



# THE HORNET

## The Newsletter of the 100 Squadron Association

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

Chairman:  
Officer Commanding  
100 Squadron  
RAF Leeming  
Northallerton  
DL7 9NJ  
01677 4233041

N/L Editor:  
J W Holford  
42 Merley Lane  
Wimborne  
Dorset  
BH21 1RY  
01202 885905  
hornet100uk@yahoo.co.uk

Treasurer and Secretary  
*These two offices are now  
Situations Vacant  
Volunteers urgently*

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

## Newsletter 97 - May 2012

Dear Colleagues,

In just a few weeks our Great Squadron will celebrate its 95th birthday, so will all of you who haven't yet sent in your application forms for the party please get a move on! Don't forget, if you don't have evening dress, just come looking smart, it's you we want see! I am sending you some more forms so just start filling them in NOW, as I want to see you all at this very special event!

So far, we haven't had any applications or nominations for the above vacant situations so please, please, come forward if you can possibly help!

When part of the Squadron's training roll ends this summer, our Liaison Officer - Simon Kinnersley (Kinno) will be posted elsewhere; this will be a great loss to our Association as he has been a tower of strength for both us and the Squadron. We owe him many thanks for all his efforts!

John

## **From the Treasurer**

### Donations

We have recently received donations from:

Mrs May Chatten, who served in the WAAF during World War II, was engaged to Fg Off Oscar (Griff) Griffiths. Griff was a pilot with 100 Squadron at Waltham from August 1944 through to December 1944. Griff was lost over Cologne on 24<sup>th</sup> December 1944 on what was his 30<sup>th</sup> Operational Sortie. His was the only aircraft lost that night, with Griff just a few hours short of completing his tour. May has sent us a donation of £100:00 as a salute to the memory of Fg Off Oscar Griffiths and his crew. May has now joined us as an Associate Member. We welcome May, and offer her our grateful thanks for this splendid and generous donation made in tribute to one of our own.

Joe Clark regrets that, due to ill-health, he will not make it to the Reunion this year but hopes to be with us next year. He has sent a donation of £20 with his best wishes for happy landings at the Reunion.

Dr Keith Ellis.

## **Flight Lieutenant S Kinnersley**

Kinno has been our Squadron Liaison Officer over a double-tour spell giving us exceptional service since 2006. He has also been a great friend of the Association. He leaves the Squadron on 23rd July and takes up his new appointment with 1 Brigade in September for 6 months of work up before deployment to Afghanistan for another 6 months. The very best of luck Kinno!

## **Where is he now?**

Pilot Officer H J Healy (Pilot), who flew with the Squadron from Waltham between 14 July 1944 and 30 December 1944, wrote from Australia to say that he is trying to trace his Navigator - Sergeant C G Owen, who came from Wales.

Contact through Air Commodore Bonnor.

## Can Anyone Help

**Sergeant Wilfred Gordon Watts**, an air gunner 1260942, died on 12th June 1943, during a raid on Dusseldorf in either HW-P ED786 flown by Sqn Ldr Manahan or HW-S ED976 flown by Sgt Magill. He is buried in the war cemetery at Bergen-Op-Zoom. His niece, Jeannie, never knew him and would like to hear from anyone who served with him during WWII.

Contact through Air Commodore Bonnor.

## Obituaries

**Squadron Leader Peter Langdon DFM**, died on 26<sup>th</sup> March 2012. He was just a few months short of his 90<sup>th</sup> birthday.

Peter completed a full operational tour with 207 Squadron during World War II earning a DFM flying Lancaster's as a pilot. Peter chose to remain in the RAF post war and converted to Canberra's. He was OC 'A' Flight with 100 Squadron (Recce Detachment) at RAF Wyton from August 1956 through to July 1957. During this tour he took part in Operation Grapple supporting the UK Nuclear Tests on Christmas Island. He remained flying in the RAF for many further years in what was a distinguished career.

Peter's funeral was held on 11<sup>th</sup> April 2012; the Association was represented by Sqn Ldr John Clubb who also served with 100 Squadron during Operation Grapple. Peter was a fine man, greatly respected and held in esteem by all of us fortunate enough to have served with him. He was one of life's gentlemen and also a gentle man; it was a great privilege to have known him.

Dr Keith Ellis

**Squadron Leader Raymond Alexander McPhie** died on 5th February 2012 at the age of 79. Mac was the Squadron Commander of 100 Squadron on Canberras at Wittering from 14th January 1957 until it disbanded on 1st September 1959 before reforming with the Handley Page Victor Mk 2 in 1962.

