

THE MILDENHALL REGISTER

15, 90, 149 & 622 Bomber Squadrons' Association

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WINTER 2004 NEWSLETTER

REUNION 2005

- Friday 6 May 18.00 – Dinner in the Wellington Room (Middleton Hall)
- 20.00 – Annual General Meeting in the Stirling/Lancaster Rooms (Middleton Hall).
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- Saturday 7 May 11.00 – Morning get-together in the Bird in Hand.
- 19.00 – Dinner (main function) in the Galaxy Club.
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- Sunday 8 May 09.30 – (60th Anniversary of VE Day) 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 11th APRIL 2005 FOR ONWARD TRANSMISSION.

"THE BEST WE HAVE EVER HAD"

WOT! WOT! a reunion, many reported, "the best we have ever had", who can argue with that.

As a reminder to those who attended, and for the benefit of those that missed out, Col. Richard T. Devereaux (the current leader of Team Mildenhall), together with S/Ldr James Savage, the RAF Commander produced a special edition of their *Marauder*, covering the history of RAF Mildenhall, and in particular activities on D-Day, June 6 1944.

It will probably be realised that beforehand much planning took place to make this reunion one of the most efficient and memorable, and to name just a few firstly my project officer was Capt. Joel Higley.

Ch. Major Sather covered the the Service and Emma (his secretary) arranged for the printing (on the back of the Service programme) of our Commanders on 6 June 1944.

Capt. Shane Blaken (Public Affairs), together with his team collated interviews and displays, but one I must mention is Tech. Sgt. Kelly Stewart who seemed to pop up from nowhere and everywhere. WOT! a worker!

The dinner on Friday was over the number booked in, and caused some embarrassment. So once again please ensure you book well before the final dateline (it is possible that in future pre-payment will be required).

The usual Bird in Hand pre-meeting was most successful, covering interviews, and a visit to the Operations Group for briefings on Tankers and 352nd Special Operations Group. Saturday evening the main function was a great success, many thanks to Ziggy and Jennifer for the food arrangements, but not forgetting the unknown members of Team Mildenhall for the table planning and overall layout.

The Chapel Service on Sunday was attended by some 100 of our members plus a large number of USAF personnel together with their wives and families. It commenced with the Bomber Command Standard (carried by Ron Pearson), then the posting of the colours by the Honour Guard, followed by the usual service, and afterwards a final gathering for farewells in an adjacent room.

I must mention the many members of Team Mildenhall, who were outside checking and directing members in, including the young lady Captain I saw at the main Control Point.

Fred

SERVICE OF REMEMBRANCE
RAF MEMORIAL, RUNNYMEDE

Sunday 9th November 2003

Those Who Have No Known Resting Place

On Sunday 9th November, Valerie and I drove to Runnymede to undertake the office of laying the wreath on behalf of the *Mildenhall Register*, at the Annual Remembrance Day Service. However, we knew before we left home that for us this would not be the customary service we have come to know.

Earlier this year I had assisted Tom Lowe, an American from Los Angeles, California, with some information about his uncle who was listed 'Missing in Action' in September 1942. Leonard O'Hara (Tom's uncle), a native of Des Moines, Iowa, joined the Royal Air Force and was posted to No. XV Squadron at Bourn, Cambridgeshire.

During the summer Valerie and I played host to Tom and his wife Barbara when they decided to accept an invitation to stay at our home. During their trip to England, we visited a number of places which Leonard is known frequented or been based at including the former RAF bases at South Cerney, Gloucestershire and Bourn, Cambridgeshire.

Knowing that Leonard O'Hara had been listed 'Missing in Action' I also took our guests to the RAF Memorial at Runnymede, where Leonard's name is one of the 20,389 names inscribed thereupon. Tom and Barbara were most impressed with the memorial and the fact that those without known graves were honoured in such a way. Following my explanation about the Remembrance Day Service held in November (which is not celebrated in America), Tom immediately stated that he would return later in the year to attend the ceremony. It was a promise to which he held true.

Later that year, during the second week in November, Tom arrived back in England from the USA, with 10 other members of his family, including Harriett the (then) 90-year-old sister of Leonard O'Hara, all of whom we met in the car park at Runnymede.

The introductions over, the time came for the solemnity of the occasion to be respected. Although Harriett was in a wheelchair, she wanted to lay a wreath on the Stone of Remembrance in memory of her brother. On learning I was to lay a wreath on behalf of the *Register*, the family immediately, and graciously, agreed that I should accompany Harriett. An honour I did not take lightly.

The service commenced at 10.40 hours with the entry of the Standards of the Air Training Corps. This was followed by the 'Introductory Poem' and 'They Shall Grow Not Old'. The Last Post was sounded, followed by a two-minute silence at 11.00 hours and the Reveille. The laying of wreaths by Service and Civic guests was followed by the laying of public wreaths, the moment Harriett had come to England for. I was astounded when she insisted upon discarding her wheelchair and undertaking her chosen task on foot. After prayers, hymns and a reading by Sir Michael Stear the Reverend R. Lee concluded the service with a blessing.

The service at Runnymede is always an emotional occasion, as those in attendance remember husbands, wives, brothers, sisters, uncles and aunts who perished 60 or more years ago. However, to undertake my task, on this occasion whilst escorting this dignified, charming and wonderful lady is a moment I will never forget.

Postscript – Two days later, on Tuesday 11th November 2003, Valerie and I travelled to London where we had invited the Lowe/O'Hara family to join us for the day at the RAF Club in Piccadilly. Unbeknown to any of them, I decided to donate a copy of 'Oxford's Own – Men and Machines of No XV Squadron RFC/RAF' to the Club library. I had also decided to ask Harriett to formally hand over the book in memory of her brother Leonard: a decision much appreciated by Harriett, Tom and the rest of the family. One family from amongst those whose relative have no known resting place.

Martyn R. Ford-Jones.

HONORARY SECRETARY'S REPORT

No doubt members have been wondering – where is the Summer edition of the Mildenhall newsletter which one gets every year? Before the AGM due to be held at the 2004 reunion I had decided that if another name came up for the Honorary Secretary's job, I would back down. The reason being that both Win and I are not enjoying the best of health. I have been her carer since June 2003, but I haven't attempted to have a go at the ironing. I have been in this job for 28 years and have enjoyed every minute of it, so at the meeting I asked if I could be excused the summer newsletter and have a break from it all until the end of the year when we shall know the dates for the 2005 Reunion. This was agreed to be so by everyone present. I shall be 83 in December so if there is anyone below 80 who would like to take on the job just let me know by letter or phone and I will put it forward at the 2005 AGM.

By the way, the reunion turned out to be one of the best ones yet and according to the phone calls and letters, those who attended felt the same way, especially with quite a number of the American base personnell asking if they could join in the event in the Galaxy Club. What a great crowd of people they were, well liked by everyone who were privileged to sit with them. Let's hope they ask again for the 2005 one – we will certainly welcome them.

OBITUARIES

JOHN D. W. BEST passed away on 7th May 2004. He flew at Methwold with skipper F/Lt H. A. Cowing a New Zealander, and in a letter from his daughter-in-law she told me that he never spoke much about the war until recently when he showed them his medals and photos, etc he kept in his box. Other members of the crew were F/S A. F. Thomas, F/O B. Button, F/O Curley Brown, F/O Wally Ross and WO Jock Murray. This was with 149 Squadron.

W. R. CHORLEY DFC was a pilot flying with 622 Squadron in 1944 at Mildenhall. In a letter from Keith, his flight engineer, he told me that he was helped to deal with his cancer by those wonderful nurses called Macmillan. Other members of the crew were F/S Bell Nav, Sgt Paterson W/Op, Sgt Bently B/A, Sgt Manson M/Up gunner and Sgt Lyle the R/G.

