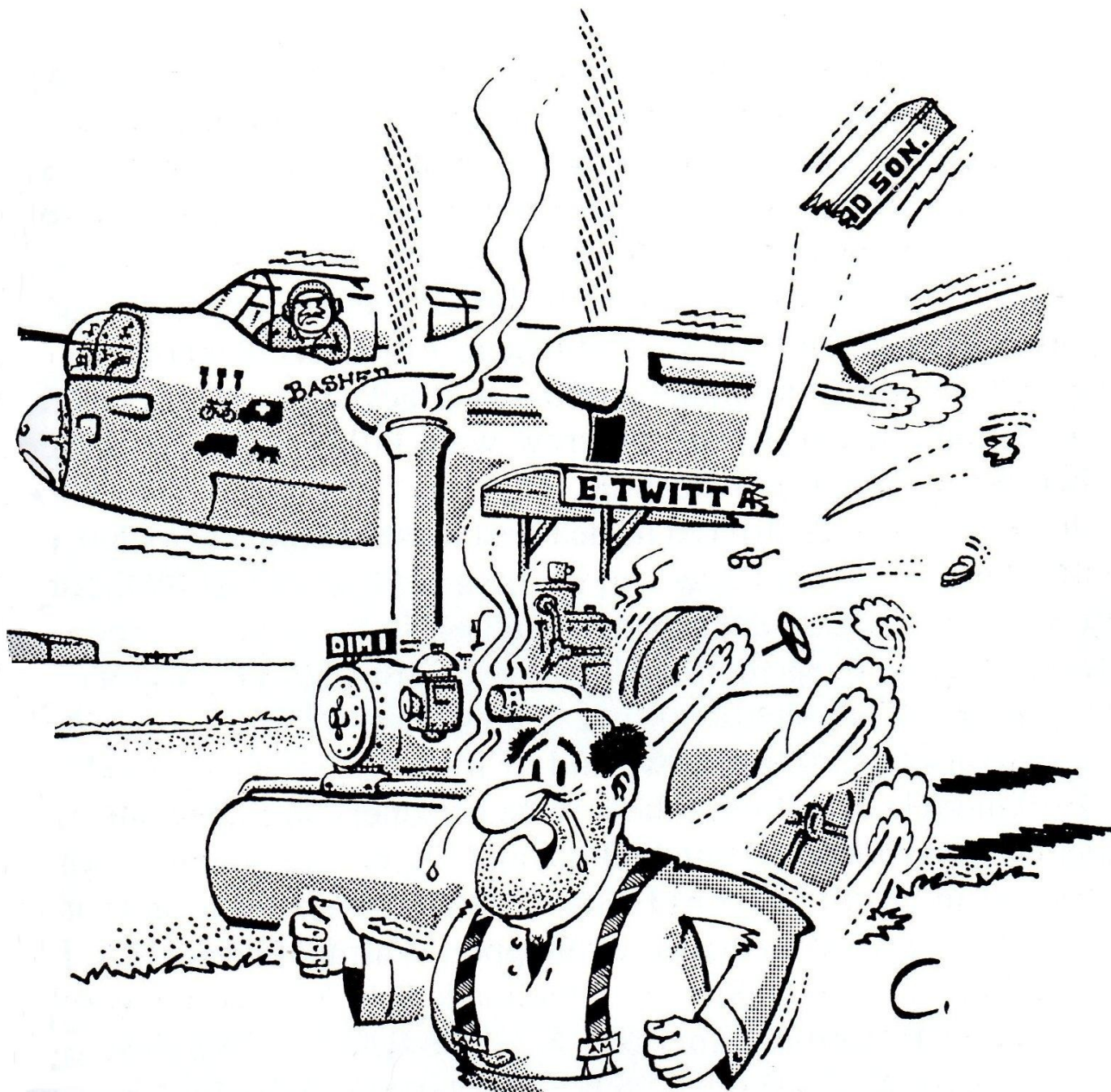
### **Arthur White**

In mid 1943, a Squadron Lancaster was in conflict with a steam roller. Flight\_Sergeant Eric Redshaw, a squadron fitter, wrote:

“One day I chanced to look across the airfield and there, some 300 yards down the peri-track, came a steam roller chuffing away merrily, the clank of its motion carrying clearly across to where I was working. As this registered, so did the sight of a taxiing Lanc - not too far behind. The scene just held me - like a tableau - whilst I thought: strange, going at some lick with all four props running!

The Lanc was gaining on the roller, and the driver must have just become aware as was shown by the quickening puffs from the roller's chimney. Evidently he thought he had to get somewhere quick and pull off the peri-track. Some seconds later, the roller came to a stop but the Lanc came inexorably onwards. Whether the pilot judged that his port wing tip would clear the roller I can't say but, suddenly, the roller driver leapt frantically down from his controls and ran off.

