



**Newsletter**  
**Winter 2010/11**

# The Mildenhall Register

**15, 90, 149 and 622  
Bomber Squadrons' Association**



## Cover Story

The picture on the cover is by an American artist, Steve Ferguson and commissioned by the publishers of Howard Sandall's coming book on 622 Sqn. It depicts an incident when Sqn Ldr Richard Allen DFC & crew pull out of the bomber stream en route to Stuttgart on 28/29th July 1944 after being attacked by the deadly German night fighter pilot Heinz Rooker. The Lancaster GI-J, LL885, a Lancaster destined to complete 113 missions by the end of the war, suffered extensive damage to its rear ailerons and flaps during the attack. The bright moonlight was perfect for night fighters to pounce and 39 bombers were shot down during the night. During the combat and evasive manoeuvres, the mid upper gunner, Flt Lt D. Mason bailed out over Orleans and three members of the crew were awarded the DFC for their actions in successfully repelling the attack and bringing the aircraft home to Base.

Steve Ferguson's work may be viewed at [www.artworkoriginals](http://www.artworkoriginals)

## "We Wage War by Night"- an operational & photographic history of No. 622 Squadron Bomber Command

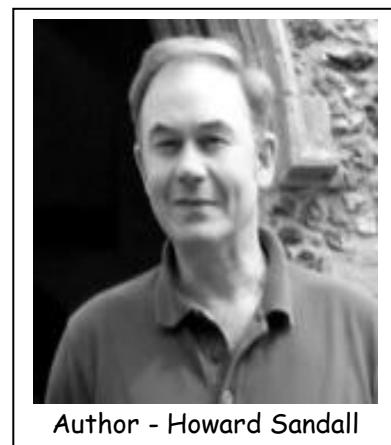
The book about No 622 Squadron was written and researched by Mildenhall Register historian Howard Sandall. The account of the events of nearly two years of war is relayed through the memoirs, diaries and letters of the men and women who fought and died during this dark period in history.

Over thirty chapters describe the dangers of facing a determined enemy in the skies above Europe and personal survival in prisoner of war camps deep inside Germany.

Perhaps more poignant are the memories of the personal battles that ensued within every airman when his name was promulgated on the 'Battle Order' for operations. Two accounts of airmen winning the Conspicuous Gallantry Medal, second only in merit to the Victoria Cross, are included, as well as the account of a navigator whose RAF training shaped his future in forensic science. Eventually he developed new techniques in his field of expertise. Those techniques assisted in tracking down the 'Yorkshire Ripper', a serial killer who terrorized the north of England in the early 1980's. To enrich the stories, there are over 450 photographs (previously unpublished) depicting the brave crews and the aircraft they took to war.

The stories tell of the courage, despair, fortitude and resilience in the face of danger. These young men came from all parts of the Commonwealth, of their own free will, to unite under the banner of freedom and democracy. By the end of the war, they had forged themselves into one of the most formidable fighting forces in the history of air warfare. Their stories deserve remembrance.

The book is due out in May 2011 and available to pre order at [www.amazon.co.uk](http://www.amazon.co.uk)



Author - Howard Sandall

## **Chairman's Notes**

Over the past eight months or so since the AGM much work has been done by your committee. However, before detailing their activities I must pay tribute to Fred Coney who many of you will know passed away in August. I was very privileged to give the homily at Fred's funeral service in St John's Church Beck Row, a paraphrase of which is produced in this newsletter, (the original may be viewed on the Register's web site). Fred was truly a wonderful man who gave his heart and soul to the Register from its inception until very recently. He will be sorely missed.

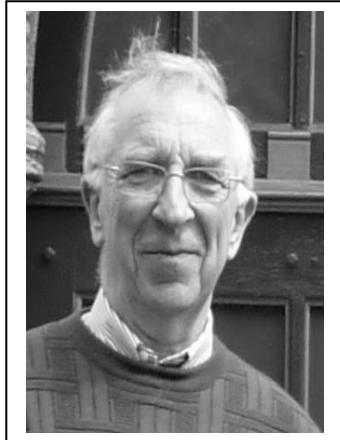
Following an AGM decision to widen the membership of the Register I have written to the organisations of other Squadrons that were located, at various times during War World 2 at RAF Mildenhall inviting them to join us at our annual reunion. The intention is not to take over the Associations but to provide a viable base for them from which they can continue to "do their own specific things" whilst taking part in the general weekend Register activities. So far much interested has been shown particularly by members of 75 New Zealand Squadron, some members of which hope to join us at our reunion in May.

In the summer on behalf of the Register I approached the Parochial Church Council (PCC) of St John's Church, Beck Row with a view to having a small memorial plaque placed in the external wall of the Church, facing the Commonwealth War Grave cemetery. The plaque would commemorate all who served at RAF Mildenhall and its associated aerodromes during World War 2. My request was welcomed by the PCC and together we have made an application to the St Edmundsbury and Ipswich Diocese to obtain permission to mount such a plaque. You can find more details elsewhere in the newsletter.

I want to express my thanks to all the committee members for their help and support of the Register over the past year and to wish you and yours a very Happy New Year. I look forward to seeing many of you at this year's reunion in May.

## **A another memorable reunion weekend - 14/16 May 2010**

Numbers were down on the previous year but those attending had a thoroughly enjoyable weekend. Around one hundred members attended the various activities and functions. This year the people travelling the longest distance to the reunion were Helen and James Willis from Australia, the son and daughter in law of Eric Wills (the 622 Sqn Pilot who with his daughter attended the reunion in 2009). It was good to see so many stalwarts of the Register return once more and good to meet up with Tommy Condie (Wireless operator on 90 Sqn Lancaster) who was attending for the first time in 5 years. Tom, travelled down with his son Tam from Motherwell and at 86 still



maintains a fine sense of humour and taste of the amber liquid! On the Friday evening over 50 members attended the AGM which was preceded by cocktails and a buffet supper. This year the event was held in the Galaxy Club because Middleton Hall was being renovated.

Saturday morning saw 50 or so members depart by coach from the Bird in Hand for a visit to the Norfolk and Suffolk Aviation Museum via Methwold. At Methwold we meet up with other Register members for coffee and to inspect the 149 Sqn Roll of Honour in St Georges Church, where a page of the Roll is turned each day. Many were impressed by the RAF Methwold memorial window (see back page photograph). In the Church we were excellently hosted by Colin and Beryl Neville who each year welcome Register members on the Saturday of the reunion. Many thanks to Colin and Beryl and to their friends who help. We appreciated the coffee and biscuits!

After an hour at Methwold we were on our way to Flixton, home of The Norfolk & Suffolk Aviation Museum and East Anglia's Aviation Heritage Centre which incorporates themed collections for 446th Bombardment Group USAAF, RAF Bomber Command, Royal Observer Corps, No. 6 Group, Air Sea Rescue and Coastal Command. A sandwich lunch was taken, provided by Cherry and Smiley Mildwater and the ladies at Flixton lead by Margery Griffiths, widow of Robert L Griffiths ex radar Mech at Mildenhall and herself an MT Driver with 218 (Gold Coast) Sqn. Incidentally Margery is the Squadron Association's Secretary. We then had two or three hours to wander round the wonderful array of exhibits, displays and aircraft. We are indeed thankful to Hubby Fairhead, the Curator at Flixton for his help in arranging the visit.

The Formal dinner on the Saturday evening was again preceded by cocktails and much conversation before the parading of the Bomber Command Standard prior to the meal. The 100<sup>th</sup> ARW Commander was represented at the Dinner by his deputy, Colonel Michael F Winter and the Base Chaplain Col Fredrick Viccellio. The RAF Commander, Sqn Ldr Leader Rick Fryer and his wife Penny also attended.

Finally we assembled in the base Chapel on the Sunday morning for a thought provoking address and moving remembrance service by Colonel Viccellio followed by refreshments in the Chapel's hall.

The Register is once more very grateful to the USAF for entertaining us over the reunion weekend.

**John Gentleman**



Our hosts at Methwold  
Colin & Beryl Neville

*Because of space restrictions it has not been possible to print the AGM minutes in this edition. Copies may be obtained from the Secretary*

## Notes from the Secretary

Over the past couple of years we have made a big effort to update our membership records. Last year when I assumed the Secretarial responsibility we had 669 contacts on the database to whom a copy of the 2008 /9 Newsletter was sent, 459 of these members did not respond to receiving their copy. Currently the membership figure stands at 638 and with the distribution of the 2009/10 newsletter the number of non repliers had reduced to around 300. This was a huge improvement on the previous year. My thanks are due to Sue and Andrew Bridgewater for their hard work in putting together the computer records of our current membership. Without this start, my job would have been so much more difficult. Over this last year, we have definitely lost 74 members, there were 43 known deaths, 27 returns as gone away and 4 chose to be removed from the list. However, there has been an influx of new members and 'retained' members' families. The total number of members we have heard from is sadly less than 50%. This has lead to some changes being taken.

I would like to think the figures vindicate the mailing of all those on the register last year. This year the approach has been slightly different again. In an effort to 'protect' the funds of the Register, we have mailed the newsletter to all those that we know are still 'active' members. Those from whom we have not heard for a while have been sent a letter requesting they get in touch with us. We will then send a newsletter to them. In this case we can avoid the cost of a newsletter that may never be read. We have experimented with the questionnaire and the look of the envelopes. Last year, the official look of the envelope with the return label certainly paid off. It has brought about a greater proportion of replies and information from and about our members. We are always happy to hear from you all. It helps to fill in the many gaps left by the loss of the records held and maintained for so long by our founder and former secretary Don Clarke MBE.

Adverts in various Air Force related publications and on the website are working well. We are getting the word out there and in return there is a lot of interest being shown. Quite a few new members have come from these sources.

Many favourable letters came in regarding the new format and content that we have used for the newsletter - far too many to go through all the names! Thank you one and all. Articles that are too large for the newsletter will be summarised, the full content going on the website where there is more space to develop. There have been lots of thanks from people for remembering them, especially some who have obviously not received the newsletter for a while in some cases, more on that in the following pages. Replies with e-mail addresses have been followed up, to check they are correct and just to say hello.



Through this year I will get round to doing a check on all the addresses we have as I believe some are still wrong.

Many replies came in from abroad, but sadly, many overseas members find it difficult to travel the distances any more. They all wish you well and are thinking of you, especially at reunion times.