Dr. K. G. COLLINS MB CHB was the mid upper gunner flying with F/O Lemmett a New Zealander from Plymouth, NZ with 622 Squadron at Mildenhall. In a telephone call from Lionel Ferry the rear gunner he told me that he had died in January 2004. He lived at Portishead Avon but no other member of the crew had surfaced to join the *Register*.

HENRY COOPER DSO, DFC, MID passed away in August 2004 in Cromer. He did his first tour flying Wellingtons with 149 Squadron at Mildenhall completing 32 operations. He then went instructing to a training unit at Wellesbourne and while there took part in the first two 1000 bomber raids to Cologne and Essen in May 1942. He then completed a second tour with 192 Squadron jamming enemy radio transmissions. He continued with a third tour doing his 100th operation to Munich on April 24th 1945. He was a first-class squash player and represented the RAF in 1948 and in 1970 he joined the British champion Jonah

Barrington to make a series of squash tutorial programmes for Anglia Television. He started life as an apprentice telephone engineer with the GPO. Going back to work for them he received regular promotions ending up as the Deputy Manager for the City of London area and was awarded the GPO Silver Medal for his paper '*The Gas Pressurisation of Cables*'. He retired in 1980.

STANLEY STEWART CRAWFORD died on April 16th 2003 at his home in Fife, Scotland. He was the rear gunner flying with F/O Hanson at Mildenhall with 622 Squadron. Other members of the crew were Bob Holden Nav, Drummon W/Op A/G, M. Abbott M/U A/G, Stewart B/A, Armstrong the F/E, and they completed a tour of 31 ops from September to December 1944, surely one of the quickest tours known on the Squadron.

JOE E. ELL was the bomb aimer flying with F/LT Frank Dengate and Australian pilot with XV Squadron finishing their tour of ops at the end of June 1944. Our chairman Fred flew as the M/Up gunner with them, they flew mostly in 'K' King which was one of my aircraft. Joe, Frank and the navigator Art Cantrell were all awarded the DFC after their tour of ops. Joe died in May and lived in Shellbrook, Sask, Canada.

LESLIE GIBBS was the wireless operator flying with Malcolm Rumble an Australian pilot from Perth. He passed away in March 2004. Les took over in that crew as the first W/Op, Tom Dodd, was taken ill. He then went on to be the W/Op with P/O Phillips finishing his tour and Leslie carried on with Malcolm to finish his tour in January 1945 with 622 Squadron.

TOM GRIEVE died in November 2003 at the age of 90. He was a FME with XV Squadron and his aircraft he serviced was LS-U Uncle especially the Stirling flown by F/O Midgely. When Dame Laura Knight, the war artist, came to Mildenhall in June 1943 she painted a clown on the fuselage with the words 'Midgely's Flying Circus' on it. Tom helped with the scaffolding which she used around the aircraft. Tom came from Dumfries in Scotland and was for a great number of years the Chairman of the RAFA and also the Welfare Officer, a job he always enjoyed, visiting sick members.

BILL GUNDRY died peacefully on Tuesday January 27th aged 87 years. He was a church warden with Holy Trinity Church in Gedney Hill for a great number of years. In his later years he got about in his electric wheelchair

which had on the front LL806 J JIG in memory of the ops he did with that aircraft. He was the flight engineer flying with F/Lt William Leslie and they did the following trips in J-JIG to the following targets: Trappes, Coulon Villers, Bassens, Rocquécourt, Stettin, Bremen, Kiel, Stettin again, Port Remy and to last to Le Havre on September 5th 1944. I now believe that Doctor Eric McNeice, the bomb aimer from Canada, is the only one left from this crew.

JOHN HAND was a flight engineer flying with Ray Hussey, 622 Squadron, finishing a tour of operations in early January 1945. John died in November 2003. Other members of the crew were R. May W/Op A/G, G. Dalton B/A, G. Potter R/G, and the Australian Navigator Ross Simpson – also C. O'Connor M/Up who are deceased.

ROGER HUMPHRYS was the rear gunner flying with skipper Max Bourn from Australia. He died at his home in Desert Hot Springs, United States in January. He was our newest member only joining in August 2003 and had lived in the USA for the past 50 years.

J. A. (Jim) JERMAN came from Leicester and died in May 2004. He was a pilot flying from Lakenheath with 149 Squadron (Stirlings), but was shot down on May 16/17th 1942. In those days they had a second pilot and he was a New Zealander named Stan Butcher. All the crew were taken prisoner until the end of the war. They were shot down over Copenhagen while doing a mine laying trip.

DAVID (Bluey) LEAHY died on March 14th in a hospital near his home in Melrose, Australia after celebrating his 80th birthday a few days earlier. He was the W/Op A/G flying with S/Ldr Cyril Hagues XV Squadron from December 1944. He came with other crew members as a headless crew from 90 Squadron at Tuddenham when Cyril became 'B' Flight Commander. Crew member David Green from Ocean Park, USA wrote and gave me this information.

Squadron Leader HAROLD LEGGE flew with XV Squadron on Stirlings. He then went to a Canadian squadron for a second tour finishing with the award of Distinguished Flying Cross. His wife rang me from Canada in January to say that he died on January 24th 2002 but she had taken ages to go through all his papers to let me know.

JACK LUNN passed away in August in hospital at the age of 84 years. He was a pilot flying a tour of ops with 622 Squadron from November 1943 to June 1944. Jack was a farm worker and one day in 1941 he was working next to a bomber squadron divided by a hedge. He spoke to an Australian pilot flying Hampdens and was asked if he would like a flip. At the time all workers on the land were exempt from call up. Jack became hooked on flying and went to the nearest RAF recruiting station, but after a lot of tests was told he hadn't got the qualifications to be a pilot. They told him to go to night school classes for six months and gave him a list of subjects to study and then apply again, which he did. Jack attended all of our early reunions with his wife until she passed away. He became Vice-President for a few years but felt with his poor health it would be better to resign as he felt he would never be able to travel down from his home in Yorkshire. At his funeral his W/Op W. Lister read out a wonderful tribute to Jack and I was told by Jack's daughter Nita there was hardly a dry eye in the church. A collection was taken which was shared by the church and the Royal Air Forces Association Benevolent Fund and a large sum of money was duly passed on.

BERT MEAD was the rear gunner flying with S/Ldr Bob Cameron (NZ) at Mildenhall with XV Squadron. Bert for a short period served as a committee member but had to give up because of his and his wife's health. His navigator Jim Glasspool rang with the sad news.

D. G. MILLERSHIP. "Hello Don, I have had this note in an envelope for a long while, instructing my eldest son to post it when I cash in my chips. I was the mid-upper air gunner flying with New Zealand pilot Bob Renner in Stirlings with XV Squadron from Bourn and Mildenhall, October 1942 to May 1943. Finishing our tour of ops Bob Renner was awarded the DFC on May 14th 1943. Would you please send a copy of the newsletter to my eldest son, address supplied."

DAVID PARSONS was the flight engineer flying with skipper Arthur Horton, 622 Squadron. He passed away in April 2004. After he had finished his tour of ops with 622 he went over to XV Squadron starting another tour with F/Lt Bill Jolly DFM who was also starting a second tour. Bill was awarded the DFC on 16th November 1945.

FRANK PEARSON passed away on January 7th in a Sheffield hospital, he was 81 years old. He was an air gunner flying with skipper W. W. Ryder at Mildenhall with 622 Squadron. He somehow found his way to do an operation with 115 Squadron at Witchford and on the night of January 1st they were shot down over Berlin. Frank baled out of the burning plane but was captured – but all the rest of the crew died. He spent 14 months in a PoW camp in northern Lithuania and was repatriated back to Britain due to his leg injury which left him permanently disabled. His own crew were all killed two weeks later on a mission to Munich, where they are all buried. His daughter Pam wrote a very nice letter to me saying how much Frank and his late wife loved coming to the reunions every year.

TED PHILP was a retired Major from the Army and became a member as his father P/O John Philp BEM was killed while returning to base on December 8th 1942 after a successful mine laying operation in Stirling bomber W7639. He is buried at St. John's War Grave at Beck Row. Ted enjoyed coming to our reunions and always paid tribute at his father's grave. He died in the early hours of Monday March 1st 2004.

HARRY P. REED was the second pilot of a Wellington bomber of 149 Squadron which returned badly shot up on August 18/19th 1941, the captain being the late W/Comm. Gregory. Greg was awarded the DFC but Harry had spells at Ely and Halton hospitals before returning back to flying in July 1943. Two of his friends attended his funeral on February 20th and represented 149 and the *Register*. Namely Jim Coman DFC and Jim Montgomery DFC with his wife Margaret. I understand that the family gratefully received them.

GEORGE SCRIVEN passed away on March 16th in Surrey. He was a Warrant Officer airframe fitter with XV Squadron, firstly at Abingdon with Fairey Battles, and when the squadron came back from France they re-equipped with Bristol Blenheims. His number was 619551 RAF.

JIM STEPHENSON was a W/Op flying with 44 Squadron at Spilsby then again at Mildenhall in 1945. He started his RAF career with the ATC in 1941 and was an accomplished W/Op by the time he joined the RAF at Blackpool in 1942. After demob in 1946 he joined the Observer Corps and reached the rank of Lieutenant and was awarded a Certificate of Commendation by Strike Command. He died in October 2003.

LETTERS

JOHN PREWER writes with a very nice donation to the funds: "Many thanks for the newsletter I received today. I am not fit enough to attend reunions but I am still in touch with the two remaining members of my crew flying with XV Squadron, Les Brown from Tonbridge and Keith Robertson from Sydney, Australia. We are now Octogenarians like many others. I enclose a donation to the funds and wish you and Win a Happy New Year." John as a W/Op was awarded his DFC on March 25th 1945, a well awarded decoration.

FRANK DENGATE DFC wrote to me with a very kind donation to the funds: "Thank you for the regular supply of the *Mildenhall Register*, although it is very sad to read about the number of fellows falling by the wayside. I do enjoy the newsletters though. I recently attended the 'G' for George Lancaster in the Canberra War Museum which had been refurbished over the last few months. Some 2,000 ex-aircrews and their families attended and really enjoyed the display, especially the film they showed of a complete trip to attack Berlin which 'G' George carried out which brought back memories."

Frank

PS – Frank Dengate was the skipper of our chairman Fred Coney, Mildenhall 1943/44.

JACK BENNETT from Biggleswade phoned me and sent this letter: "After my telephone call I felt I must put into words my visit to RAF Wyton which may be of interest to your readers, particularly Stirling bods. After the usual security inspection, my escorts and I were allowed into Wyton. Arriving at No. 1 hangar we were met by Gussepì Lombardi and Mr Lathwell both working on the Stirling Project. We got as far as their workshop and saw a nose gun turret being reconditioned. This took me back a bit to 1942 when trying to smash the perspex to remove a dead gunner a Coles crane came to my assistance as I stood on some rickety tressles. Further walk around the hangar we saw a great number of Stirling bits and pieces, wheels, undercarriage frames, Hercules engine and various other bits. It was some 63 years ago that I worked in the same hangar on Blenheims, followed by 'Wimpys'. I then worked on Stirlings in 1942 with 214 Squadron at Stradishall in Suffolk. To have a party visit to Wyton please ring Mr Lathwell on 01480 472152 after 6 p.m."

Roll on a Stirling

DICK DRAKE writes from St. Lucia to say how much he enjoys the newsletter, he goes on to say that "the programme for the reunion looks most attractive, but my medical adviser worries about my flying any distance, but who knows. Margaret and I were privileged to attend the grand unveiling of the fully restored Lancaster 'G' George in Canberra. I am sure I was the only ex-member of 149 Squadron to be there, but I did meet two old friends (skippers) from 463 Squadron who joined once we were at EFTS together. Please convey my best wishes and personal compliments to others of the Committee and to all members." Dick was the navigator flying with Bem Bemrose and John Fisher at Methwold (149).

BRUCE GILES was a pilot with XV Squadron at Mildenhall in 1944/45 and also went to the ceremony in Canberra. He sent some photos of what went on and of the Lancaster. Also a very good one of Air Commodore Geoff Michael who was one of the main speakers. Geoff, of course, was flying with 149 Squadron at Methwold during World War II. He is the Federal President of the RAAF Association after retiring from the RAAF. "Thank you for the continuing flow of newsletters which are always received with great interest over here. Dorothy and I have both joined the OBE ranks this year. Over B...y 80 in this country. Other Bu...ers Efforts in England. Keep up the good work."

PETER ATKINSON writes: "It was certainly a wonderful reunion this year and everyone we have been in contact with all agree. The work put into the preparations are greatly appreciated and the co-operation from the Base Commander and the USAF Commander and staff were also appreciated. Although in previous years their members have attended the Saturday meal, they have never mingled with everyone as they did this year and one felt they were interested and were part of the proceedings. Also to get down to the basics the refreshments after the Saturday afternoon excursion and after the Chapel ceremony on Sunday provided by the USA ladies were excellent. The special *Marauder* edition covering the reunion was a special plus and the extra copies we have sent to France and to others not able to attend this time have been well received. The research put in by S/Ldr Savage requires a big thank you. We are sure that Fred our chairman greatly appreciated the help given him."

THOUSAND BOMBER RAID MAY 30/31 1942

The target was Cologne and 3 Group put up 134 Wellingtons and 88 Stirlings from the following squadrons: 9 at Honington, 57 and 75 at Feltwell, 101 at Bourne, 419 Mildenhall which were all Wellingtons. The Stirling squadrons were XV at Wyton, 149 at Lakenheath, 214 at Stradishall and 218 at Marham.

The first men to take off were W/Comm. J. C. Macdonald the commanding officer of XV Squadron and his senior flight commander S/Ldr Bob Gilmour from Wyton. At Feltwell two sets of flarepaths were used and they were 300 yards apart. The Station Commander took over the task of getting all the aircraft off, in fact 47 Wellingtons took off from this station.

At Mildenhall the Canadian Squadron 419 (Moose) put up 16 and flying with W/Comm. Fulton was the Hon. Terence Mansfield as his navigator (who became the President of the *Mildenhall Register*). That squadron was formed on 15th December 1941 at Mildenhall and Sandy became the Navigation Leader after flying with 149 Squadron.

J. C. Macdonald and Bob Gilmour were the first there, eight minutes early, flying at 15,000 feet, but saw no point in hanging around and dropped their incendiaries which would light a beacon for the squadrons to come.

Wing Commander Macdonald retired from the RAF as an Air Commodore CB CBE DFC AFC. I managed to trace him in 1980 with a request to join us but he felt he was too old to, but he did seem interested when I spoke to him over the phone. Most of his aircrews liked to call him Jesus Christ as his initials were JC. I wonder if he ever knew. W/Comm. Moose Fulton DSO DFC AFC was a Canadian in the RAF and had an all Canadian crew other than Lord Sandhurst, who was of course English. Moose was killed later on in the war.

Are there any of our members who took part in this raid, if so I would like to hear their account of what went on. 47 aircraft were lost and there was one VC awarded to a pilot from 50 Squadron, F/O L. T. Manser flying a Manchester bomber.