# **The Youngest CO of a Bomber Squadron**

*Colin Johnson forwarded this article printed in the Grimsby Telegraph dated 29th December 2011*

On 3rd October, 1941, a young RAF officer stepped off a Grimsby-bound train at Barnetby station. He was one of a number of men in air force uniform who got off that afternoon, but little did those around him know that within two years he would be regarded as one of the brightest stars in Bomber Command. David Holford would go on to win his country's second-highest bravery award, lead the first heavy bomber raid from North Lincolnshire, command a vital training unit and be appointed the youngest bomber squadron commanding officer in RAF history. But, like so many other young men who stepped off that train at Barnetby, he was to die in bizarre circumstances near Grimsby just two years and 65 days later.

He joined the RAF at the age of 17 in 1938 and by March 1940 was a Wellington bomber pilot with 99 Squadron at Newmarket, where he was to fly 11 operations as a second pilot, six of them with Flight Lieutenant Percy Pickard, the man who would star as the fictional Squadron Leader Dickson, skipper of F-Freddie in the 1941 film, "Target For Tonight", and who would be killed in his Mosquito leading the Amiens prison raid in 1944.

At 19, Pilot Officer Holford was initially judged too young to have an aircraft of his own but, by June 1940 he became an aircraft captain in his own right, completing a further 15 operations. He was mentioned in Dispatches after nursing his damaged aircraft home from one raid and was later awarded the DFC before being promoted to Flying Officer and becoming an instructor at RAF Bassingbourn. He remained there until his posting to Lincolnshire as a Flight Lieutenant with 103 Squadron at Elsham Wolds, from where he flew 29 operations, one of them the daylight attack on the fleeing German battleships Scharnhorst and Gneisenau on 12th February, 1942, during what became known as the Channel Dash. The two German warships had been subjected to repeated attacks by the RAF in their French base and used the cover of bad weather to make a daring break through the English Channel for the relative safety of a German port.

The RAF was caught unawares and only a handful of aircraft managed to mount attacks, including two Wellingtons from Elsham, one flown by the A Flight commander, Squadron Leader Ian Cross and the second by his number two, Holford. Watching events from the Elsham control tower was Holford's future wife, Jean, a WAAF intelligence officer. The squadron had been stood down because of the bad weather and Cross and Holford were the only pilots available when the call came through that the warships had been sighted. Both rushed to their aircraft with their crews, took off together and flew side by side until they could see the two battle cruisers. Wishing each other luck, they attacked separately and Holford's crew managed to land their bombs close to the German ships, but the aircraft was repeatedly hit by anti-aircraft fire. Cross was not so lucky, his aircraft was shot down and the crew picked up by the Germans. He was later shot by the Gestapo after the PoW camp break-out immortalised in the film "The Great Escape". The ships escaped, but were later damaged by mines dropped by Bomber Command aircraft.

Holford was awarded the Distinguished Service Order (DSO) for his actions that day and promoted to Squadron Leader. He was just 21 years of age with two tours of operations behind him and the ribbons of a DSO and a DFC on his uniform. He was later selected to train and lead the first operations by 103 Squadron with the new four-engined Halifax bomber with which the squadron operated briefly before converting to Lancasters. By that time, Squadron Leader Holford was married and had left Elsham for RAF Lindholme, near Doncaster, where he was to spend the next year as a flight commander with the training unit based there, flying on operations to Berlin on at least one occasion.

He left Elsham with many admirers including Sergeant Johnny Johnson, a young Australian flight engineer whose family came from Scotland. He was later to write: 'At times during the war, a bomber squadron suffered high losses and shaken morale. This was the case on 103 Squadron, at Elsham Wolds in 1942. As ever, when things seem bleakest, a leader emerged from the pack, in this case, David Holford. On operations he had one idiosyncrasy. After the normal "All set boys? Here we go!", he would sing "I've got spurs that jingle, jangle, jingle, as we ride merrily along" until wheels-up was ordered. I never asked him why. Maybe that's how he saw life at that time, a bunch of cowboys in the sky, riding off to shoot up some German town.

In February 1943, just four days before his 22nd birthday, Holford was promoted to Wing Commander, the youngest man to hold this rank in Bomber Command and one of the youngest in the history of the RAF. On 21st November, he was posted to Waltham to take command of 100 Squadron and, on the same day, a message was sent from 11 Base headquarters at Binbrook to Bomber Command headquarters marked for the attention of Air Chief Marshal Harris. It read: 'All is now set for the Big Push. It is confirmed Wing Commander Holford is taking over 100 Squadron.'

Holford and his wife by now were the parents of a baby boy and were looking for a house to rent in the Waltham area. While they were looking they took a room at the Ship Hotel in Flottergate, Grimsby. On the morning of 16th December, the squadron was ordered to prepare for a raid on Berlin, and Holford decided to put himself on the battle order as pilot of a crew, which had had a particularly tough time. It was a night that went down in RAF history as Black Thursday, with 25 aircraft being lost over Berlin and 33 in crashes back in England where airfields, including those in North Lincolnshire, were shrouded in fog.

His wireless operator, Sergeant Eric MacKay, later told Holford's widow that their aircraft was attacked and damaged by a night fighter on the way to Berlin. They fell behind the other bombers, but still pressed on to the target, before being attacked again on the way back to Waltham. When they arrived they found the airfield fogbound. Several aircraft were circling trying to find their way down and Holford decided to delay his own landing to let the less-experienced crews try to land. Eventually, running out of fuel, with a damaged aircraft and no visibility, he made an attempt to land, but hit rising ground near Kelstern with the tail and crashed.

The rear turret broke clean away and the rear gunner was hurt, but not too badly. The wireless operator was thrown clear and was uninjured. There was thick snow on the ground and it was bitterly cold; MacKay stumbled around and found Holford lying clear of the aircraft. He found a parachute and managed to wrap it around him against the cold. Holford was conscious and kept saying: "The crew... are the crew all right?" It was typical of him that even in those circumstances his thoughts were for the others and not for himself.

It was a long time before any help came, as the ambulances were already out dealing with other crashes around Waltham. When they finally arrived, Holford was dead and it is unknown whether he died of exposure, as his injuries were so slight - a small cut on his forehead and his legs broken just above the ankles. Four of his crew also died in the crash.

Two other Waltham aircraft collided in mid-air over the airfield and another crashed at Barnoldby-le-Beck. All 21 men on board were killed. On the morning of Friday, 17th December, Wing Commander Jimmy Bennett, who commanded the newly formed 550 Squadron at Waltham (it moved soon afterwards to the new airfield at North Killingholme) had the sad task of going to the Ship Hotel to break the sad news to Mrs Holford.

She was to receive many tributes to her husband. Don Charlwood, an Australian pilot at Elsham and later author of the hugely successful book "No Moon Tonight", wrote to her: 'He was the personification of all that was best in the Royal Air Force.' Group Captain RA Carter, the Station Commander at Waltham, said the RAF had lost an 'outstanding personality and squadron commander' while the local doctor at Elsham, Dr TH Kirk, wrote to say: 'I don't think this ghastly war has done any more miserable thing than taking David. The only tiny bit of comfort to you is that he did such wonderful things with his life in the short time he had.'

One man who flew with him at Elsham was Squadron Leader Leonard Pipkin, and he later wrote: 'I don't think one could meet another man who would give so much confidence to a squadron before operations. He always chose the tough jobs. I can remember his last trip with 103, to Hamburg, always a tough target. David gave his usual piano solo and everyone was in high spirits in a short time. He would always press home the attacks because he was true British and knew no fear.'



David Holford with his Wellington crew at RAF Elsham Wolds

## **My time with 100 Squadron - as I remember it**

by Don Crossley (continued)

### SQUADRON RECORDS - AGGETT'S CREW

Operation No.12 - 10/4/45, Target: Plauen, 19 Aircraft despatched.

Our aircraft: Lancaster RE118 (HW-N); took off 1832hrs; bombed on mixed red and green T.I.s at the Primary Target at 2311hrs from 18,000 feet. Landed at Lindholme at 0254hrs. Flying time: 8hrs 20mins

Attack on Marshalling yard. Weather clear except cloud haze at target, though river and built-up area identified visually. Ground defences consisted of meagre heavy flak and no 100 Squadron aircraft were hit. Fighter activity very slight on return journey. No 100 Squadron aircraft intercepted or engaged in combat. Weather for return journey was good except for low Stratus over England. Because of this, all 100 Squadron aircraft were diverted to RAF Lindholme. Marking was very well done and attack considered fairly successful. 72 tons of HE were dropped. In total, 307 Lancasters and 8 Mosquitoes bombed the railway yards; no aircraft were lost on this raid.



On the same night, Leipzig was attacked by 76 Lancasters and 19 Mosquitoes; 7 Lancasters were lost. The following morning we took off from RAF Lindholme and returned to Elsham - it took us 55 minutes, so I guess we took advantage of a spot of leisure flying. Of course, the whole squadron of nineteen aircraft had the previous night, been diverted to Lindholme, so they all would have needed handling by our own air traffic controllers on the way back to base. Similarly, if our friends of 103 Squadron at Elsham had been on the same raid the night before, they too would have needed the ATCs.

## WARBOYS

It was also the last flying we did with 100 Squadron and from Elsham Wolds. When we landed, it was to be told that our crew had been selected to transfer to Eight Group. This was the group that was specially set up for Path Finder duties, under the command of Group Captain Don Bennett. Eight Group's Bomber squadrons were formed to mark the enemy targets ahead of the main bomber stream. They also carried out the duties of the Master Bomber, thereby improving the bombing accuracy. Very specialised training was required for this kind of flying, and our posting was to the Path Finder's Navigational Training Unit (PNTU) and was situated at RAF Warboys in Cambridgeshire, four miles from Huntingdon.

We had been told that we had been 'specially selected' for this somewhat elitist job. I felt more as if we had been 'Joey'ed' for it. Maybe we should have been proud of the distinction, as only the best crews were supposed to be picked for Path Finding duties. Accurate navigation was essential for this task and certainly I would argue that Ken was quite exceptional at his job. I however, never felt myself to be anything other than average in the ratings table, and I would be the last man to sit in critical judgement of my fellow-crewmen and comment on their individual merits. They were all fine. I just felt that we had been given something of a Bums Rush!

However, Warboys was great. There was no distinction in the living quarters; the crew were all accommodated in the same room. Whereas before, our beds had been the narrow three-biscuit type, here they were large, wide, hospital style and were situated, as I remember, in comfortable brick buildings. But we hadn't come here just to lie around

in bed. We arrived on the 13th April, two days after our last landing at Elsham. After a couple of days ground training, we flew on the 18<sup>th</sup> April on mock operations and practice bombing. We carried out these exercises every day for the next six days, and then had a further three days, as listed in my logbook, on AGLT training. AGLT was an abbreviation for Automatic Gun Laying Turret. The Path Finder Force had developed a radar system that detected an approaching fighter coming from behind and when switched on, it produced a series of beeps in my headphones. The rate of these beeps increased in speed as the fighter came closer, and a calibrated system displayed related to the distance it was behind us. I would call out the distance of the fighter, and the gunner could open fire at the effective range, which for the Browning .303 machine-gun, was 600 yards. We required the services of a fighter for this practice, so we had an arrangement with the fighter pilot - we wouldn't fire on him if he didn't fire on us. No Sweat! Our last practice trip on AGLT took place on the 30<sup>th</sup> of April in Lancaster PB951. Our training was finished.

## 582 SQUADRON – PATH FINDER FORCE AND THE END OF THE WAR

This was based at Little Staughton, which lay about twenty miles to the South East of Warboys. A few days after arrival, we went on leave, and though we didn't know it, the war against Germany was to end before we flew again. On the 9<sup>th</sup> May, the BBC broadcast the surrender of Germany. Being still on leave, I went to the local doctor and asked him to give me a sick note so that I could enjoy the local celebrations, before going back to my base. I couldn't believe it when he wouldn't. So I just went back a day late.

I don't recall much of the celebrations in Upton. There was a large bonfire on the welfare ground, with loads of people attending. I must have been a miserable devil; I didn't stay very long. Most of my friends were in the services, or dead. It was nice to be with Mum and Dad though. Dad was particularly proud of my three stripes and crown, together with the aircrew brevet that I wore.

## REALLY ROUGHING IT

His name was Walter, and thinking back now, Wally suited him better. He worked in the Colliery offices at Upton; a mutual friend had

once introduced me to him. The both of us were standing outside the Crows Nest working men's club waiting for a bus. I was in uniform of course, and his body language suggested that he wasn't too happy. Being the happy soul that I am, I said, "Hello Walt." I'd misread the body language. What I had taken for happiness, or lack of same, turned out to be some form of resentment. I got my ear filled with the hardships that this poor chap had endured whilst I had been 'living it up' in the Services. He told me that food was rationed, everything was in short supply, he had to work regularly at the offices and, horror of horrors, they had to suffer the blackout. I got the impression that he thought service life was some kind continuous holiday camp, with us getting sumptuous meals, with endless social life, and our Air Force stations were brightly lit up at night. I didn't argue a lot. Just told him where the nearest enlisting office was. He was a Wally!

## TIGER FORCE

Back to Little Staughton, and we were airborne doing a cross-country exercise on the 14<sup>th</sup> May; likewise for the 16<sup>th</sup>, 18<sup>th</sup>, and 23<sup>rd</sup>. We were reminded that, although the war in Europe was finished, there was still some unfinished business in the Far East, and that was a prospect that had no appeal to me whatsoever. It was our opinion that the Japs weren't people; they were barbarians. Their cruelty to prisoners of war, male and female, was well recorded. The participating role of the Lancasters was to be rather different from its previous activity against the Germans. We understood that the Lancasters would be used to fly long distances, which their crews were used to doing; only this time it would be flying at low levels, and probably over jungle territory. This project was code named Tiger Force.

## EXODUS

Operation Exodus was to give all the crews concerned a most welcome respite from what we had been doing previously. At many locations throughout Europe, there were hundreds of Allied servicemen who had been prisoners of war. It became an urgent priority to return them to the UK as fast as possible, so overnight the Lancaster became a passenger airliner (minus the comfort). The ex-P.O.Ws were grouped at a number of airfields on the continent, and in 26 days, a total of 74,000 were brought home from airfields at Brussels and Juvincourt.

Our crew had done a couple of these trips whilst I was on leave, and I was lucky enough, on the 24<sup>th</sup> May to go to Juvincourt and bring back a number of these poorly-treated soldiers. The Lancaster carried 25 in number, accommodating them in makeshift seats from the nose, right back to the rear turret position.

Aggett, the skipper was most thoughtful. Before taking off for England, he had a word with the passengers to find out where they lived. As we neared the south coast, he went down almost to sea level and flew over those coastal homes of any soldier who lived there. What an experience it must have been after being in captivity for their war years. Flying at that height was always a thrill for me; the propellers of the four engines picking up the spray from the wave tops, and the sense of speed was so much greater than when flying at altitude.

## COOKS TOURS

It was also time to show our gratitude to those very deserving members of the RAF, our ground crews. They had kept us going so valiantly, their efforts unsung but not un-noticed, nor unappreciated. Having sent us off night after night, in aircraft that we knew were in the best state of maintenance possible, it was time to let them see the results of their dedication. They were flown out over Germany to see the state of the enemy's cities. We took about a half dozen at a time, out over the North Sea and up the Rhine, again, at almost zero feet, surveying such places as Cologne and Hamburg; razed to the ground, yet from the air, the German countryside looked as pretty as a picture postcard. Flying up the Rhine Valley, looking up at the steeply-wooded slopes, and with the Lanc just about pivoting on its wing tips to negotiate the winding route of the river, understandably, some of the passengers had their nose in a sick bag some of the time. My logbook shows that the average time airborne on these trips was six and a half hours, and I'm sure that our ground crews would never forget the experience. I did seven such trips, so, assuming that most of the other crews on the Squadron did the same, there couldn't have been many people on 582 Squadron who missed out; apart from those of course, who didn't fancy it anyway. We carried on squadron life in this manner for the next couple of months, and then, on 22<sup>nd</sup> August, we started trooping again, only this time we went a little further afield to bring the soldiers home from Italy.

## OPERATION DODGE

Dropping the two atomic bombs on Nagasaki and Hiroshima brought a rapid capitulation by Japan, and the job of getting our troops back from the Middle East required a similar exercise to Exodus. This was code named Operation Dodge. Many of the troops out there had seen action as Desert Rats in the North African campaign, and later seen duty in Italy. Some had been away from home for five years, and deserved to be repatriated quickly.

Operation Dodge resulted in 100,000 troops being ferried home in this manner. The Lancs carried 24 each trip, and the airfield that we flew them from was on the south east coast of Italy, a place called Bari. This was a coastal town on the Adriatic and we carried out two of these Dodge trips. The journey out took 6hrs 20minutes, and it was an enjoyable experience. From my point of view as a Wireless Operator, it was much different to operating over home territory. After just a very short time with 100 Squadron on operational duties, the rest of my flying service in the latter days of World War Two, were spent in carrying out humanitarian flights, but they too presented their own challenges. And so my 'war' came to an end, but this was not to be the end of my RAF service. All of my wartime memories are set out in a book that I have prepared, with help from my son, to record 'How I Remember It'. Those of you who have taken the time to read about my time with the 'Ton' may wish to learn more about the memories of one airman who served with the Royal Air Force during those far off days of 1944 and 1945 and beyond, because that is another story!