In the next few seconds, the Lanc's port outer prop chewed into the roller's roof canopy scattering the wood like confetti. In an instant the prop jerked to a stop and the Lanc lurched to a halt as the pilot braked hard with the other three props still running fast. The 'tableau' seemed to hang in time whilst I saw no more action nor anyone move or get out. It seemed that I was the only onlooker and, in the hustle and bustle of daily dispersal routine no-one else mentioned the incident. I never did discover the sequel.”



**"The Lanc. and the Steam-Roller" Waltham, Summer 1943**

**Cartoon by John Carson (550 Squadron)**

## **Joke**

An Englishman, an Irishman and a Scotsman all wanted to get into the RAF, so the recruiting sergeant told them they each had to go and blow up a building without anyone seeing them.

That night the Englishman went to blow up his building and when he told the sergeant he had done this the sergeant asked him "*How many letters in the alphabet?*" When he replied 26 the sergeant said "*Right you're in*".

The next day the Scotsman also went to blow up his building and when he was asked the same question by the recruiting sergeant he replied with 26 so he was in too.

The following day the Irishman went and blew up his building, but when the recruiting sergeant asked him how many letters there were in the alphabet he replied that there were 24. So the exasperated recruiting sergeant said "*You must be bonkers because there's 26 letters in the alphabet*" but the Irishman then replied, "*You must be bonkers because I've just blown up B & Q!*"



## **Website Update**

The "Members Area" of the website is operational and contains past copies of 'THE HORNET' single page pdf documents in colour.

Unfortunately some members have had problems after registering using the procedure on the next page, but our website manager hopes to solve this in the near future. We encourage others with internet access to register as the savings in postage & printing are quite considerable!

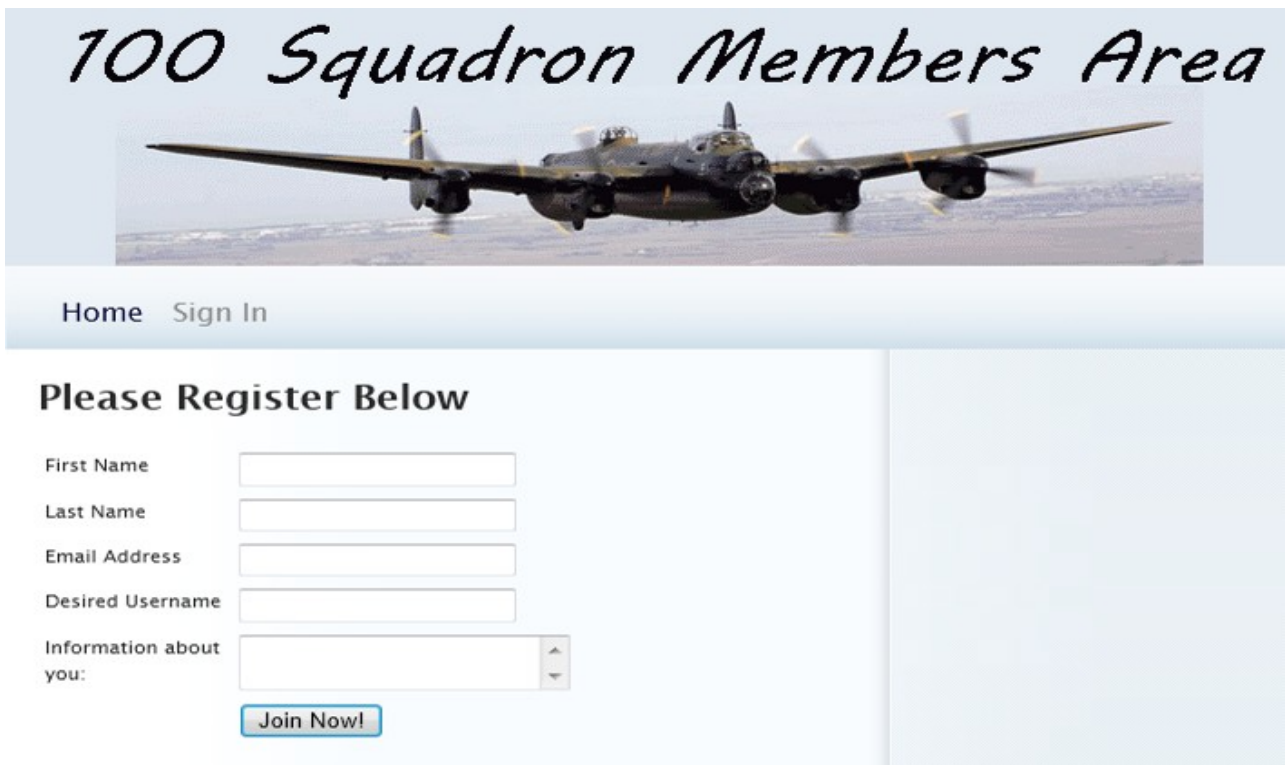
Norman



## **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](http://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, set against a background image of a B-24 Liberator bomber 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: