



THE HORNET

The Newsletter of the 100 Squadron Association

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Newsletter 99 - November 2012

Dear Colleagues,

Hopefully this will be my last but one Newsletter as my successor is preparing to take over after N/L100 (if I make it that far!) It was a fine bright day for the service of Remembrance at Holton le Clay on Armistice Day, and as we were assembling out of the blue came a lone Spitfire which overflew us twice. Approximately 44 Association members and a good number of local supporters were in attendance. Sadly the number of us older members declines each year, but those associated with us, sons, daughters, widows, and friends etc. are a very welcome hope for our future. We missed Stamper Metcalfe's input (he was at home with the flu), but his lines were faultlessly spoken by Alex Wedderburn. The service was conducted by the Rev Chris Woadden assisted by Rev Paul Salmon. This year's Bugler was Mark Cuerton. The Squadron Standard Bearer was Flt Lt David Bellamy and Flt Lt Jonny Mulhall (our Liaison Officer) laid the Squadron wreath.



Keith Garret laid a wreath on behalf of the Association and others were laid by the local ATC Squadron, the Royal Observer Corps and the village.

The Johnson Family once again provided us with another excellent meal in the Village Hall. We cannot thank Colin, Jean, their family and friends enough for all their efforts.

Your Committee was represented by current and past members: Air Cdre N Bonnor, Alex Wedderburn, John Willis and me - John Holford. I have to thank Barbara Huxley for taking these notes!

John





New Associate Members

We welcome the following Associate Members who have joined us in the last few months;

Mrs May Chatten, the fiancée of Oscar Griffiths killed on Christmas Eve 1944, and her daughter Barbara Huxley (reported in N/L 98).

Mrs Sheila Brede, widow of Ted Brede, Singapore 1941-42.

Mrs Linda McAuley, daughter of Glyn Rowland Jenkins, W/Op/AG, Waltham 1943-44.

Mr C Pierson, son of Bob Pierson, Waltham 1944-45.

Obituaries

Flight Lieutenant Douglas King. We learned from a solicitor in Scarborough that Douglas, known in the RAF as Joe, King died on 26th February 2012. Joe served a tour on the Squadron as a Canberra navigator at Wittering 1957-59. Unfortunately we have no other information about his time on the Squadron or later career.

Warrant Officer Sidney William Summer. We learned from Susan Ripley, that her father passed away on the 30th of March 2012. He joined the RAF when he was 15 years old and retired when he was 55. He was with 100 Squadron from 1934-1938 at RAF Seletar in Singapore as a navigator and air gunner on Vickers Wilderbeests. They trained by making dummy torpedo attacks on shipping and naval aircraft carriers as well as undertaking air photography of Malaya. In total, he flew 2000 hours and often flew with Group Captain Tedder, who later became Marshal of the Royal Air Force Lord Tedder. Over the years he told his family many stories of his exploits with the Squadron. On one routine flight the plane crashed on top of some palm trees, and the crew had to be rescued by some locals who looked after them and fed them rice for four days until they were picked up. In the picture below, he is on the back row, 20th from the left if you have a magnifying glass!



John William Herbert. We have learned from his solicitor, that John died on 24th of August 2012. He served on 100 Squadron as a Signaller on Lincolns at RAF Hemswell in 1948-49. But, unfortunately we have no other information about his time on the Squadron or later career.

Wing Commander Ronald Albert Jell DFC, AFC. We learned from Barry Jell, that his father died on 24th August 2012. Ronnie had joined the RAF in 1939 and, whilst in pilot training, he was approached to transfer to air gunnery at a time when too many engineers were being deployed to gunnery leaving ground crew shortages; a number of trainee pilots were persuaded with the promise of a fast track career! Over the next couple of years, on 214 and IX Squadrons, he often found himself as the senior officer in a crew as "tailend Charlie".

