



The Hornet

The Newsletter of 100 Squadron Association

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Newsletter 59 - November 2002

Dear Colleagues,

Again and again we remark on the variety of our postbag since taking up Editorship. The past three months have been fascinating for Judy and me; we never know what the postman will bring these days. One letter took us off to Bournemouth Railway Station to meet Freddy Joyce who, while researching the history of the Ruislip Apprentice Clerks has come up with information about Norman Baugh during his time with 100 Squadron. (See page 6).

Another letter sent us on an abortive tour of Romsey in search of an artist. More of that when we find him! Thank you to everyone who has sent items for inclusion. We'll continue to publish as much as we can, so please be patient if you don't see your letter in print this time.

We wish all our readers at home and abroad a Happy Christmas and a peaceful and prosperous 2003.

John Holford.

Correspondence

We have received several comments following the Grashoek Supplement.

Pip Dorssers Kay sent an e-mail to thank us for her Honorary membership. She writes "I think you would all be pleased to know that there has been a steady stream of people through the wood ... you always seem to bump into someone on their way to look or on the way back. Wim has placed a book in an all weather case for people to open and sign. Who was to know what an impact the Monument would have. A lot of old boys and girls have laid the odd ghost to rest, talking of their war memories, probably for the first time in a long time.

So the site has united generations; it has given the youth a connecting point to the stories now told and an insight into the events of the Second World War. Indeed it is hard to comprehend that there was any criticism of the Bomber Boys. They were literally flying over one of the worst spots. Satellite photography was still in the future and folk were just doing the best they could with what they had access to.

I have learnt so many things from so many people during the 'monument experience'; at times it was interesting, at others challenging and at the really hectic times a b***** nightmare. My son is the only one without positive feelings ... he was glad it was over because he got his mummy back. It won't be long before his class is adopting the monument into their care and then he will truly understand, and I hope he will too be justly proud of all that was achieved. After all the past belongs in the past, it should never be forgotten, but the future, it belongs to the children."

Mrs Lewis, cousin of Alfred Boydell (crew member) wrote to thank us for her copy of The Hornet and to remark on the friendliness of the members of 100 Squadron Association whom she met at the ceremony.

Bob Davies who read the poem "Luck" in the ceremony phoned to thank us, particularly for the way that Arthur and Ginger described the event and the circumstances that led to it.

Tony Davey sends best wishes to all who remember him and his wife Lucette. We hope to reproduce his article on Sir Frank Whittle in the next edition.

Mrs Cherry Herrington was stirred to write by mention of the visit to Elvington Museum prior to the reunion in June, and her own visit to two Cold War bunkers in Essex. " Having looked through the GCSE modern history syllabus on the Cold War (where there is no mention of the V-Force) it seems a good time to increase our recruitment drive, especially when one learns that even the WI organise historical bunker tours! Between 1993 and 99 over 200 bunkers were sold off. Many are now used as stores, training centres, museums etc., but a greater number have been demolished, sealed off or buried with a few left derelict and abandoned. The Bunker Preservation Trust welcomes information and donations of equipment and artefacts from people who have worked in this field, and reunions are now being held. At Furze Hill they hope the site will remain as a memorial to all those who gave their lives during the Cold War and a tribute to all who served there." Cherry has also written the poem to be found on page 9.

Arthur Gamble has written a book entitled "The Itinerant Airman" to be published shortly at £8.99 plus p&p. An autobiography of his travels and adventures in the RAF during WW2, culminating in a tour of ops as flight engineer in Sqn Ldr Robb's crew. "Two very different theatres of war..... An 18 yr oldrequested to become an air gunner...they trained him to become a fitter! He found himself on a troopship bound for Singapore. There were very few fighter planes to work on..... he was moved around Malaya and the Dutch East Indies....then he saw a printed order asking men to train as aircrew and returned to England to join Bomber Command. As a flight engineer he flew Lancs with 100 Sqn flying day and night missions. He paints a vivid picture of what it was like to fly through enemy flak to accurately bomb the targets. Throughout the book he pulls no punches in describing the horrors of war but what also shines is the comradeship and humour of those who bravely fought alongside him. Arthur's memoirs are a fascinating read about one man's survival. He was abandoned by the entire personnel of more than one RAF station while serving in the Far East. Later as flight engineer in Bomber Command he was

instrumental in dousing a fire in a blazing Lanc at 16,000 feet over Germany. Orders can be placed with the author at 01776 840595 or by writing to 3, Coastguard Cottages, Drummore, Stranraer, Wigtownshire DG9 9QX. (It sounds like a great idea for a Christmas present.....Ed.)

