

Bristol **BLenheim**

The Journal of the Blenheim Society

List of Contents

<p><u>Abbreviations for rank:</u></p> <p>G/Cpt Group Captain W/Cdr Wing Commander Sq/Ldr Squadron Leader F/Lt Flight Lieutenant F/O Flying Officer P/O Pilot Officer NCOs Non Commissioned Officers W/O Warrant Officer F/Sgt Flight Sergeant Sgt Sergeant Cpl Corporal</p>	<p><u>Other Ranks</u></p> <p>LAC Leading Aircraftsman AC1 Aircraftsman 1st Class AC2 Aircraftsman 2nd Class</p> <p><u>Other abbreviations</u></p> <p>CO Commanding Officer Wop/AG Wireless operator/Air gunner Obs Observer (navigator) OTU Operation Training Unit Kia Killed in Action</p> <p><i>Other less frequently used abbreviations are listed at end</i></p>	<p><u>Notes & Search Words:</u></p> <p>Main categories in this column are: People Places Squadrons Dates Bristol Blenheim (BB) Serial numbers</p> <p>For ease of search & consistency: <u>Dates</u> are written as: dd/mm/yyyy or (if mth only): mm/yyyy night flights: dd-dd/mm/yyyy <u>Squadrons</u> listed as: 18Sq, 21Sq, etc <u>Ref to journals:</u> Issue 56, page 4 = 56/04</p>
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Contact details (email, phone, address) given in the journal are not shown here. To respond to any requests for information please use the 'Contact Us' page of the website

GW: this refers to additional information from Graham Warner's book 'The Bristol Blenheim – A complete History'

Jefford: refers to W/Cdr CG Jefford's book 'RAF Squadrons'

'Articles' focus mainly on first-hand experiences & accounts of research

Issue 9: November 1990

Topic	Page	Type	Title	Author	Notes & Search Words
	1	Notice	Annual General Meeting		09/03/1991 at RAF Museum, Hendon, lunch in Dermot Boyle Gallery, speaker at 14.30. Details to follow
	1	Obits			JI Parry ('Pim', ex-139Sq, died 05/1990); Marion Bailey (P/O Newborough's widow, died 05/1990); GA Allison (107Sq Wop/AG, POW 10/07/1940, died suddenly 19/06/1990); SC Redhead ('Red', XVSq/15Sq Obs, died 25/07/1990); JO Inston (died suddenly, aged 67). Condolences to families and friends.
	1	Report	Her Majesty Queen Elizabeth the Queen Mother		Queen Mother accepted copy of ' <i>Blenheim Odyssey</i> ' presented her by it's author Len Fearnley.
	1	Review	Congratulations		Vic Bingham's book ' <i>Blitzed: the Battle of France, May June 1940</i> ' now published; well researched technically with personal narrative. Reduced rate via Blen Soc. <i>Note: available to buy on-line</i>
	1	Wanted	W/Cdr WJ Taylor		Author of ' <i>Raynham Reflections: a short history of RAF West Raynham 1939-1989</i> ' requests contact with other ex-Raynhamites and photos. Book available £2.50 from author at Bloodhound Force HQ, RAF West Raynham. <i>Note: available to buy on-line</i>
	1	Wanted	Hugh Morgan		Hugh, ex-105Sq, researching training of RAF aircrew 1936-1945, incl training policies. Questionnaires for trainees or instructors from Betty George.
P/O Peter Gaylard	1	Wanted		Peter Coney	Coney, vicar of Martock, Somerset, want to trace family of P/O Carrington Gaylard, 41995, 254Sq pilot who died 15/06/1940. Dr DB Reid from Kristiansund, Norway, erecting memorial for Gaylard & crew. <i>BB: 15/06/1940, L9480, 254Sq, FTR shot down by Me110 of ZG 26 off Sola, P/O P Gaylard, Sgt J Wicks and Sgt C Burran KIA, buried at Stavne Cemetery, Trondheim.</i>
15Sq	1	Notice	History of XV		Up-date of ' <i>History of XV Squadron</i> ' by F/Lt

			Squadron		Terry Jones available from XV Sq at RAF Laarbruch, BFBO, for £13 + p&p <u>Note:</u> 'Aim Sure. 75 years of Number 15/XV (Bomber) Squadron', by TW Jones, 1990. Available to buy on-line.
	1	Notice	26th to 30th September 1991		Another trip to Chalons/Rheims area is being arranged 26/09/1991 to 30/09/1991. If interested contact Betty George asap.
	1	Notice	Merchandise		Christmas Cards (£4/10), ties/scarves (£6 each) from Betty George.
	1	Notice	Subscription - Reminder		Renewal due 01/01/1991. New rates detailed for Full member (£17), Associate member (£11), Family/Group (£27) & Junior (£7). If have SO increase accordingly.
23 Squadron	2-3	Article	23 Squadron		23Sq BBs as night-fighters continued from 12/1940. Under 2 Group 23Sq first intruder squadron to attack enemy a/c near & on their airfields; used guns & 20lb/40lb bombs. Details 21/12/1940 raid with 6 BB over Abbeville-Amiens-Poix area. Raid over same area 22/12/1940 when L6686 lost (fuel shortage); crew baled & Sgt Loveridge landed Shankin, IoW, but Sgt Newman & Sgt Southall drowned. 02/01/1941, 6 BBs on Night Offensive to Lille-Beauvais-Abbeville area when He.111 downed by F/O Ensor, Sgt Roberts & Sgt Langley in YP-B. 03/01/1941 6 BBs to same area but Sq/Ldr Colman, F/Sgt Mathews & Sgt Macray FTR in YP-X which RDF last plotted nr Dieppe; Colman's body washed ashore Worthing (his home town). 05/01/1941 W/Cdr Heycock returned to 23Sq as CO. 09/01/1941 Sgt Jones, Sgt Bessell & Sgt Cullen in L1226 (YP-P) FTR from Poix-Beauvais area. 17/01/1941 a Ju88 downed by F/O Willans, P/O Howells & Sgt Johnson on Poix airfield. 11/02/1941 F/O Ensor & F/O Willans awarded DFC for Night Intruder sorties. Details 26/02/1941 raid on airfield near Lille by P/O Brown, P/O Langley-Ripon & Sgt Parsons in YP-X when two circling enemy a/c shot down & airfield bombed; crew later interviewed for 'In Town Tonight'. 28/02/1941 P/O Love, Sgt Harris & Sgt McDermott claimed hits in same area. Weather restricted flights. 03/03/1941 in YP-U F/O Ensor, Sgt Roberts & Sgt Oliver destroyed a He111 & in YP-T F/Lt Hoare, P/O Morris & Sgt Fletcher hit another a/c in Poix-Amiens-Beauvais-Merville area, but Sgt Rose, Sgt Nicholas & Sgt Walker in L1453 (YP-M) FTR; Lord Haw Haw reported Sgt Rose a POW. Some sorties flown from Manston; details incident with oil and F/O Ensor's dog Judy. 08/03/1941 New Zealanders F/O Gawith, Sgt Hogg & Sgt Forsythe in YP-V destroyed He111 & hit Dornier at Beauvais. Interesting quote from F/O Gawith about aircrews attitude at that time & resilience of BBs. 10/03/1941 Sgt Skillen, Sgt Abbott & Sgt Nute in YP-X FTR from Poix area raid; F/Lt Dufort attacked a Me110 over Merville. 11/03/1941 Ensor, Roberts & Oliver's 40lb bombs explode a/c on Beauvais airfield. 14/03/1941 Sq/Ldr Gracie, P/O Grellis & Sgt Streeter in YP-F destroyed a DO17 near Lille. 16/03/1941 F/Lt Dufort 'skipped' his 40lb bombs into

				<p>busy hangar at Rossieres. After trials with the Beaufighter, on 07/04/1941 23Sq first flew Havocs, which became preferred a/c for Intruder work. Havoc was night-fighter version of the Boston with 4 (later 8) 0.303 Brownings in nose, 1,000lbs of bombs, top speed 295mph & 1,000ml range. BBs still used for searching night sky over N Europe & on 03/04/1941 F/O Robinson, Sgt Willetts & Sgt Lewis attached enemy a/c landing at Lille. Same crew plus 4 other a/c (one a Boston) out on 07/04/1941 & attacked He111 over Beauvais; Wop/AG injured. 09/04/1941 F/Lt Hoare dropped 4x40lb bombs at 400' on truck convoy on Goderville-Bolbec road. Same night P/O Simpson, Sgt Brewer & Sgt Nicholas FTR in YP-M. 15/04/1941 in YP-B P/O Mathews, Sgt Thompson & Sgt Reilly attacked head-on a/c taking off from Carpignet, one hit. 20/04/1941 in YP-T F/Lt Hoare attacked a 4-engine a/c (?Fw Condor) near Achiet, which exploded; YP-T lost bit of wing (detailed!). On op nights 3 BB crews each from Manston and Ford; return to Ford often risky due to 'friendly' AA fire. 06/05/1941 Sgt Raffles, Sgt Cuthbertson & Sgt Langley left Manston to patrol Rossieres-Lille-Vitry area landing 0050 on 07/05/1941, this last BB operation sortie for 23Sq, with BBs replaced by Bostons. <i>GW: (all 23Sq) 21-22/12/1940 L6686 (see 28/02); 03-04/01/1941 L6781 FTR, lost on Intruder Op to Dieppe, crew Sq/Ldr V Colman, F/Sgt D Mathews & Sgt H MacRory KIA. Sq/Ldr Colman's body washed ashore at Worthing; crewmen commemorated at Runnymede (?serial No. incorrect as L6781 lost 28/09/1940 with 13 OTU); 09-10/01/1941 L1226 FTR, lost on Intruder Op to Beauvais, Sgt Jones (pilot) KIA, crew Sgt G Bessell & Sgt R Cullen captured & POWs; 03-04/03/1941 L1453 FTR, shot down by flak on Intruder Op nr Guines, Sgt J Rose, Sgt T Nicholas & Sgt R Walker KIA, buried Guines Communal Cemetery; 10-11/03/1941 YP-X FTR, collided with He111 over Amiens/Glisy airfield on Intruder Op, crew Sgt V Skillen, Sgt F Abbott & Sgt R Nute KIA, buried Amiens St Pierre; 09/04/1941 L8616 FTR, shot down by flak on Intruder sortie to Avelin, crew P/O G Simpson, Sgt H Brewer & Sgt T Nicholls KIA, buried Avelin, France</i></p>
	3-4	Data	Blenheim Mk1	<p>Hugh Wheeler</p> <p>List of BBs flown by 23Sq, may not be complete: K7092 (17/08/1940, u/c retracted on landing, see GW below); K7156 (05/07/1940, YP-X control lost over Botsford, abandoned, crashed nr Digby); L1172; L1173; L1177; L1178; L1200; L1226 (09/01/1941, YP-T FTR Night Offensive in Poix-Beauvais area); L1265 (02/07/1940, crashed approaching Sealand, see GW); L1285; L1302; L1308; L1320; L1328; L1330; L1340 (24/02/1941 DBR, see GW); L1356 (04/08/1940, engine failure, crash landed Wittering, see GW); L1360; L1372; L1403; L1424 (gun tray trials, 08/10/1939 DBR landing accident, SOC 01/05/1940); L1447 (21/03/1939 crash landed Wittering, became</p>

				<p>1352M, see GW); L1448 (20/07/1939 collided with L8368 at Wittering, 08/08/1940 FTR, see GW 08/04); L1449 (27/09/1939 damaged in accident); L1450 (03/1941 became 3169M); L1451; L1452 (29/11/1939 crashed Stockwith, nr Gainsborough on searchlight op from Digby); L1453 (04/03/1941 YP-M FTR from Night Intruder sortie); L1454; L1455 (09/02/1939, bellylanded Wittering, became 1355M); L1456 (05/01/1939 u/c retracted Wittering, became 1360M, see GW below); L1457 (14/09/1939 taxiing accident with L8367 at Wittering, became 3243M); L1458 (19/06/1940, YP-S shot down in flames incepting enemy a/c); L1459 (spun into ground 8m NNW Banbury); L1460 (09/12/1939 overshoot at Wittering, 04/1940 became 1892M); L1461 (07/03/1941 as MS-S belly-landed Unsworth in tactical exercise, became 1483M, see GW); L1465 (25/07/1939 collided with Hawker Hart K4997 & crashed nr Grantham); L1466 returning from RDF calibration flight 60m E of Louth, crashed at Helston Heath, Castor, nr Peterborough); L1494; L4929; L4930; L4933; L4934; L6603; L6605; L6611; L6638; L6646; L6674; L6675 (06/09/1939 crash landed Wittering, became 1710M); L6686 (22/12/1940 fuel shortage on nuisance raid over France, FTR); L6711; L6721 (30/10/1940 hit house 1m north Bognor, Sussex in bad weather); L6730; L6737; L6738; L6739 (16/09/1939, landed port wheel only. 31/12/1940 SOC); L6743; L6777; L6779; L6781 (03/01/1941, YP-X missing nr Dieppe); L6788; L6837; L6841 (23/11/1940 lost); L8367 (14/09/1939 taxiing accident with L1457 at Wittering, repaired); L8368 (collided with L1448, crashed 2m SE Wittering); L8369 (25/09/1940, YP-B crashed on night patrol from Middle Wallop); L8377; L8400 (22/02/1940 YP-D lost, R/T failed, abandoned nr Tonbridge, Kent); L8614; L8616 (10/04/1941, missing); L8617; L8655 (16/01/1941 overshoot at Ford, hit gunpost, see GW); L8659; L8661; L8674; L8677; L8684; L8687 (19/06/1940, YP-X, lost, see 08/04); L8694; L8719; L8722 (08/10/1940, overshoot night landing at Tangmere, see GW); L8728. BB MkIV: P4836; P4844 <i>GW: 29/08/1940, K7092 swung on take-off for op & hit Wittering Watch Office, Sgt J Rose injured, a/c to Rootes 12/09/1940 but DBR & SOC 02/11/1940;</i> 02/07/1940 L1265, engine cut on approach, stalled, dived into ground at Sealand, P/O C Baker & unnamed crewman injured; 24/02/1941 L1340, ex-FIU, BBR, no further details available; 04/08/1940 L1356, engine cut on night patrol, caught fire on landing at Wittering & destroyed, no injuries recorded; 21/03/1939 L1447, hit ridge on take-off and crashed on landing at Wittering, became 1352M; 09/02/1939 L1455, u/c damaged on take-off from Wittering, a/c belly-landed, DBR, became instructional airframe 1355M;</p>
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				<p>01/05/1939, L1456, u/c retracted after landing at Wittering, became 1360M; 11-12/01/1941 L6737, damaged on Intruder Op, belly-landed at Ford, crew P/O Simpson, Sgt Brewer & Sgt Nicholls slightly injured, a/c repaired (see L8616 above); 16/01/1941 L8655, overshot landing at Ford, hit gun-pit & DBR, P/O Brown & crew unhurt; 08-09/03/1941 L6730 undershot at Manston returning from Intruder sortie, P/O Pushman & crew uninjured, a/c repaired; 08/03/1939 (date above is 07/03/1941) L1461 u/c jammed and a/c belly-landed at Unsworth, became 1483M; 08-09/10/1940 L8722 received battle damage, overshot at Tangmere on return from night patrol, DBR, crew uninjured.</p>
	4-5	Data	Units Which Used Blenheims	<p>Lists non-Squadron units which used any BB (for short/long time or many/few BBs). Info on other Units (incl Royal Navy) welcome. Unit numbers in brackets. AACU (1,6-8,22); AAS (1); AGS (1); AOS (1,3,5,9); BATF (6-8,1508); BGS (5,7,9,10); CACU/F (1); CF (1653, 13 Grp, 81 Grp, 201 Grp, Hal Far, E Africa, Khartoum, Iraq, India); CMU (1); CU (1672); FU/FP (2,4); FFP/U (1-4,6,7); FC (1,21,22); FTS (6,9); FTU (301, 305, 307, 311); FU (9, Hellenic AF 13Sq); MECCU (1,2); METS (1 (became RAF ME CGS), 3-5); MU (27,39,103,108,114,133,136,162,166,226,308,315,319,326); OAFU (1,9); OTU (1-3,5,6,12,13,15,17,20,42,51,52,54-56,60,63,70,72,75,79,103,132,42,152); PAFU (9,12); PRU (1); RMU (2-6,8); RS (2,3); RSU/S (1,3,7,51,54); SAAF (15Sq, 16Sq, 17Sq); SAC (2); SFTS (17); SGR (3); STT (10); WG (70-79,249,298); AAEE; AASF; ACSEA CS; ADU; AFEE; AFDU; AFTU(I); AGME; AIASVS; ATA; BARU; BDU; CFS; CGS; ECFS; EWS; FIU; ICS; OADU; OAPU; OATU; PDU; PRRP; RAE; RAFC; SDF; SFPP; TFPP; TFU; TURP; WDCF; RAF Film Unit; 1655 Mosquito Training Unit. Flights: 404; 405; 1300-1303; 1401; 1403; 1404; 1416; 1434; 1438; 1442; 1482; 1483; 1508; 1572; 1573; 1578-1582; 1653; Sea Rescue; Calibration Flight Blida; 74 Wing Calibration; Free French Desert Patrol; 2 Group Training; 2 Group Target Towing; Anti-Aircraft Co-operation (Grps 9-13); FF (? Free French or Fighter Flights); Flight Sudan; ASR (?Air Sea Rescue); 3 Flight Indian AF; Blenheim Delivery Flights (3 & 17); 1 Cam (?Camouflage) Flight; Blenheim Collection; SD (?Special Duties); Y Flight; Z Flight; Flight ME; Free French Flight 'Alsace'; North Africa Practice; ME Communications.</p>
	5	Data	Winners of the Grand Flying Draw	<p>Lists names of 8 winners & thanks organiser John Morris & members for support.</p>
	6	Report	Visit to Wyton	<p>100Sq hosted 19 people for visit to Wyton; accident 2 days before had killed pilot & injured Navigator. Shown Nubian & other fire engines; by luck B of B Memorial Flight flew low over Wyton. Then drinks & dinner by river St Ives (described). On Sat tour of Warboys church, memories of Pathfinders, then to Upwood (details changes to airfield & Alconbury) & lunch at Royal Oak, Warboys.</p>
	6-7	Report	Unveiling of the	<p>Pic: of bent propellor from R3800 with</p>

			Blenheim Memorial at Watton		wording from the two plaques. a) in memory of RAF & Commonwealth Air Forces who lost lives while serving at RAF Watton & Bodney, b) history of propellor (see below). 26/05/1990 AC Hon TC Elworthy (OC Queen's Flight & son of Marshal of RAF Baron Elworthy) unveiled Blenheim Sq Memorial at Watton. Julian Horn & Paul Lincoln are responsible for Memorial & Museum at Watton & also presenting 4 trophies to local schools (for environmental work); Ole Ronnest from Denmark also spoke at unveiling (reproduced below). This mentions Jette & Dan Crandall & gives thanks from people of Denmark for sacrifices made by allied forces & families in WWII. He then tell story about the memorial; a BB propellor returned after 50yrs in Denmark.
	7	Article	The Tale of the Propellor	Ole Ronnest	Propellor 'born' in Britain 1940 at De Havilland & put on BB R3800. 28/06/1940 to 82Sq at Watton, Norfolk, to replace lost BBs. Recalls Tues 13/08/1940 (when only flown 30hrs 20mins), waiting with 5 other BBs under trees at Bodney, being loaded with bombs and machine gun ammo, and another 6 BBs prepared at Watton. Heard crew, F/Lt Syms, Sgt Wright & Sgt Turner talk of long flight, with no fighter cover, to German 'Whopse nest' in Jutland, west of Aalborg. Can learn about my last minutes over Aalborg target at Wartime Watton Exhibition & Museum. In half hour it was all over with 20 airmen killed, 13 survived (many with injuries) and spent years as German POWs. Some here today. In 1981 R3800 resurrected from mud of Limfjorden, cleaned by Danish Air Force & displayed at Wartime Museum, Frederikshavn. But only now, thanks to Watton Memorial Committee, esp Paul Lincoln & Julian Horn, am I home again at Watton to bring back memory & spirit of the airmen of 21Sq & 82Sq. <i>GW: 13/08/1940, 82Sq, R3800. FTR, shot down in target area (Aalborg): Sgt E Turner (Wop/AG) KIA, F/Lt T Symms (pilot) & Sgt K Wright (Obs) captured & became POWs</i>
	7		Archivist's Cupboard	Hugh Wheeler	Thanks members for their OTU experiences; surprised anyone survived! Help to complete list of Units using BB (p4-5 above) & with abbreviations would be appreciated. Page 8 answers common query about time squadron had BBs. Photo of BB 'balanced' on Asansol building has turned up.
	7	Data	Addresses for Correspondence		Addresses of Archivist/Editor: Hugh Wheeler & Secretary: Betty George
	8	Data	Blenheim Squadrons		Lists the 94 Squadron which used BBs with length of service of BBs in each: 114Sq (6yrs 2 mths); 34Sq & 139Sq (5yr); 8Sq (4.10); 60Sq & 110Sq (4.06); 21Sq (4.04); 11Sq/XISq & 113Sq (4.03); 18Sq (4.02); 82Sq (4.01); 62Sq (4yrs); 107Sq (3.07); 30Sq (3.05); 45Sq (3.03); 84Sq & 101Sq (3.02); 55Sq (3.01); 90Sq (3yrs); 211Sq (2.11); 254Sq & 600Sq (2.10); 57Sq & 203Sq (2.09); 53Sq (2.08); 614Sq (2.07); 13Sq & 59Sq (2.06); 23Sq, 244Sq & 604Sq (2.05); 236Sq (2.04); 29Sq (2.03); 25Sq (2.02); 14Sq, 104Sq, 140Sq & 162Sq (2yrs). Twenty Squadrons had BBs between 12-24

Topic	Page	Type	Title	Author	Notes & Search Words
	1	Report	Chairman's Message	Hugh George	50 yrs since 'phoney war' ended 10/05/1940 and German assault on Low Countries. Many shot-down a/c identified around Maastricht by Belgians & 25 surviving crews & families able to attend Parade on 12/05/1990 to honour Belgian, British & French airmen with Belgian Royal family, Air Attaches and RAF XV Sq (15 Sq) from Laarbruch with four Tornados flypast. BBs & Battles bore brunt of attack. BBs served 1st to last day of war, in every theatre of war & every command.
	1	Obit	Society Notices	Editor	Condolences to Len Fearnley on death of wife on 13/04/1990
	1	Report	W G Murdoch		On 18/05/1940 Murdoch's a/c shot down on French/Belgian border; pilot & Obs killed. Murdoch hidden & helped to escape by farming family who questioned by Germans, esp wife. BBC programme 'Forty Minutes' about incident shown 27/05/1990. Blen Soc given Honorary Membership to farmer (in his 80s) & son (aged 5 at time) <i>GW: 18/05/1940, R3702, 59Sq, took off from Poix, FTR. crash-landed France. P/O R Durie (pilot) & Sgt R Burns (Obs) KIA. AC1 W Murdoch (WOp/AG) escaped, a/c written off 21/05/1940. (See also 36/16)</i>
	1	Notice	Ron Mackay		Ron has donated 4 copies of his book 'The Bristol Blenheim in Action' (Sq/Signal Publication, 1988: Aircraft No 88) to be sold in aid of Blenheim Appeal at £5.50. Note: available to buy on-line
	1	Wanted	Lothair Vanoverbeke		Lothair, from Moorsele in Belgium, seeks info on a) LAC DV Cleaver & Sgt AKR Keats, 21Sq, shot down in L8734 on 25/05/1940; b) Sgt pilot Harold Ronson (later WO), 21Sq; c) Surviving members of 615Sq at Moorsele on 17/05/1940, 19/05/1940 & 29/05/1940; d) Surviving members 245Sq, esp ground-crew, at Moorsele 17/05/1940. Address given. <i>GW: 25/05/1940, L8734, 21Sq, FTR from bombing sortie to Lys, shot down near Moorsele; Sgt H Rowson (pilot) captured. Sgt A Keats (Obs) and LAC D Cleaver (WOp/AG) KIA</i>
	1	Notice	Sotheby's	Editor	Sale of Battle of Britain memorabilia by Sotheby's at RAF Museum, Hendon, 15/09/1990, also RFC & RAF 1912-1990 artifacts. Details of how to obtain catalogue.
	1	Notice	Correction	Gilbert Haworth	In 'The Case for Bomber Command' (07/08) it was 11/09/1940, not 7th, when Hitler postponed invasion to 24/09/1940.
Life of a WOp/AG	2-3	Article	Blenheim Mania (cont)	Roger Peacock	Final part: Roger, a WOp/AG, details how to re-calibrate the radio transmitter using a wavemeter and artificial aerial to 10 or so direction-finding stations (Bicester had no HFDF). The 1083 had 4 coils, 2 each for Master Oscillator and Power Amplifier; the 1082 had 12 pairs of coils. A calibration card listed location of each station, its frequency and the 4 appropriate coils. Detailed explanation of above, and options when a/c lost; a) call up two DF stations to cross two bearings or request homing bearing or b) hunt for railway line, follow to station, fly low to read name & find this on map! Over sea reeled out 200ft trailing aerial & use maritime

					<p>distress signal (340 k/cs at Andover!). Lists perils of not reeling in the aerial when over land. Roger applied to be pilot but told RAF needed WOp/AGs. Pre-WWII with Whitleys, Battles. Hampdens and Wimpies; BBs widely admired. 90Sq re-equipped with BB MkIVs 03/1938; Obs now had chart-table instead of maps, CSC, etc on knees and floor as they sat on small jump-seat by pilot as in BB MkIs. Roger recounts sending lightships morse messages with Aldis lamp. BBs had Vickers K gas operated machine gun; details speed, range and effectiveness of this compared to Brownings and enemy fire. Records shock at BB losses when war started and discredits the 'close formation' flying of early years which replaced by using cloud-cover and very low flying. By 01/1940 WOp/AG 'brass flying bullets' replaced by cloth half-wings as were made Sgts with pay increased to 7/6d a day (ie 37p/day!). Roger says this was needed because of high losses & need to recruit more WOp/AGs. In 07/1940 Roger became a POW for 5yrs; on release no BBs in UK, but his love of them remained</p> <p><u>Editors note:</u> Rogers first BB, L1284, left 90Sq for 236Sq, then to ME and not struck off until 17/06/1945 - a life of 7yrs! Pic: from Roger showing TR1082/1083 in situ with turret removed.</p>
	3	Wanted	The Blue Suitcase	Don McLeod	<p>On 10/05/1940, when Germans advance through Low Countries, Don flew to Metz with extra crew to collect u/s BB and return to 53Sq at Poix-de-Picardie. Surprised to see Laon on fire and bomb craters at Metz airfield where Germans had blown side off huge 1914 airship hangar where the u/s BB had been! On take off to return the port wheel went into crater - so now two BB write-offs. Eventually returned to base via Paris with night in Metro below Place de la Concorde. Scrambling out of damaged BB one crew member had an inappropriate blue suitcase! Can anyone shed light on this? <i>GW: 10/05/1940, L4862 and P6916, 53Sq MkIVs; both damaged in air raid on Metz airfield and abandoned there. One had taken a spare crew to collect the other, but it had been badly damaged in an air raid and their BB ran into a bomb crater on take-off; both crews escaped safely.</i></p>
	3	Wanted	OTUs etc	Hugh Wheeler	<p>With his archivist hat on Hugh is researching use of BBs in Non-Operational Units of all types, incl OTUs, and asks members to send him their non-Squadron memories of their time with BBs.</p>
23 Squadron	4-7	Article	23 Squadron	Hugh Wheeler	<p>From 05/12/1938 23Sq, based Wittering under CO Sq/Ldr RY Eccles replaced Hawker Demons with BB 1F a/c. Demons went to Church Fenton, Hullavington and Debden. 23Sq now had 16 BBs with 5 reserves and 161 personnel (detailed). Trials with 4-gun belly pack over N Sea 20/02/1939 and on 07/03/1939 tactical exercise over Church Fenton where L1461 (MS-S) belly landed at Unsworth with W/Cdr DV Carnegie (CO RAF Wittering) on board. L1461 used for ground instruction as 1483M. 17/03/1939</p>