After returning to pilot training, he served on the Short Stirling with 7 Squadron 1657HCU and 218 (Gold Coast) Squadron. After the war, he converted to the Avro Lincoln at RAF Scampton before taking command of 100 Squadron on 17 July 1950 while the Squadron was on detachment from RAF Waddington to RAF Tengah in Singapore as part of Operation Musgrave, the war against communist rebels in Malaya. After intensive bombing and strafing operations in Malaya, the Squadron returned to Waddington in January 1951 but was again detached in May to Shallufa in the Suez Canal Zone for operation Alacrity, in support of the Second Infantry Brigade defending the Canal Zone against possible invasion by the new military regime in Egypt. Although active hostilities never materialised, the initial three-month detachment was extended to five, and shortly after their return to Waddington, Ronnie handed over the Squadron to his successor. Before he left, he was asked to select the Battle Honours to be shown on the Squadron Standard; however, the standard wasn't presented to the Squadron until the 21st October 1955 when the Squadron was based at RAF Wittering.

More details of Ronnie's time with the Boneyard are given in Arthur White's "The Hornets Nest".



Ronnie returned to the flying training world and was promoted in July 1955 to be the Chief Instructor at No 6 FTS Ternhill, where he saw the Piston Provost replaced by the early version of the Jet Provost trainer and the introduction of all-jet pilot training.

After several staff appointments in the Air Ministry, Bomber Command and NATO and at the Officer Cadet Training Unit, his last posting was as Station Commander at RAF Manston close to where he settled in retirement in 1974.

James and Lindy Watson represented the Association at his funeral service at Barham Crematorium near Canterbury on 8th September 2012.

Chief Technician Edward Arthur Brede. Ted Brede died on 9th September 2012. Ted served on 100 Squadron in Singapore but during the active combat period 1941-42 of the Second World War, when the island fell to the Japanese invasion. Ted had arrived in Singapore in June 1941 and was assigned to guard the Far East HQ; it was here that he met his lifelong friend "Chick Henderson". When the invasion started later that year, he escaped on the "Empire Star" to Java and should have continued with it to Australia but unfortunately missed the sailing, which he and Chick thought was to be at noon the next day but actually it left at midnight! Ted was captured and sent by sea via Singapore and Formosa to Japan. The conditions on board the ship were horrendous with very little water or food, and the weather was bitterly cold. He eventually arrived at the Innoshima POW camp on an island 45 miles east of Hiroshima and for next three years, Ted and his comrades were made to work long hours in the Inomichi shipyard.

When the war ended in 1945, Ted sailed to Australia on board HMS Ruler and had several happy weeks recovering on a Dunedoo sheep station. He sailed home on the Dominion Monarch and on arrival received three and half years back pay and six weeks leave. A fuller story of Ted's ordeal was given in The Hornet, No. 76 in February 2007. Ted was demobbed in January 1946, but re-joined the RAF and over the next 30 years until he retired in 1976, served in Germany, Malaya, Singapore and the UK ending his career at the RAF College, Cranwell instructing engineering officer students.

John and Beryl Willis, Alex Wedderburn and Norman Bonnor represented the Association at his funeral service at St Andrew's Church at RAF Cranwell on 25th September 2012.

Flight Sergeant Ernest Jones. Jack Cook has informed us that one of his Lancaster crew members, Ernie Jones, sadly passed away on 26th September 2012. Ernie was mid-upper gunner in Dickie Chaplin's crew and was a founder member of the Association, attending many reunions over the years. The Second World War was almost over when Ernie arrived with the crew at Elsham Wolds to join 100 Squadron. But they arrived in time to participate in Operations Manna Exodus and Dodge dropping food to the Dutch and repatriating POWs from Germany and Italy. In July 1946, a number of crews including Ernie's were posted to RAF Abu-Sueir and soon afterwards to RAF Shallufa, Egypt to reform 104 Squadron with Lancasters.

Bomber Command Tribute at Beachy Head

On Tuesday, 8th July 2012 the Bomber Command Tribute Beachy Head was unveiled by the Lord Lieutenant of East Sussex, Mr Peter Field. The £23,000 memorial on Beachy Head is the brainchild of Bomber Command veteran Joe Williams, 90, from Exton in Devon. Joe, shown in the picture, is a retired farmer who has put £18,000 of his own money into the memorial. Joe completed 20 missions as a rear gunner with 625 Bomber Squadron but, on the way to Chemnitz in 1945, his Lancaster NG 240 lost an engine before leaving English shores



and later was shot down over Czechoslovakia by a German fighter. After bailing out, he and his crew survived to become prisoners of war, but he and his navigator escaped and walked through Germany to meet up with the advancing US Army and arrived back in the UK on 22nd April 1945.

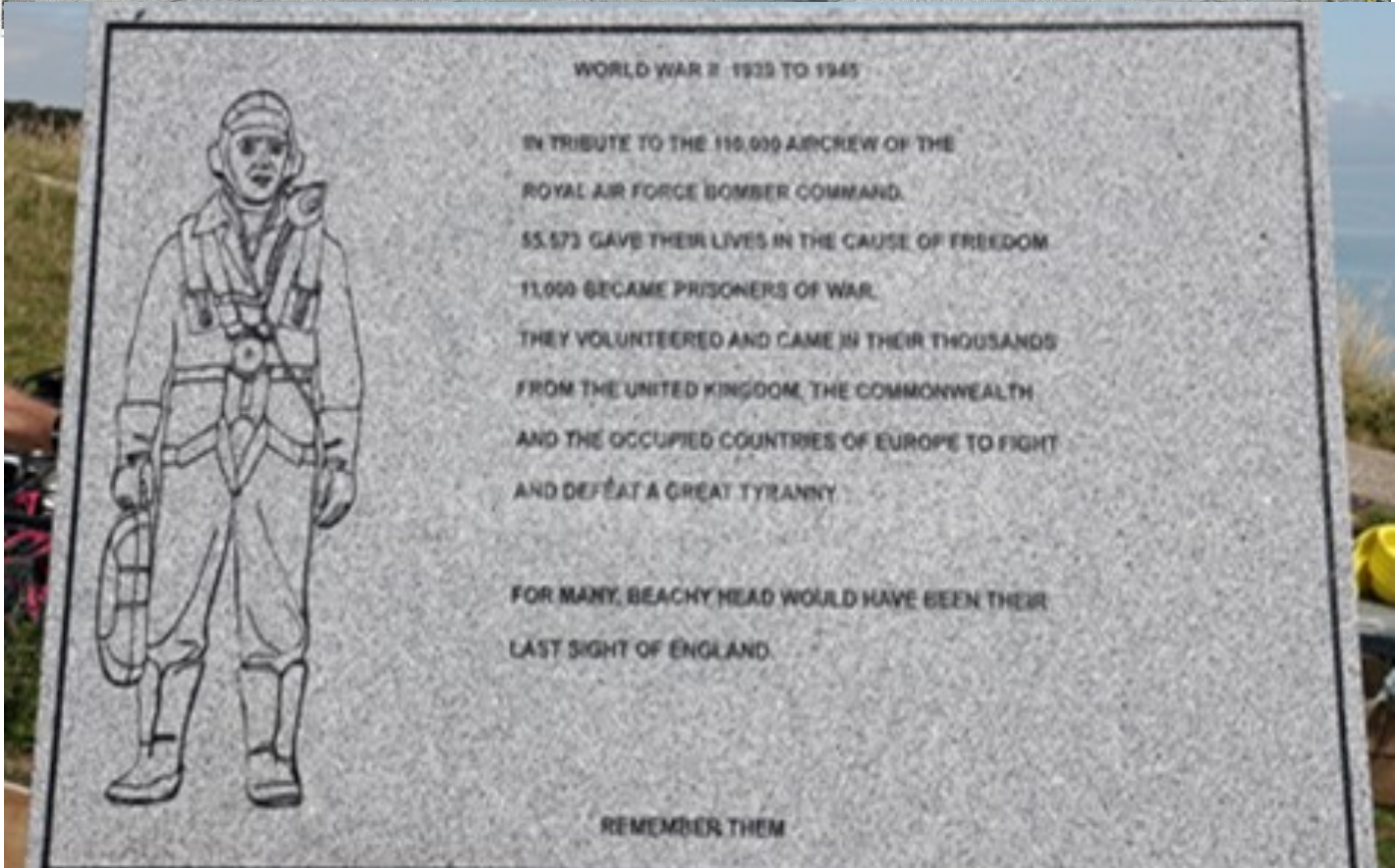
Beachy Head was the point of departure for most RAF bombing raids to targets in the central, southern and eastern parts of enemy territory. The more direct route from the many RAF bases in central and northern England would have been across East Anglia; however, this route could not be used because of the 8th USAAF whose aircraft were returning in large numbers from daylight raids as Bomber Command were setting course for night raids.

The stone work and a crane were flown in on June 26th by an 18 Squadron Chinook, which helped avoid damage to the area – a site of special scientific interest. The slabs were lowered into place by Squadron Leader Glenn Cole; it was a much more benign trip over the white cliffs than on many operations during his five tours of Iraq and four of Afghanistan. He said: "Our squadron was a bomber squadron so it is an amazing privilege to be able to put something down in memory of the 55,573 men who died in Bomber Command.

Carved into the granite is the message: "Beachy Head was the major operational route outbound from the UK for the airmen of RAF Bomber Command when taking the war to the enemy. They fought in the skies above the enemy and paid the terrible price that war demands". The inscription on the other side of the monument includes; "For many, Beachy Head would have been their last sight of England." The dedication was carried out by Rev Canon Martin Onions, and a wreath was laid by Air Marshal Philip Sturley former President of the RAFA. Standards from five RAFA Branches, three ATC Squadrons and the Eastbourne RBL

RBL were on parade.

A wreath with a 100 Squadron badge was later laid by Fred Leborgne on behalf of the Association.



Looking for anyone who knew Wally Foord



Philip Newton, Wally's Grandson, would really like to corroborate the following stories, particularly the part about the "Long trek through the jungle".

Leading Aircraftman Lionel Walter Bernard (Wally) Foord served as an electrician with 100 Squadron from 6th August 1941 (arrival in Singapore) to 2nd March 1942 (arrival in Freemantle, Perth, Australia.) On 29th January 1942, the decision was taken to withdraw 100 Squadron from Singapore to Java. It is assumed that Wally withdrew from Seletar on this date with the rest of the

ground crew and headed for Tjikampek in Java.

On 16th February 1942, the RAF reviewed its remaining resources and regrouped based on available aircraft. The nine remaining Wildebeestes and one Albacore were allocated to 36 Squadron at Tjikampek. On 18th February 1942, the RAF prepared to evacuate all surplus personnel. We know that Wally was in Australia by 2nd March 1942, so this would suggest that he did leave as part of this reorganisation. When Java and Sumatra were overrun by the Japanese, our servicemen tried to escape in any way that they could. They split into small parties and Wally and another man (name unknown) apparently teamed up to walk through the jungle. He spoke of his terror and despair that he would ever get home again. He had malaria several times and during one of these bouts of fever said that he could hear his wife calling him, urging him to keep going. He told of how he had eaten snakes and wild vegetation in the jungle and had frequently had to scrape slime from river pools in order to drink. On 23rd February 1942, he possibly embarked at Batavia on the Deucalion; this sailing ties in with his arrival at Freemantle on 2nd March 1942. He went on to serve the rest of the war with 62 Repair and Salvage Unit in Ceylon. Sadly, Wally died in 1988.

If anyone knew Wally, please contact Norman Bonnor or John Holford.

Australian Pilot makes return Trip

It was June 28th, and I was in the salute area for the unveiling of the Bomber Command Memorial in Green Park. I was watching the Queen meeting airmen from the Dominions when who should I see shaking her hand but 91 year old Sqn Ldr Edgar Pickles DFC and Bar, known as 'Pick', who had come over from Australia especially for the occasion. 'Pick' had a distinguished career first with 100 Squadron in 1943 and later completed a second tour as a flight commander with 550 Sqn. He knew my father, Ron Clark and Jim Berry on 100 Sqn and later when they were instructing at Lindholme where he also knew Margaret Berry who was a WAAF there. After the war he returned to Barham, New South Wales to take up farming and named his first farm 'Waltham' as a reminder of his time with the Squadron.

'Pick' arrived in England with a family friend 'Annie' just in time to see 'Black Caviar' run at Royal Ascot. I had been in touch with Annie by e-mail via the Secretary of the 550 Sqn Association, and 'Pick' rang my father and arranged to meet us at Ascot station from where we went to a local hotel for coffee.



It was amazing for them to meet again after nearly 70 years, and there was much reminiscing about their time on 100 Sqn. They were staying at the RAF Club and after the unveiling of the Memorial went on a grand tour, taking in the 550 Squadron

reunion at North Killingholme, the Waddington Airshow, the Windmill Museum at Waltham where they met Roger Stevenson, the BBMF where 'Pick' sat in the 'Phantom', the current Squadron at RAF Leeming, and last but not least Margaret Berry at her home in Guiseley. On their way home 'Pick' and Annie stayed one more night at the RAF Club, and we met them there for dinner and heard all about their travels.

'Pick' took part in the Battle of Hamburg and the following is an account of a particularly eventful raid by his navigator Flying Officer L W 'Bunny' Crum: "My first knowledge of the attack was hearing Pick - the Australian skipper, Flight Sergeant Pickles - shouting that we were under attack, 'Strewth! It's a fighter', and he took evasive action and the intercom faded away - a peculiar sensation. After about ten seconds, the intercom came back and I heard the skipper calling the rear and upper gunners. There was no reply. He then told the flight engineer to go back and investigate. He did so and, about ten seconds later, Pick called out that we were being attacked again. The intercom faded as before. I left my table and went to Pick and he signalled me to go aft and investigate. I found the rear gunner attempting to put on his 'chute, although he was stumbling around blindly. The flight engineer was down on the floor. I grappled with the rear gunner and managed to sit him down; he had been wounded in the arms and face. I found the flight engineer unconscious and tried to revive him. The hydraulic lines to the turrets had been damaged and the floor was very treacherous through the oil which had been spilt. I tried to get up to the mid-upper turret but found it very difficult at first. Eventually I did so, only to find that the turret had been almost shot away. The gunner was dead. Then, I tried to revive the flight engineer by giving him my oxygen mask because his had become unclipped, and I thought it might have been faulty, causing him to be suffering from oxygen starvation. Unfortunately, it soon became evident that he was dead, having been killed in the second attack, although, apart from a slight wound in his forehead, he seemed unmarked. During this period Pick had continued to take evasive action. His evasive technique was to get down as low as possible and it worked. He gave instructions to the bomb aimer to jettison the bomb load. At the time I was dismayed by this decision. I felt that our dead comrades would have wished us to press on. I felt that there was a good chance that we wouldn't be attacked again. I felt Pick had arrived at his decision too quickly. Afterwards, I realised that Pick's was the right decision. Mine was an emotional one." For getting the plane back to Waltham safely 'Pick' was awarded the DFC.

Nina Crane

Editor's Note: If anyone had any news of Flying Officer Crum please contact John Holford. Sqn Ldr Pickles would very much like to hear news of him.

The Last Crew of Lancaster ED 549

Early in the morning of the 5th March 1943, Dennis Kirk was on ARP duty when he heard the sound of an aircraft approaching. It was obviously in trouble and the engines sounded like they were starved of petrol. The Battle Order states that it had been fuelled for the flight with 1,850 gallons. The aircraft passed overhead and then crashed about a quarter of a mile from Plungar (Leics) in the direction of Langar airfield (Notts). Denis and his group rushed towards the scene to render assistance and found one dazed survivor on the railway line. They asked him if there were any bombs on-board and he was able to reply that they had already been dropped. Sadly all the other crew members they found were dead. Personnel arrived from RAF Langar and took control of the crash site.

