

THE MILDENHALL REGISTER

15, 90, 149 & 622 Bomber Squadrons' Association

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WINTER 2005 NEWSLETTER

REUNION 2006

Friday 19 May 18.00 – Dinner in the Wellington Room (Middleton Hall)

20.00 – Annual General Meeting in the Stirling/
Lancaster Rooms (Middleton Hall).

Saturday 20 May 11.00 – Morning get-together in the Bird in Hand.

19.00 – Dinner (main function) in the Galaxy Club.

Sunday 21 May 09.30 – Combined Service of Remembrance in the
Base Chapel.

DUE TO STRICTER BASE SECURITY THOSE ATTENDING ARE ASKED TO FULLY COMPLETE THE ENCLOSED FORM AND RETURN TO THE SECRETARY BY 22nd APRIL 2006 FOR ONWARD TRANSMISSION. THIS DATE IS ALSO THE LATEST FOR PROPOSALS/MOTIONS. (Discuss special items if adequate notice has been given prior to the Meeting)

REUNION 2005

Another successful reunion and our thanks go to Col. Richard T. Devereaux (Gen Sel), Commander of Team Mildenhall, together with the personal support of S/Ldr James Savage (RAF Commander). Within days Don (our Secretary) received letters, and many more telephone messages from members expressing their appreciation and support.

The normal lunchtime gathering in the Bird in Hand became interesting with interviews and TV recordings of members' activities on VE Day (1945), including those who were involved in Operation Manna.

Saturday evening just over 200 attended the dinner – being the main function – in the Galaxy Club where various participants were introduced giving first-hand experiences of RAF Mildenhall on VE Day 1945.

On Sunday the Chapel Service was well attended, followed afterwards by the now familiar gathering for farewells in the adjacent room. Once again our thanks to Emma (Secretary) for printing (on the back of the Service programme) the historical photograph taken in one of the mess rooms showing 'VICTORY, UK, USA & USSR FLAGS' ON VE Day 1945.

In conclusion we must not forget the active members of Team Mildenhall who were involved, and helped to make this another memorable reunion.

Fred

HONORARY TREASURER

This being the second week in October I was about to send off the newsletter to Dave Smedley for printing when Fred rang to tell me the very good news. The new Treasurer is Bernard Mildwater from Haddenham. Bernard is the Vice-Chairman of the Mildenhall Aircrew Association and with Fred Coney our Chairman attends a lunch and meeting in the Officers' Club every last weekend in the month. Bernard and his wife have attended many reunions. He was aircrew serving with at least four different squadrons in the RAF. I am very much looking forward to working with him.

Don

IN REMEMBRANCE OF A CREW

Sixty-three years on

On Tuesday 11th May 2004 six members of the Queen's Colour Squadron carried a single coffin, draped with a Union Jack, into the Commonwealth War Grave Section of Bergen Cemetery in Northern Holland. Following the coffin were a number of distinguished mourners, led by Air Marshal Philip Sturley, Chief of Staff, HQ Allied Air Forces Air North. Also in attendance was Mr David Payton, New Zealand Ambassador to the Netherlands, who was accompanied by Wing Commander Grant Crossland, or the Royal New Zealand Air Force Air Advisor in London, Wing Commander Bill Gibson, OC No. XV Squadron, together with officers of the Squadron was also in attendance.

The coffin contained the remains of six members of a Stirling bomber, N3654, LS-B, which had crashed near Opmeer, exactly 63 years earlier. Wing Commander Herbert Dale, the pilot of the aircraft, had been buried immediately after the crash; his body being thrown from the wreckage. The relatives, who had made the journey from both England and New Zealand, all agreed that as the crew had died together it was fitting for their remains to be re-interred together in a single coffin.

The cemetery was full as many local people, some of whom remembered the crash 63 years earlier, and many tourists joined the official mourners to pay their respects. The interment started with a prayer recited by Wing Commander Bill Gibson. A lone bugler playing the Last Post broke the silence following the prayer; the notes of which echoed around the otherwise silent cemetery. Dignitaries, relatives and other mourners were then invited to lay wreaths at the graveside. The wreaths, having been blessed, a piper played a lament. Again the swirl of pipes echoed around the cemetery. The ceremony concluded with the National Anthems of Britain, New Zealand and the Netherlands being played by a Royal New Zealand Air Force Band. An intended fly-past over the cemetery was cancelled due to the low cloudbase.

Prior to the burial, a commemorative service was held in Petrus and Paulus Church, Bergen, conducted by the Venerable Geoffrey Allen. Following the introductory sentences, prayers and a hymn, the first reading was given; this being from Isaiah 40, verses 21-31 and ably read by Mr David Payton. Air Marshall Philip Sturley delivered the second reading from 1 Thessalonians 4, verse 13, later in the service. Following an address by the

Venerable Geoffrey Allen, the Act of Remembrance was led by Captain A. R. Davies, Royal Navy, the Defence Attache, British Embassy in the Hague. The service concluded with a blessing.

As the mourners left the cemetery many of them contemplated the events which had taken place 63 years earlier, on the night of 10/11 May 1941. Short Stirling bomber N3654, LS-B, had taken off from RAF Alconbury at 22.35 hours, piloted by Wing Commander Herbert Dale. The aircraft's target that night was Berlin, but unfortunately the bomber was intercepted en route by a German night fighter aircraft. As it flew over Holland, the Stirling was attacked by a Messerschmitt Bf110. piloted by Oberleutnant Egmont zur Lippe-Weissenfeld. A battle between the two aircraft ensued, which lasted approximately 25 minutes. It culminated with the loss of the Stirling bomber, the first aircraft of its type to be shot down over the Netherlands. A few of those who had witnessed the ceremony took time to read the names on the six new headstones lined up in front of the grave. They read:—

Pilot Officer Peter Bird, RAFVR	Second Pilot
Pilot Officer Daniel Campbell, RNZAF	Observer
Sergeant Eric Lucas, RNZAF	Air Gunner
Sergeant Norman Nuttall, RAFVR	Wireless Operator
Sergeant Philip Plumb, RAFVR	Flight Engineer
Sergeant Frank Smith, RAFVR	Air Gunner

The crew that fought and died together now lie together near the grave of their pilot.

Martin R. Ford-Jones

OBITUARIES

EDDIE COBB was in the Signals Section with 149 Squadron at Mildenhall in 1942 then on to Lakenheath. In a letter from Bob Street he says: "Recently I had a letter from his son in Seattle, USA, that his father had passed away in August this year at the age of 88 following a stroke". Eddie was living at St. Peter Port, Guernsey, Channel Islands.

HERBERT SPARKS was the Cpl in the Orderly Room at Mildenhall with 622 Squadron from June 1943 to January 1945 when he was posted to India. He passed away in the summer 2004.

T. F. MANN lived in Benfleet, Essex and served as a Int. Repairer or Basher as they liked to be called. He served with 149 Squadron and passed away in June 2004.

ERNIE MURWALD was with XV Squadron during the war and came from Norwich. It appears that he had died some 10 years ago.

H. A. (Ted) PAPPS passed away on August 26th 2004, he was the M/Up gunner flying with Bill Richards and Australian pilot of 622 Squadron. Other crew members were Bob Kidd Nav, Wally Mildren B/A, Doyle W/Op, Nicholson R/G and Martin F/Eng. They completed a tour of ops from August to December 1944, one of the quickest on the Squadron. Ted came from Drifffield, Yorkshire.

ERIC LINLEY passed away on January 23rd 2004. He served as an Air Gunner with XV Squadron at Mildenhall during 1944 and his skipper was F/Lt Pete Rosenhain and Australian.

E. W. HOBSON, TD, BA, MBE died some years ago. He served as a Fitter 11 E with the Met Flight when they had Gladiators and with XV Squadron when they were flying Blenheims. He lived in Netherton near Huddersfield, Yorkshire.

KEN HALLAM was a Flight Mechanic Engines with XV Squadron when they were flying the Blenheim. He came from Exmouth in Devon.

GORDON (Clem) CLEMINSON passed away in March 2004 in Chesham, Bucks. He was a pilot and did a tour of ops with 75 (NZ) Squadron at Mepal. Then right at the end of the war he joined XV Squadron at Mildenhall, carrying on to Wyton in 1946.

DOUGLAS PARKER was an Air Gunner with 149 Squadron flying Stirlings with skipper Ray Hockley, flying mainly on OJ-O. After completing a tour he went to two other squadrons before completing a second tour with 514 Squadron when Mike Wyatt was the CO. Altogether Doug completed some 70 operations. I always felt he deserved a Gong for that many. He died in hospital after suffering a stroke on December 13th. His daughter brought him to the last three reunions in a wheelchair, we shall miss him.

DON McFADDEN passed away on December 27th 2004 and flew with Ron Hastings with XV Squadron at Mildenhall during the war. He lived in Arizona, USA, and was working on a ranch right up to his death.

A. F. THOMAS, DFM was the Flight Engineer flying with F/Lt Cowing at Methwold in 1944. Looking through some records I find very few F/Es being awarded the DFM; very rare.

ERIC TIPLADY was the M/Up gunner in F/Lt Stan Fisher's crew flying with XV Squadron at Mildenhall. He used to attend our earlier reunions until Stan died.

LEN WARNER was an LAC Armourer at Mildenhall with both Squadrons, having come from Downham Market in early 1944. He died in January and was the President of Oxford RAFA.

R. J. KERSLAKE passed away in Shepton Mallet in 2004. He was a F/E flying with with a 21-year-old skipper Doig and they were shot down on the Schweinfurt raid February 25th 1944 in Lancaster LM442 GI-P Peter of 622 Squadron. Four members were killed.

HARRY OWEN served as Sgt Fitter A with 149 Squadron and passed away in March 2005.

GRAHAM ANTHONY was a M/Up gunner serving with 622 Squadron at Mildenhall during 1945. The R/G was B. Harris and the Nav. was A. Hallen. He died in 2005.

PETER ATKINSON flew with 622 Squadron in 1944 as Nav. in F/Lt (Jock) Walker's crew. Everything was going well for Peter to meet the Queen and Prince Philip in February at a special ceremony at the RAF Club in London, representing 622 Squadron as a Royal Auxiliary Air Force Squadron (post war). Peter, although not a committee member, was involved with anything to do with 622, even going over to France for a special ceremony. Also to be involved with the book of 622 written by Josselyne Lejeune-Pichon. He was so looking forward to meeting up with Jo at the 2005 reunion, but it was not to be. Thankfully Peter's wife Pauline and family were able to attend and with Swifty Swallow coming over from Canada I was able to sit them all on one table.

GORDON GILL flew a tour of ops with XV Squadron flying Lancasters, finishing with the rank of Warrant Officer. A letter from his son states that he died on June 26th after a long battle with diabetes and more recently renal failure. He came from Bramhope, Leeds.

BOB HOLDEN was the Nav. with in F/O Hanson's crew flying with 622 Squadron. His daughter wrote to say that he was making good progress in hospital when he suddenly took a turn for the worse and died of heart failure on August 6th 2005.

9 Lilly Pilly Place
Mooloolaba
Queensland 4557

Dear Don

I write with the sad news that Don "Ike" McFadden died in hospital in Arizona, USA, on 27th December 2004. He had a heart attack on 8th December and contacted pneumonia while in hospital. "Mac" as we knew him then was our R/G in Ron Hastings' crew on XVI/15 Squadron.

Had usual visit from Don Woon (Lou Marriott's W/Op XV) about eight months ago. We keep in regular touch. At present we are a bit concerned that this year's reunion may be the last. If so, could you please favour me with a list of the Aussie and Kiwi members on the Register.

We want to give some consideration to how we can continue having a regular newsletter, or whatever, to keep us in touch. We realise that not all are members of the Register, but we have a good Veterans' Affairs newsletter issued to all veterans out here, and we could send out a rallying call through same IF NEED BE. I have used their notice board on a few occasions to trace next-of-kin or near relatives for archivists and historians of other squadrons.

With very good wishes for a successful reunion this year, and much appreciation for all you have done over the years. Time has got us all in the octogenarian and beyond category now.

Most sincerely

Bob Smith (ex-XV)

P.O. Box 288
Putaruru 2371
New Zealand

Dear Mr Clarke

Re the late Gp.Capt W. D. G. Watkins, DSO, DFC, DFM

I am writing to you in the hope of getting some ideas on where to find more information about my father's war service at RAF Mildenhall.

On my last visit to the UK, in early 2003, I was able to speak to you briefly on the phone, but unfortunately could not get the time to call on you. (I do hope that your troubles with the renovations taking place next door were short-lived and settled to your satisfaction.)

He joined the RAF in 1937, service number 534190, being first(?) posted to 25(F) Squadron at Hawkinge, but was awarded the DFM in June 1940 while with 149 Squadron at Mildenhall.

His service number was changed in 1941 on receiving his commission to 44828. As A/w/c he took over No. XV Squadron in April 1944, before his being shot down and captured in November of that year. At that time his flying logbook was lost. My father died on 26th June 1965 while serving as Superintendent of P&EE, Pendine, South Wales.

I have written previously (about 18 months ago and shortly after that, and again this week) to the PMA at Innsworth but have not as yet received any reply. I have also met Martin Ford-Jones and received from him some very valuable information about dad's time with XV Squadron, and for which I will be forever grateful.

Most of rest of the war years have been "lost from storage", but I do know that he was on his fourth tour when shot down. The first tour was as Observer (and Air Gunner, I think), the second as Squadron Bombing Leader, and the third as Flight Commander. He also had over 400 hours as a passenger, apparently also mainly on ops, to do with navigation and bombing effectiveness.

A couple of newspaper clippings read when I was a boy but since lost, referred to him as "round again" Watkins, possibly about the award of DFM or DFC, also noting that his capture was announced by Lord Haw Haw. I would like to find out more to pass on down the family.

Yours sincerely

L. M. G. Watkins

AUXILIARY AIR FORCE 80th ANNIVERSARY

When hostilities ceased at the end of World War II, 622 Squadron was disbanded – job well done. However in 1950 the Squadron was resurrected as an Auxiliary Air Force unit flying Valettas from Blackbushe. Then in 1953 it was disbanded again.

February this year marked the 80th anniversary of the formation of the Royal Auxiliary Air Force, an occasion marked by a reception held at the RAF Club, London. Present were Her Majesty The Queen, His Royal Highness the Duke of Edinburgh, the Air Commodores (past and present) of the Royal Auxiliary Air Force squadrons and many serving officers and airmen. Mildenhall Register was represented by F/Lt John Cox DFC (pilot, 622 Squadron 1944) and F/Lt Frank Diamond, DFC. AE (navigator, XV Squadron 1943 and later with Pathfinders). Both were able to shake hands and have a few words with Her Majesty and with the Duke. The latter commented that he was pleased to meet two decorated veterans.

The serving members of the Royal Air Force were impressive for their smartness and enthusiasm. For example John and Frank had a talk with three Royal Air Force policemen, just returned from a year in Afghanistan and now waiting a posting to Iraq. They had been searching for WMD (which they failed to find!) and policing the locals (who made them welcome and appreciated their style).

A DEDICATION AND UNVEILING OF A MEMORIAL STONE IN MEMORY OF THOSE KILLED IN THE CRASH OF A BOMBER IN A KENTISH VILLAGE

On October 24th 1942 the Short Stirling W7628 coded OJ-B based at Lakenheath ran out of fuel after the long arduous haul to Italy over the Alps, where Bomber Command had been called upon to attack Northern Italian ports in support of the Allied Landings on North Africa – Operation Torch.

The aircraft hit a cottage and adjacent farmhouse only a few yards from the wide open flat fields and marshes of the Thames Estuary north of Rochester. All the crew lost their lives as well as a young mother of a 10-

day-old baby in the house. The young baby survived and was present at the Dedication together with a lady from the farm who was a young girl at the time of the tragedy.

A notice in a local newspaper seeking anyone who might know of any relatives, or even knew of the crew who had lived in the borough at that time brought the matter to the writer's attention together with a notice in the Squadron Association Newsletter, prompted me to attend the Service informally representing the Squadron and in my mind the Bomber Command Association.

The village of Cliffe is accessed via spur roads, now upgraded in recent years off the M2, becoming a normal country road for a few miles until coming, with some relief, to a quite impressive village sign announcing This is Cliffe. All to do now was to spot the church. Ah, a road sign says Church Road, so must be on track. Quite some way following this narrow road, Cliffe is quite a big spread out village and the map had told me there is no road beyond. Relief – there is the church right in front.

St. Helen's is quite a big church standing atop a slight rise beyond which there is nothing other than absolutely flat pasture land and marshes, a few sparse lines of small trees and bushes stretch away to the faint ribbon of the Thames in the far distance, then the rising ground of Essex on the skyline. The lads and girls of 213 Squadron ATC from Rochester have formed a "Guard of Honour" at the entrance together with the standards including RAFA and British Legion.

This large church became packed with young and old who came to support the Dedication and I managed to sort out Mr and Mrs Kingman the Principle Organisers to thank them for all that had been done by the many people for this day, exactly 62 years from the date of the crash.

After the moving service, during which the Standards were offered to the altar, we assembled in a quiet corner of a grassed area where the Memorial Stone stood set behind an old low brick wall under the limbs of a old mature tree and draped with an Ensign for the Blessing and Unveiling by two ladies, both survivors of the day, one being the baby and the other the girl from the farm.

It is sad that no next-of-kin or relative could be traced of any of the crew, as far as I know. Pilot that day was F/S Siwak of the Royal Canadian Air Force, as was another of his crew.

P. J. Rowland

LETTERS

GEORGE WRIGHT has written to say – *“I am sorry this might be the last reunion. It has been so good over so many years to meet up with crew and so many members of all four Squadrons. However we are all getting older and not as healthy as we would like to be, so I think you are right to advise that 2005 will be the last reunion. I hear that Win and yourself have not been too well, but trust that you will keep reasonably well until we meet again in May 2005. Best wishes to both of you.”* – George

George Wright was the W/Op flying with F/Lt Stoddard finishing his tour of ops with the rank of F/Lt. He later became our auditor in 1990 and has done a first class job for which we are so grateful. He and his wife Joyce have always attended our reunions. – Don

EXTRACT FROM AIR FORCE NEWS

April 29th 2005

“Those who served in the armed forces in World Wars One and Two are entitled to a Veteran’s Badge.

Other groups include Cyprus Regiment, Merchant Navy seamen, Home Guard, Polish forces under UK command and War Widows and Widowers getting a War Widowers pension. To apply for a badge, call the Veterans’ Agency, 0800 169 2277 or write for an application form to Veterans’ Agency, Room 6108, Norcross, Thornton, Cleveleys FV5 3WP.”

I rang the telephone number and got through in about five minutes. The girl asked me my service number, in the RAF Bomber Command for five years and she said it would be at your house by post in the next six days. And it was.

It is a very nice box and the makers are Toye, Kenning & Spencer Ltd., London.

MEMBERSHIP

After the AGM some members asked me: How many newsletters do you put out to members still allive as 814 was quoted at the meeting.

Members who sent a first donation to join 1380, Obituary (1984 onwards) 526. Overseas members (now) 146, UK members (now) 668, Total 814. This is at May 2005.

COLOGNE (1)

JIM COMAN has written to say:

"Having completed our first tour of ops at Lakenheath in April 1942 we were switched to Mildenhall to form 149 Squadron Con Flight under S/Ldr Speare. Our pilot F/Lt Evans however did not come as he went to a night fighter squadron.

On the 30th May at 15.40 hours we flew from Mildenhall to Lakenheath (25 minutes) air testing the aircraft en route. At 00.23 hours we lifted off at Lakenheath in Stirling N3682 OJ-T with a bomb load 1800 x 4lb stick incendiaries. Pilot S/Ldr Speare, second pilot Sgt Baker, Observer Sgt E. Felstead, MIUp Sgt A. Mace, RAAF, R/G Sgt J. Hanson, RCAF, myself as W/O, but I cannot remember who flew with us as F/Eng and front gunner.

The flight to target was uneventful although we felt quite a bit of turbulence caused by other aircraft in the close vicinity. Nearing Cologne approximately 02.00 hours it was already taking considerable punishment with fires and explosions everywhere. We circled the city twice noting that although the flak and searchlight crews were very active at first they seemed to be getting overcome by the attack, and were certainly abating. Making our bombing run the Cathedral stood out starkly against the fiery background, also the river being the most prominent features.

Crossing the Dutch coast on our return and looking back from the astrodome the "RED BALL" which was Cologne appeared to be a glowing beacon.

We landed back at Mildenhall at 04.05 hours for interrogation and breakfast. The following day the Press arrived to ask questions and took photographs of a few of us walking from a Stirling aircraft with a bomb train being pulled across the front by a WAAF. This appeared as a full spread the following weekend."

Jim did a second tour with 90 Squadron winning the Distinguished Flying Cross.

Don

COLOGNE (2)

'Criffel'
Cuilfail Gardens
Kilmelford
By Oban
Argyle PA34 4XA

Dear Don

First of all many apologies for such a late reply to your report contained in the Winter 2004 Newsletter. I'm afraid at the advanced age of 84 (85 next month) I tend to be rather slow at many things not least working a computer which my daughter gave me a month or so ago with the object of keeping me young. I've been struggling with it ever since. However, I seem to be making headway.