Don Crossley  
November 2011

Thanks again Don for your reminiscences, most interesting!  
John.

When our Canadian member Bill Chisholm (Secretary of our Associated group in that country) was preparing N/L 96 for his members, his daughter read the first part of Don Crossley's tale about the raid on Lutzendorf. She looked it up on the internet and found an account of a corresponding op by the American Army Air force in their B17s:

unfortunately, I can't reproduce it here as it is copyrighted! But you may be able to find it yourselves. However, here is a brief run down of the experience of one crew; remember these guys flew in daylight! "The weather was clear as the long formation neared the target but, as they started their bombing run, the sky was filled with flak. As they opened the bomb doors a shell exploded just outside penetrating the fuselage in several places missed all the crew. After the bombs had gone, they climbed to 25,000 feet, but heavy cloud developed and got lower and lower and, as they crossed the English coastline, they lost sight of all the other planes in the approaching darkness and all ground reference points and tried dead reckoning to get back to base at Glatton airfield. As they approached the runway, another B17 cut in front of them which they just missed. After going round again, they landed safely and started to taxi to their hardstanding; then they realised they were on the wrong airfield!!!

### **Item in Hornet 96**

Further to the story of the accident to HW-H (Harry) - LM634 on 18 July 1944, when it caught fire on take-off, Pat Burnett (daughter of Peter Burnett) has written to say how very much her mother and Peter's family in Canada enjoyed reading Hornet 96 and of the great memories they have of the superb welcome they enjoyed from local people when they visited Waltham/Holton-le-Clay last year.

### **The 95th Anniversary Reunion**

Celebrating the 95th Anniversary of the Squadron's formation is a major project, and attendance by the Chief of the Air Staff on Saturday, the 9th June has confirmed that it will be a prestigious event. 2012 also marks the 25th Anniversary of the formation of the Association. However, current operational commitments, reduced defence expenditure and cuts in manning are creating very high workloads for the staff of RAF Leeming. The manning requirements for Operation Olympia, which will affect Service catering staff in particular, are as yet unknown. These constraints will clearly affect what can be achieved and what level of support Association members can expect for this year's Reunion.

To ease the load on the Squadron and Station personnel, the Association Day on Friday, 8th June will be held off station at the Solberge Hall Hotel at Newby Wiske off the A684 just to the West of Northallerton. It will involve a "Meet and Greet" at 2pm with tea, coffee, and biscuits, the AGM at 3.30pm and an early evening finger buffet commencing at 5.00 pm. The cost of this event will be partly subsidised from Association funds. The Association raffle, normally held at the Reunion Dinner, will take place during that afternoon so please bring along a **prize or two**.

On Saturday, 9th June, Association members can enjoy the RAF Leeming Families day which starts at 12.30 pm and will be based around the Northumbria University Air Squadron hangar, which is at the South Westerly end of the hangar line. The afternoon's flying display is expected to include: The Phantom of the Ruhr, the Red Arrows, the Tornado GR4 display, Hawk T2s from RAF Valley, a Spitfire, Tutors from NUAS and a roll demo by the Squadron. The static displays will include many of these aircraft and others from UK and overseas and, of course, the usual stalls and attractions of a Families Day. The 100 Squadron Hangar will be out-of-bounds to Association members on that afternoon because of preparations for the evening events. Entry to the station on Saturday will be from a declared list of attendees held at the Guardroom: passport or photo identification will be required. Parking areas will be well signposted. The afternoon's events will conclude at approximately 4.30 pm.

The primary Reunion event will be in the evening with a hangar dinner-dance. It is hoped that the Phantom of the Ruhr will be inside the hangar together with a Spitfire, and a Hawk painted in Phantom artwork. If this is not possible, the Lancaster will be floodlit outside the open doors. The Station is supporting the Squadron's anniversary with catering, buffet-style for 250-300 people. The RAF Regiment swing band "Shades of Blue" will play during dinner and for the dancing later. The evening will start at 7.00 pm with a fizz reception and canapés on the new patio outside the Squadron crewroom. A Spitfire, and possibly the Lancaster, will display at 7.30pm before guests will be invited to take their seats at 8.00 pm. For dinner, tables will be called forward in turn to three buffet lines each serving three main course selections.