The aircraft had already aborted two attempted landings at other airfields and was obviously attempting to get in at Langar. They were diverted from their home base of Waltham because of fog in the area. It would appear that the pilot, towards the end of an 8-hour flight, was struggling to maintain height and control which could indicate that it had suffered battle damage. Subsequent examination revealed a mechanical problem with the port inner engine. The crash is timed at 0308 on 5/3/1943, the aircraft was a Lancaster III ED549 JA-S.

This evening was a "quiet" night for Bomber Command prior to the commencement of the Battle of the Ruhr. Six Mosquitoes had flown to the Ruhr and 27 aircraft had been mine laying (the role of the crashed aircraft, target Bayonne). Subsequent official reports state that the aircraft ED549 'burnt out on the ground', but this is an error and Dennis Kirk has determinedly tried to correct this inaccuracy.

Dennis Kirk is an old man now. He has long harboured a hope to meet the relatives of this ill-fated aircrew and share his memories and impressions of that fateful night. It is his fervent wish these young men be honoured in some way for their sacrifice. He is about to get his wish. Parts of the aircraft have been discovered and unearthed and a monument is to be placed and dedicated on the footpath of the Grantham Canal close to the crash site. The 21 year-old Canadian pilot, Russell Avey's nephew and nieces are coming over and will visit his grave at Long Bennington, journey to the crash site and meet Dennis Kirk; a memorable and poignant pilgrimage for them concluding with a memorial service in St Helen's Church, Plungar and a fly past by the BBMF Lancaster; an appropriate closure and stirring finale to the proceedings.

Sergeant D S Davies, the mid-upper gunner, was the sole survivor of the crash and survived the war. If anyone has information about him please contact John Holford.

Armed forces personnel who lost their lives in the UK were normally buried at locations requested by close relatives, but this was obviously not possible for the many overseas members, so three of the crew were buried at Long Bennington (St Swithun) churchyard, where their graves have been very well cared for over the years.



The National Memorial Arboretum



The idea for a National Memorial Arboretum came from Commander David Childs CBE, who had visited Arlington Cemetery and the National Memorial Arboretum in Washington DC in 1988. He felt that a similar concept should be introduced here to provide a meaningful memorial to all those who serve the nation. He was greatly supported by Group Captain Leonard Cheshire VC CH DSO DFC, who also saw the need for a national focus for Remembrance. After some years of lobbying for support, Prime Minister John Major launched the appeal in 1994 to create the Arboretum as a Millennium Project. At this stage, there was no land, staff or funds for the project, but this quickly changed when Redland Aggregates (now Lafarge) generously gifted 82 acres of reclaimed gravel workings alongside the River Tame; this gift has since been extended by a further 70 acres which includes a wildlife lake. The National Lottery, in the form of the Millennium Commission, granted some forty per cent of the funds needed and this was matched by thousands of donations, both large and small, from a wide variety of

organisations both military and civilian, men and women, corporate and voluntary. The future of the project became assured when three proposals were agreed; these were: for the site to be the location of the Armed Forces Memorial; for the Ministry of Defence to pay a significant grant-in-aid to allow for free entry, and that The Royal British Legion would accept the gift of the site as the focus for the Nation's year-round Remembrance. The initial planting took place thanks to grants from the Forestry Commission and the National Forest. The Arboretum was officially opened by HRH, The Duchess of Kent on 16 May 2001 and now has 50,000 maturing trees and over 200 memorials.



I recently visited the Arboretum to see how our two trees are surviving. The plaque and tree in the Bomber Command wing both look fine. The tree in the Far East area looks to be growing well, but the label on it is rather disappointing. Perhaps we should request and pay for a full plaque similar to the one in the Bomber Command wing. The Arboretum near Litchfield in Staffordshire is a most moving experience and very well worth a visit.



Bomber Command Wing



Far East Area



The RAFA and RAF Benevolent Fund memorials are also very impressive.