You asked in your newsletter if any members took part in the 1,000 bomber raid in May 1942. There were in fact five such raids with aircraft drawn from every source available which included OTUs. After the first two raids due to losses the numbers dropped below 1,000. It's all rather a long time ago and I'm afraid that the only memory that I have of these raids and subsequent ops have somewhat faded. I do recall the mass of flak over the target and the rattle of shrapnel on the fuselage, which incidentally was patched up by the ground crew the next morning. I also remember very vividly a Hampden aircraft passing us whilst I was in the astrodome over the target. It was going the wrong way. I do hope it found its way home.

I am enclosing some copies from my logbook, having learnt to use my computer, also a copy of a newspaper cutting which has seen better days and I have had to stick it together with Sellotape, which I hope you will find interesting.

All the best for the future and remember we still have 15 years to go before we get our 'Royal Birthday Card' which I am determined to receive.

Yours aye

Ken Pollard

COLOGNE (3)

5 Copperfield Close
Sherbourne in Elmet
North Yorkshire
LS25 6NP

Dear Don

In all the years of the Mildenhall Register we have only managed to attend on one occasion, and then I only knew four faces from my first tour with 149 in 1941. Regrettably I know that three of these old friends have died, and one, Smokey Robson, I have not heard from for over two years so I fear the worst.

Now that Yvonne has turned 80 and I am 83, it is not surprising that so many of our contemporaries are no longer here. We are both very fortunate.

Now as regards the 1,000 bomber raids, I was on the Cologne raid and it was the first of my second tour. I had arrived at No. 9 Squadron at Honington in May and was crewed up with S/Ldr R. W. Turner. He took delivery of a new Mk. III Wellington, and on the morning of the 30th May 1942 he was to take off on an air test. The rear gunner was not available so I was told to occupy the rear turret in view of problems with enemy aircraft attacking our aircraft on take off or landing. We returned after the air test but the pilot made a bad landing and the new plane ended up on its nose, and there was I, high up in the rear turret, when the aircraft started to move and it fell with a crash and the tail wheel came up through the fuselage just behind me. So now we had one unserviceable kite.

Our skipper was allocated another aircraft and so we took off at 23.21 for Cologne. We were lucky to be in the first wave as our aircraft was fitted with Gee, the navigational aid, so we were well clear of the target as the main force arrived. I had a good view from the front turret and as I had been on a school walking holiday to Germany before the war and had visited Cologne I could easily recognise the Cathedral and the Hohensollen Bridge.

Our skipper's report said that our bombs overshot the aiming point and half fell in the old town and half in the new town. The bombs were seen to ignite and the whole town was ablaze when we left the target at 01.05.

We had avoided collisions but one aircraft alongside blew up when hit by heavy flak and there was certainly plenty of that. With 1,043 aircraft in the air it really was a night to be remembered by all concerned.

I hope this will be of interest to you. It is mentioned in my book along with the 66 ops which I was fortunate enough to survive.

I hope that the reunion is a great success and congratulate you on all the years of effort that you have put into organising the Mildenhall Register and these events.

With kind regards, yours sincerely

Dennis C. (Mickey) Mason

2005 RAFFLE

The amount of money collected from the raffle was

£468.00

and once again there was a large number of prizes.

However, I must thank the many members who contributed with many gifts and a special thanks to the ladies for selling the tickets,

Plus of course, **Olwen Williams** who for many years has prepared the envelopes thus making the task of selling them so much easier.

Our thanks go to **Anne Hill** for giving the 1st Prize once again, which was a **week's holiday in her apartment on the Isle of Wight.**

Duel over the Baltic

11th September 1944



By
William Newton
(1999)

The incident depicts a Luftwaffe Ju-88 night fighter being brought down by rear gunner Sgt Dennis Pudney's gunfire.

Lancaster G1-F for Freddy LM291 of 622 Squadron from Mildenhall was on her way to Rostock on the Baltic to lay mines. At 11.00 pm the first attack on Dennis's aircraft took place. The attack caught out both the mid-upper and rear gunners. Three out of four of Dennis's guns jammed. After the Ju-88 broke off its attack, Dennis cleared the jammed guns and waited for a repeat attack from either the same Ju-88 or its mate. Dennis pointed his guns in the direction from which the attack had come; sure enough a Ju-88 came in, fired and pulled up in the same place. Dennis and the mid-upper fired and hit the aircraft mortally. Another Lancaster a few miles away, saw the Ju-88 go down into the sea. Such an encounter usually favours the fighter. Dennis received the DFM for this action.

Sadly, F-Freddy with another crew was lost the next night over Frankfurt.