The September newsletter of the Canadian Association gives due praise to the driving skills of Ginger Stevens (aka Stirling Moss) and to the fact that Colin Johnson has been on the Antiques Roadshow! (Did you know that?)

Kevin Webster has passed on an enquiry made via the website. Does anyone have any information about Plt Off A R Oxenham - 176286. He was with 100 Squadron at Waltham. He died on 22. 5. 44. Before the war he was with the Essex Police Force.

A nephew of Flt Sgt Keith Morgan RAAF has written to the Secretary giving details of his time with the Squadron in 1944 before he was shot down over Dusseldorf that April. He was born in Kent, moved to Australia and returned to England in the sixties. Robin Morgan has researched his story, and we would be happy to pass it on to anyone. It includes extracts from his service record and his report on the loss of his Lancaster among other things.

Canada

The following is taken from an article in the Telegraph last April by Kevin Meyers. It was sent to us By Greta Overmeen. She adds "There's a little dot on the map called Holland whose people certainly don't forget the sacrifices made by the Canadians."

It seems that Canada's historic mission is to come to the selfless aid of its friends and complete strangers and then, once the crisis is over, to be well and truly ignored. Canada has been a selfless friend to Britain in two global conflicts. Its purely voluntary contribution to the cause of freedom in two world wars was perhaps the greatest of any democracy. Almost 10% of their entire population served in the Forces in WW1 and nearly 60,000 died. Canada was repaid for its enormous sacrifice by neglect, its contribution to the victory being absorbed into popular memory as the work of 'the British'. In WW2 the Canadian navy began

with half a dozen vessels and ended up policing nearly half the Atlantic against U-boat attack. More than 120 Canadian warships took part in the Normandy landings; 15,000 Canadian soldiers went ashore on D-Day alone. Canada finished the war with the third largest navy and the fourth largest air force in the world.

The world thanked Canada with the same sublime indifference as it had the previous time. Canada repeatedly does honourable things for honourable motives. Such honour comes at a high cost.

Our best wishes to Greta who is awaiting surgery.

The RAF Ruislip Apprentice Clerks

We here reproduce a bit of the background information supplied to us by Freddy Joyce about "Trenchard's Brats".

The scheme of Apprentice Clerk training began in 1920, the first trial entry being known to themselves as "The Experimentals", following the introduction of the Aircraft Apprentice scheme for technical training. 2080 Apprentice Clerks (service Nos. 590000 to 592080) were trained as Clerks general Duties and Stores Accountants. Some Apprentice Clerks were transferred to Aircraft Apprentice and vice-versa. Four entries per year were enlisted, two by "Open" competition and two by selection. 26 Entries were enlisted between 28th Oct. 1925 and 28th April 1941. Initially the training lasted for two years but was reduced to 18 months in 1934. The productive value of an Apprentice Clerk is recorded as:

1st six months	NIL
2nd six months	2 Apprentices = 1 Airman
Rest of training	1 Apprentice = 1 Airman

Shorthand/ typing and education took place 4 evenings per week, and all for one shilling a day in the first year and one and sixpence a day in the second year!

Of the 2080:

- 819 were granted commissions
- 1061 promoted to WO or senior NCO Rank
- 455 trained and served as aircrew
- 318 awarded decorations/distinctions
- 276 killed in action/on active service or died in service.

In January 1920, the first Apprentices entered Cranwell, and following a successful trial entry the scheme was extended to include the Clerks to be trained at the RAF record office in Ruislip. In 1934, the RAF introduced Boy Entrants, offering training as Wireless Operators, Armourers and Photographers. In 1993, the RAF Apprentice scheme ended with the graduation of the 155th entry of Apprentice Engineering Technicians from RAF Halton and RAF Cosford.

Freddy Joyce is the Archivist of the Ruislip Apprentice Clerks and has made contact with our Association because of his interest in Norman Baugh. Norman was an Apprentice Clerk and following his training was posted to 100 Squadron then at Seletar in 1938 as a Sergeant Pilot (Service No. 590431). He was commissioned in 1940 and posted to the Station Flight at Hong Kong. He was captured on the fall of Hong Kong, but with two others he escaped in 1942 and finally reached India after walking across China. Freddy has put together the story behind the escape and Norman's service, and we are very grateful to him for his detailed research.