Norman Bonnor

Website Update

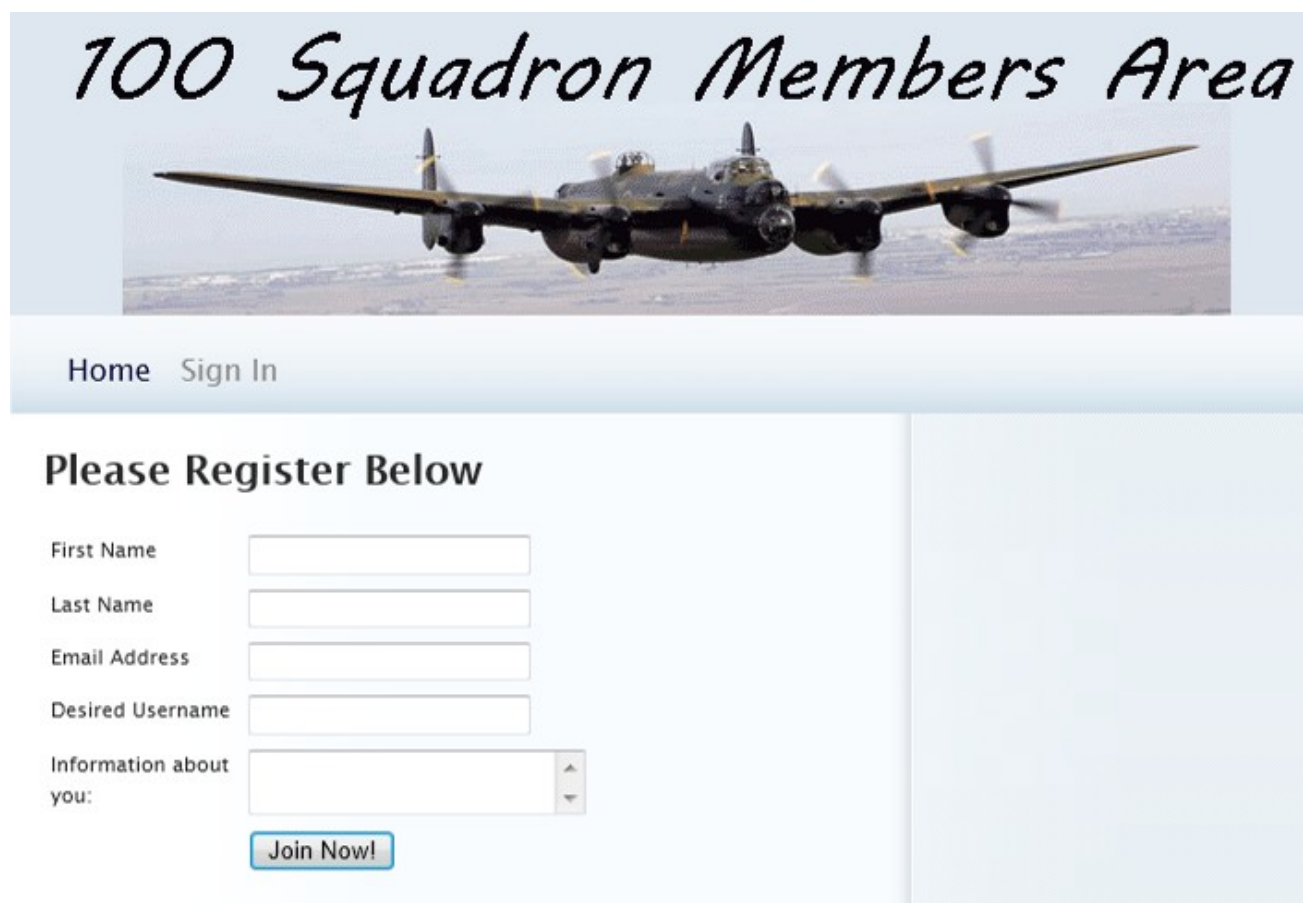
The "Members Area" of the website is now operational and contains past copies of The Hornet as single page pdf documents in colour. A number of members have already registered using the procedure shown on the next page; they will no longer receive a hardcopy version but will receive an e-mail to say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



100 Squadron Members Area

Home Sign In

Please Register Below

First Name

Last Name

Email Address

Desired Username

Information about you:

- 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:

Air Cdre N. Bonnor

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