				<p>Field Day at Oundle School OTC. First casualty when L1459 crashed 20/03/1939 (see GW below). 01/04/1939 Sq/Ldr Eccles promoted W/Cdr; 04/06/1939 Sq/Ldr BJ Jackson arrived as CO. 20/07/1939 L8368 & L1448 collided and Sgt JA Bullard killed (see GW). 25/07/1939 L1465 collided with Hawker Harts K4997 and crashed Grantham, Lincs, killing Sgt LG Tarrant (see GW). Details 23Sq's preparation prior to Chamberlain announcing war on 03/09/1939. 09/1939 searchlight co-op and practice with 213Sq Hurricanes; 06/09/1939 F/O RAL Night (?Knight) crash landed in L6675 (see GW); 14/09/1939 L1457 & L8367 collided while taxiing (F/Lt O'Brien & F/O Duke-Wooley unhurt) & F/O MJ Louden landed L6739 on one wheel; 27/09/1939 Sgt Dann in accident in L1449. Details problems of cold at 25,000 ft and chemical hot-water bottles, and notes social escapades. 07/10/1939 Sq/Ldr Jackson posted Digby and Sq/Ldr CE Beamish (from Staff College, Andover) became CO. 08/10/1939 L1424 damaged with F/O Beytagh (see GW). 13/10/1939 on 23Sq on stand-by at Digby on weekly rotation with other units; mostly convoy patrols. First inception on 30/10/1939 described, involving Wellington and Coastal Command. Code letters changed from MS to YP. 21/11/1939, 2 BBs to Grimsby; on 29/11/1939 L1425 crashed (see GW) - believed pilot (F/Lt PD Walker) dazzled by searchlight. Details problems with ice in 12/1939; some RDF calibration flight. F/O Knight overshot at Wittering in L1460 on 09/12/1939 (see GW). 04/01/1940 L1466 crashed Castor, near Peterborough, returning from RDF 60m east Louth (see GW). 11/01/1940 sweep of North Sea by F/Lt O'Brien & Cpl Little (L8655), Sgt Dann & LAC Elliott (P4844) and Sgt Macrae & AC Peuleve (L8400); Italian liner sinking off Cromer. 23/01/1940 Sq/Ldr Beamish posted HQ 25 Grp at Brize Norton and replaced by Sq/Ldr LC Bicknell. 30/01/1940 F/Lt O'Brien & LAC Holmes (L8655), P/O Cooper Key & AC Kempton (L1450) and P/O Gawith & LAC James assisted convoy 25m east Cromer; survivors of Norwegian tanker being rescued by RN. 09/02/1940 patrol saw ship on fire 5m N Yarmouth; on 10/02/1940 reported East Dudgeon light ship sunk. 16/02/1940 F/Lt O'Brien in L8400 (YP-D) received friendly AA fire from escort ship. 22/02/1940 Sgt Macrae (L8400) & crew lost as R/T failed and abandoned a/c landing safely at Tonbridge (see GW). Same night P/O Cooper Key & LAC Elliott diverted from Searchlight co-op and made forced landing at Redcar when R/T failed. Details how this was due to the two simultaneous home bearing requests getting mixed up. Amusing incident with Macrae described. In 03/1940 series of orders and counter-orders about Squadron move and conversion of BB's to fighters detailed. Behind this was plan to supply Finnish Air Force with BBs to fight Russia, but neutral Norway and Sweden</p>
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				<p>refused over-flying; Finnish reverse blue swastikas painted on BBs. Finland ceded bases to Russia 03/1940; BBs flown out by 'civilians' (retired RAF pilots). 22/04/1940 Sir Hugh Dowling (C-in-C Fighter Commander) visited 23Sq; incident described concerning adaptations to machine gun and Sq Armourer F/Sgt AW Gregg's derogatory comments. 31/05/1940 23Sq moved from Wittering to Collyweston (Colley Weston). 06/1940 brought more Night Interception Patrols; these described in detail with problems of radar, H/F radio sets, night flying and how these overcome, esp credit to Royal Observer Corps. Long detailed description of Night Interception incident 18/06/1940 with F/Lt Duke-Wooley and AC Bell (WOp/AG) in YP-L when Heinkel shot down over Norfolk coast; returned to base but BB DBR. Sgt Close in L1458 had attacked same Heinkel but been shot down. Unclear if Obs also in L1458, but Wop/AG baled out (see GW below). In L8687 (YP-X) Sq/Ldr O'Brien claimed another Heinkel but went into spin; added dangers of bailing out described and attempts to save unconscious Obs, P/O King-Clarke; Cpl Little failed to escape (see GW). Enemy a/c shared with F/O Petra in 19Sq Spitfire L1032 who shot down and baled out. 28/06/1940 P/O Willans & P/O Atkinson hit He 111 over Norwich in YP-Z. 05/07/1940 P/O Kaye baled out of K7156 (YP-X) on AA co-op sortie (see GW); 08/08/1940 P/O CF Cardnell & Sgt C Stephens killed when L1488 (YP-K) crashed in night patrol (see GW). On 09/08/1940 Sq/Ldr Heycock became CO. 10/08/1940 two forced landings due to engine failure (F/Lt Duke-Wooley in YP-P at Coltishall & P/O Willans in YP-Z at Sutton Bridge and an engine seizure 13/08/1940 for P/O Pattison in YP-Q, which seized again 14/08/1940 with P/O AJS Pattison & Sgt WD McAdam. 16/08/1940, 23Sq returns to Wittering from Collyweston. Early morning raid by BB to Horsham St Faith or Martlesham for breakfast mushrooms! 08/1940, new VHF sets more reliable but only 20min life of batteries. 12/08/1980 23Sq left Wittering; 'A' flight to Middle Wallop & 'B' flight to Ford both in Night Interception Flights; 25/09/1940 L8369 (YP-B) stalled and crashed while night landing at Middle Wallop killing all crew (see GW). Airborne Interception radar (AI) introduced; sparked when switched on and weight affected BB performance. 09/10/1940 interception of e/a by F/O Ensor in Beaufighter R2077 on loan for trial from 29Sq, Digby. 14/10/1940 F/O Gawith & Sgt Nicholls in YP-P fired shot at e/a. 30/10/1940 L6721 crashed at South Berstead on routine patrol after R/T failure and crew killed (see GW). Night interception sorties continued in 11/1940 as well as searchlight and AA co-op. Night 22-23/11/1940 F/Sgt Burton in L6841 overshot at Tangmere (see GW). 23Sq BBs to be replaced by Douglas Havocs; on 23/11/1940 Havoc AW397 crashed at Ford with F/O Harding. 04/12/1940 Sq/Ldr Heycok</p>
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				<p>posted to Group HQ and replaced by Sq/Ldr CHA Colman. 10/12/1940 order that AI removed from 8 BBs in preparation for special op in Europe; delayed by weather. 11/12/1940; P/O Duff attacked by Ju 88. Note: Author thanks to 23Sq for making their records available.</p> <p><i>GW: All the following are 23Sq</i> 20/03/1939, L1459, lost power in cloud and spun into ground 8m NNW of Banbury, Oxon. P/O Raven killed. 20/07/1939, L8368, collided with L1448 and crashed; Sgt J Bullard (pilot) gave his parachute to Oundle schoolboy passenger who was saved, but he was killed; L1448 landed and repaired. 25/07/1939, L1465 abandoned in air when lost in bad weather; F/O P Walker baled out safely but Sgt L Tarrant killed. 06/09/1939, L6675, stalled during night landing at Wittering, hit ground hard and tipped up. F/O R Knight (pilot) and crewman unhurt; airframe to ground training as 1710M 08/10/1939, L1424, DBR, belly-landed at Digby in error, F/O Beytagh & crew uninjured (L1424 used at RAE & A&AEE for gun-pack trials) 29/11/1939, L1452, Mk I-F, engine cut on searchlight co-op, control lost and a/c dived into ground at Stockwith (nr Gainborough, Lincs). F/Lt P Walker and Cpl C Francis (229Sq) killed, LAC Chrystall baled out safely. 09/12/1939, L1460, engine cut and a/c overshot night landing and struck obstacle at Wittering. F/O Knight & crew uninjured; airframe became 1892M. 04/01/1940, L1466, crashed when engine cut (believed to be due to lack of fuel) returning from radar calibration flight at Helpston Heath, Peterborough. P/O R Barritt and Cpl R Wilson died in hospital, AC2 A Wilson killed. 22/02/1940, L8400, abandoned by Sgt Macrae, AC Cullen & AC Peuleve when lost in Searchlight Co-op sortie with R/T failure; crashed on houses in Tonbridge, Kent, causing civilian casualties. 18-19/06/1940, L1458, FTR, shot down by return fire from He. 111; Sgt A Close (pilot) KIA, his crewman LAC L Karasek baled out successfully. 18-19/06/1940, L8687, damaged by return fire from He. 111; Sq/Ldr J O'Brien (pilot) baled out safely but P/O C King-Clark (Obs), who struck prop, and Cpl D Little (WOp/AG) KIA. 05/07/1940, K7156, abandoned by solo pilot P/O Kaye after control lost in cloud, crashed at Granby, Notts. 08/08/1940, L1488, FTR, control lost during night patrol and spiralled into ground near Peterborough; crew P/O C Cardnell and Sgt C Stephens KIA. 25/09/1940, L8369, FTR from night patrol, port engine failed, stalled in Middle Wallop circuit and crashed at Broughton; P/O E Orgias (NZ), Sgt L R Karasek and AC2 R I Payne KIA.</p>
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					<p>30-31/10/1940, L6721, FTR, crashed on night patrol in bad weather and with no radio, hit house at South Berstead; F/O HJ Woodward, P/O AA Atkinson and Sgt HT Perry KIA.</p> <p>22-23/11/1940, L6841, flaps jammed and overshot landing at Tangmere returning from night patrol; F/Sgt Burton & crew uninjured, a/c DBR</p>
	8	Article	Blenheims, Snakes and Scorpions	RS Heath	<p>When Japan entered war Air Forces in India & Burma were re-inforced with back-up units. Heath tell of life at No.122 (re-numbered 143) Repair & Salvage Unit (RSU). West from Calcutta (Kolkata now) on Grand Trunk Road is Asansol, an important railway junction and where RSU 122 set up early 1942. 45Sq and 113Sq based Asansol with 34Sq SE at Ondal. Most a/c BBs MkIV, a few MkV, which had already served in UK & ME before fighting in Burma. Details several anecdotes about state of BBs, esp from USAAF in their new B-24s and B-25s. One 'sluggish' BB had flown to Burma carrying several ground crew, with tools, plus full bomb load! Interesting description of health hazards, hidden scorpions, ants, monsoons, heat, replacing distorted perspex and accomodation in former convent school until billets available. Competition between an American & Canadian pilot about flying close to cross on school; believes there is a photo of American flying onto cross.</p> <p><i>Note: this photo on internet with caption that it's a 113Sq BB flown by F/Sgt Mike Folliet Foster. Source is Sgt Cyril Law.</i></p>
John Larcombe	8	Report	Restoration Report		<p>Port wing, with new wing-tip, completed; starboard to start soon, with metal skin guage thicker than original, adding strength. Fuselage stripped, repaired, several new formers built, primed & painted internally, ditto with fin. Expenditure & income balance with money raised from Grand Flying Draw (£3K) & sale of 2 limited edition Blenheim prints. Also donations, esp from ex-Blenheim crew & families; thanks from Team! John Larcombe, who did all test flying for first restored Blenheim, was killed 04/06/1990 when his Bell P-63 Kingcobra crashed south of Paris on flight back to UK after air display.</p>
	8	Data	Addresses for Correspondence		<p>Addresses and phone numbers of Hugh Wheeler (Archivist/Editor) in Potters Bar and Betty George (Secretary) in Enfield given</p>

Topic	Page	Type	Title	Author	Notes & Search Words
	1	Report	Chairman's Message	Hugh George	Newly formed Editorial Sub-Committee now responsible for journal; Sq/Ldr Norman McLeod been posted to Lyneham & stepped down after editing first 6 issues. Historical information sent in by members is being catalogued and library of photos compiled. Reminder re AGM on 24/03/1990
	1	Obit			Tony MaCavera has died; sympathies to his daughter Heather and family
	1	Notice	Society Notices		Paddy Porter has reunited Les Threadgold with pilot who rescued him from burning BB.
	1	Notice			Society located two families of 3 BB aircrew buried at Munsterbilzen, Belgium, and invited them to 50th anniversary on 12/05/1990 (see 08/01 & 26/04). <i>GW: 12/05/1940, XVSq/15Sq, P6911 FTR; shot down by flak & crashed Munsterbilzen, Belgium; F/O A Oakley, Sgt E Avent & LAC D Woods (age 19) KIA, buried Munsterbilzen</i>
	1	Notice			Congratulations Harold Robson who, as Les Fearnley, holds Finnish Winter War medal
	1	Review			Ralph Barker's ' <i>That Eternal Summer</i> ' due out by Collins 07/1990 (unknown stories of B of B). ' <i>We all Wore Blue</i> ' by Muriel Pushman (royalties from sales help ex-service people to return to UK for reunions). ' <i>Angel's Visit - from Biplanes to Jet</i> ' by Frank Griffiths, published by Harmsworth (good read with BB incidents). Note: All available on-line.
	1	Notice			Sale of ties-tacks (£3) & scarves (£6)
	1	Notice			Next issue: progress report on BB restoration, history of BB as night fighters & working on a Repair & Salvage Unit in India.
	1	Notice	Grand Flying Draw		Reminder: All tickets sold & counterfoils returned by 24/03/1990 AGM, RAF Museum
	1	Notice	Proposed Society Weekend		Proposed 2-day get-together at RAF Wyton, Upwood and Memorial Service at Warboys Parish Church on 29/06/1990 to 30/06/1990.
40 Squadron	2-3	Article	40 Squadron (continued)	John Gunby	From 23/05/1940 to 31/05/1940 40Sq flew 10 more ops, most of 6 BBs in formation with one a/c lost; crew with 40Sq just one week. Details why lack of training & formation flying made new crews so vulnerable. After W/Cdr Llewellyn's death (23/05/1940) Sq/Ldr Paddon temp CO until new CO, W/Cdr Denis Barnett appt 03/06/1940. Paddon introduced him but, on 06/06/1940 Sq/Ldr Paddon missing on unescorted raid. Paddon survived but, with others, became a POW. F/O Wakeford and crew survived crash and made way back to 40Sq at Wyton by circuitous routes. Other 'new' crews lost 06/06/1940, but experienced crews irreplaceable. Excellent description by F/O Bromley of daily routine & tensions in crew room waiting for 'op' phone call (would be same for any 2 Group BB squadron). Recalls row of small sports cars for sale outside hangar indicating lost crews. Two crews lost 14/06/1940, including experienced Sq/Ldr Gleed (9th of 16 'old hands' lost) then on 09/07/1940 the 'indestructible' Sq/Ldr Batt shot down of recce over N Sea, with his body, and that of Wop/AG, recovered by destroyer; Bob Batt & rescuing naval officer had been drinking companions pre-war at

				<p>the 'Dog House', Frilford Heath, nr Abingdon. 27/06/1940, after escorting Spitfires had left, 2 BBs on photo recce hit by Me 109 over Channel, one shot down; F/O Bromley crash-landed Hawkinge, Wop/AG wounded (awarded DFM). Bromley had bullet in flying helmet and posted to OTU. Other air-crew also posted from 40Sq with injuries/exhaustion. By 10/07/1940 of original 16 40Sq pilots only 5 left: Sgt Higgins, Sq/Ldr Smeddle, F/Lt Hill, F/Lt Stevenson & F/O Wakeford. F/Lt Hill ('want to be oldest pilot on Sq, not the best') posted ME 08/1940, and Jimmy Higgins left early 09/1940 leaving 1 Obs & 2 Wop/AG from 48 original pre-war/05/1940 40Sq aircrew. Under W/Cdr Barnett BBs flew daylight ops under cloud cover attacking French aerodromes; in 08/1940 'only' 4 a/c lost in ops & one crashed on take off killing all crew. From 09/08/1940 night flying practice and by end 08/1940 to 11/1940 40Sq attacking docks & invasion barges, mainly at Boulogne, Dunkirk, Calais, Ostend & Flushing & later the Ruhr, usually with 6-8 BBs and multiple targets. Eg 28/10/1940 88 a/c sent to Essen, Ostrum, Waalhaven, Mannheim, Kiln & Ypenberg, this dispersion of effort only changed when 40Sq at Alconbury with Wellingtons. Losses dropped with 5 in 08/1940, 3 in 09/1940 & none 10/1940 but crews posted to OTUs & Spec N course (P/O Higgins and Sq/Ldr Smeddle from original crews) or sent to ME (incl F/Lt Hill from originals). Long quote from letter by Sgt Monyy Coe (Obs) to 'Frankie', a Wop/AG with whom he'd flown, mentions loss, after 'Ken', of Reilly and crew; Sq/Ldr Thomas (new B Flight CO); Chiefy Broadhurst, Marsden, Jock Burns; Evans, Frank Little & Jock Watts; Alf Coburn at Raynham; Powis-Jones at Alconbury; several 'new blokes'. Monty flies with Ginger Johnson, Paddy Morrison & vividly describes flying thru electric storm returning from Ostend. Mentions departure 'Jimmy the Higg' (Nav course at St Athan), 'Jeff' (to OTU), Lew Cody (staying) & F/Lt Payne, Holmans, Edwards, Goodman, Shaw (Horse-face), Liggins, Trail-Smith & Fry to Egypt. Ken Howarth fell off 'bike (details). All leave cancelled; night trips to Plousscat (France), St Omer, Ostend & Ruhr (Cologne) and awaiting another while writes; 3 bombs near Sgt Mess, no damage; letter ends. No crews lost 10/1940, but fewer raids due to weather, haze over Ruhr and limits of BBs. 01/11/1940 40Sq converted to Wellingtons and transferred from 2 Group to 3 Group. 12/1939 conversion from Battles to BBs was great relief, but mixed feelings about leaving the BBs; details reasons including BBs being 'almost aerobatic' compared with Wellingtons which 40Sq flew until 03/1945. In spite of losses 40Sq lucky to have BB for those 11 months when other 2 Group Sqs still flying Battles on 10/05/1940; vital part of WWII when so many crews lost.</p> <p><i>GW: 25/05/1940, P4920, 40Sq, FTR from</i></p>
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bombing sortie to Rety, shot down near target, Sgt S Tonks (pilot) captured, Sgt J Alexander (Obs) & LAC D Goffe (Wop/AG) KIA, buried in Rety Cemetery;

On 06/06/1940 following 40Sq BBs took off from Wyton for St Valery & FTR: L8827, shot down nr target, Sq/Ldr B Paddon (pilot), Sgt V Salvage (Obs) & Sgt T Foreman (Wop/AG) captured & POWs. Brian Paddon escaped back to UK 08/1942, awarded DSO; L9410 lost without trace, P/O B James, Sgt J Garcka & Sgt W Thurby KIA, commemorated on Runnymede; P4927, shot down nr target, Sgt D Rice, Sgt R Moffatt & Sgt D Peters captured & POWs; P4917, crash-landed in allied territory, P/O P Wakeford (pilot) & Sgt A Wallace (Obs) injured & treated in UK hospitals, Sgt B Baker (Wop/AG) captured in French hospital & POW, but escaped via Brittany & returned to UK; R3692, crash-landed in battle area, P/O V Engstrom (pilot) evaded capture & treated in UK hospital, Sgt M Chouler (Obs) & Sgt D Liddle (Wop/AG) captured & POWs.

14/06/1940, 40Sq, N3592 FTR, shot down in battle area at Fresney, Sq/Ldr G Gleed, Sgt R Burge & Sgt A Sammells KIA, buried Fresney Churchyard; on same raid R3693 FTR, shot down in battle area, P/O Lewis (pilot) & Sgt Currie (Obs) evaded capture, Sgt Johnson (Wop/AG) KIA; 09/07/1940, 40Sq, L8836 FTR to Wyton from recce to Lisieux, lost in Channel, Sq/Ldr R Bratt DFC, Sgt A Spencer DFM & Sgt P Johnson KIA. Sq/Ldr Bratt's body recovered by HMS Brilliant, identified & buried at sea, all commemorated at Runnymede. 27/06/1940, 40Sq R3811 took off from Wyton on recce, damaged by Me109s & force-landed at Hawkinge, Sgt G Gamble (Wop/AG) wounded & awarded DFM, F/O C Bromley (pilot) & Sgt F Little (Obs) uninjured & a/c repaired. 27/06/1940, 40Sq R3778 FTR to Wyton after recce, shot down by Me109, Sgt J Morton, Sgt A Kelso & Sgt J Winston KIA, commemorated Runnymede. 14-15/08/1940 2 40Sq BBs FTR to Wyton from sortie to bomb Chartres airfield: P4908 damaged nr target, ditched Cherbourg, Sgt K Newton, Sgt H Hotchkiss & Sgt C McCreary captured & POWs; R3609 shot down, P/O G Parker (pilot) captured & POW, Sgt G Easton (Obs) & Sgt E Watson (Wop/AG) evaded capture (Watson awarded MM); 25-26/08/1940 2 40Sq BBs FTR to Wyton from sortie to bomb airfield at Querqueville, both presumed shot down: in R3811 Sq/Ldr F Thomas, P/O G Bayliss & Sgt G Dickson KIA & in T1927 Sgt C Riley, Sgt F Newson & Sgt J Smith KIA, all 6 air-crew commemorated Runnymede memorial; 30-31/08/1940 40Sq L9326 FTR, crashed & destroyed by fire after night take-off sortie to Emden, crew P/O W Evans, Sgt F Little & Sgt J Watt KIA; 01-02/09/1940, L8796, crash landed at West Roynham on return from sortie to Nordenham, NW Germany, DBR, P/O Whitehead injured, Sgt A Coburn killed & Sgt J Robbins safe; 02-03/09/1940 L8757 FTR, shot down by flak

					<p><i>bombing Schlebusch, NW Germany at night, crashed in Waddensee, F/Sgt Broadhurst, Sgt A Marsden & Sgt A Burns KIA, 'Chiefy' Broadhurst buried Den Burg, others on Runnymede; 08-09/09/1940, R3612 FTR Wyton from sortie to bomb Ostend. lost without trace, crew Sgt L Patrick, Sgt T Jarman & Sgt V Pegler KIA, commemorated Runnymede; 25-26/07/1940, 40Sq R3763, FTR Wyton from attack on Eelde airfield, shot down over target, Sgt P Steele, Sgt J Moore and Sgt R Peacock injured and became POWs (Roger Peacock, writing as Richard Passmore, describes life on 40Sq, incl this loss - in his book 'Blenheim Boys'). Note: Can be bought on-line.</i></p>
L4860	4	Article	The End of One Blenheim L4860 (Mk IV) PZ-W of 53 Squadron	Don McLeod	<p>On 15/05/1940 53Sq BB L4860 flew to advanced aerodrome Vitry-en-Artois from Poix de Picardie as part of AASF working with Air Support Command to the Army in France. On 16/05/1940 at 0400 Army Major briefed L4860's crew P/O Lovell (pilot), Sgt McLeod (Obs) & Kenneth (Wop/AG), to report troop movements along Albert canal (briefing vague, details this). Set off 0430 to rendezvous with 2 Hurricanes; 0500 over target, usual flak ceased and attacked by Me 109s. Hurricanes counter-attacked leaving BB vulnerable; Wop/AG's .303 Browning of little use against 109s explosive cannon shells. Crew injured but Lovell managed to crash-land BB, wheels up, in ploughed field. Pilot pulled out by McLeod & Kenneth (who least wounded). Injuries of Lovell & McLeod detailed. 0515 two women came to help and later crew taken in truck to clinic where wounds dressed. On 17/09/1988 at Blen Soc event at Duxford McLeod met Monsieur Walter Veugen, member of Belgian Resistance Assn at Gellick, and mentioned being shot down at Peruwelz (between Tournai & Mons). Veugen wrote to Mayor of Peruwelz and Amicale des Resistants de Peruwelz had photo of crashed BB at small village of Wadelincourt; the two ladies who bandaged crew are still alive! Monsieur Gabriel Ledru had taken, hidden & preserved small parts of L4860. On 27/05/1989 McLeod and his wife invited to Peruwelz to be presented with these and RAF crews honoured. Sadly W/Cdr Lovell died in 1985; does anyone know whereabouts of Wop/AG Sgt Kenneth? Pic: crashed L4860 with children stood on it.</p>
	4	Notice	Society Routine Orders		<p>Blenheim Dance for Society Members at Duxford Airfield 19/05/1990, 1940s dress/uniform. Guest of Honour AM Sir Ivor Broom with String of Pearls Orchestra. Tickets £15 from Andy Gilmour for Restoration Fund.</p>
	5	Notice	Help the Archivist	Hugh Wheeler	<p>Thanks 80 members who have returned forms so far, will write to all. Currently researching repair & maintenance of BB, eg how shortage of spares dealt with & 'kitchen table' repairs, etc to keep BBs flying.</p>
	5		Photo Identification	Hugh Wheeler	<p>40Sq members agree photo (see 06/06) wrongly identified at RAF Museum, as none of 13 people recognised. Taking account of stressed expression on faces (op squadron), uniforms, BBs colour scheme and a small</p>

					<p>visible section of squadron code on the BB, HW concludes it could be WP (90Sq), WV (18Sq), XD (139Sq) or YH (21Sq). Then HW received letter from Vera Sheering who says photo is an 18Sq BB in summer 1941 at West Raynham or one of its satellites (Vera was there at the time) and appeared in an illustrated paper with mis-leadingly optimistic caption. Vera believes she can identify two aircrew: Wright & P/O Cummings.</p> <p><u>Note:</u> interesting example how to use clues methodically to identify photos</p>
	5	Notice	The Journal	Hugh Wheeler	<p>New editorial sub-committee comprising Archivist (Hugh Wheeler) who takes over as Editor from Norman McLeod (busy with RAF duties) with Betty George and John Morris.</p>
Life of a WOp/AG	5-6	Article	Blenheim Mania	Roger Peacock	<p>Vividly describes the traffic-stopping novelty of aircraft in 1920s and, as a child, sneaking into Sir Alan Cobham's air circus at Speke to see Wapitis, Siskins, Avros & the 'Flying Flea' and seeing the legendary parachutist John Trantum; Roger vowed that one day he'd fly. In 1930s he collected 'Aircraft of the RAF' cigarette card depicting Harts, Furies, Harrows, Hendons (and later) Bulldogs, Battles, Whitleys, Wellingtons and, best, the BB with its speed, aggression & 'pug-nose'; its 279mph, 13,000', two Mercury VIII engines, 1,000m range, 3 crew, 2 guns & 1,000lbs of bombs. In 1937 Roger signed up for 6 yrs in RAF as a WOp trainee (later also AG); no direct entry for NCOs then. 1938 RP arrived at 90Sq (B) at Bicester as an AC2 on 3/3d a day (~16p) where found hangars full of BBs, his being L1284. When a qualified AG got 3/9d daily (~19p). Details problems of his ground-crew (a/c maintenance, etc) and air-crew (flight briefings) duties overlapping and need to co-operate with others to cope with this. Each a/c had Daily Inspection (DI) as laid down in Maintenance Schedule with certain tasks for each tradesman, who then signed F700 in a/c individual log, which checked and signed by pilot before flying; details trades involved (fitters, riggers, 'instrument basher', Wop/AG, etc). Details the uses of the BBs 3 'accumulators' (batteries) which tested each morning (small for R/T, main 12v & 35ah (amp hours) for BB's other electrical needs (bar 1) and the emergency 50ah battery under Obs jump seat). If generator in port engine didn't recharge batteries sufficiently and hydrometer show SG (specific gravity) under 1170, then battery had to be replaced. Details how difficult this was in BB with only overhead entries; the starter battery weighed 60lbs (27kg). Other DI included all BBs lights (incl emergency landing light near tip of port wing), motor generator (supplied 1100v for transmitter valves), commutator (for carbon build up), bomb-release gear and aerial (describes aerial replacement). After 20hrs & 60hrs of flying larger inspections took place, with major inspection at 120hrs when the TR1082/1083 removed from BB, a task not conducive to good language!</p> <p><u>Note:</u> Quite technical but gives a good understanding both of the excitement of first</p>

				a/c and of tasks & knowledge of Wireless Op
7	Data	Summary of XV Squadron Blenheim Operations		<p>15Sq converted from Battles to BB Mk VIs 01/1940, completed 30 training sorties by 05/1940 & by end 10/1940 (when converted to Wellingtons) dropped 373 tons HE & 28 tons incendiaries, took 4,100 op photos, flew 1,1723 ops, lost 29 BBs, 59 aircrew killed, 6 POWs & 7 wounded, won 8 DFCs, 17 DFMs & 4 Mentions in Dispatches. <u>Roll of Honour:</u> <u>KIA:</u> 12/05/1940, F/O TG Bassett, Sgt NG Middlemass & LAC WT Cavanagh (GW: in L8847, FTR, shot down by flak & crashed in Belgium 3km N of Maastricht, crew buried Maastricht); F/O PN Douglass, Sgt WO Shortland (GW: in L8849, FTR, shot down by flak & crashed in Belgium, Douglas & Shortland KIA, buried Heverlee, Sgt W Davies (Wop/AG) captured & POW); P/O CR Frankish, Sgt EG Roberts, LAC EWL Cooper (GW: P6912, FTR, shot down by flak & crashed at Genk, Belgium, crew KIA & buried Leopoldsburg War Cemetery); F/O AE Oakley, Sgt DJ Avent, LAC DV Woods (see above 08/01); Sgt HR Hall, Sgt PJ Perrin, LAC PJ McDonnell (see 10/07). 18/05/1940, Sq/Ldr HY Lawrence, Sgt RG Hopkins; F/Lt PG Chapman, Sgt CE Colbourn, LAC EJ Fagg; F/O FD Dawson-Jones, Sgt W Baxter, LAC CG Watts (see details of all three crews in 28/02) 23/05/1940, P/O JG Masters, Sgt E Tucker, LAC CW Thompson (GW: L9403, FTR from bombing sortie to Arras, shot down near Bapaume, crew KIA). 24/05/1940, P/O D Henderson, Sgt A Holmes, LAC R Austin (GW: R3614, after bombing sortie to Aa Canal port engine cut on approach to Alconbury & a/c spun in, crew KIA (pic of R3614 in GW, p227). 25/05/1940, P/O DSR Harriman, Sgt P Bloomer, P/O JH Gordon (GW: P6913, FTR from bombing sortie to Calais area, shot down near St Inglevert, crew KIA) 08/06/1940, Sq/Ldr WNH Burke, P/O R Moffat, Sgt G Thompson (GW: R3746 FTR from raid to Poix, shot down in battle area, crew KIA). 11/06/1940, F/O RBGE Clarke (see 33/08); P/O RA Werner, Sgt R Spencer, Sgt MG Jones (see 33/08). 12/06/1940, P/O Takedall, Sgt Gunning, Sgt Perline (GW: R3747 FTR from sortie to Le Bourget, shot down at Malleville, P/O A Takideli, Sgt F Gunning & Sgt D Peuleve KIA; see also 37/02) 03/07/1940, Sgt TJW Maloney (GW: 04/07/1940, R3769 15Sq took off from Wyton for Ruhr, but bombed Schipol, damaged by Me 109s & returned, P/O Lane-Sansom & Sgt J Abbott uninjured, Sgt Terry Maloney (Wop/AG, aged 18) KIA, a/c repaired. 07/07/1940, F/O HCM Bamber, Sgt J Holdsworth, Sgt G Reid (GW: R3896, FTR, took off from Wyton 0400 on recce, shot down near Bruges, crew KIA & buried in General Cemetery, Bruges). 25-26/07/1940, P/O CH Robinson, P/O AL McLaggan, Sgt LT Horton (GW: L9469, FTR</p>

				<p>to Wyton from sortie to bomb Wilhelmshaven, brought down near Ameland, crew KIA, Robinson buried at Nijmegen, others commemorated Runnymede)</p> <p>30/07/1940, P/O Jones, Sgt Murphy (GW: R3764, FTR, took off from Wyton for Paderborn, but close to Flushing shot down into Scheldt, crew baled out, F/O P Eames ('Red', pilot), rescued by tug and captured, P/O F Jones (Obs) & Sgt P Murphy (Wop/AG) KIA, both drowned).</p> <p>12-13/08/1940, Sgt PK Garvey, Sgt H Bowen, Sgt H Rolls (GW: 12-13/08/1940, R3768 XVSq, FTR to Wyton from sortie to bomb Lannion airfield, shot down at Fermanville, crew P/O F Dench, Sgt A Gray & Sgt E Scrase KIA, buried locally;</p> <p>15-16/08/1940, R3770, FTR from sortie to bomb Foret de Gunnes, presumed shot down into sea, crew Sgt P Garvey, Sgt H Bower & Sgt H Rolls KIA)</p> <p>03-04/09/1940. P/O Myland, Sgt Powys-Jones, Sgt Petrie (GW: R3769, 15Sq, FTR to Wyton from sortie to bomb St Omer, crashed near Kettering on return, P/O D Myland DFM, Sgt H Powys-Jones & Sgt P Petrie KIA)</p> <p>13-14/09/1940, Sgt Yeomans, P/O Hughes, Sgt Hollinshead (GW: R2786, FTR to Wyton from sortie to bomb Ostend harbour, lost without trace, crew Sgt O Yeomans, Sgt R Hollinshead & P/O P Hughes KIA, commemorated Runnymede)</p> <p><u>Wounded:</u> 12/05/1940, F/Lt PF Webster (GW: L8851, damaged by flak and fighters, although wounded F/Lt P Webster crash landed at base, Sgt R Stone & LAC R Hunter safe, a/c repaired) & F/O PF Eames.</p> <p>15/05/1940, Sgt Stanford (GW: L8856, FTR, damaged near target, P/O D Harriman crash-landed near Belgian coast when propeller detached, Sgt J Stanford (Obs) injured & captured, but pilot & LAC Moorhouse returned safely)</p> <p>21/05/1940, F/Lt PF Webster (GW: R3706, 15Sq, took off at 1400, FTR, shot down by flak near Boulogne from where slightly injured crew, F/Lt P Webster, Sgt R Stone & LAC R Hunter returned safely), F/O RBGE Clarke;</p> <p>30/05/1940, F/O Robertson;</p> <p>08/06/1940, Sgt AJ Box</p> <p><u>POW:</u> 12/05/1940, Sgt R Booth, Sgt FR Pepper, LAC J Scott (GW: N6151, FTR, shot down by flak & crashed in Belgium, crew Sgt F Pepper, Sgt R Booth & LAC J Scott captured & POWs), Sgt EEM Davis (is this Sgt W Davies in L8849 above?)</p> <p>18/05/1940, LAC ELH Thomas (GW: in L8853, see 28/02)</p> <p>30/07/1940, F/O PF Eames (in R3764, see above)</p> <p><u>Awards:</u> 09/07/1940, DFC (Sq/Ldr PF Webster, F/Lt LH Trent), DFM (Sgt RAM Stone, LAC RE Hunter); 19/07/1940, DFC (P/O CEW Thompson), DFM (Sgt RF Davies); 23/07/1940, DFM (Cpl HR Jones); 30/07/1940. DFC (F/Lt AR Oakeshott), DFM</p>
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					(Sgt WJ Stephens, Sgt J Sutcliffe, Sgt AF Taylor, Sgt VFE Treherne, Sgt AJ Box, Sgt SR Readhead); 22/10/1940, DFC (F/Lt WH George), DFM (Sgt CA O'Donnell, Sgt PJ Camp, Sgt RR Megginson); 22/11/1940, DFC (Sq/Ldr JW Mahler, P/O RS Gilmour), DFM (Sgt P Alderson, Sgt WC Baker, Sgt W Jessop, Sgt RF Paveley); 20/12/1940, DFC (W/Cdr J Cox). <u>Mentioned in Dispatches:</u> 01/01/1941, Sq/Ldr SWB Menaul, F/Lt WH George DFC, Sgt AJ Box DFM, Sgt CA O'Donnell DFM Thanks to Valerie Ford-Jones for help compiling these lists.
Bomber Command	8	Article	The Case for Bomber Command	Squadron Leader Gilbert Haworth DFC, DFM	1990 50th anniversary of Battle of Britain (26/06/1940 to 13/10/1940). At least 246 bomber a/c lost, most with crews, but stopped Hilter's invasion plans. 'Bomber' Harris visited Bomber Units and gave equal credit to Bomber and Fighter units, as did Churchill, but equal recognition never given. Haworth details flak, etc facing RAF a/c on low level bombing of invasion barges in Ostend, Calais & other ports. Quotes from AJP Taylor's <i>'The History of World War Two'</i> - on 07/09/1940 Hitler postponed invasion to 24/09/1940, then after 80 huge barges damaged/sunk at Ostend (13/09/1940) Hilter indefinitely postponed invasion (17/09/1940). Having a war so close in home was hard for UK civilians to appreciate. Quotes <i>'British Army Review'</i> (08/1976, p77), that RAF fighters usually compared with German fighters and bombers. But it was Bomber Command's damage to ports that forced Germany Navy to disband their Sea Lion forces and should be given credit alongside Spitfires and Hurricane pilots. Suggests this due to remote nature of bomber stations (fewer media, MPs, visits, etc), night-time flights and Fighter Command being better lobbyists.

Issue 6: December 1989

Topic	Page	Type	Title	Author	Notes & Search Words
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	1	Report	Chairman's Message	Hugh George	Soc membership increasing with extra work necessitating changes: new post of vice-chair (Sq/Ldr Don McLeod); PR & fund-raising (John Morris); 3 new sub-committees (Editorial, Fund-raising & Social); Babs Drew (widow of Sgt Drew, ex-XVSq & 107Sq) to assist Hon Sec 2 days/wk. Thanks to all who helped in Soc tent at Abingdon. Greetings for Christmas & New Year and see all at AGM.
	1-2	Report	AASF Reunion September 1989	Victor F Bingham	Blen Soc's WC Hugh George, Betty George and Sq/Ldr Dave Roberts organised two coaches for RAF AASF (1939-1940) veterans to visit Poix or Chalons-sur-Marne. Chalons area itinerary arranged by Gerard Faux, Denis Rigollet & Bernard Pauzie; amazingly warm welcome by all ages for RAF, AASF & their connection with French villages. 02/09/1989 & 03/09/1989 spent wreath laying at Auberive, Betheniville & Vraux war memorials with French vets & bands, etc, meeting Mayors, toasts in community centres, presentations by W/C George, remembering 03/09/1939 when GB & France called 'stop' to German invasion & war declared, with many lives lost before VE day in 1945. The 3 airfields are now farmland; in 1939 Betheniville municipal hall was a cinema where some RAF personnel had stayed. On Sunday 03/09/1989 joined Vraux villagers at Church. Then to Maison Rouge with its propellor memorial plinth & plaque commemorating airfield's occupation (unveiled 1986), its half-scale model BB by Gerard Faux & renovated ex-114Sq Fordson tractor. Mayor of Vraux, Gabriel Guiset, made welcoming speech, French tricolore and Union Jack raised, anthems played/sung and fly-past by 3 French Air Force Mirage F1s. Photo & mementos of AASF on display, collected by Gerard & Denis. Bernard Pauzie drove some to Plivot airfield where they'd been based 1940 (now a flying club). In evening to separate families for more food and wine until 10pm coach back to Chalons & returned to UK next morning.
	2	Notice	Society Notices Annual General Meeting		On 24/03/1990 at RAF Museum, Hendon, 2.30pm in Museum's theatre with Grand Flying Draw & meal at 6pm. Ticket prices given (AGM only £5, with food £12.50)
	2	Notice	Renewal of Subscription		Subs due 01/01/1990: Full member £15, Associate £10, Family £22, Junior £7. Soc ties £6, scarves £6 & tie tacks £3 for sale.
	2	Wanted	Request for Help	Mel Innes-Jones	Mel seeks info about pilot Dick Gunning DFM & Obs Bill Brinn DFM re U-boat sinking at Shillig Roads, Wilhelmshaven.
	2	Wanted		NP Buswell	Mr Buswell of Wirksworth seeks info about Sgt FR Pickering, Wop/AG in 107Sq who was killed 31/10/1942 when Boston III overshot at Woumen, Belgium. Also wants to contact pilot James Brown Simpson DFC; Jimmy Simpson, commissioned 1942, was Sgt pilot in 107Sq and 114Sq. Address given
	2	Notice	Reunions		After reading Bingham's report members may be interested in a further trip to France. If so contact Hon Sec or David Roberts.
	3	Notice	Wickenby Register		12 Squadron Assn plan to visit Maastricht for 50th anniversary of Bridges Raid when Donald Garland ('Judy') and Thomas Gray ('Dolly') of 12Sq won first VCs of WWII.

	3	Notice			Villagers of Poix, Chalons, Gellik, Peruwelz, Munsterbilzen & village in Denmark have traced and contacted men billeted or shot down in this area and, in some cases, erected memorial plaques (eg, 12/05/1940). Blen Soc would welcome reports, photos or personal accounts of these reunions. Bill Penney wrote to Monsieur Y Franqueville of Flixecourt & has an article from 'Le Courier' (07/09/1989) about the Blen Soc visit.
	3	Notice	Raffle Tickets	John Morris	Please return unsold raffle tickets as licence restricts printing of more. Thanks for stubs/ money returned. Target to sell 2,000 books (3 books/member); can sell until 24/03/1990 so contact John if need more.
	3	Notice	Letters to the Editor		History of 18Sq now available entitled ' <i>With Courage and Faith: the Story of No. 18 Squadron Royal Air Force</i> '. Has 64xA4 pages, 78 photos, costs £5 & available from: Air-Britain, Harpenden, Herts, who also sell ' <i>Squadrons of the RAF</i> ', revised 06/1989, for £20 to members. <u>Note:</u> ' <i>With Courage & Faith: history of 18Sq RAF</i> ' by A Butterworth, 1989, available to buy on-line, as is ' <i>RAF Squadrons</i> ' by CG Jefford.
	3	Letter		'Dinty' Moore DFC	On getting Alan Butterworth's book on 18Sq Dinty (from Ossett) disturbed to read that he and his BB crew had FTR. In fact shipping raid abandoned due to fog that day & returned safely to base. Dinty mentioned George Milsom (DFC) & Ron Millar (DFM), who spent 4 years as Japanese POWs. Ron died in NZ in 1980s; George & Dinty founder members of Blen Soc.
	3			Hugh Wheeler	Comments about inaccuracies in official records, giving some example he'd found (as well as eg above); F540 showed pilot in 2 different Hurricanes at some time, a BB FTR, but flying again 2 days later, so info from members important to correct these.
	3	Letter		Aubrey Lancaster	Aubrey (from Hartlepool) wrote that 4 BBs delivered to 242Sq on 29/12/1939 (not 12/1940 as 05/01) were used by 235Sq. Aubrey sent from No.1 Air Nav School at Prestwick to join 235Sq at Northcote Fitties (Lincs coast) in 03/1940 where had 3 BB MkIs (1 with dual control); 235Sq moved to Bircham Newton 04/1940 (from Manston where had Fairey Battles). 235Sq, mainly based at Bircham Newton but latterly at Dyce) had BBs until 12/1941 when BBs replace with Beaufighters. Aubrey shot down over Dunkirk (25/05/1940) & again on 27/06/1940 over Amsterdam when taken as POW, and lost contact with 235Sq. He would like to know how crews fared. <i>Jefford: 242Sq only had BBs for 1 month! 235Sq reformed at Manston 30/10/1939, had Battles 12/1939 to 02/1940 when got BB Mk IVFs ('til 12/1941), then moved to North Coates 27/02/1940 with BB IFs ('til 05/1940), & moved to Bircham Newton 25/04/1940, to Detling 26/05/1940, to Thorney Island 10/06/1940 & back to Bircham Newton 24/06/1940 with det at Thorney Island & Aldergrove. GW: 25/05/1940 in L9260 & 27/06/1940 in L9447 (see details 15/05)</i>

	3	Letter		Guy Penford	Asks for more about BBs as night fighters; others want more squadron histories, which Hugh Wheeler (with help) hopes to do.
40 Squadron	4-5	Article	The Blenheim: One Squadron's Experience	Prof John Gunby	<p>Winter 1939 AASF 40Sq & 15Sq with Battles returned to UK & replaced in France with BB Squadrons 114Sq & 139Sq. Hugh George wrote XVSq stories earlier, now Prof Gunby considers 40Sq. As part of 1 Group, 40Sq left Abingdon for Betheniville (advanced base in France) on 02/09/1939 flying Battles. In 09/1939 it flew recce ops over Maginot & Siegfried Lines, but after 30/09/1939, mostly did practice flying due to losses of BBs by other Sqs. Weekends in Paris did little for morale, so crews pleased to return to Wyton on 02/12/1939 to replace Battles with BBs and become part of 2 Group. Details the difficulties for pilots & Wop/AGs converting to BBs from Battles; for Obs only advantage was 'office' space in BB IV nose. Wop/AG (who had been part-time & 'trained on the job') now received proper training. Describes reaction of some pilots & 'old sweats' in 06/1940 to young Wop/AG being made Sgts. First 3 month 1940 40Sq 'training up' on BBs; details rumours of overseas posting to Malta or Finland (against Soviet invasion) and some BBs repainted with Finnish white swastika on blue background (details event). Lists efforts to modify BB to avoid high losses experienced by active squadrons: self-sealing tanks, smoother paintwork, rear-firing gun operated by Obs. Details effectiveness and problems with each, esp for ground-crew and for Obs with latter (who knelt down and fired backward between his knees! - 'better than nothing'). F/O Stevenson's Obs used this when Wop/AG changing pan of his Vickers; even by 07/1940 not all 40Sq BBs fitted with rear-firing gun. When proficient 40Sq flew BBs op 'sweeps' over North Sea and recce flights to German coast and ports (such as Wilhelmshaven). Describes problem for pilots of assessing cloud cover. Only action on 01/04/1940 when, on N Sea sweep, F/Lt Moseby found Ju88 ahead of him and brought it down. 10/05/1940, the Blitzkrieg! German invasion of Belgium & Netherlands. In morning 40Sq sent 2 BBs to recce Dutch-German border; Sq/Ldr Paddon returned damaged & F/O Burns FTR as both engines damaged by flak with one on fire; crash landed in meadow of cows by Rhine & crew taken as POWs. In afternoon of 10/05/1940 40Sq sent 12 BB to attack Ypenburg airfield (nr Hague); after 'casual' briefing they left in vics of three. Long quote from F/O Bromley describes how his vic's lead pilot, F/Lt Bob Bratt, felt it safer to be first vic to low bomb over Hague; they survived but later vics weren't as lucky as Germans alerted. After bombing the vics split and Bromley vividly describes the 'sparks' of flak when flying over the Hague & bombing a line of 11-12 Ju 52s on N Sea coast and how he felt at shooting/killing one man. Briefing for later raids made clear that vics stuck together both to the target and after attack. 30 BBs</p>

				<p>from 2 Group attacked targets (eg Ypenburg) 10/05/1940 afternoon, with the 3 lost all from 40Sq; P/O Rowan, Sgt Robertson & Sgt Thomas & their crews, with F/O Burns, 4 of the 16 40Sq crews lost that first day. In addition F/Lt Smeddle returned with damaged BB & all crew injured; Hugh Smeddle awarded DFC & crew both got DFMs. On 15/05/1940 CO W/Cdr Barlow led attack on bridge at Dinant, with F/O Edwards as No 2 and Sgt Higgins as No 3. Sgt Higgins describes seeing a 'cloud of flying insects' appear (Me 109s) near the target & all 3 BB dived to ground level & lost formation. Sgt Higgins turned into the sun, found himself over a forest & flew at tree-top level down a wide fire-break. At that level Wop/AG Sgt Furby 'gave as good as we got' & Me 109s eventually left. Didn't see what happened to W/Cdr Barlow and F/O Edwards. Loss of 'Kekki' Barlow, an 'immensely popular father figure' was huge shock to 40Sq. He was replaced as CO by W/Cdr Llewellyn from 75Sq who joined 40Sq 20/05/1940 & flew first op 23/05/1940 leading 6 BBs in attack near Arras; neither he or Sq Adjutant, F/O Jacoby, returned. Jacoby became POW but Llewellyn and his Wop/AG KIA with only Obs, Sgt Beattie, escaping burning a/c. An air-frame fitted had noted that pilot's hatch prone to jamming. <i>GW: 10/05/1940, 40Sq: L8833, damaged by Ju88 nr Dutch coast, engine caught fire as landing back at Wyton, a/c crash-landed & burned out, crew Sq/Ldr B Paddon, Sgt J Beattie & P/O W Edwards uninjured; L8776, FTR, shot down by light flak nr Den Haag, F/O R Burns, Sgt J Brooker & Cpl G Hurford wounded & taken POWs; L8831 FTR shot down nr The Hague, Sgt I Thomas, Sgt V Spurr & LAC H Bridson (aged 20) KIA & buried in Westduin General Cemetery, The Hague; L8828 FTR, shot down into sea off Rotterdam by Me 110s, P/O P Rowan, Sgt G Beardwood & Cpl T Clark KIA, bodies washed ashore & buried at Rozenburg, South Gravenzande and Rockanje respectively; P6901, FTR, shot down nr Ypenburg, Sgt A Robertson & Sgt F Checkley KIA & buried in Voorburg, AC1 J Webster injured & became POW; L8827 damaged by fighters over Ypenburg, crew all seriously injured but returned to Wyton, F/Lt Smeddle awarded DFC and Sgt B Woolridge & LAC G Quinn awarded DFMs, a/c repaired (Quinn later Wop/AG for Hughie Edwards VC); 15/05/1940, 40Sq: N6217 FTR, shot down by light flak nr target of Dinant bridge & crashed nearby, W/Cdr E Barlow, Sgt E Clarke & LAC A Millard KIA & buried locally (W/Cdr Ernest Barlow was CO of 40Sq); P4913 FTR, shot down by flak nr target & crashed nearby, F/O J Edwards (NZ), Sgt C White & LAC S Johnson KIA & buried locally; 23/05/1940, 40Sq: L8834 FTR from bombing sortie to Arras, shot down nr Albert, F/O R Jacoby (pilot) injured & captured, Sgt P Burrell (Obs) & LAC P Whittle (Wop/AG) KIA, buried Miraurant Cemetery; P4909</i></p>
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					<i>FTR from bombing sortie to Arras, shot down by flak nr Bethune, W/Cdr J Llewellyn (pilot) & P/O W Edwards (Obs) KIA, Sgt J Beattie (Wop/AG) returned (W/Cdr Llewellyn was CO of 40Sq). P/O William Edwards was first of three Edwards brothers to be killed in BB - Leslie, DFM, Obs with 60Sq, killed Burma 23/06/1942 & James, aged 20yr, Sgt Wop/AG crashed in Scotland 06/04/1943).</i>
	6	Pic		David Gunby	Photo from RAF Museum purporting to be 40Sq. David & 40Sq contact believe this wrong & requests help identifying it.
	6-7	Report	Restoration Progress Report	Graham Warner	Strong centre section of air-frame, to which everything else attached, is now structurally complete after a full strip-down (detailed). Used guage thicker alloy skins and larger rivets for extra strength as BB is 4,000lb less than wartime weight. Describes work on the BBs 'well', inner flaps (their mechanisms), centre section spars, tubular steel undercarriage, nose-pieces on front mainspar rebuild, and details the 'piping & plumbing' work involved. Most centre-section work done by Colin & David Swann and 'Smudge' Smith, assisted by Hugh Smith and Bob Sparkes; full-time engineers John Romain, Bill Kelly & Mike Terry contributed. Once completed centre section moved to hangar 11/1989 & fuselage now in work-shop. Details work done co-currently on outer wing, particularly front & rear spars, mostly by John Romain. Progress made with first Mercury engine too, mainly by Neville Gardiner and father Cliff Gardiner. All 9 cylinders torn off in crash have been reclaimed with their matching pistons, and some rocker assemblies replaced with spares. All 36 valves to be cleaned, inspected, measured, tested, etc; details how valves tested to make sure their seal is perfect. As work on other a/c (Beech 18 & Storch) completed, and no distracting airshow over winter, team can now focus on Blenheim. Fuller description of work on BB in ' <i>Aeroplane Monthly</i> ', 11/1989. Pic: port undercarriage & centre section.
	8	Data	Your Committee		Gives names & addresses of 8 committee members: Chairman, W/Cdr WH George DFC RAF (retd); Secretary, Mrs B George MBE; Vice Chair, Sq/Ldr D MacLeod MA ARIBA RAF (retd); Treasurer, Mr JH Drury; Public Relations, Mr J Morris; Archives, Mr H Wheeler; Mr G Warner; Sq/Ldr D Roberts DFM RAF (retd).
	8	Notice	Blenheim Support		Blenheim related merchandise available from BAM Blen Support van at Duxford & airshows & from IWM shop. List of merchandise with prices: posters, prints, postcards (several of each described), car-stickers, base-ball caps, T-shirts (various), pens, badges (various), limited edition brass model of BB, photos, copies of ' <i>Aeroplane</i> ', ' <i>Flypast</i> ' & ' <i>Air Enthusiast</i> ', sweat shirts, tie-tacks, tea towels, calendar & video of Blenheim from Warbirds series. Plea for volunteers to help with sales from van, proceeds of which go to Blenheim Appeal; contact GW. Pic: sketch of Blenheim by 'Holly'

Issue 5: September 1989

Topic	Page	Type	Title	Author	Notes & Search Words
	1	Report	Message from the Editor	Sq/Ldr N MacLeod	Apologies for late Journal; company who printed last 2 editions free of charge have gone bust. UK members informed in letter

					about reunion in Abingdon on 16/09/1989, but will be news to members abroad. Now back with original hard-working printers.
	1		Blenheim Folklore	Editor	Comments on 'stoic wit' of British servicemen; in RAF 'shooting a line' an art form! Early BB flying was experimental as BB's build radically different. Well known is the 'rope & pulley' method of paper communication between pilot & Wop/AG. Various version of tale how Bisley Sq in N Africa received replacement Bostons, some involving bottles of whisky. Editor hopes to collect such anecdotes & publish as Blenheim fund-raiser.
	1	Letter		Mac McFarlane	Mac, from Yell, the Shetlands, recounts being told by Eng. W/O to see XVSq/15Sq CO, who gave Mac speaking tube & mouthpiece (from Magister) & hose from toy watering can to attach. Mac did so in hangar & returned, curious, to CO. The CO had a sweaty crotch when flying; by putting left elbow out the window the breeze passed up mouthpiece & tube, which ran inside tunic to crotch where 'rose' dispersed ventilation!
	1	Letter		Doug Pole	When patrolling Norwegian coast in bad weather Doug & crew encountered German a/c coming in opposite direction; Obs took Aldis lamp and signalled & German a/c turned away. When pilot asked what he's signalled, Obs said 'F... Off!'
	2	Article	Brief Encounters 242 Squadron		In first month of WWII massive expansion in a/c production & service personnel arriving from Empire formed 'national' squadron, such as Canadian 242Sq, & provided with whatever a/c available for training. 242Sq formed 30/10/1939 at Church Fenton, Yorks, with 20 Officer, 154 airmen & one Miles Magister (R1824). Harvard delivered 14/11/1939 & 16 Fairley Battles expected. Instead one Tiger Moth & 8 BBs arrived! On 16/12/1939 4 BBs collected from No. 6 MU at Brize Norton & on 27/12/1939 3 more BBs arrived, also 3 Battles. By now 242Sq told would re-equip with Hurricanes so 4 BBs went to 235Sq at Manston on 29/12/1939 for Coastal Command. 05/01/1940 242Sq CO & 5 Officers to St Athan (S Wales) to collect 6 Hurricanes, flying back 10/01/1940 in bad weather; only one arrived safely back at Church Fenton & a pilot died in forced landing at Appleton (SE of Warrington). 28/03/1940 242Sq on standby-by for France, with advance party sent 03/04/1940, but cancelled due to German invasion of Norway & 242Sq's lack of experience; only got to France when AASF was pulling back to Nantes.
	2	Data	Blenheims on Charge		Lists BBs with 242Sq & dates: L1521, L1522, L1524 from 6MU to 242Sq on 27/12/1939 (L1523 on 29/12/1939 & L6791 on 16/12/1939); all 5 went to 64Sq (?date). L6792, L6790 & L6789 from 6MU to 242Sq on 16/12/1939 then to 235Sq on 29/12/1939. K7122 to 242Sq from Wyton (?date) & to 235Sq at Manston also on 29/12/1939.
	3	Notice	Aircrew Associations		In its 11th year & 13,000 members Aircrew Assn fosters fellowship between members & raises funds for Forces Charities (£12k in 1988). Has 87 branches in UK & overseas & quarterly magazine 'Intercom'. Further info from Fred McMillan (address given)

	3	Notice	Station Anniversaries		Many RAF stations established 50 yr ago, some hosted BB Sqs. Soc has copy of ' <i>Raynham Reflections</i> ' (48 pages) which covers history of West Raynham from airfield construction to 1989 & where 7 BB Squadron based. Cost £2.50 from The Station Historian at RAF West Raynham. Also a team of 5 are recording the history of RAF Wattisham with W/O PW Porter BEM covering 1939-1943. If you have information contact him at EES, RAF Wattisham. <u>Note</u> : ' <i>Raynham Reflections</i> ' by WJ Taylor available to buy on-line.
	3	Notice			Please send any documents, photos, log-books, etc for Society's Archives direct to Archivist, Hugh Wheeler (not to other Soc members)
	3	Wanted	Baltimores and Marylands	John Breihan	John, Associated Prof History at Loyola College, Maryland, keen to contact anyone connected with Baltimores or Marylands.
	3	Wanted	Academics Again	Vincent Orange	Vincent, Dept of History at Uni of Canterbury, Christchurch, New Zealand seeks any ex-14Sq members
	3	Notice	Operation Fuller		Two members helped with photo (04/08); Mrs Vera Sheering & Mr A Butterworth both said Paul Brancker wrongly named. L-R should be Roy Kendrick, John Newberry, Fraser Jenkins, Sgt King, Paul Brancker & Sgt Gray. Butterworth's book on history of 18Sq out soon, pub by Air Britain (see 06/03)
	3	Wanted		John Hamlin	Wants to hear from members who served in 35Sq, 90Sq or 17 OTU, Upwood, for 4th of his books on RAF in Cambridgeshire.
	3	Wanted	And Finally	LA Leney	Leney seeks information about F/O Kenneth Ian MacKenzie, 254Sq, who FTR to Sumburgh, Shetlands <i>GW: 10/02/1941, N3528, 254Sq, shot down by flak over Trondheim harbour, F/O K MacKenzie, Sgt J Craig & Sgt H Twinn KIA, buried Stavne Cemetery, Trondheim</i>
	3	Wanted		HH Williams	Williams, ex-82Sq, asks about fate of 82Sq in FE.
	3	Wanted		FV Juggins	Asks if any ex-113Sq personnel knew his brother James George Juggins, missing on 20/06/1940; no known grave. <i>GW: 29/06/1940, L8447, 113Sq, FTR from bombing El Gubbi, shot down in flames by fighters, F/O W Mason, Sgt J Juggins & Sgt G Biggins KIA, commemorated Alamein Memorial, Egypt.</i>
	3	Wanted		NP Baswell	NPB of Wirksworth, Derbyshire seeks news of James Brown Simpson DFC, ex-107Sq & 114Sq. Address given.
88 Squadron	4-5	Article	On Guard 88 Squadron		Details the build-up to first BBs sortie. After losses in France flying Fairey Battles 88Sq to Belfast in 05/1940 to recover & await ex-French Douglas Bostons. To start training on twin-engine a/c dual-controlled BB L1344 arrived at Sydenham on 04/02/1941 loaned from 13 OTU; further BBs arrived 16/02/1941 & 26/03/1941, with Bostons also delivered. On 05/03/1941 CO W/Cdr CS Ellison undertook BB course at Andover. Night blitz on Belfast 05/05/1941 and 2 BBs damaged with L1348 DBR & struck off while L1344 flew again with another unit. A further MkI arrived 14/05/1941 & first MkIV delivered 31/05/1940. 88Sq moved to Swanton Morley on 08/07/1941 to await re-equipment with new