Flt Lt Norman Baugh RAF had been teaching Major John Monroe how to fly, but that came to an abrupt end with the invasion by the Japanese. Together with Capt J B Trevor, these two were captured on 26th December 1941, escaped on 1st February 1942 and reached Chugking on 31st March 1942. All three were awarded the Military Cross in recognition of their effort and enterprise.

From Norman's citation.....

"...this officer was unable to operate against the Japanese. He assisted in the land defences of Hong Kong until the surrender of the garrison 25th December 1941. At 2320hrs on 1st February 1942, the party escaped by swimming, pushing before them a small raft of firewood with clothing and food supplies. They landed at 0200hrs and started to walk a northerly course. During the succeeding days they hid by day and walked by night. Owing to exhaustion, bad weather and the steep inclines they found the going very hard. On 5th February they ran into bandits who stole some of their possessions but provided them with a meal and a guide. On 12th February, they proceeded to Wai Chow and from there to Kunming; they left Kunming for Calcutta by air on 1st April 1942.

The party showed great determination in leaving the comparative

safety of the prisoner of war camp to face the unknown hazards of the mainland and a journey of some 2000 miles of Chinese territory.”

Norman himself made the following notes;
“During the journey through China, I noticed that British prestige in the Far East had suffered considerably. General Chang made the following comments: British troops were too confident, not determined, not fit, trained in the wrong methods with no scope for individualism, the system was too stiff and elaborate. Captain Chue who was an experienced fighter said that 1,500 determined men should have been able to hold our defence lines; our footwear and general equipment was too heavy and elaborate. These comments were generally expressed.”

Important

After the next newsletter, a new program will be used to print the address labels, and they are on the same program as the database for all the members details. While we do have at present all the addresses, it is imperative that other items are on the database too. It is necessary to include the following details:

- Rank on Squadron
- Aircrew or Ground crew trade
- Rank upon leaving
- Aircraft types flown/worked on
- Dates on the Squadron
- Decorations
- Locations while on the Squadron
- Membership of learned bodies

All these details are already on the database for most members. However 84 members' details were lost in the transfer between Bill Bailey and Alex. Replacement forms were sent out to these 84, but there are still 44 outstanding. If your address label has a red cross on it then that means that we have NOT received your supplementary details as listed above, and to avoid missing out on your February newsletter please send these details to Stamper either by letter or e-mail (address in the booklet). Thank you.

Airline Mnemonics

BOAC	Better On A Camel
EL AL	Every Landing Always Late
TWA	Try Walking Across
SABENA	Such A Bloody Experience Never Again.
DELTA	Don't Expect Luggage To Arrive
OLYMPIC	Onassis Likes Your Money Paid In Cash
ALITALIA	Aircraft Lands In Turin, All Luggage In Amsterdam
BEA	Barely Ever Airborne

Changes to membership

New members

W H Adams 14 Gardeners Hill Rd Roundstone Farnham, Surrey GU10 4RL	A D Walker 157 Northumberland Rd North Harrow Middlesex HA2 7RB
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Resigned

J D Bell

Change of address

Len Park 70/2 Hungerford Avenue Halls Head Mandurah Western Australia park@southwest.com.au	Flt Lt A J Williams 617 Sqn. RAF Lossiemouth Morayshire IV31 6SD ads.rach@virgin.net
Mr John Herbert 65 Wildmoor Lane Catskill Bromsgrove B61 0PA Tel: 01527 877157	Mr Alec Wiseman 3 Wilding Court Portland Crescent Woodbridge Suffolk IP12 4TP

Forty Years On

Above us they flew, the ones that we knew
In answer perhaps to that last command
They ran with 'go' bags and crew.
Below us now see the 'stay' part and few
Quietly plotting the country's last stand.

In modern history GCSE's children now seek
Understanding of those years so bleak
In places once secret our young now learn
How calm calculation, above and below
Kept the long peace we think we all know.

Come walk with ghosts in bunkers deep
Where if Armageddon were to come ...
And before that long eternal sleep,
Below they record, communicate and fight,
In that OH so long, long dark night.

And how close it came, do you remember?
When Mickey Finn became, no longer a game.
Cuba the name. On stations they say:
Civilians sent home, guards doubled that day,
And the gates were locked, that dread October.

But perhaps even before that long afternoon
Others kept a watchful eye? From that dark,
Familiar car in the M1 lay-by convenient park!
Klaxons screech, engines roar, and soon
They are gone again, again and again ...