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Monday, 05 July 2004

Don Clarke MBE
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Dear Sir

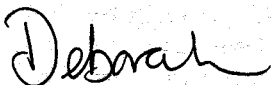
Having had the pleasure of meeting members of the *Mildenhall Register* at the reunion last month I was moved to put pen to paper and wondered if you might like to include the enclosed in the Newsletter.

Both my partner Colin and I had a wonderful day talking to members of the association and sharing with them the diary of my late grandfather. We discovered memories of him were still alive in the mind of a gentleman that served alongside grandfather, and that his name was still mentioned by the next generation of the More family. Alec More having been mentioned in the diary over and over again as flying with grandfather.

Our project of committing the diary to <http://www.capturedtime.co.uk/Arcprojinx.htm> is in progress and will be ongoing for some considerable time owing to the detail and length of the diary contents. Association members may wish to visit the site and I would be pleased if you would include the web address in the article if published.

Thank you for making us feel included on the day of the reunion. We both appreciated your welcome and interest.

Yours sincerely



Deborah Jones

Grand-daughter of Wing Commander Leslie Vidal James DFC

FUTURE REUNIONS

Those who come to the reunions may have noticed how very aged we have become! The signs of wear and tear are really far worse for some than a few more fortunate ones. Those who have a long journey to Mildenhall are finding it difficult to face the travelling. We have always been pleased to see a few intrepid Aussies, Kiwis and Canucks make the long haul, but those who came in recent years must have found it very difficult. My health has not been good for some long time. In addition I have to look after Win whose illness is not improving. Fred has his problems. And who would believe that he is now in his 89th year! All associations like ours must come to an end, and as most have done so, we shall have the distinction of being one of the very last. At last year's AGM I said we could cope with one more Reunion and would do it especially as it coincided with the 60th Anniversary of VE Day. As this could be an appropriate date, sad as it may seem, it is essential for our members to know that the 2005 Reunion will probably be our last. It has to be voted on at the AGM. This is then advance notice to all who would wish to be there for our final meeting.

From Mrs Jackie Paxman, 18 Dundas Road, Inglewood, Perth 6052, Western Australia – To Don Clarke, MBE, Hon Sec, Mildenhall Register.

Dear Mr Clarke

I am writing to let you know that my husband Francis Daniel Paxman (Frank) has died. After a short illness of about 15 weeks he died from cancer. He really enjoyed reading the *Mildenhall Register*. He served with 149 Squadron at Methwold, Norfolk. He was a W/Op A/G in Lancasters. The crew he served with were Marcus Nicolay pilot, Ben Lyon B/A, Jeff Barton M/Up gunner, Curley Beaver T/G, Geoff Goodall Nav, and the engineer was Rob Jarman. Frank died on the 29th September 2003. Our grandson gave the eulogy, I have enclosed a copy, I thought you might be interested.

I have also enclosed a cheque for £40. Because being a British war bride who married Frank at the end of the war in Europe, before he left for home, and followed him to Australia, I really do enjoy reading the *Register* and would like to continue receiving it, if this is possible. I have never returned to England, and I don't think I will be coming over there now. It would not be the same without Frank.

Yours sincerely, *Jackie Paxman*.

BILL PRUNE RE-DEDICATION CEREMONY



Contents of an email to Fred Coney from Gary Wenko MOD Band D Facility Manager (05/01/04)

We couldn't have had better weather. Fred Coney, now 87, was in good form. He was the No 15 Squadron WWII veteran. S/Ldr Savage represented the RAF and Dr Colin Dring was there from Mildenhall & District Museum. Lt. Bushey represented Public Affairs and SSgt Fleming kindly volunteered to bring his dog. Chaplain Narrowe led the ceremony.

Not everyone realises that Bill Prune was also pictured in the nose art on the 351 ARS Commander's KC135 ten years ago. The Commanders call sign was Bulldog, so hence the Bill Prune connection.

Anyway I just wanted to bring this project to a close by thanking all of you for your help, enthusiasm and support, without which none of this would have been possible.