				<p>Boston Ills. Meanwhile 88Sq to starts ops with BBs. Training on BBs 07-08/1941 & more BBs arrived. 19/07/1941 Z7371 (loaned from 105Sq) crashed on take-off & burned out; crew OK. Week later Z7445 damaged on landing & on 28/07/1941 P6954 collided with L1342 (from Sydenham) & both BBs DBR, a pilot & Obs were killed & rest injured. 01/08/1941 88Sq moved to Attlebridge, satellite of Swanton Morley, & on 18/08/1941 88Sq received 19 BB MkIVs from 105Sq. Same morning L8788 & Z7361 searched Dutch coast but nothing found; 5pm 6 crews left (Z7454, L8788, V6028, L9379, Z7361, V6399); latter 3 recalled. In L8788 F/Sgt Jarrett bombed a periscope. 21/08/1941, as part of 'Circus', 6 BBs (V6032, L9379, Z7445, Z7361, V6028, Z7488) left 8am for Chocques Chemical works, which obscured, so bombs dropped on factories/railways north St Omer. 26/08/1941, 9 BBs (V6455, V6453, R3844, V6399, V6032, V7445, L8788, L9379, V6028) undertook shipping sweep of beat G7. F/Sgt Tweedale (Wop/AG in L9379) kept 2 attacking Me 110s at bay while bombs jettisoned & P/O Edwards landed safely. Sq/Ldr Lynn (V6032 with F/O Hurrell & P/O Davies) & F/Lt Alexander (V7445 with Sgt Hardy & Sgt Briggs) had scored direct hits which set vessel on fire. L8788 hit by flak on attack & exploded into sea; P/O Dunn, P/O Jones & F/Sgt Davies died. On 28/08/1941 18 BBs attacked Rotterdam (21Sq x 6 from Watton, 10Sq x 3 & 226Sq x 3 from Wattisham, 88Sq x 6 - V6032, Z7445, L9379, V6455, V6028, V6453); first attempt recalled but 2nd time met Spitfires & 5 miles south of Waalhaven 3 boxes of BBs crossed Dutch coast at roof-top height. 17 BB reached target (a 226Sq BB crashed on take-off, details see 21/07). 88Sq crews attacked shipping & construction yards; details what Sq/Ldr Lynn & F/Lt Stewart attacked. F/Lt Stewart attacked by 3 Me109s; F/Sgt Mill (Wop/AG) wounded & V6455 badly damaged. P/O Cooper's BB (V6453) badly damaged. Alexander, Hardy & Briggs in Z7445 & Edwards, Letchford & Tweedale in L9379 were all killed. 01/09/1941 6 BBs took off & recalled three times, twice for raid on Mazingarbe synthetic petroleum plant & once for Yainville power station; stressful for crews. 06/09/1941 88Sq moved to Manston for 'Channel Stop' op. 07/09/1941 12 BBs (6 from 114Sq & V6032, Z7298, V6374, Z7361, V6453, Z7454 from 88Sq) met escort of 23 a/c (Spitfires from 118Sq, 234Sq & 501Sq & 263Sq Whirlwinds) over Ibsley to attack convoy NE of Guernsey consisting of tugs towing barges which reached its port. On 17/09/1941 Z7454, V6028 & V6453 sent to attack vessel nr Graveslines, but it had already reached port. On 18/09/1941 Z7454, V6380 & Z7488 attacked a 5000 ton tanker escorted by 12 Hurricanes (615Sq) to attack it's 9 flak-ships. 12 Spitfires (41Sq) gave close support with 6 Spitfires (91Sq) as high escort. Led by Sq/Ldr Gillan, the Hurricanes destroyed 2 flak-ships & damaged others. 3</p>
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				<p>BBs then destroyed tanker's stern. Turning for home a/c attacked by 20 Me109s; Hurricanes out of ammo. 41Sq Spitfire destroyed a Me109, but a Hurricane & 2 BBs shot down. The Wop/AG of one (either Sgt Stratton or Sgt Hambly) hit another Me109; one crew seen getting into dinghy. Sq/Ldr Harris's BB badly damaged & landed wheels-up; his Obs, F/Sgt BC Wooldridge died later in Margate Hospital & Sgt R Longhorn (Wop/AG) injured. In Z7488 OM-F P/O TE Cooper (from NZ on 6th Op), Sgt SR Hammersley (Obs) & Sgt R Hambly (Canadian Wop/AG) and in V6380 OM-G P/O BE Hislop (Australian), P/O RM Burlinson (Canadian Obs) & Sgt M Stratton all KIA on their first op. 20/09/1941: V6028, V6453 & T1887 attacked Hazebrouck Railway Marshalling Yards & returned safely. 28/09/1941: R2785, T1887 & V6453 patrolled off Dutch coast. 28/09/1941: 88Sq returned to Attlebridge. 02/10/1941: raid on Le Havre power station by 6 BBs recalled as unable to contact fighter escort. 03/10/1941: heavy flak encountered over Ostend power station but all 6 BBs returned to base. Sgt Ledbetter (pilot of Z7361) hit in leg. 17/10/1941 Sq/Ldr Barr led 6 a/c on patrol of shipping beat 14 from Ibsley; no shipping seen & returned with bombs. 22/10/1941: sweep off Ijmuiden, but nothing seen. 26/10/1941 Sq/Ldr Barr led Z7361, V6421, V6374 & Z7298 on shipping beat off the Hague & found 4 ships escorted by 3 flak-ships. Barr & F/Lt Horton to target a 4,000 ton ship & Sgt Vickers a 3,000 ton ship. Flak severe & no bombs dropped. P/O Rollinson (on 3rd op) in V6421 hit in port engine & on fire. Rollinson & P/O Day (Obs) seen to escape, but Sgt Andrews (Wop/AG) & dinghy not seen. Last op with BBs; 11/1941 88Sq re-equipped with Douglas Boston IIIs with BBs flown only for training before disposed of. Last was L6772 which went to 17 OTU 25/02/1942. In 3 mths with BB 88Sq tasked with 18 ops of which 8 engaged enemy, 96 crews saw action & 6 crews lost. GW: 19/07/1941, Z7371, 105Sq, crashed on take-off from Swanton Morley on training flight, Sgt W Hinds injured, a/c destroyed by fire; 28/07/1941, P6954, 21Sq, collided with L1342 on take-off from Swanton Morley for training, P/O M Forster (pilot) & F/Sgt E Sturgeon (Obs) killed, F/Sgt J Rennie (Wop/AG) injured; L1342, 88Sq, collided with P6954 on take off at Swanton Morley on formation training sortie, Sq/Ldr P Barr (pilot) & F/Sgt H Bennett (Obs) injured; 26/08/1941, 88Sq, L8788 FTR, shot down off Ijmuiden, Holland, while on shipping 'beat' No 7, P/O G Dunn, P/O J Jones & F/Sgt B Davies KIA & commemorated at Runnymede; 28/08/1941: 88Sq, Z7445 FTR, shot down by flak while attacking Rotterdam docks, crew F/O J Alexander, F/Sgt A Hardy & Sgt J Biggs KIA & buried in Crooswijk Cemetery, Rotterdam; L9379 FTR, shot down by flak while attacking Rotterdam docks, P/O T Edwards, P/O F Letchford & F/Sgt F Tweedale KIA & buried in Hoek van Holland Cemetery (see also 38/08); 18/09/1941, 88Sq: V6380 FTR, shot down</p>
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					<p>into sea off Belgian coast, P/O R Burlinson RCAF, P/O B Hislop RAAF & Sgt M Stratton KIA. Bruce Hislop has no known grave, other bodies washed ashore & buried in Holland; Z7488 FTR, shot down into sea by Me 110 of ZG 76, P/O T Cooper RNZAF, F/Sgt S Hammersley & Sgt R Hambley RCAF KIA & commemorated at Runnymede; Z7454 damaged by Me 110s in same action, belly-landed Manston, F/Sgt B Wooldridge (Obs) fatally wounded, Sq/Ldr Harris (pilot) uninjured, Sgt R Longhorn (Wop/AG) wounded, a/c repaired; 26/10/1941 88Sq, V6421 FTR, hit by flak and ditched off Dutch coast attacking convoy, P/O J Rollinson, P/O A Day & Sgt E Andrews KIA & commemorated at Runnymede (Jack Rollinson aged 19)</p>
88 Squadron	6	Data	88 Squadron Operations		<p>Lists the 96 crew on ops over the 3 mths 88Sq flew BBs, with dates, times & targets. <u>Pilots</u>: Sgt Abbott, P/O Adams, F/Lt Alexander*, Sq/Ldr Barr, P/O Brown, Sgt Buck, P/O Carlisle, P/O Cooper*, P/O Dunn*, P/O Edwards*, Sq/Ldr Harris, P/O Hislop*, P/O Horton (on 13 of the 18 tasked ops), F/Sgt Jarrett, Sgt Ledbetter, Sq/Ldr Lynn, Sgt Pannifer, F/Sgt Parkinson, P/O Rollinson*, Sgt Smart, F/Sgt Stewart, Sgt Summers, Sgt Vickers; <u>Obs</u>: Sgt Alley, Sgt Barford, Sgt Beckett, Sgt Billett, Sgt Birkbeck, F/Sgt Brown, P/O Burlinson*, F/Sgt Day, P/O Day*, Sgt Hammersley*, Sgt Hardy*, F/Sgt Howe, P/O Hurrell, P/O Jones*, P/O Letchford*, F/Sgt McRae, Sgt Morris, Sgt Newsome, Sgt Stills, P/O Stokes, Sgt Thwaites, F/Sgt Wooldbridge*; <u>Wop/AG</u>: Sgt Andrews*, Sgt Bartholemew, Sgt Bradshaw, F/Sgt Briggs, Sgt Britton, Sgt Burley, F/Sgt Davies*, P/O Davies, F/Sgt Donner, Sgt Hambly*, F/Sgt Howe, Sgt Kimber, Sgt Longhorn, Sgt Marshall, F/Sgt Millns, Sgt Paton, Sgt Pulford, Sgt Scrusse, F/Sgt Sharidge, Sgt Stratton*, F/Sgt Sturdy, Sgt Thompson, F/Sgt Trotter, F/Sgt Tweedale*, Sgt Willetts. * indicates KIA</p>
88 Squadron	7	Data	88 Squadron Serials		<p>Lists the serial number of the 34 BBs used by 88Sq, when & from where they arrived & what happened to each. Most a/c mentioned above (incl 11 a/c destroyed); not above are: L1363, L9020, R3907, T1853, V5621, V6314, V6373, Z7363, Z7427, Z7484</p>
	7		Letters to the Editor	Editor	<p>Several letters from crew who'd flown in L8800 (see 04/12), which flew 16 ops with XVSq after 05/1940 before transferring to 114Sq when 15Sq got Wellingtons; when posted as Instructor to 13 OTU Hugh George flew there in L8800 on 17/09/1940; F/Lt Morris (whose son John Morris on Soc Committee) flew L8800 back to Wynton.</p>
	7	Letter		Margaret Hennessy (Banstead)	<p>Comments on 'A Veteran Bomber' (04/12) by ACL Brown, Margaret's father, Sgt Eric Kitchen (Wop/AG - on his first op) KIA in L8800 05/06/1942 after take off from West Raynham with Sgt F Cooke & Sgt Wallbridge. Describes visiting Weasenham (crash site) & Kitchen's diaries of RAF life 1941-1942. <i>GW: 04-05/06/1942, 114Sq, L8800, FTR, took off on intruder operation to Schipol, crashed within minutes at Weasenham, bomb-load exploded, Sgt F Cooke, Sgt J Wallbridge & Sgt E Kitcher (aged 21) KIA.</i></p>

	7	Letter		Charles Patterson (Wickwar)	Strongly worded letter critical of keeping excess money in Society's account which he, & other members, believe should go to Graham Warner to rebuild Blenheim. Only £2,000 given, Charles suggests giving another £3,000. Editor replies that only now has Committee got clearer idea of income & costs of Journal, etc; as of 20/07/1989 Soc had £969 in current account & £6,639 in Deposit (minus £2k to BAM). Would welcome views of members on this, esp as this only briefly discussed at IGM in Hendon.
	8	Data	Your Committee		Gives names & addresses of 8 committee members: Chairman, W/Cdr WH George DFC RAF (retd); Secretary, Mrs B George MBE; Membership, Sq/Ldr D MacLeod MA ARIBA RAF (retd); Treasurer, Mr JH Drury; Archives, Mr H Wheeler; BAM, Mr G Warner; Newsletter, Sq/Ldr N MacLeod BSc, RAF; Mr J Morris; Sq/Ldr D Roberts DFM RAF (retd).
	8	Notice	Blenheim Support		Blenheim related merchandise available from BAM Blen Support van at Duxford & airshows & from IWM shop. List of merchandise with prices: posters, prints, postcards (several of each described), car-stickers, base-ball caps, T-shirts (various), pens, badges (various), limited edition brass model of BB, photos, copies of 'Aeroplane', 'Flypast' & 'Air Enthusiast', sweat shirts, tie-tacks, tea towels, calendar & video of Blenheim from Warbirds series. Plea for volunteers to help with sales from van, proceeds of which go to Blenheim Appeal; contact GW. Pic: sketch of Blenheim by 'Holly'

Issue 4: May 1989

Topic	Page	Type	Title	Author	Notes & Search Words
	3	Report	Chairman's Message	Hugh George	Inaugural General Meeting now taken place. In its 18 mths existence, membership increasing, with good response to letters in

					regional newspapers. Lots of photos, log books, potted histories, press cutting, etc which still being sorted. Sq/Ldr Roberts organising Soc visit to France on 50th anniversary of AASF. Thanks to committee for hard work.
	4	Letter	Letters to the Editor	Mr GWD Attenborough (Manuden)	Re 'Daring Success' (03/05) Attenborough arrived Bodney (satellite of Watton), Norfolk from Bicester OTU on 31/07/1941 as Wop/AG with 82Sq, newly returned from Malta after heavy losses. Believes 82Sq only raised 6 crews, all new, with 12 crew from 21Sq. Sq/Ldr Kershaw & Sq/Ldr Edrich (famous cricketer) led respectively, all taking off from Watton. 114Sq from West Raynham on same op. In total 72 a/c took part (not 50), the most 2 Group could muster; 12 a/c were lost. Attenborough was flying next to 82Sq BB which hit cable over Holland on way out, caught fire & crashed (see below). Describes 'flying underground' into a quarry to escape flak & how his tin helmet fell on target! Counted 30 holes in their BB, many caused by geese over Antwerp or Flushing. Spitfire escort over coast not seen. Berry correct about turret seat & about 1055 1154 wireless; details impossibility of changing 1082 1083 coils mid-air. <i>GW: 12/08/1941, 82Sq T2437 FTR, hit by flak, crashed nr Dordrecht, Holland, P/O G Rolland, P/O H Clark & Sgt E Bainbridge KIA & buried Strijen Cemetery. Note: Only 82Sq loss that day. 12/08/1941, 18Sq V6437 FTR, hit HT cables nr Dutch coast & crashed into sea, P/O M Walkden, P/O B Matthews & Sgt A Cutler KIA. Albert Cutler buried at Vlissingen, others commemorated at Runnymede. Note: V6437 only a/c flying into cable that day.</i>
	4	Notice	Society Notes		Original Bristol Blenheim Logo used for Journal; Society thanks heirs of original Co.
	4	Notice			Ties (£6) & tie pins (£3) from Betty George. Reminder to contact Dave Roberts if interested in AASF reunion in 09/1989.
	4	Notice		Graham Warner	First limited edition of print commemorating first raid of WWII in <i>Mail on Sunday</i> colour supplement & sold out. A second limited edition print planned.
Carew Cheriton Airfield	4	Wanted		Deric Brock (Pembroke)	Deric preparing booklet for 50th anniversary of Carew Cheriton airfield opening. 236Sq, 248Sq & 254Sq served there with BBs when attached to Coastal Command. Has anyone got photos of BB taken there? Address given
	4	Notice		SSAFA	On 13-14-15/06/1989 for first time all 3 services will combine for Beating of the Retreat at Horse Guards Parade at 6.30pm, with 7 military bands & King's Troop's guns.
	5-7	Article	XV Squadron (part three)	Hugh George	Covers 09-10/1940: Germans preparing to invade Eng from France & 'Operation Sealion' against this. 1-2/09/1940 3 BBs bombed Nordenham airfield: P/O Kee, P/O Gilmour & F/O St John, results detailed. 2-3/09/1940 3 BBs left at intervals; P/O Goudge & Sgt Dove bombed Eindhoven & Merville respectively, while F/Lt George was to target Ruhr but had problems with