Hush, five men did not come home one night
In a field near Barnack one baled out alright
Serving with distinction, before his own respite.
Not for them, alas, glamour or fame
In this our deadliest poker game.

History moved on and bombers became tankers.
A myriad purposes are found for the bunkers.
And Civil Defence is nothing new.
So now, someone else keeps the long watch ...
In silence, in two thousand and two.

Cherry Herrington, 2002

At the Vet's

A woman took her sick parrot to the vet. "I'm sorry, Madam, but this bird is dead" declared the vet. "No it can't be dead" gasped the woman in disbelief. The vet left the room and returned a moment later with his Labrador dog. The dog put its front paws on the table and looked at the parrot, then it jumped down and ran off. "I still can't believe what you're telling me" sobbed the lady, "He can't be dead".

Again the vet left the room, this time returning with a cat, which he placed on the examination table. The cat walked slowly around the bird before jumping off the table.

The woman by now was drying her tears. "Well, I'd better go home then" she said. Silently the vet presented her with his account. "What!" she shrieked "£120 just to be told my parrot is dead!" The vet shrugged. "Madam," he said, "if you had accepted my word in the first place it would have been only £20, but of course there's the Lab report and the Cat scan"

Obituaries

It is with deep sadness that we record the death of Wg Cdr Derek Blunden MBE on 11th Sept. 2002. Derek was our Welfare Member, putting members in need of help in touch with various charities and other bodies. He resigned from the Committee in July on health grounds. At his funeral, the Association was represented by member Sqn Ldr Gordon Hagel. He writes "the funeral went well. At the church three standards and a Guard of Honour formed for the arrival and departure of the coffin. Members of his Aircrew Association branch, a Cumbrian representative and myself provided the guard. At 2.00 pm an aircraft flew low over the church while the family and Guard were formed up outside and the murmur went up '100 Squadron'. The fly-past was much appreciated by the Blunden family and friends.

In the same week, a call was received from Mrs Foster, saying that her husband Flt Lt L L Foster, a Lancaster pilot at Waltham and Scampton, had passed away. She was pleased to talk about her husband and how they both enjoyed reading the newsletter. Letters of sympathy were sent on behalf of the Association to both widows, and donations were made to the charities of their choosing.

The following article was submitted by **Roy Mager**

During June 1926, Vickers submitted a tender for a single-engined biplane torpedo carrying aircraft to replace the existing Hawker Horsley in the Royal Air Force. Designed by R K Pierson, Vickers' chief designer, the aircraft was to be of 49 ft span with single bay wings, a length of 36 ft 8 ins. and a height of 14 ft 8 ins.

The proposal was favourably received and an order for one experimental aircraft was placed. This prototype was completed in 1928 and was powered by a Bristol Jupiter VIII engine of 460 hp. It was of metal frame and fabric construction and received the serial number N230 (Vickers type 132). As with all torpedo bombers, its undercarriage was divided. The pilot had an excellent view, his cockpit being situated at the leading edge of the wings which were of equal span and square cut without stagger. The ailerons at each wingtip were connected by a strut and the upper wings were fitted with Handley Page automatic slots. Gunnery armament consisted of a fixed Vickers gun firing forward through the airscrew arc and a free Lewis gun mounted on a Scarff ring just to the rear of the wing trailing edges.

The name "Wildebeest", an Africaans word, was selected during the autumn of 1926. Not being an English name, the word has often been misspelled - even on some early official documents.

During May 1931, the second "Wilderbeest" was flown to 100 Sqn at Donibristle for service trials as a torpedo bombing aircraft and to Leuchars for gunnery and bombing trials. All who flew the aircraft reported very favourably on its handling qualities. October '31 saw a development order for nine aircraft, the engine to be Bristol Pegasus IM3 of 600hp. This aircraft became Mark 1 (Vickers type 244). One of those aircraft was sent to 100 Sqn for familiarisation during 1932 and in October/November of the same year the squadron received five more Mark 1's. During mid'33 the squadron was re-equipped with 12 Mark 2 aircraft (Vickers type 258), the engines remaining the same.