Well that wraps up what I have to say for now. There is more about some of the other mail dotted throughout the newsletter. A Happy New Year to you all. **Geoff Reynolds**

### **Snippets from correspondence and others bits received**

**Emily Sivyer/Jo Reynolds.** Twice during the year the Register was approached for help by these two TV documentary researchers. Emily was wishing to talk to any WAAF's we had 'on the books' about the first night of the blitz. As it is not our policy to give out member's names and addresses or other contact details, I asked her for a letter that I could then forward to our members. Unfortunately, none of those contacted had any recollection of the date in question. The program was screened on 9th September on UKTV History channel with memories of others making a good program. Jo contacted at the beginning of December for the names of crew who she could get to meet for the first time in a long while. This was to be part of the Sun newspapers televised Award for Heroes on ITV, 16<sup>th</sup> December. The shortness of the time scale made it impossible to put anything together for her. For anyone who managed to catch the program, I think you will agree that she did a pretty fine job. Both ladies will, no doubt call again, as the quest for memories of you 'old lags' and lasses are sought for filming and posterity. So if any of you fancy giving a short interview to a researcher to this end, would you kindly send me confirmation with your reply slip about the reunion and I will make a note in my records.

**Surviving crews.** There were two replies from Australia to say that there were still 3 surviving members of their crews and all in touch. One was from Reg Heffron, MUG with Fg Off Bourne's crew on 622 Squadron. He wrote: "*Always interested in the Mildenhall Register (newsletter) for its nostalgic reading. Please keep it up. 3 of my crew still survive and read it. Pilot F/O Bourne, Nav Sgt. Arthur Bourne and myself.*" The second came from another MUG Des Mc Fadden DFC who wrote: - ".....of our crew, Skipper Sid Stewart DFC; Nav. John Burnett DFC; B/A Bill Turner DFC; W/Op Norman Herbert; F/E Jim Bar; R/G Kelvin Girle and himself; there remain Sid, Bill and of course himself. We keep in touch." "Post WW2, Sid returned to take over the family cattle property; Bill to qualify in and practice Architecture; I to take advantage of the Commonwealth Rehabilitation Training Scheme to graduate BA Dip.Ed. from Sydney Uni to spend my life as a school teacher." While at Mildenhall I met and married, in Wakefield, Yorkshire, a Land Army girl based at a YWCA hostel in Lakenheath. We celebrate our 65<sup>th</sup> wedding anniversary on March 17<sup>th</sup>. A very happy marriage" "P.S. 4 children, 15 grand-children and still counting plus 14 great grand-children".

Congratulations to you guys, must have something to do with the wonderful place you live.

Are there any other crews out there still in touch and with more members still surviving? We'd like to hear from you.

From one of our WAAF's. In February Mrs Studley wrote to advise the sad death of her husband, Jim. He had been an electrician with 149 Squadron at Methwold. She wished to continue receiving the newsletter and wrote: - "*..... We both enjoyed reading it and could look back on those days of wonderful friendships made in those uncertain times. We met after the war and married in 1950, clocking up 58 good years. I had been a WAAF on W/Op at Chicksands Priory and it was a good station (The site operated as a SIGINT collection site throughout World War II, intercepting German traffic and passing the resulting material to the Government Code and Cypher School at Bletchley Park.) I wouldn't have missed my service life for the world, even roasting in a Nissan hut in summer and freezing in winter. I can't put into words anything in particular to add in an obituary for Jim. Just to say you are all doing a wonderful job in remembering our loved ones.*

P.S. "A really lovely cover for the newsletter."

A Dutch Thank You. Mr F Saunston wrote from Holbeach to tell me that he was a driver with 149 Squadron at Methwold bomb dump. On the records we had, it said he was the holder of the Dutch Thank You medal for Freedom. I was intrigued and asked him to expand on this. He e-mailed me back with the following answer: - "*The Dutch Medal for Freedom was issued for those who took part in the liberation of Holland in 1945. All forces qualified, to commemorate 60 years of freedom by the Dutch People. In April 1945, 149 & 622 (among many others) took part in Operation Manna (food from heaven) it was called. As a driver involved in the loading of this food on to the aircraft I was deemed to have taken part. A form of application was sent to me from the Dutch Embassy in London which I completed and returned and the Medal and Certificate came some months later.*"

Do any other members qualify for this honour and have not received their notification? I wonder if we can help you get yours.

RAF Central Orchestra Flt Lt William Hughes wrote: - "*My wife and I are now housebound. We wish you all well. They were wonderful days back in 1940-41. Flying with Sqn Ldr Heather on 149 Sqn. In those days the RAF Central Orchestra was stationed at Mildenhall with John Hollingsworth the conductor. Very good entertainment between ops.*"

Does any one else remember them and the entertainment they gave?

Enticed away from a 'cushy number'. Hugh Fraser wrote from Dundee to tell of his time as a bomb aimer with 149 Squadron: - "*My original crew under Dennis Johns split up in the summer of 1945, leaving me as a 'spare bod'. Somehow, I became Orderly Flight Sergeant, a really easy job, dishing out leave passes, soap coupons, marching in anyone on a charge etc". "Then one day I was approached by one Keith Sutton, a pilot*

forming a new crew. Keith and I were mates at ITW and though we went different ways thereafter, we somehow kept in touch over the years. He asked me to join his new crew. No other pilot could have prised me away from my 'cushy number'!! I flew with Keith until demob. And we still keep in touch"

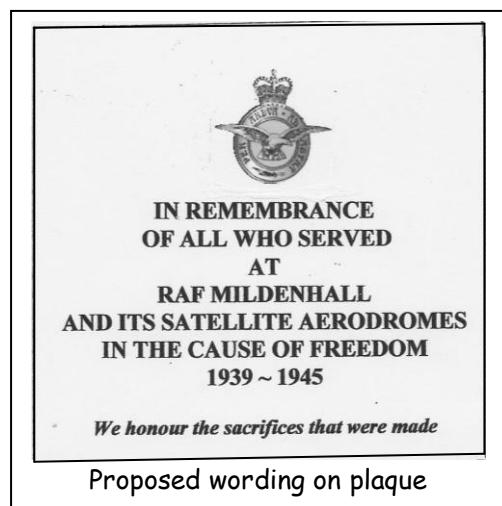
**Rapid promotion and a lucky miss.** Tom Payne from Hemel Hempstead wrote in with this tale: - ".finished HCU 25/5/45- had a Canadian navigator. After VE Day all 'Commonwealth' aircrew were taken off flying and repatriated home. I was posted to 90 Squadron at Tuddenham to take over a crew who lost their Aussie skipper. They were F/S C Newstead, Nav; F/O Gordon, B/A; F/S R Mason, W/Op; F/S J Roper, MUG;(later replaced by F/S Abrahams) F/S J Mellor, R/G; and F/S J Thom, F/E. Gunners were taken away rather quickly. We were there from 13/6/45 'til 30/6/45. I left 90 as a Flight Commander. The CO had a brother on XV and he wanted him to join 90, so asked me to change. As a mere F/S I agreed." "I went to visit Mildenhall to introduce myself to XV and met W/Co MacFarlane. He advised me that they didn't have NCO captains of aircraft on XV. So I was taken to HQ, met a lot of 'scrambled egg types' and had 7 days leave to get a new uniform. My 'scroll' received this year is dated 25/6/45, I was night flying on the 24<sup>th</sup> and 26<sup>th</sup> with 90!!" "First flight with XV (now an F/O) was on 3/7/45 for 1 hour followed by a 'post mortem' operation to Kiel on 5/7/45; Five hours daylight with a few hundred others. Had a near miss with a Washington (RAF B17) flying in cloud. He was shovelling out 'window' which landed on us! I dropped down 200ft and as cloud broke saw him above."

Bit of luck that 'window' in the cloud Tom. Great memory!

**Greene King** I know quite a few of you were unhappy with the level of service at the 'Bird' last year. Some of you took this up with their management yourselves and received compensation in due course. I wrote on behalf of all those who had endured the problems and eventually, after some prevarication, procured a cheque payable to the Register which has been used to swell the coffers. I hope your treatment and accommodation this year will be of a higher standard. If not, please let us know.

## Proposal for a memorial plaque

Following the members' wishes expressed at the AGM, I have, together with the St John's Church Parochial Church Council, initialised an application to the St Edmundsbury and Ipswich Diocesan Board for permission to mount a memorial plaque, of Welsh Slate, in the external north wall of St Johns overlooking the Commonwealth war cemetery as shown in the picture towards the back of the newsletter. Unfortunately the wheels of the Diocesan Board move very slowly and we have yet to receive their approval, however, we are looking on the positive side and hope to hold a dedication service at St John's Church



Proposed wording on plaque

followed by a reception in the Church Hall sometime after midday on the Saturday afternoon of the reunion, 14<sup>th</sup> May 2011. The proposed wording on the plaque is shown in the accompanying cartoon. The observant amongst you will identify Queen's crown on the RAF Badge whilst the King was the throne during the War. I am reliably informed that as RAF Mildenhall is still an active RAF station, protocol dictates that the current Monarch's crown should be portrayed on any memorial dedicated during her reign!

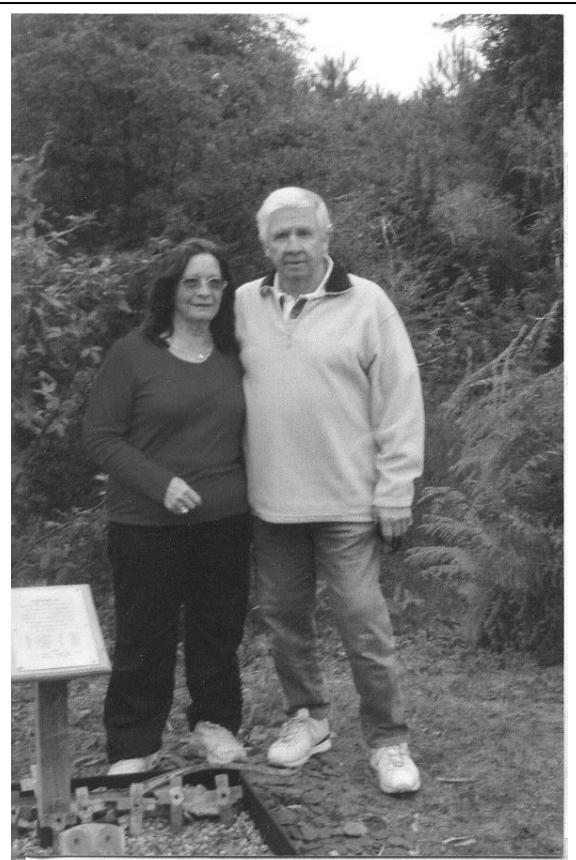
The cost of the plaque to the Register will be in the region of £2000 and any donations however big or small will be gratefully received by the Secretary together with your return for the Reunion weekend!

### Finding out what happen to a Father

*I found the following e-mail to Swifty Swallow from Jacky Stewart, the daughter of Warrant Officer F J Newton, RAAF, Captain of the Lancaster that crashed and exploded near Mundford, to be very moving. It draws attention to one of the aims of the Register which is to help people track down what happened to their love ones in the War. I reproduce it with Jacky's permission, she hopes to be with us at the Register's Reunion this coming May.*

John Gentleman

"My name is Jacqueline Stewart (nee Newton) I am the daughter of pilot John Newton. I turned 3 years only 10 days after my dad's death. I am visiting my daughter & family in Wales. I live in Australia & have 4 beautiful daughters, 4 great son in laws, 5 grandsons & 2 granddaughters, so feel very blessed. I have been to see Pat & Robin Tuck who have very kindly given me your contact details. I did ring but received your answering service, however I should explain, I am a little concerned with speaking on the phone as I get very emotional, thus I am worried that I will not be able to talk coherently. I am afraid I was quite emotional with Pat & Robin who were extremely lovely people, who have done a marvellous job. I have been overwhelmed with the effort they have given & the results they have achieved. I can not explain my gratitude to all the people involved in erecting a memorial & plaque in memory of my father & his crew. I had been trying to find out information for a long time, however not knowing where to look or who to ask made it very difficult. I did get my dad's service records from our war memorial



Jacky & her Husband at the Mundford crash site of her father's aircraft

in Canberra Australia, but that did not give any details about the crash or where it happened. I remember my mother who passed away in 1996 telling me about some photos that I have of Martin Matthews & Tiger Jenkins. I believe that maybe my father may have spent some time with Martin & his family. It was Mrs Matthews who contacted mum & sent some photos of the grave site & herself. I remember that when we came over to England in 1952, & visited my dad's grave, we also went to the Isle of Wight & on reflection now I think it was to visit possibly the Matthews family but am not sure. I only wish my mum was alive to have seen the memorial plaque and to know how much effort has been given to achieve this. After trying different sites on the internet (which I might add, I am not very good at, still battling these new generations' toys, but I keep trying). I kept hitting brick walls, till my son in law mentioned my plight to a friend of his who is a journalist. It was not very long after that he advised us of the Mildenhall site & told us of the efforts of Pat & Robin. From that moment on the information was overwhelming & I am still trying to take it all in. Pat & Robin were so kind & gave my husband & I with my daughter, son in law, & 3 grandsons a visit to the crash site, then to the church to see the plaque finishing with a visit to their house & giving me a folder of all the documentation of the service at the site & the memorial service in the church, words just don't seem enough to express my feelings, there are no words. I thought all I would find would have been at best some newspaper clippings at the time of the crash, but this has just taken me by surprise. My dad's brothers have now passed but his two sisters (94 & 83) are still with us, I know they will be pleased with the knowledge that my dad's death will not be forgotten. I know that you have had a great deal of input in recalling this tragic accident & I am grateful for your efforts to bring this all to fruition. I am looking forward to being in contact with you so please bare with me if I find it hard to talk; this is why I feel I can express myself a little better with an email to start with. It was so lovely to be able to talk to you, you made it a lot easier than I could have imagined. Sending this as I intended. Look forward to keeping in contact.

Love Jacky"

*Have you considered putting your story into the next newsletter? We would be delighted to hear of your or your relatives' / friends' experiences and recollections.  
We could help with the presentation!*

*\*Important\*: The committee would be very grateful if you would return the application form for the reunion whether or not you will be attending in May. This is to help the Secretary in maintaining his records and to ensure we are sending correspondence to the correct address and hence making the best use of our funds!  
Contact: Geoff Reynolds, 61 Salem St, Gosberton, Spalding, PE11 4 NQ*

## Alfred Proctor Ex 149 / & 75 Sqn Air Gunner reaches 100 years old!

Many congratulations to Fg Off Alfred Proctor DFC, ex- Air Gunner, 149 Sqn and & 75 (NZ) Sqn of Orpington, Kent. Albert reached the grand old age of one hundred years on the 1<sup>st</sup> September last year (2010). In addition to the customary Birthday card from HM The Queen, he received greetings from the Assistant Chief of the Air Staff (ACAS) and the Mildenhall Register. He celebrated with his local club the day before and with a family party on his actual birthday. A picture of Alfred with his family may be found on the back cover of this newsletter.

Mr Proctor volunteered and joined the RAFVR soon after the out break of war and was accepted as an Air Gunner. He started his training in Nov 1940. After tours with No 75 (NZ) Sqn at Mildenhall and No 149 Sqn at Methwold he instructed at an Air Gunnery School in Wales; he was demobbed in the rank of Flying Officer in 1945.

After the war he worked for the National Provincial Bank, later the National Westminster and retired as Chief Cashier in the Regent Street Branch, London. His wife has died and Alfred now lives with his daughter Helen and son David.

Is Albert our first centenarian or do you know differently? **John Gentleman**  
*(I apologise to Alfred and his family for calling him by the wrong name in the first edition of this year's newsletter - John G)*

## Programme for Reunion Weekend 13 -15 May 2011

Friday 13 May	18:00	Pre meal Drinks in Middleton Hall
	18:30	Buffet supper in Middleton Hall
	20:00	AGM followed by a social drink
Saturday 14 May	10:00	Coffee served at Methwold Church
		Inspect the 149 Sqn Roll of Honour
		View the Methwold Historic Society's Display
	1200	St John's Church Beck Row Memorial Dedication Service
	1300	St John's Reception drinks / light refreshments
	18:15	Pre dinner drinks in the Galaxy Club
	19:00	Formal dinner
	22:00	Coaches
Sunday 16 May	09:45	Combined Service of Remembrance, Base Chapel followed by refreshments in Chapel Hall
	11:30	Farewells.

### Notes:

- Please include price of Friday supper (if attending) with cost of Saturday dinner - cheques please no cash made out to the Mildenhall Register. Receipts will be issued.
- Refunds will be given up to 48 hours before the weekend's events start.

## The Role of Honour - deaths reported since the last newsletter

Sqn Ldr Dennis Abrams DFC of Metheringham, Lincs died 9 Feb 09  
Ray Ashley of North Kelsey, Lincs Flt Eng 149 Sqn died 22 Dec 09  
Jack Atkins of Loughton, Essex  
Wg Cdr F 'Bunny' Austin of Weston Super Mare Nav 149 Sqn died 18 Jan 10  
Mr A Baines of Sutton Coalfield  
Flt Lt R P Barker DFC of Twickenham Middlesex  
Frederick Biggs of Ashford Middlesex Navigator 149 Sqn  
Sqn Ldr D A Boards DFC of Harrogate Yorks XV Sqn died 30 Nov 09  
Sqn Ldr Peter Boggis DFC of Kirkbean, Dunfries Pilot No XV Sqn died 2 Jun 10  
D R Burgess DFC of Cambridge, Cambs No XV Sqn  
Ray Callow of Market Rasen, Lincs XV Sqn died 13 Aug 09  
Fg Off G A 'Art' Cantrell DFC of Agincourt, Ontario, Nav XV Sqn died May 10  
Fg Off Wilfred L Churchill DFC of Lakenheath, Suffolk, MUG 622 Sqn  
Edward Claydon of Norwich Norfolk  
F H P Clears DFC of Plymouth, Devon Died 18 Jan 10  
Fred Coney of Mildenhall, Suffolk, MUG XV Sqn, died 2 Aug 10  
Roy Copperwheat of North Walsham, Norfolk  
S L Cook of Marlow Bucks  
W E Cowan of Wigan Lancs  
T H Curson of Sheffield S Yorks  
Douglas Davis of Milverton Warwickshire XV Sqn Rear Gunner died 23 Apr 10  
Sqn Ldr P F Eames of Bromley Kent  
Tony Edwards of Peterborough Cambs died Jan 09  
John French DFC 15 Sqn died Dec 09  
Jim Glasspool of Bedford Beds 15 Sqn died 7 Feb 10 (his 86<sup>th</sup> Birthday)  
Frank Gough of Litchfield Staffs  
John Haldane of Bury St Edmunds, Suffolk  
R G Hillman of Bath, Glos  
Peter Hoare of Briton Ferry South Wales W/Op 149 Sqn died 2009  
Harry Jackson 15 Sqn Rear Gunner died Aug 08  
Eric Keylock of Brentwood, Essex 622 Sqn MUG died Dec 09  
Colin Laverick of Sale, Greater Manchester  
R W Lewis DFC of Romford, Essex 15 Sqn  
Alan Martin of Exeter, Devon 622 Sqn  
John Matthews of Blackburn, Lancs

## The Roll of Honour (cont)

Don Mayston of Woodbridge, Suffolk 149 Sqn Gunner Died Dec 09  
L Miller of Upminster, Essex  
J S P (Peter) Mitchell of Nottingham, Notts 149 Sqn  
Flt Lt Dennis Mooren Navigator 15 Sqn died 30 Oct 10  
Ken Ovendon of Rochester, Kent  
Flt Lt W C (Bill) Parke DFC 15 Sqn died Feb 10  
W (Bill) Phillips of Auckland New Zealand  
Walter ( John) Prewer DFC of Wisbech Cambs Flt Eng 138/15 Sqn  
Gp Capt H (Paddy) Pritchard of Woodhall Spa, Lincs died 6 Apr 10  
James Robinson of Hinckley, Leics  
D Robinson of Reading, Berks  
Sqn Ldr H J Sheild DFC & Bar, RNZAF & RAF, Nav, 149 Sqn  
Fg Off Walter Sinclair RAAF of Sydney Australia W/Op 622 Sqn  
Peter Smith of Chertsey, Surrey

### A resume of the homily given at Fred Coney's funeral.

*Fred was our Chairman for several years and died 2<sup>nd</sup> August 2010*

Fred was born in Reigate Sussex on the 1 Jul 16. By the time Fred was four, his parents had both died and Fred was placed in an orphanage where he was to remain until he was 14 years old. On his leaving Fred obtained work in the poultry department at a John Sainsbury Store in Holborn. Later he and a friend sought adventure and enlisted into the UK Merchant Service. On their first trip they travelled through the Suez Canal to Australia. It is unclear what happened when they reached Australia but it appears that Fred and his friend were discharged and had to find their own way back to England! Back in London Fred eventually worked in telecommunications. On the outbreak of World War 2, Fred found that he was in a reserve occupation and barred from joining the military. However, after a while Fred discovered that if he applied for service as aircrew and was successful, this reserve status would be void. He persevered, joined the RAFVR and eventually at 82 Operational Training Unit RAF Ossington Fred crewed up with men led by Plt Off Frank Dengate, RAAF. This crew



undertook their first operational sortie on 15 Mar 44, Stuttgart was the target. Between March and June 1944 Fred with his crew members flew around 30 operational sorties. They described themselves as the lucky ones; however, they were not without problems. During a daylight bombing raid on railway facilities near Paris their aircraft was hit by flak over the target and lost an engine. They had to be escorted back to the UK by Spitfires. On the landing run back at Mildenhall the Pilot found that he had no brakes so they went rolling down the runway, the pilot shot through the boundary fence and into a wheat field at West Row that was ready for harvest. The rear gunner went to hospital for a week and Fred claimed that the farmer is still looking for them! Frank Dengate's crew completed their final sortie on 27 Jul 44; the target was Stuttgart where they had started in March. When his crew disbanded 3 out of the 7 man crew were awarded the DFC.

Fred's flying career continued on 667 Squadron at Gosport flying and his final flying tour was with 276 Squadron in Knocke Belgium flying the Walrus. After service in the Far East Fred was demobbed on 27 August 1946, his papers read, "*He appears to be an intelligent individual who should manage to master any job*". How right Group Captain Gordon-Duff was in this assessment!

Fred married Alma in Hampstead, London on 14 Sep 46 and after the war entered the Civil Service and worked for the Ministry of Civil Aviation at Heathrow. On retirement they moved up to Mildenhall and for the next 30 years or so he devoted himself to work with ex servicemen organizations. The rest you know!

John Gentleman

*Two more of Frank Dengate's crew, Art Cantrell and Douglas Davis also died during 2010, leaving Frank, who does not enjoy good health as the only remaining crew member. The crew remained in touch long after the war celebrating several reunions. The story of Frank Dengate's war time service will appear shortly on the Register's Web Site.*

## Flying Officer Art Cantrell

George Arthur "Art" Cantrell was born in Bancroft, Ontario, Canada, in 1917. He joined the Royal Canadian Air Force on 11 Jun 42 and trained as a navigator. On completion of his training in Canada, he embarked for England, where he was attached to the Royal Air Force. During 1943, "Art" was granted a commission in the rank of Pilot Officer, but later that same year, on 5 Aug, he was promoted in the rank of Flying Officer. Twenty days later, on 25 Aug, he was posted to



The Dengate Crew

From l to r, Frank Dengate, Fred Coney, Art Cantrell, Frank Watson, Douglas Davis, Bob Kitchin & Joe Ell

No.XV Squadron at RAF Mildenhall. Initially, "Art" Cantrell flew with Pilot Officer Charles Woodley, but he later joined the crew headed by Australian pilot, Flight Lieutenant Frank Dengate. Another member of Woodley's crew, Sgt Frank Watson, wireless operator, also joined Dengate's crew at or around the same time.

Fg Off George "Art" Cantrell, was awarded a Distinguished Flying Cross on 2nd October 1944. He completed a tour of 31 operational sorties and amassed a total of 138.20 operational flying hours.

**Martyn R Ford-Jones**

### **Sgt Douglas Davis**

Douglas Davis was born in Milverton, Warwickshire. His initial education was undertaken at Kingsley School, but completed his studies at Leamington College. Two months before he was called up, in 1942, Doug met a young lady by the name of Hazel. His entry into the Royal Air Force, as an air gunner under training did not prevent Doug and Hazel from getting married, and they were to go on and share 65 years together.

Sergeant Douglas Davis was posted to No. XV Squadron, along with his pilot and crew, at the beginning of 1944, but it was to be 15 Mar before they undertook their first operational sortie as a crew. Although the life expectancy of a rear gunner was quoted as being 11 hours, Doug completed a tour of 30 operations cramped in the confines of the rear turret.

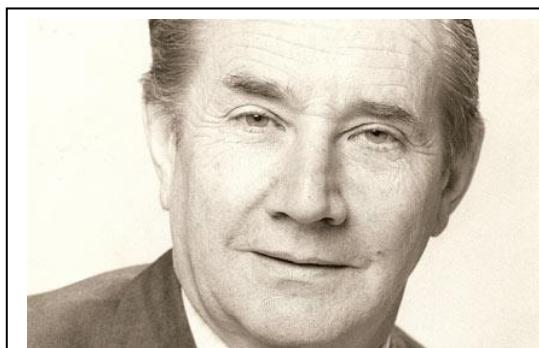
After the war, Doug returned to the Ministry of Agriculture, where he had been employed before being called up. He remained in that job until retired at the age of 60. He died on St. George's Day 2010, aged 86.

**Martyn R Ford-Jones**

### **Wg Cdr Bunny Austin**

Wg Cdr Francis "Bunny" Austin, who has died aged 93, started his RAF career as a wireless operator and mechanic apprentice in 1932, and later participated in some of the Second World War's most hazardous air operations. Known throughout his service career as "Bunny" (after the pre-war tennis player), he was born in the Wiltshire village of Amesbury. The son of an RAF family, he was educated in a variety of Catholic schools, as they moved around the country and to Egypt.

Bunny joined the RAF in 1932 and became an air gunner in 1935. The following year, he had a tour in Singapore, carrying out reconnaissance duties in support of the planned (but never deployed) build-up of British airpower in Malaya against the prospect of Japanese attack. Posted to the ill-fated 36 Squadron, he was responsible for the wireless and electrical equipment of their outdated Vickers Vildebeest biplane torpedo-bombers. Back in the UK, he was posted to 214 Squadron, transferring with Squadron



Leader Paul Harris to 149 Squadron three days before the Germans invaded Poland. In December 1939, he participated in the notorious Battle of the Heligoland Bight, the first major encounter of the RAF and the Luftwaffe. He served as the sergeant navigator for Harris, who on 18 December led the Wellingtons of 149 Squadron as part of a daylight attack on the German fleet at Wilhelmshaven. Of the 22 Wellingtons that reached the German coast, only 10 survived. Their rules of engagement in this "phoney war" period prevented attacks that might incur civilian casualties. As a result, this raid achieved nothing - except, finally, to persuade the air staff of the sheer folly of daylight unescorted bomber raids.

After this attack, Bunny transferred to the first squadron operating the four-engined Stirling bomber and participated in a raid on oil tanks in Rotterdam and in subsequent night attacks on Germany. Promoted to squadron leader later in the war, he was one of only two navigators given a special commission. He married Nina Murphy, a WAAF equipment officer, in 1945.

Bunny served a further 20 years in the RAF before his last posting to the Supreme Headquarters Allied Powers Europe (Shape), then in the outskirts of Paris, in 1962. Leaving the RAF in 1965, he joined Marconi Radar, retiring in 1982. His retirement was an active one. He was a staunch member of his local church and supported the lifting and restoration of the Wellington bomber R for Robert, which Harris and he had flown in December 1939. During a training flight, R for Robert had been ditched in Loch Ness by another crew on New Year's Eve in 1940. It now has pride of place at Brooklands aviation museum. He loved flying, and his biggest disappointment in life was being promoted and thereby missing the chance to have his own squadron.

### **Squadron Leader Peter J S Boggis, DFC**

One of No.XV Squadron's most well known and highly respected World War Two officers, who lived at Kirkbean, Dumfries, has died. Squadron Leader Peter Boggis, DFC, who joined the Royal Air Force on a Short Service Commission in June 1937, died peacefully in hospital, in Dumfries, at 13.45, on 2 Jun.

By the time Peter James Somerville Boggis, was posted to No. XV Squadron, on 6 Jun 41, he was an experienced bomber pilot. He held the rank of Pilot Officer and had completed a tour of operations with No.38 Squadron, flying twin-engine Vickers Wellington bombers. He had also completed a spell as an instructor, passing on his knowledge to fledgling pilots, at a conversion unit based at RAF Bassingbourne.

Peter joined No. XV two months after the squadron had converted to Short Stirling 4-engined bombers. He remembered the Stirling as a huge aeroplane with the pilot's cockpit a long way off the ground, due to a massive undercarriage.

Two weeks after he had joined the squadron, on 20 Jun, Peter undertook his first operational sortie, flying this huge aircraft, participating in an attack against the "Tirpitz" the German battleship, which was berthed in Kiel harbour.

Throughout the summer months, many daylight raids were undertaken by Peter Boggis, against targets which included Hocheim, Five-Lille Steel works in France, Berlin, Karlsruhe, Essen, Frankfurt and Hamburg. With the experience of flying against such targets came promotion in the rank of Flying Officer.

On 10 Oct 41, an unusual ceremony was held at RAF Wyton, when a Stirling bomber bearing the name 'MacRobert's Reply' was officially taken on charge by No.XV Squadron. Lady Rachel MacRobert, the widow of Sir Alexander MacRobert, the first Baronet of Cawnpore and Cromar, donated the sum of £25,000 for the purchase of a Stirling bomber, which was to be adorned with the MacRobert family crest and was to be known as 'MacRobert's Reply'. The gift to the RAF was a tribute to, and in memory of, Lady MacRobert's three sons, all of whom had been killed; the eldest in a flying accident, whilst the remaining two were killed in action.

Fg Off Peter Boggis was formally handed command of the aircraft and flew it, with his crew, on numerous operations against targets, including the Skoda Works at Pilsen, Czechoslovakia; the longest flight he ever undertook during the war.

On 18<sup>th</sup> December 1941, Peter was detailed, along with his crew, to participate in an attack against German warships at anchor in Brest harbour. On reaching the target area the bombers found the German fighters awaiting their arrival and peeled over into diving attacks against the aircraft of Bomber Command. At the same time, black balls of smoke filled the sky as German flak batteries defending the harbour facilities joined in the fight.

Peter completed his task, even though his aircraft was attacked by German fighters on three separate occasions during the raid, one of which was later claimed as damaged. The following day a signal was received from the Chief of the Air Staff, conveying his thanks to all who took part in the attack. Not only did this operation mark the end of Peter's second tour of duty, it also saw the recommendation for the award of a Distinguished Flying Cross, which was granted on 31 Dec 41.

On 16 May 42, Peter married Catherine Kirkhope (known to all as Kay) at St.John's Church, Torquay. The happy couple received a telegram of congratulation from Lady MacRobert. A bond of friendship grew, which lead Kay to become both a companion and confidante of Rachel MacRobert, which in turn led to a life-long connection with the MacRobert trust for both Peter and Kay. Having served on numerous other squadrons, been posted to South East Asia Command and held command of No.207 Squadron, Peter retired from the Royal Air Force in on 7 Oct 67 in the rank of Squadron Leader.

Peter's love of the RAF way of life never left him. He was an officer and a gentleman throughout his life, qualities which gave him the benefit of many friends from all walks of life. He supported many of the RAF related organisations and always attended No.XV Squadron events. On 8 May 81, Peter took the salute, as Reviewing Officer, when the Squadron Colour was paraded at RAF Laarbruch, West Germany. On 6 Mar 03, he was invited to assist with the unveiling of a bronze sculpture of the Stirling bomber,

## The Reunion 16-18 May 2010 (i)



Treasurer, Chairman & Secretary joke at the AGM!



Al Lovett shows Smiley Mildwater  
the Roll of Honour at St George's Methwold



Members inspect the Methwold  
Historical Society's Display



Taking lunch in the Hanger  
amongst the exhibits at Flixton



Gerhard Leichnitz, Joanna Perry, Ernest Field &  
George Thomson at evening cocktails in loose order!



Valerie & Michael Davis, Natalie Ebbs,  
June Manning & Charles Woolford lining-up!

## The Reunion 16-18 May 2010 (ii)



Martyn Ford-Jones chats to Arthur Edgley and Arthur's daughter Dianne



John Cox with a bevy of beauties  
his wife Elisabeth, Pauline Atkinson and Clare More



Albert Miller, Keith Antell & Charles Antell at Table 7



Roger Last, Brian Goddard & Don Shellock  
enjoying their meal!



John Richardson with his Granddaughter  
Jennifer Hardisty



Geoff Reynolds, Jim Coman & Al Lovett with  
Flt Lt Adrian Kiely RAAF flying with the RAF

'MacRobert's Reply', in the grounds of Douneside House, situated close the lasting resting of Lady Rachel MacRobert.

In a reply to the invitation to Peter and Kay's wedding, one of his former crew members who was later killed in action wrote, "*Peter is a wonderful person and a great character. He carried me through the major part of my operations and I was very proud to be part of his crew, as were all the other members*". These words will ring true for the many people who had the privilege of knowing Peter and who were fortunate to be numbered amongst his many friends.

Martyn R Ford-Jones

## Flight Sergeant Alan Martin

Flt Sgt Alan Martin, a former member 622 Squadron has died. Alan joined the RAF in Jul 42 and immediately commenced training as an air gunner/wireless operator.

Throughout 1943, Alan's training continued and in Feb 44 he joined as the wireless operator in the crew of Flt Lt Ivor Richards DFC, a New Zealander by origin.

With Alan's training complete he was posted along with his crew to join an operational Bomber Command squadron. That squadron was No.622 based at RAF Mildenhall in Suffolk, who operated the Avro Lancaster. During the summer and early autumn of 1944 Alan and his crew attacked enemy targets deep in the German Ruhr Valley and also the V1 rocket sites in France.

On 23 Nov 44 the crew took off on a mission that was to become their most eventful. The target was Gelsenkirchen deep in Germany. On nearing the target their Lancaster climbed through cloud and suddenly stalled under the weight of thick ice that had formed on to the aircraft. The Lancaster nosed dived, twisted and turned as it fell. Flt Lt Richards at the controls was fighting to bring the aircraft under control. The windscreen was iced over and the pilot had to fly blind whilst disorientated. After what seemed like an age, the Lancaster was brought under control for a brief moment and then it stalled again and flipped over, falling down once again. Incredibly the Lancaster flipped onto its back with a full bomb load still on board. The 'G' forces pinned the crew to the roof of the aircraft as it plummeted through the sky.

Through sheer pilot skill, Flt Lt Richards managed to bring the aircraft under control and the crew took stock of their situation. During the violent manoeuvres the navigator, Ben Label had banged and cut his head on the radar set and the wound was bleeding profusely. Alan cared for the navigator and made him comfortable before successfully fighting the fire that had started in the radar set.

Despite tumbling down from 19,000ft to 6,000ft the crew carried out their mission and bombed the target. The route home consisted of the Lancaster's engines sounding very rough and running below efficiency. In addition the airframe had been tested to the extreme and it creaked and groaned. On reaching England the pilot completed a perfect landing on an emergency airfield in Suffolk. On later inspection, the servicing crew discovered that the Lancaster's engines were almost entirely empty of coolant fluid. This confirmed the crew's suspicions that they had in fact been *(continued)*

upside down on more than one occasion in a bomb laden Lancaster. The ground crew was amazed that the aircraft had stayed together and made it home. It was immediately removed from flying being classed as beyond repair.

Alan Martin and his crew completed 34 eventful missions whilst on 622 squadron finishing in the winter of 1944. The pilot Flt Lt Richards was awarded the Distinguished Flying Cross, Alan and the rest of the crew were not recognized, surely an injustice to a brave crew that risked all for our freedom.

**Howard Sandall**

## **Flight Lieutenant Dennis Moore**

Dennis Moore, that unassuming, softly spoken, modest gentleman of the Knox Squadron Lancaster era passed away peacefully at his home, following a long illness, on 30<sup>th</sup> October 2010.

Having volunteered for aircrew training in 1941, Dennis, who was to become a navigator, followed the usual route through Initial Training Wing (undertaken in Canada), and (Observer) Advanced Flying Unit. Having qualified as a navigator, and been commissioned in the rank of Pilot Officer, Dennis continued his training towards operational flying at No.12 Operational Training Unit, where he joined the crew of Squadron Leader Nigel Macfarlane. Having crewed-up, he was then sent No.1658 Heavy Conversion Unit and finally No.3 Lancaster Finishing School.

In mid-September 1944, Dennis was posted, along with the rest of the crew, to No.218 Squadron based, at RAF Methwold, Norfolk. It was here, on 17<sup>th</sup> of the same month he commenced operational flying. The mission was a daylight attack against the French port at Boulogne. During the rest of September, into October and early November 1944, Dennis completed a total of ten operational sorties with No.218 Squadron.

When Nigel Macfarlane was promoted in the rank of Wing Commander and given command of No.XV Squadron, based at RAF Mildenhall, he took his crew with him; this of course included Dennis.

Commencing operational flying at RAF Mildenhall on 28 Nov, Dennis was to complete a further twenty-three sorties between Nov 44 and April 45. The targets attacked included Dusseldorf, the Schwammenauel Dam, Duisberg, Cologne, Dortmund, Munich, Wanne Eickel, Essen and Potsdam, to name but a few. Due to the demands of running a squadron, Wg Cdr Macfarlane was not always able to fly on every operational mission therefore a number of the above-mentioned targets were attacked flying with Sqn Ldr Percy, a highly respected pilot on No.XV Squadron.

Being "Tour Expired", Dennis was posted to No.109 Transport Operational Training Unit, at Crosby-on-Eden, as an Instructor. In Oct 45, he was posted to Calcutta, India, with No.52 Squadron, Transport Command, before being 'Demobbed' a year later.

In May 51, having endured two civilian flying jobs, Dennis rejoined the RAF at Central Navigation School, RAF Shawbury. Between 1951 and 1964, he served in various commands. Dennis retired from the Royal Air Force during Nov 64.

Dennis never bragged about his service with the RAF. If he did talk about it, usually at one of the numerous Squadron reunions he attended, it was in a quiet, reserved manner. Sometimes, during these conversations, as he remembered bygone, days, a gentle smile would appear on his face, quickly followed by a quiet chuckle. This is how many of those who knew him will remember Dennis.

Martyn R. Ford-Jones

## Flt Lt John W Stratton DFC

Flt Lt J. W. Stratton DFC has died. He was a pilot on 622 Squadron from Jun- Oct 44. During his tour of duty he attacked targets deep in the Ruhr and flew several missions to support the Allied troops advance across France. On one such mission to Calais in Oct 44, he was badly damaged by a flak shell just before releasing his bombs. Such was his determination to bomb the target his flew his badly damaged Lancaster around for another run on the target, this time successfully bombing. He was awarded the DFC for his bravery. Below is the citation for his DFC that appeared in the London Gazette:

*Acting Flight Lieutenant John Wesley STRATTON R.A.F.V.R., 622 Sqn. Flight Lieutenant Stratton is a keen, capable and devoted captain of aircraft. He has participated in a large number of sorties and has invariably pressed home his attacks with great vigour, often in the face of -intense anti-aircraft fire. On one occasion he piloted an aircraft detailed to attack a target in the Calais area. His first bombing run proved unsuccessful. Although his aircraft had been repeatedly hit by light anti-aircraft fire, Flight Lieutenant Stratton made a second and successful bombing run. He displayed great courage and determination throughout.*

Flt Lt Stratton went on to work in civil aviation working for the large airline companies. According to his wife he was still flying into his early eighties.      Howard Sandall

## Flying Officer Walter Sinclair RAAF

Fg Off Walter Sinclair RAAF a former member 622 Squadron died on 24<sup>th</sup> April 2010 in Sydney Australia. Walter joined the RAAF in March 1943 and underwent training to become a wireless operator.

Walter's training took him to Canada and a brief time in the USA before setting sail for England. On arrival he was posted to No. 26 OTU where he joined the crew of Plt Off Gillespie RAAF. His training was completed at 1657 H.C.U and then onto No. 3 LFS during the early part of December 1944.

Walter and his crew arrived at RAF Mildenhall on 8<sup>th</sup> December and joined No. 622 Squadron. As a crew they commenced operations with a mission to Osterfeld on 11<sup>th</sup> Dec and a few days later they attacked Witten. The mission was eventful due to their Lancaster losing an engine which forced them to land behind Allied lines at Antwerp. Plt Off Gillespie developed a problem with his hearing and was subsequently withdrawn from operational flying.

In early 1945 the crew were assigned a new pilot who was posted into the squadron to commence his second tour of duty. That pilot was Sqn Ldr McDonald DFC who had completed his tour flying Short Stirling bombers on 218 Squadron.

The crew's operations finished with Operation Manna, dropping food to the starving Dutch people and Operations Exodus, the repatriation of POW's from Europe.

In January 1945, Fg Off Sinclair returned to Sydney Australia where he qualified as a Chartered Accountant setting up an office in Sydney which is still there today.

Howard Sandall

### **Flying Officer Wilfred Leslie Churchill**

Fg Off Wilfred Leslie Churchill, Peter to his family and friends, died in early December 2010. He was trained as an air gunner and completed a tour of operations during 1944 with 103 Squadron in the mid upper gun position. He was posted to 622 Squadron in early 1945 to commence his second tour. The squadron's operational record books show that he took part in two operations with different pilots acting as the mid under gunner. This gun position was established to try and counter the threat from the German night fighters who approached from underneath a bomber.

After the war he took part in the Berlin Airlift and then joined the USAF as a liaison Officer at Lakenheath.

Howard Sandall

### **A Dreadful Night for Mildenhall**

On the evening of Tuesday, Nov 18 43, Stirling MkIII EJ113 of 622 Squadron was attacked by a German night fighter, flown by Ofw Rheinhard Kollack. over the village of La Cheppe. The Stirling, squadron code GI-Q, captained by Plt Off Stanley Owen, was hit repeatedly. It came down near the village of Bussy-le-Château . The main fuselage crashed within 300 yards of houses. The bodies of the crew members, scattered among the debris were found by residents. The eight airman are buried in the Church yard cemetery at Bussy-le-Chateau. Final identification of the airmen was made in April 1945. The aircraft was one of 138 3Gp Stirlings taking part in an attack on Mannheim. Ten Stirlings were lost that night, 2 each from 622 Sqn (EJ113 & EF128) and 90 Sqn (LK379 & EH996) and one each from 15 (BK707) and 149 (EH903);it was a dreadful night for Mildenhall, and the last occasion when more than 100 Stirlings operated in one raid.

### **Requiem for a Stirling Crew**

In the late afternoon of Sunday 2 May 10 a dignified and moving Act of Remembrance for Plt Off Stanley Owen and his crew was conducted at their graves. This came about at the request of the local Maire. He had learned that the Elsham-Wold's Association annual visit to the Commemorations of the air-raid on the panzer training base at Mailly-le-camp would be at nearby Courtisols on 2 May. He had then asked the French

Army liaison officer Captain Denis Dupuis to request that the party come to Bussy-le-Chateau. The request was welcomed, as the party included the Trent Wing Band of the Air Training Corps, and this would be a great experience for them. When we arrived at Bussy, waiting in the centre of the village with the Maire were twelve Standards of French ex-Services associations. They formed up with our Aircrew Association and ATC Standards at their head, behind the twenty-two teenage (13 to 17 years old) players of the Trent Wing band. Then, lead by the Maire with the Band playing and Standards flying the parade marched smartly through the village to the churchyard. They formed up at the graves, with the Maire, our Conducting Officer, villagers and our veterans in front of the graves, and the Standards positioned to the left and the band to the right of the graves. The graves were well tended with two planters containing flowers in bloom.

The ceremony was very moving. Wreaths from the Mildenhall Register and the 622Sqn Historian were placed on the graves, and the Maire laid a beautiful Floral Tribute from the village. A prayer was said by Bomber Command veteran Colin Cole and the poem "In Flanders Fields" was read by a cadet. The name of each of the fallen was

read out and a French child escorted by a young British ATC cadet laid a long stemmed red rose before each headstone. Then followed the Exhortation "They shall grow not old ....." the Last Post, The Silence and Reveille. Finally the Cadet Band played the National Anthems of Canada, and Australia and our National Anthem and concluded with the Marseillaise of France. Then the veterans stood behind the graves with the young French children, each child behind the headstone where they had laid their rose, whilst proud parents shot many photographs. There is no doubt that the music of the cadet band added greatly to the occasion, and the participation of the very young of both nations was inspiring. Then, as we began to leave, the Maire unexpectedly presented us with a propeller blade from EJ113. The blade is quite badly exfoliated, and has bullet hole near the tip. Three cadets carried this away to our coach. It has been taken to Newark Air Museum for preservation, and perhaps eventually to form part of an exhibit. The crew members were:

Pilot - Plt Off Stanley Owen RAFVR

Navigator Fg Off Stanley Willetts RAFVR

Bomber Aimer Sgt Douglas COMBER RAFVR

Air Gunner Sgt Augustine Kearney RAAF

2<sup>nd</sup> Pilot - Flt Sgt Russell Thomson RAAF

WOP/AG Sgt George AUSTIN RAFVR

Flt Eng Flight Sgt Louis Pezaro RAFVR

Rear Gunner Sgt Millard Nesvold RCAF

David Gibson Deputy OC 866 (Immingham) Sqn ATC



The ATC band leading the procession

## Veterans' Return To No.XV Squadron

At 22.55 hours on the night of 12<sup>th</sup> September 1944, Avro Lancaster bomber, serial NF958, coded LS-M, was blown out of the sky by a German night-fighter aircraft during an attack against Frankfurt. The pilot and mid-upper gunner of the bomber were killed, but five members of the crew including Flight Sergeant Bob Kendall, wireless operator, and Sergeant George Thomson, navigator, survived that attack and parachuted to captivity in a prisoner of war camp.

As Bob and George floated down to earth, in the night sky, neither man gave thought to the fact that it would be 66 years, 7 weeks and 4 days before they would return to their Squadron.

Having visited Durnbach War Cemetery, Bavaria, Germany, during September 2010, for the 66th anniversary of the loss of their pilot and mid-upper gunner, Bob and George were given the opportunity of visiting No. XV (R) Squadron, at RAF Lossiemouth, located approximately six miles north of Elgin, Moray, Scotland. It was an opportunity both men were eager to take up

Monday, 4<sup>th</sup> October dawned bright and sunny over the Scottish airbase, providing a fine start to the veteran's return to XV Squadron. The host officer Fg Off Chris Goodyer met the group outside the Officers' Mess, The squadron's headquarters at Lossiemouth are situated on the far side of the airfield, which means driving across the end of one of the runways, and gives fine views of the airfield, with the surrounding mountains in the distance, all bathed in sunlight. This image made quite an impression on both Bob and George.

The visit began in earnest on arrival at No.XV's facilities. Fg Off Goodyer escorted the group into the vestibule of the headquarters building, where visitors are offered their first impressions of the squadron. Varnished wooden boards, with gold lettering recording the names of all former commanding officers of the squadron adorn the walls, together with many photographs and framed pictures. Two large glass-topped cabinets display memorabilia, whilst the lower portion of the cabinets houses the numerous photograph albums illustrating the squadron's long and distinguished history.

A door leading off one side of the vestibule gives access to the Flight Clothing Room. This room is where members of aircrew dress in preparation for high speed flight, and was the next item on the agenda. At first glance, the room resembles the cloakroom of a school, but instead of rows of hats and coats hanging on metal hooks, the visitor is



Bob & George with Martyn who organised the visit

confronted by rows of g-suits, rubber immersion suits and flying helmets, the latter usually referred to as 'Bone Domes'.

Bob and George were intrigued by the sight which met their eyes and Bob commented that it was bad enough when his crew had to prepare for a flight, but did not fancy having to go through the dressing ritual of a Tornado crew. Whilst Bob was coming to terms with the flying clothing, George took the opportunity to try out a pair of night vision goggles. For maximum effort of seeing in total darkness, the only room which offered this facility was the ladies cloakroom across the vestibule. It was the only room with no windows or daylight; at least that was George's excuse!

Moving on, Chris Goodyer led the group into the Planning Room, where pilots and navigators plan their respective sorties. The banks of computers and layout desks amazed the two former aircrew members. There was not a sign of a Douglas Protractor, slide rule or compasses to be seen. Sitting Bob and George down in front of a computer, Chris explained the technicalities of how this system worked, and when Chris stated that any building, structure or feature could be brought up in close detail on the screen, he proved it by showing George's house in Helensburgh, north-west of Glasgow. The former navigator was almost speechless.

The next stop was the operations desk, behind which are displayed small individual boards, each one representing an aircraft. These boards display the state of readiness of the particular aircraft it represents, showing whether it is

serviceable and fit for flight or not. Having completed his explanation on the 'Ops' desk and how it fits in to the aircrews daily life, Chris felt it was time to give the two veterans a coffee break, which was taken in the crewroom.

The crew room is situated at the far end of the hanger which is adjacent to, and linked to the headquarters building by a fire door. Stepping through the door, Bob and George were given their first close up view of two Tornado GR4 aircraft being serviced on the far side of the hanger, but coffee and a short break beckoned first. It was during their coffee break that Bob and George first became involved with the members of the squadron as they too came into the crewroom for their own breaks. Many of them engaged the two wartime airmen in conversation, showing interest in how things used to be done on the squadron.

Refreshed and raring to go, it was back in to the hanger where the two aforementioned GR4 aircraft were waiting. Neither Bob nor George had ever been this close to a Tornado before. It was only their advancing years that prevented the two guests from



Fg Off Goodyer and the Vets flight planning!

climbing all over the aircraft. They did however manage to ascend the aluminium steps which gave access to the platform, from which a good view into the cockpit could be obtained. George took this a stage further and, when invited by Fg Off Goodyer, clambered into the front seat of the jet. Bob, unfortunately, had to observe from the gantry platform whilst leaning on his walking stick. With George comfortably ensconced in the 'front office' of the cockpit, Chris explained all the knobs, buttons, dials and levers. Walking around the outside and underneath it, virtually every inch of the aircraft was inspected, while Chris kept up an excellent commentary of what went where, why and how. During this time many photographs were taken, some posed, whilst other were taken surreptitiously.

Time marched on and, as lunchtime was looming, the group returned to the crewroom for refreshment. It was during this period, having finished his meeting that Wg Cmdr Brian James, OC XV (R) Squadron, was able to introduce himself and formally welcomed the two veterans to RAF Lossiemouth. During the afternoon, Fg Off Goodyer apologised for the fact that he would have to take his leave as he was due to undertake a 90 minute session in the Tornado Flight Simulator, but he did invite Bob and George to watch the proceedings if they would like to. Not needing to be asked twice, the duo were in attendance at the simulator before Chris arrived, thereby allowing time for them to be shown around the complex beforehand. Following yet more cups of coffee it was time to make their way up to the control room, from where the operations would be directed. The scenario which unfolded on the screens in the control room, as Chris Goodyer 'flew' the simulator was of an attack on an oil refinery, which was protected by SAM (surface to air missiles). With the instruments in the simulator cockpit, being replicated in the control room, along with a few well placed cameras also in the cockpit, Bob and George were able to watch the 'flight' and the crew from the comfort of a suitable chair. The screens showed every moment of the aircraft along its route to the target, whilst the comments of the pilot and navigator 'flying' the exercise were relayed into the control room. As the aircraft approached its target the operator in the control room launch a SAM missile at the incoming threat, but by skilful piloting Flying Officer Goodyer managed to evade the SAM. He was not so lucky later in the exercise when his aircraft was hit and sustained damage. The exercise came to a conclusion when the pilot and navigator 'ejected' from the Tornado. Chris and his navigator emerged into the control room with big smiles on their faces; this would not have been the case had it been for real.

With the end of the first day of their visit to the squadron looming, it seemed the ideal time to adjourn to the Officers' Mess for some cool, liquid refreshment. The veterans were joined in the bar by Wg Cmdr James and other members of No.XV. It was an ideal location for casual and informal conversations and, after a couple of hours chat, much was learned by both guests and hosts.

First thing on the morning of their second day, Bob and George visited No 617 Sqn and then knowing the veterans had seen in and around a Tornado GR4 the previous day, 15

Sqn's engineering section provided an experienced engineering technician to give Bob and George the technical 'gen' on the engines which power the aircraft and bring it to life. Everything was explained in layman's terms in an easy and understandable manner. Combining the knowledge of the aircraft imparted the previous day with the information they had just received on the technicalities of the engines, Bob and George had a fairly good understanding of an aircraft which, until the previous morning, they had only seen from a distance.

After lunch, again taken in the crewroom, the two wartime flyers were shown the Station's History Room. Such was their interest that they spent almost a couple of hours looking around. After tea feeling relaxed and refreshed, Bob and George retired to the bar where, to mark their visit to No.XV (R) Squadron, Wing Commander James presented each of them with an embroidered Squadron badge, a Tornado GR4 print signed by himself and his officers and a personal dossier relating to their respective time and service with the Squadron, at RAF Mildenhall, in 1944.

It was amazing to witness the genuine interest of modern day, fast jet aircrews, wanting to learn more about and compare notes with the front line aviators of a past generation. It proved, 'Old fliers never die, there only gain their wings'. **M R Ford-Jones**

### An enquiry from Canada

*Early last year I received an e-mail via the Mildenhall Register's web site asking for help from a young Canadian student, Sara Tatelman. Sara had been allocated a project to research the background of a former pupil of her college, a Donald Mitchell Norris who Sara discovered had served on 622 Sqn. I put her in touch with 622 Sqn Historian, Howard Sandall and Swifty Swallow who lives near Sara in Toronto Her story based from her research is detailed below. John Gentleman*



Swifty entertains Sara to a drink in his own bar!

### **Donald Mitchell Norris 1920 - 1944 by Sara Tatelman**

The plaque in the main foyer of the west Toronto high school, Humberside Collegiate Institute, lists a Donald Noyes as one of its graduates who were killed in action while fighting for king and country in the Second World War. But that Humbersider who went on to become an Royal Canadian Air Force air gunner was not called Donald Noyes,

but Donald Mitchell Norris, and the name on the plaque isn't the only incident of its being misspelled. His birth certificate mistakenly listed his middle name as "Bawne." Perhaps the world's seeming uncertainty about his very name mirrored his uncertain place in it.

Norris was neither a brilliant grammarian nor mathematician, nor a skilful pilot, nor a handsome young man made all the more dashing by his air force uniform. He was a mediocre student who, a year after graduating from Humberside in 1940, was listed as being "at home," while his classmates wrote of their studies at various universities, or about the beginnings of promising careers. He was overweight - 195 lbs makes a 5'6" body stocky indeed - and he had, according to air force records, hazel eyes and fair hair. I'm more inclined to think it was auburn, for in his aircrew's letters home, they refer to him affectionately as "Red." While his instructors failed him in navigation with a 55% and an equally unimpressive 325/1000 on Character and Leadership, criticizing him as an "illogical thinker, not suitable for detailed work," they also mentioned that he was "a serious, steady, reliable airman with good service spirit" and "a likeable chap." Norris was born on 22 September 1920 in Penetanguishine, Ontario, the only son of the Presbyterian public school teacher Donald Alexander Norris and his wife, Dora Sophia Vert, who had married in 1911. He had three sisters, Agnes, Jean and Stella. The family must have moved to Toronto fairly early on, for Norris began attending Runnymede Public School at age six. After elementary school, he studied at Humberside Collegiate Institute for six years, and though Principal J.S. Wren agreed to be his referee when he applied to the RCAF, Norris didn't shine in academia. At age eighteen, he had but his Junior Matriculation, an accomplishment that accords with his reports from the air training schools that say that he "tried hard but learned slowly" and that he "shows marked carelessness and inclination to bluff, the result of laziness."

After completing his studies at Humberside, Norris worked at "various odd jobs," including being an elevator operator, three months as a rubber tester for the Goodyear Rubber Company, and seven months as a photo-finisher for Mr. Chas Abel. Norris enlisted in the spring of 1942, and trained at No 1 Air Operation Squadron in Malton. He passed his initial training with a 78%, earning comments such as "Average. Should have done better" and "Could have worked harder. Has the intelligence but doesn't apply himself enough."

Before beginning at Malton, Norris, as did all other recruits, underwent a comprehensive physical. He was relatively healthy, and it may be of interest to note that he had had his tonsils removed, had type-O blood, and had a mastoidectomy at age five, a surgical procedure that removes infected mastoid air cells, which usually spread from an untreated ear infection. A few small moles on the right side of his abdomen were considered to be his distinguishing characteristic, but it seems as though his weight struggles were more defining. The enlistment doctors considered him to be 60 pounds overweight, but thought that his "heavy build ... will develop with contact and training." It seems as if he couldn't begin training without first losing some weight. On

16 September 1941, they seemed to have been right, for Norris had lost thirty-three pounds. They encouraged him to lose another ten pounds, but on 7 October, he had regained eight pounds. Ten days later, the military physicians decided that his efforts had been sufficient, and declared him fit, though, at 159 lbs., he was still twenty-six pounds overweight. Though the physicians wrote that he was "likeable, keen and fairly muscular," they also noted that he was "lacking in self confidence and aggressiveness. [He is] rather less than average ability in this class, and less than average emotional stability."

Norris left Canada for England a year after enlisting, on 27 May 1943, and arrived on 4 June. It is likely that his ship docked in the north of Scotland, and that he travelled to the No. 3 Personnel Reception Centre by land. On 29 June, he arrived at No. 6 Advanced Flying Unit, where he stayed for just under a month. On 25 July, he arrived at No. 26 Operational Training Unit in Wing, Buckinghamshire. There, trainee aircrew flew in the Vickers Wellington twin engined bombers, older planes that had been retired to training units, for a minimum of thirty-two hours.

It is also in Wing that Norris "crewed up," or selected six other airmen with whom he would fly. John "Swifty" Swallow, who fought in Norris' squadron, calls it "a trial and error process, often based on appearances and perceptions." Norris, a bomb aimer, crewed up with pilot John Ernest Hall from Norbury, air gunner Jack Maxwell Mayhead from Tasmania, wireless operator Albert Edwards Till from York, navigator Raymond Michael Smith from Kingston, Ontario, air gunner John Cunningham from Scotland and flight engineer Barry Wentworth Jarvis from Dartford.

On 13 October 1943, the crew arrived at RAF Stradishall in Suffolk, where they familiarized themselves with the Short Stirling, a four-engined bomber. The focus at Stradishall was on take-offs and landings, both during the day and at night, and sometimes only with three of the four engines working, though there were also classroom lectures on the theories of evasive manoeuvres.

On 3 January 1944, the crew arrived at No. 3 Lancaster Finishing School at RAF Feltwell in Norfolk. Here, they trained in the bomber they would take to war, the Avro Lancaster. Much of the material learned at the Operational Training Unit was repeated here.

On 13 January 1944, Norris and his crewmates arrived at No. 622 Squadron at RAF Mildenhall in Suffolk, where they would begin operational flying against the enemy. 622



Flt Sgt Donald Mitchell Norris

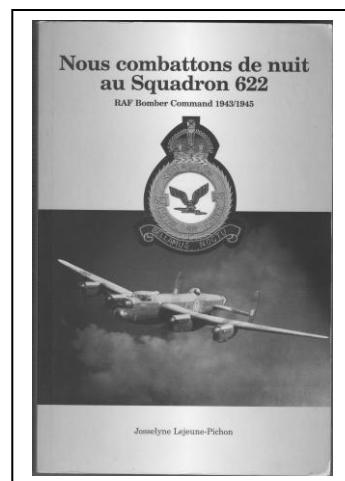
Squadron was formed on 10 August 1943 as a heavy bomber squadron. Its motto was "We wage war by night."

From February to June 1944, Norris and his crewmates flew seventeen successful missions, bombing enemy bases at, among other locations, Leipzig, Stuttgart, Frankfurt and Nuremberg. These missions took between three and nine hours. During his leaves, Norris obviously couldn't return home, so he often visited the homes of his crewmates. Kate Jarvis, flight engineer Barry's half sister, recalls that it was difficult to go for walks with Norris, for his red hair made him an easy target for enemy bombers.

At 2.45 am on 8 June 1944, however, the crew, while on a raid to Massy-Palaiseau, was shot down by an enemy fighter plane and crashed in the woods near Orgerus in northern France. There were no survivors. Unidentifiable parts of bodies were found by local resident Mr. Charbonnier and his son. The bodies of the crew were buried by the Germans in the churchyard at the nearby town of Tacoignieres, Seine-et-Oise.

At the time of his death, Norris left behind personal effects such as four packs of playing cards, a Parker propelling pencil, a bicycle, which the RAF sold for two pounds and eight shillings, and a pair of ladies' kid gloves. The RAF sent his mother \$427.06, via their family bank, the CIBC at Runnymede and Bloor. Two of his sisters had married: Agnes to a Mr. McVicar and Jean to a Mr. James, and while Stella was still single, she was living in London, though it's not clear whether the English or the Ontario city is meant. In January 1945, Stella was working as a WREN in Atlantic Canada.

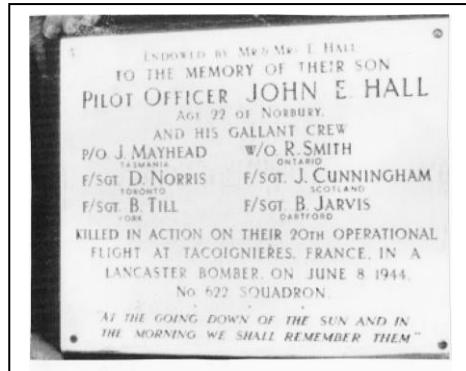
The crew crashed on the farm of Roland Lejeune, who, along with other members of the local Resistance, was betrayed on 5 August 1944. Lejeune left behind a wife and infant daughter, Josselyne, who often took part in the annual 8 May commemoration ceremonies. As she grew up, Josselyne researched Norris's crew and their Lancaster, and in 2000, published a book, *Nous combattons de nuit au Squadron 622*, as a tribute to all the crews "lying in a foreign field." The book includes short biographies of most of the crew, but Josselyne was unable to contact Norris's family. Neither could Swifty Swallow, the 622 Squadron member who eventually moved to Toronto and helped Josselyne with her research. And even looking through Humberside yearbooks and Norris's military records and talking to Mr. Swallow about life in the 622 Squadron, I can't tell you much about Norris. Sure, I know how much he weighed and where he was born. I know that his bombing instructors thought him likeable but lazy. But who was he? What did he want to do with his life? What did his peers think of him? We know quite a lot about Norris the airman, but barring finding the journal and box of letters he kept at Mildenhall, we'll never know Norris the person.



*Don't forget to visit the Register's web site for the latest news and additional articles at [www.mildenhallregister.stirlingpilot.org.uk](http://www.mildenhallregister.stirlingpilot.org.uk)*

## In A Foreign Field - this leads on from the previous article

On the night of 7/8<sup>th</sup> June 1944, Lancaster LM491 GI-E piloted by Pilot Officer John Hall on a raid to Massy-Palaiseau was shot down by an enemy fighter and crashed in woodland near Orgerus in Northern France. There were no survivors, the bodies of the crew were extracted from the wreckage by the local population and buried by the Germans in the churchyard at nearby Tacoignieres, Seine-et-Oise. They are still there and honoured annually by members of the local population, who gather at the grave for their May 8<sup>th</sup> Memorial service. Sadly, the 20 strong local Resistance group was betrayed to the Germans and arrested on 5<sup>th</sup> August 1944. All of its members were transported to Buchenwald, where all but one of them perished. Monsieur Roland Lejeune M.M., a former Officer in the French Air Force, was one of the Resistance men who died in Buchenwald, leaving behind a wife and an infant daughter, Josselyne. As she grew up, Josselyne participated regularly in the memorial proceedings, and at one such gathering it was suggested that it would be nice to know a little more about the crew and that she might like to research their history and that of their Lancaster. Josselyne visited many 622 squadron crash sites in France and collated the local knowledge into her book which is entitled 'Nous Combattions de Nuit au Squadron 622', a tribute to all crews lying 'in a foreign field'. Further research into Pilot Officer Hall and crew revealed that Hall's family had sponsored a bed in London's Croydon Hospital along with a plaque to go on the wall above the bed. Over the years the plaque was misplaced and after extensive investigations was found in good condition and re-located to the Mildenhall Museum in Suffolk. The plaque now immortalises the names of the crew of LM491 GI-E 'Easy' thanks to the research started by Josselyne due to the tragic circumstances back in June 1944.