Cost for Association members will be subsidised at £20 per head. Dress for serving personnel will be No. 5 Mess Dress, and the preferred dress for Association members is Dinner Jacket and black tie; however it is accepted that those not owning or willing to hire a DJ may wear a dark suit. The theme for the evening is the 1940s, so ladies are encouraged to dress accordingly. Private coaches will be provided to collect Association members from The Lodge at Leeming Bar, and other local hotels where a reasonable number of members are staying, from 6.30pm and return leaving Leeming at 11.30pm; the cost of this transport will be subsidised from Association funds. Again, Passports or photo-identification will be required for entry. It is very unlikely that Association members will be able to stay on the station as accommodation is limited, and priority will be given to visiting aircrew for the air and static displays.

An application form for the reunion is also enclosed; please return with a cheque made out to "100 Squadron Association" by 28th May 2012 at the very latest.

## **Wings of Victory**

Derek Farmer has a framed and numbered print of this majestic painting of the three most well known aircraft of World War II, the Lancaster, Spitfire and Hurricane. This is a limited edition of the 650 copies signed by Gerald Coulson - the artist, Sqn Ldr Groombridge, Sqn Ldr Stevens and Sqn Ldr Martin - three RAF Pilots from the Battle of Britain Memorial Flight based at RAF Coningsby in Lincolnshire.



Derek has very kindly offered this beautiful and valuable picture to the Association for sale as a donation to our funds. The guide price is £80 - £100. Bids please to Norman Bonnor at the address below. If the highest bidder is attending the Reunion, Derek will bring it with him to hand over.

Knob Hall, Mill Lane, Barrowden, Oakham, Rutland LE15 8EH



## V-Force Reunion - 28 April 2012

A number of Association members attended the V-Force Reunion at the Newark Air Museum on Saturday, 28 April. It was a cold day, but there was a good turnout. The Vulcan made a sedate flypast at 1500, but the star turns were the three V-Bomber models beautifully flown in very blustery conditions (right picture). This model depicted Victor Mk2 Blue Steel - XL158, which was initially assigned to 139(J) Squadron at Wittering in September 1963 (left picture) and became part of the Wittering Wing about a year later; I flew in it five times while on 100 Squadron in 1964-66 (bottom picture.) In 1970, it was converted by HSA Woodford to a K2 tanker and served with 57 and 55 Squadrons at Marham and was finally scrapped in 1994.

Norman Bonnor



## **Bomber Command Memorial**

As many of you (me included) will not be able to be at the great unveiling in London, I forward the following introduction. The memorial will commemorate the 55,573 crew members of Bomber Command, with an average of 22, who were killed in World War Two.



The memorial will contain inscriptions, carvings, and a dedication. There will also be a quote from Winston Churchill, in 1940:

“the gratitude of every home in our island...and indeed throughout the world, except in the abodes of the guilty, goes out to the British airmen who, undaunted by odds un-weakened by their constant challenge and mortal danger, who are turning the tide of World War by their prowess and devotion”



Despite Bomber Command suffering the highest casualty rate of any unit during WW2, with fatalities of almost 50% of all those who flew on operations, the Nations capital has, until now, had no memorial to them.

The Portland stone roof is open to the sky, and the entrance made from metal from a shot down Halifax. The centrepiece is a bronze sculpture of a seven man bomber crew looking up to the sky! The site of the memorial is in Green Park opposite the RAF Club near Hyde Park Corner.

## **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	£12.00
Supplement to above	£4.50
"Aircraft of 100 Squadron" Montage	£5.50
DVD "100 at 90"	£15.00

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
Cloth name badge	£6.50
100 Squadron crest zap	£1.00
Skull and bones zap	£1.00
100 Squadron print (blank)	£5.00
100 Squadron print (signed)	£8.00
100 Squadron shield (wooden)	£30.00
Framed embroidered crest	£25.00
Mini hip flask	£5.00
100 Squadron T-shirt Skull or Hawk (state size)	£10.00
100 Squadron polo shirt (medium only)	£15.00
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 "RAF Leeming Service Fund".

To order any of the above please contact:

Air Cdre N. Bonnor

Knob Hall, Mill Lane, Barrowden, Oakham, Rutland, LE15 8EH