By the end of 1937 the squadron started slowly to re-equip with Mark 3 Wilderbeests (Vickers type 267) but the re-equipping never became

100%. The most noticeable improvements of the Mk3 over Mk2 were a more modern engine - IIM3 of 635 hp; redesigned rear cockpit, engine driven instead of wind driven electrical generator and inertia engine starting. The aircraft's main armament was either a 2000 lb 18 inch torpedo or a 1000lb bomb load – either 4 of 250 lb or 2 of 500 lb. In trials carried out by the Squadron at Seletar - whether or not with the sanction of Headquarters Far East will never be known - it was found that as well as a 2000 lb torpedo it was capable of carrying two additional 250 lb bombs without any serious difficulties. Its normal full load cruising speed was a little more than 100mph and in a dive could exceed 260mph. Its comfortable cruising height was 7 - 9000ft with a range in excess of 500 miles. When flying greater distances non-stop, an underslung petrol tank would be fitted in place of the torpedo, thereby giving it a range of over 900 miles. It had full night flying equipment, W/T and R/T, and electrical torpedo and bomb release, including "mickey mouse".

The Wildebeests of 100 Sqn were "maids of all work". The prime purpose of the squadron was of course torpedo bombing, but the squadron also carried out:

High altitude bombing, moving and stationary targets, both individually and formation (pattern) bombing.

- High and low level moving and stationary target dive bombing.
 - Air gunnery, front and rear guns, moving and stationary targets,
 - Oblique and vertical photography.
 - Sea reconnaissance.
 - Pigeon release.
 - Co-operation with the Royal Navy, usually attacks against their ships, including submarines.
 - Army co-operation, targets for their searchlights, towing drogues as targets for their guns, attacking their gun positions..
 - Communications, taking HFE officers to various places, mostly in Malaya.
 - General flying practice... "circuits and bumps", formation practice, including flight and squadron formation take off and landing.
- Many flights combined two or more of these duties.

The Wildebeest was by no means beautiful to look at. In fact when it was not wearing its "spats" it was an ungainly looking machine, but it was very strong and reliable. It was liked by virtually all who flew regularly in it. It suffered but little with crews who were new to it.

The Vincent was an adaptation of the Wilderbest, but it was not equipped for torpedo work. It was equipped with a long range petrol tank and a message pick up hook for army co-operation work. There were 406 Wildebeest/Vincents built. Of that total, 74 were for the Royal New Zealand Air Force, 27 were for the Spanish Naval Air Service (with Hispano Suiza 12Lbr engines of 600hp) 25 of them were built by Construcciones Aeronauticas SA of Cadiz, and four were sold to the Iraqi Air Force. The New Zealand aircraft had folding wings.

Important message from the Treasurer

John Willis has asked us to mention that there are still a few subscriptions outstanding. If you haven't yet paid, please contact John ASAP if you wish to continue as a Member of the Association. In John's words "Two strikes and you're out!"

Remembrance Sunday 2002 at Waltham

On a wet and windy morning beside the busy A16, nearly 100 hardy souls gathered at the Squadron Memorial to pay their respects to all who made the ultimate sacrifice. As the hour of twelve approached the rain stopped and the umbrellas went down, revealing uniforms of all sorts. Rev. C Woadden conducted the short service, aided by Stamper Metcalfe, who recited the Act of Remembrance. This was followed by the silence before bugler Holly Smith played the Last Post and Reveille. As the Squadron's C.O. placed the first wreath, the Hawk flew low over our heads, piloted by Bob Simpson with Roger Higginbotham. Trevor Watson laid a wreath on behalf of the Association. He was followed by those from the ATC (195) Grimsby, the Royal Observer Corps (Grimsby), the Parishioners of Holton-le-Clay, and the RAF Waltham Association. At the close of the ceremony we proceeded to the Village Hall where Jean Johnson and her daughter had prepared an excellent buffet lunch for us. Our thanks again to Jean and to Colin for his constant care of the Memorial.

Memorabilia Etc.

Squadron ties, blue or maroon: £12.50 inc p&p
Blazer Badges (Specify King's or Queen's crown): £12.50 inc p&p
"The Hornet's Nest" – History of 100 Squadron: £12.00 inc p&p
Supplement to "The Hornet's Nest": £4.50 inc p&p

All the above are available from the Treasurer.
Cheques payable to 100 Squadron Association please.

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Black Baseball caps: £7.00 inc p&p

From Flt Lt Percival or Flt Lt R Simpson
100 Squadron
Leeming.

Cheques payable to 100 Squadron Aircrew Fund please.

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"Bread and Butter Bomber Boys": £8.00 inc p&p from Arthur White.
Cheques payable to Arthur White please.

From the Parish Magazine

This being Easter Sunday we will ask Mrs Jackson to lay an egg on the altar.

The ladies of the church have cast off clothing of every kind. They may be seen in the Church Hall on Friday.

Weight Watchers --- please use the large double doors at the side.