Howard Sandall

## The fate of many with a strange twist

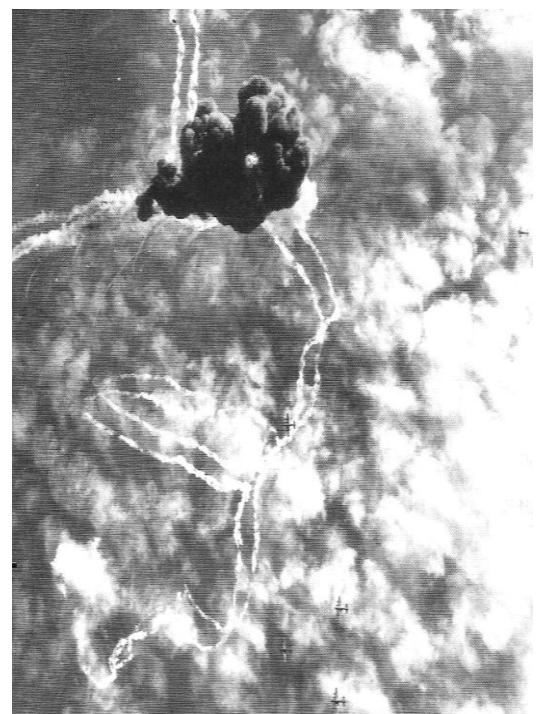
Situated at the point where the River Lippe flows into the Rhine, North West of the industrial centre of Essen, the city of Wesel remained relatively unscathed for most of WW2- particularly in terms of the attention paid to it by the men and aircraft of Bomber Command. The first attack came at the end of the Phoney war and was a limited one. During the night of 10/11 May 40, in the aftermath of the start of the German Blitzkrieg a small force of nine Armstrong Whitworth Whitleys were tasked to bomb the bridges across the Rhine at Rees and Wesel both of which are close to the Dutch / Germany border - as well as columns of road transport near Goch and Geldem. The damage was minimal.

It was to be more than a year before Wesel was targeted again when six Handley Page Hampden bombers were despatched to the area for searchlight suppression operations on 24 Aug 41. A further three years would pass before the next visit but again this was only a small affair. The night of 21/22 Nov 44 was one of good visibility and Bomber Command carried out 1345 sorties. Of these aircraft four, all de Havilland Mosquitoes bombed Wesel.

But the City's fortunes were about to change. By the beginning of 1945 Wesel found itself quite literally on the front line. It laid in the path of the Allied Armies poised to fight their way eastwards towards Berlin. With its bridges across the Rhine and its importance as a strategic rail centre, Wesel found itself becoming a target.

The next RAF visit came on 16 Feb 45, the raid carried out by 100 Avro Lancasters of 3 Group supported by a lone Mosquito of 8 Group took place in clear conditions. The town and railway were seen to be smothered in bomb burst. A repeat visit the following day found the city covered in cloud, the master bomber abandoned the attack after just eight Handley Page Halifaxes' had dropped their bombs. The pounding continued on the 18 Feb when 160 Lancaster's of 3 Group attacked. With no let up 3 Group despatched 169 aircraft to Wessel the following day. Until this point no aircraft had been lost on the Wesel missions (though three Halifaxes had crashed in the UK following the abandoned attack on the 17th)

The moving photograph of a Lancaster exploding in mid air is believed to be the single Lancaster lost during the attack on 19 Feb. Flown by Wg Cdr Peter Dunham DFC, the Lancaster of 90 Sqn had taken off from RAF Tuddenham at 13.24 hours; it was whilst the aircraft was in the target area that disaster struck. Possibly hit by flak, or because of an unknown malfunction on board the aircraft PD336, 'WP-P' literally exploded in mid-air. The wreckage came down in the Rhine near the town of Xanten. None of the seven man crew survived. Wg Cdr Dunham had only recently taken command of 90 following the death of the previous CO, Wg Cdr William Bannister on 2 Feb 45. Bannister and his whole crew were killed after their aircraft collided in mid-air with another 90 aircraft. Whilst the other bomber survived Bannister's fell to earth crashing near the village of Hengrave, by a strange twist of fate the second aircraft involved was PD336.



A Lancaster explodes in the air.  
Can you spot the other aircraft?

Various Sources

## The Canadian Ad Astra Stones Program

*John "Swifty" Swallow 622 Sqn informed us of an interesting project in Canada.*

Introduced in January 1996, the Ad Astra Stone Program has attracted an exceptional level of interest. The project, involves the installation of engraved stones along the walkways of the Airpark adjacent to the National Air Force Museum of Canada. More than 9000 people have made donations to the museum via this program.

The gray granite stones measure 6" x 10" and donations to the Ad Astra Program may be made on behalf of any Canadian airman or airwoman who has served, or is serving, in one of Canada's Air Forces or an Allied Air Force, their spouse or others whom the Board of Directors deem appropriate. The donation required for a stone in 2010 is \$150.

Bearing the words "Ad Astra" and adorned by an Air Force Roundel, the stone reflects the person's name, their hometown, province and the years of birth and death (these dates are engraved only when the museum is informed of the person's passing). Information regarding service number, rank and decorations, does not appear on the stone but will be recorded in a Museum Register that also identifies the location of the stone in the Airpark. An annual dedication ceremony is held at the museum on the last Saturday in September to recognize all of the installed stones. For more information visit [www.airforcemuseum.ca](http://www.airforcemuseum.ca)



"Swifty" inspects his stone  
at the Dedication ceremony Sep 10

## St John's Church Beck Row - the site of the proposed memorial Plaque



Final permission for the memorial plaque is still awaited from the Church Authorities. However, we are confident that it will be forthcoming and then the memorial will be dedicated on the Saturday of the reunion at a service held around 13.00hrs. This will be followed by a reception in the Church Hall. Details once known will be sent to all who express an interest and also posted on the Register's web site -

[www.mildenhallregister.stirlingpilot.org.uk](http://www.mildenhallregister.stirlingpilot.org.uk)

**THE MILDENHALL REGISTER ACCOUNTS FOR THE YEAR ENDED 31<sup>ST</sup> AUGUST 2010**

<b>RECEIPTS</b>	<b>2010</b>	<b>2009</b>	<b>EXPENDITURE</b>	<b>2010</b>
	£	£		£
Bank balances 01/09/09	5311		5116	Reunion – Galaxy Club Printing and Stationery
Reunion tickets	2048	1720		Postage
Donations	1148	768		Catering
Raffle and Bus	721	316		Wreaths
Deposit interest (net)	2	32		Reunion pens
Bequest				143
Ties				112
Misc Income		29	2865	Raffle Prizes
				Donations
				Gifts
				9
				Coach Hire
				360
				Stopped Cheque
				4871
				Bank Balances as at 01/09/010
				Current Account
				2384
				Deposit Account
				2000
				Uncleared Cheque
				25
				4359
				9230
				7981

Signed:

Dated:

Signed:

Dated:

J. Gentleman - Chairman

B. Mildwater – Hon Treasurer

I have examined the books and records of the Mildenhall Register for the year ended 31<sup>st</sup> August 2010 and I confirm that the above receipts and expenditure account is in accordance therewith.

Signed:

Dated:

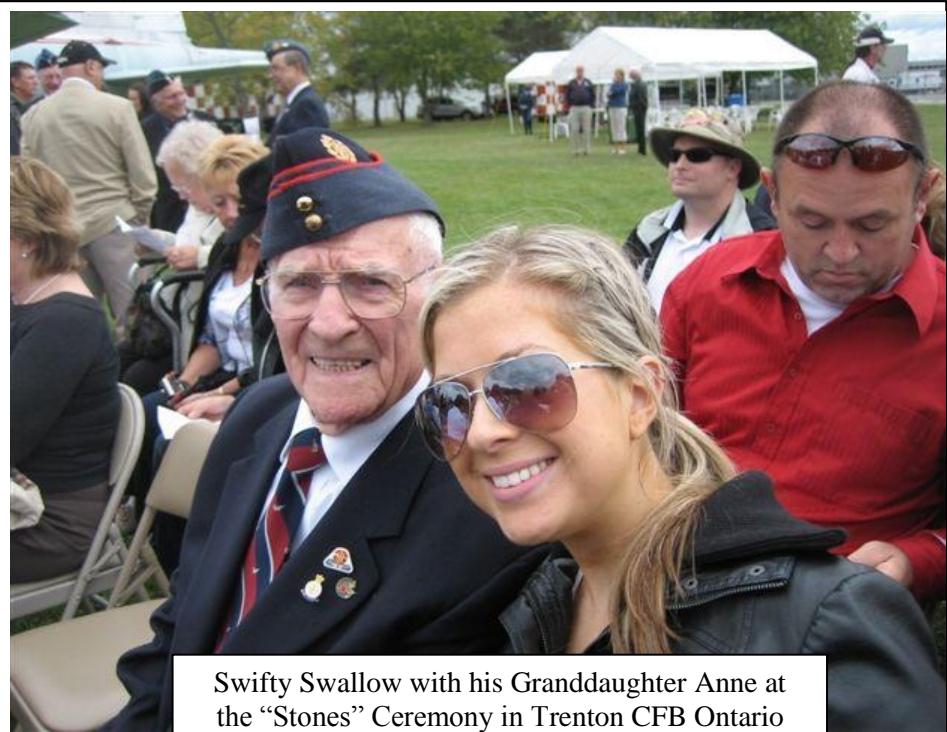
*The original document has been signed by the Chairman, Treasurer and Auditor  
The account have been audited by Mr R G Oakley, the auditor appointed by the AGM in May 10, and found to in order*



Alfred Proctor DFC celebrates his 100<sup>th</sup> Birthday at home with his daughter Helen and his son David



The RAF Methwold window in St George's Church



Swifty Swallow with his Granddaughter Anne at the "Stones" Ceremony in Trenton CFB Ontario