				<p>both engines over North Sea. Details precarious flight back to Wyton & landing with no flare lights (as had Me110 on tail). 3-4/09/1940 high level attack on St Omer airfield by 3 BBs; intense AA against P/O Myland, P/O Gilmour & F/O Morris who started 4 fires. P/O Myland crashed while landing at Wyton & killed with Sgt Powys-Jones & Sgt Petrie. 4-5/09/1940 P/O Megginson & Sgt Bagguley made high level attack on Foret de Guines airfield, heavy AA but target hit & fires seen. 5-6/09/1940 high level attack on E boats off Boulogne harbour by F/O St John, P/O Kee & Sgt Hutcheson in bad weather, result not seen. 6-7/09/1940 Sgt Bagguley, P/O Raymond & Sgt Dove bombed airfields at St Omer, Le Touquet & Longueville respectively with fires started. 7-8/09/1940 F/Lt Mahler & F/O St John targetted Dunkirk & fires seen, but Sgt Garrioch unable to identify barges due to haze & searchlights. Now Germany clearly amassing barges & troops in Ostend area a new strategy adopted with 12 BBs from 15Sq & 40Sq attacking on alternative nights. 09-10/09/1940, 9 of 10 XVSq BBs successfully attacked Ostend concentrations against heavy AA & enemy fighters; Sgt Bagguley had engine trouble. 11-12/09/1940 11 BBs repeated attack; W/Cdr Cox started fires, P/O Gilmour hit fuel storage tanks, F/Lt George carried out low-level attack on barges out at sea loaded with fully-armed troops. Night of 13-14/09/1940 12 BBs left at intervals first being F/Lt George then P/O St John. P/O Raymond, P/O Megginson, Sgt Day, Sgt Yeomans, F/Lt Mahler, F/O Morris, P/O Gilmour, F/O Manahan, Sgt Garrioch & Sgt Footer. Results of high level attack on docks & barges not seen. Sgt Yeoman & crew, P/O Hughes & Sgt Hollinshead FTR. 15-16/09/1940 raid of 12 BBs repeated with pilots W/Cdr Cox followed by Sq/Ldr Stansfield, F/Lt Mahler, F/O Morris, F/O Manahan, P/O Kee, Sgt Footer, F/O St John, P/O Giles, Sgt Dove, P/O Raymond & F/Sgt Bagguley. Visibility bad but several fires seen. Similar results on 17-18/09/1940 on same Ostend targets with F/O St John, P/O Giles, P/O Megginson, P/O Raymond, F/Sgt Bagguley, Sq/Ldr Stansfield, F/Lt Manahan, P/O Kee, Sgt Garrioch, P/O Gilmour & Sgt Footer. Attacks from various altitudes, enemy a/c & heavy AA, but several direct hits/fires, including at Calais. Sgt Garrioch turned back due to engine trouble & hydraulic failure meant P/O Megginson belly-landing at Wyton. 20-21/09/1940 attack on amassed shipping at Dunkirk with BBs piloted by W/Cdr Cox, Sq/Ldr Stansfield, F/Lt Mahler, P/O Kee, F/O Manahan, Sgt Footer, Sgt Garrioch, P/O Giles, P/O Megginson, Sgt Dove, P/O Raymond & F/Sgt Bagguley. Intense searchlight made assessment of results difficult. Sgt Garrioch & P/O Giles bombed alternative target of</p>
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				<p>Calais. P/O Giles BB hit by AA which blew out camera hatch, was escorted to base by Hurricane pilot. On 22-23/09/1940 Sq/Ldr Menaul, P/O Megginson, F/Sgt Bagguley, P/O Gilmour, F/O Morris, F/Lt Mahler, Sgt Dove, P/O Giles, F/O St John, Sgt Garrioch, W/Cdr Cox & Sgt Footer targetted shipping at Ostend with fires started, heavy AA but no BBs seriously damaged. On 24-25/09/1940 shipping at Le Havre was targetted by Sq/Ldr Menaul, F/O St John, P/O Raymond, Sq/Ldr Stansfield, F/O Morris, F/Lt Mahler, F/O Manahan, Sgt Footer & P/O Keel. Sq/Ldr Menaul shook off 2 attacking a/c but minimal searchlight & AA; several fires & some explosions started. 26-27/09/1940 shipping at Boulogne targetted by Sq/Ldr Menaul, F/O St John, P/O Giles, P/O Megginson, Sgt Dove & W/Cdr Cox. Less AA & fires started; Sgt Dove returned with engine trouble. 29-30/09/1940 F/Lt Morris, F/O Manahan, P/O Gilmour, P/O Kee, Sgt Garrioch & Sgt Footer attacked Ostend; results not seen due intense searchlight. 01-02/09/1940 15Sq given several targets. F/Lt St John bombed Dunkirk under heavy (inaccurate) AA, P/O Giles attacked Flushing, P/O Raymond, F/Sgt Bagguley & Sgt Dove bombed docks at Calais, while W/Cdr Cox bombed airfield at Veerle. Cloud meant results unseen. 03/10/1940 6 a/c set off for targets in Germany, but weather bad & all turned back; F/O Manahan bombed alternative target. 07-08/10/1940 6 BBs bombed Boulogne, but cloudy & results unseen. 10-11/10/1940 combined attack with Royal Navy on Cherbourg with 10 BBs bombing docks to start fires & create diversion for <i>HMS Revenge</i> to get within range, & 2 BBs to target on-shore batteries. F/O Morris's BB had engine trouble, but P/O Raymond, Sgt Chippling, F/O Manahan, Sgt Garrioch, F/Lt St John, P/O Megginson, F/Sgt Bagguley, P/O Kee & Sgt Footer bombed target under intense AA. W/Cdr Cox & Sq/Ldr Menaul silenced guns firing at ship. XV Sq commended by Navy. 24-25/10/1940 6 BBs attacked Flushing & 7 targetted the Ruhr. Former flown by W/Cdr Cox, P/O Gilmour, Sgt Fougere, Sgt Chippling, P/O Raymond & F/Sgt Bagguley who successfully bombed Flushing with some reporting bomb bursts. The Ruhr a/c faced 10/10 cloud cover & all forced to bomb alternative targets. F/Lt St John bombed Rotterdam docks; P/O Megginson & F/Lt Morris the sea-plane base at De Mok; Sgt Dove bombed De Kooy; Sq/Ldr Menaul & F/O Manahan attacked Yuiden Harbour & P/O Kee, Duisberg. No results seen. On 27-28/10/1940 9 BBs set off to target Ruhr area but visibility so bad alternative targets used. F/Lt Morris bombed Duisberg; F/O Manahan a Ruhr target; P/O Giles bombed Krefeld; Sgt Garrioch a building NW of Cologne; P/O Gilmour & Sgt Fougere bombed airfield at Deurne; P/O Raymond</p>
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					<p>hit Flushing docks & F/Sgt Bagguley docks at Antwerp. Sgt Dove had burst tyre & u/c collapse on take-off. A pointed searchlight used for first time for homing beacon for returning a/c. 30/10/1940 15Sq last BB operation carried out by Sq/Ldr Manual, P/O Giles, P/O Megginson, Sgt Dove, F/Lt Morris, Sgt Garrioch & Sgt Footer who set off to bomb petrol refinery near Hambourg, but thick ground haze meant only Morris & Footer succeeded; other five bombed secondary target. P/O Raymond & W/Cdr Cox bombed Yuiden & Flushing respectively. XVSq then non-operational until converted to Wellingtons. <i>GW: 3-4/09/1940 R3769 (see 07/ 07); 13-14/09/1940 R2786 (see 07/07)</i></p>
	8	Article	Fuller Operation		<p>Late 1941 'Operation Fuller' was planned to deal with German battleships <i>Scharnhorst</i> & <i>Gneisenau</i> penned at Brest & 2 Group was re-equipping. 12/02/1942 both battleships sailed up Channel. Bostons of 226Sq & 88Sq led attack followed by BBs from 110Sq & 114Sq. W/Cdr Jenkins led 6 BBs from West Raynham in atrocious weather. Jenkins aimed 2x500lb bombs at battle cruiser; in afternoon 3 114Sq BBs found target, but results not seen. Of 37 BBs who flew against Germany on 12/02/1942, 30 failed failed to find target & two were lost. Demoralising day. <i>GW: T1922, 114Sq, see detail 19/04. 12/02/1942, 110Sq, Z7433 FTR, shot down off Texel by Me 109 of JG 1; Sgt P Reynolds, P/O P Hill & Sgt H Guilfoyle KIA & commemorated on Runnymede. Peter Hill was aged only 19, the others 20.</i></p>
	8	Photo	Operation Fuller		<p>Photo showing 6 aircrew in row, chatting. First 3 named as Roy Kenrick, Paul Brancher & W/Cdr Jenkins ('Fraser', later KIA), but who the other three? (see 05/03)</p>
	10-11	Article	Introducing G-BPIV	Graham Warner	<p>With two new engineers the BAM team's 2nd BB restoration well under way. To explain the name of the a/c GW explains source of airframe (see 03/10). As none of 6,000 MkI (type 142M), MkIV (type 149) or MkV (type 160, 'Bisley') airframes built at Filton, Rootes or Avro exist (even on static display at Hendon), had to get type 149s (Bolingbroke) airframe from Canada. GW explain minor differences with instruments, dinghy pack, jump-seat & port-hole window. Best airframe located was a 1942 serial 10201, with outer wings of 9703 which Sir William Roberts had shipped to UK for his museum at Strathallan. After purchase, dismantling & transporting by BAM, it arrived at Duxford 1988. The BB had flown with No.2 Air Command until 18/05/1943 & No.3 BGS from 04/01/1944 to 28/02/1945; with only 473 flying hrs was SOC 12/10/1945 to spent 40 Canadian winters outside before coming back to UK. 10201 now registered with CAA at G-BPIV so its restoration progress can be monitored. Front & rear of 10201 now sit next to shattered 10038 airframe & requies much work; 9703 outer wings badly coroded. Centre section of 10201 mounted vertically</p>

					<p>in workshop & GW details work on it (stripped down, rivets removed, inspection, spars, new spar caps, etc. & this section awaits CAA approval). Then re-skinning (using guage thicker alclad), with old panels used as templates, using larger rivets, etching primed, sprayed, etc. Starboard wing mounted on jig, 1000s of rivets removed by hand, paint-stripped, coroded cornice bars removed & waiting for new spars made from special spring steel, using original Bristol Aircraft Co repair scheme. Both Mercury engines torn off in crash but both still turned. One now being stripped down to see what can be salvaged (hopefully cyclinder barrels & pistons). Damaged propellors sent to BAe, but probably beyond repair, but have spares. Two new f/t engineers on team with John Romain plus dozen skilled volunteers & should complete in 5yrs. Restoration fund raised £60k to date (but most spent on airframe & work so far). Blen Soc given £300, but individual members contributed much more. Important BB flies again to remember contribution to war effort by a/c & its crews in all RAF Commands & all theatres of war.</p>
	10-11	Photo			Two photos of the Mercury engines
	12	Article	A Veteram Bomber	ACL Brown: from RAF Journal	<p>Send in by ACL Brown (Great Yarmouth). Blenheim MkIV 'C for Charlie' (airframe no. L8800) built by Rootes in 09/1939, taken by No.9 MU 10/10/1939 & delivered to 114Sq on 23/11/1939. Her airframe one of longest to survive; 3 weeks at Wyton for repairs after taxiing into a bowser meant she was too late to go with 114Sq to France from where none of their BBs returned (raid destroyed 15 BBs on ground one day). Instead went to 15Sq in early 1940 to bomb German columns & cloud cover ops over Heligoland Bight, incl bombing Maastricht Bridges 05/1940; L8800's hydraulics destroyed & belly-landed at base. Hit again 07/1940 &, when repaired, returned to 114Sq. Many minor repairs done over yrs too. At 300hrs flying both engines changed & lots of other work done (detailed); she'd also had 25 modifications & several camouflage changes for different campaigns; day & night, low level bombing of shipping, high flying with escorts bombing over N France, incl petrol store at Flushing, Cherbourg docks, French & Dutch aerodromes. Described as 'a very dependable old bird' she met her fate after 337hrs on 05/06/1942 when crashed on take-off from West Raynham (GW: see 05/07 above).</p>
	12	Notice	Society Notes		<p>Reminder about membership subs: £15 (full) & £10 (associate). Society 'get together' on 16/09/1989 at RAF Abingdon's open day (with Red Arrows & B of B Memorial Flight). As at Duxford, Blen Soc will have own enclosure/marque; £4.50 adults, £1.50 OAP/children. Indication of numbers would help.</p>
4th September 1939	13	Article	The First RAF Raid of World War Two		<p>First RAF WWII sortie was recce of German fleet off Wilhemshaven by BB</p>

				<p>N6215, 139Sq, pilot F/O Andrew McPherson (naval Obs & Cpl Wop/AG) from Wyton at 1203 on 03/09/1939; at 24,000ft radio & camera froze, so 5pm before landed to report, too late for planned raid. Returned at low level 04/09/1939; German Navy still at Schilling Roads and RAF raid of 15 BBs set off immediately. This comprised 5 each from 110Sq (Ipswich), 107Sq (Wattisham) & 139Sq (Wyton) which took off 1530-1600 in 3 formation of 5 on 04/09/1939 to fly at 200-500ft; weather so bad flew at zero to 100 ft over N Sea. BBs in standard 2 Group day camouflage (brown/green with sky-blue under-surfaces) with single dorsal gun. 139Sq a/c found nothing in murk & returned with bombs. 110Sq surprised Germans & attacked <i>Admiral Scheer</i>, but did little damage (described) but lost N6199. Germans alerted by time 107Sq arrived & shot down 4 of their 5 BBs (N6184, N6188, N6189, N6240); worst damage to cruiser <i>Emden</i> cause by BB crashing into it. On 10/10/1939 F/Lt Doran & F/O McPherson awarded DFCs which presented by HM King George VI at Wyton 02/11/1939 - first decorations of WWII. Lists a/c & crew on 04/09/1939 op: 107Sq (code OM): N6184 (FTR), F/Lt WF Barton (KIA), F/O JF Ross, Cpl JR Ricketts (KIA); N6188 (FTR), P/O WJ Murphy (KIA), Sgt Ward (Coastal Command), AC EM Pateman (KIA); N6240 (FTR), Sgt AS Prince (KIA), Sgt GF Booth, AC LG Slattery (Booth & Slattery first POWs of WWII); N6189 (FTR), F/O HB Lightoller (KIA), Sgt Howells (Coastal Command), AC1 EW Lyon (KIA); N6195, P/O WJ Stephens, AC1 MH Innes-Jones, AC E White. A/c left 1600, only 107Sq a/c to return to Sutton Bridge (N6195 a 'lucky' a/c as survived many raids with 107Sq & 53Sq until 13/05/1944). 110Sq (code VE): N6204, F/Lt KC Doran, P/O SR Henderson (206Sq), Sgt D Pennington, AC J Smith; N6201, P/O GO Lings, Sgt TC Hammond, AC W Bingham; N6198, Sgt JH Hanne, Sgt FC Beavis, AC B Gray; N6197, Sgt R Abbott, Sgt L Bancroft, AC J Rosemond; N6199 (FTR), F/O HM Emden (KIA), Sgt Grossie (42Sq), Sgt SG McKotty (KIA), AC R Evans (KIA). A/c left 1545, 4 landed 1930-1950hrs; Doran claimed 2 near misses on cruiser <i>Lings</i>, weather bad out, cleared on return; attacked in 2 pairs plus 1. 139Sq (code XD), N6216, F/Lt Scott, Sgt Rimmer, LAC Gordon; N6217 (XD-R) F/O Grey-Smith, Sgt Corey, Cpl Taylor; N6218, F/O Pepper, Sgt Davis, AC Cramm; N6224 (XD-F), F/O Hendry, Sgt Stokes, AC Rodwell; N6225, Sgt Harrison, Sgt Jones, AC Garbett (took off 1530hrs, 'saw nothing', 3 landed back 1915hr & 2 at 1958hr.</p> <p><u>Note:</u> Any contemporary photos & individual a/c letters requested. <i>GW: 04/09/1940, 110Sq: N6204, F/Lt K Doran, P/O S Henderson (attached from 42Sq Coastal Command), Sgt D</i></p>
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				<p><i>Pennington, AC J Smith (N6204 with 110Sq from 29/06/1939 until DBR with u/c collapse on take-off at Wattisham 08/10/1939); N6201, P/O G Lings, Sgt T Hammond, AC W Bingham (N6201 with 110Sq from 20/06/1939 until 07/03/1940 when stalled on landing at Ipswich & DBR); N6198, Sgt J Hanne, Sgt C Beavis, AC B Gray (N6198 with 110Sq from 26/06/1939 until crashed low flying at Barking Tye Common, Wattisham, 13/11/1939); N6197, Sgt R Abbott, Sgt L Bancroft, AC J Rosemond (N6197 with 110Sq from 26/06/1939, sent overseas 03/02/1940 to 84Sq, then 55Sq in Egypt - missing 02/07/1941); N6199 FTR, F/O H Emden, Sgt R Grossey (attached from 42Sq Coastal Command – commemorated Runnymede), Sgt S McK Otty & AC R Evans all KIA. Emden, Grossey & Otty buried Sage War Cemetery, Oldenburg (N6199 with 110Sq from 26/06/1939 & shot down by flak from warships, reported to have crashed into cruiser 'Emden' killing 9 crew). 107Sq: N6184, FTR, shot down by flak from 'Admiral Hipper' & blew up, F/Lt WF Barton, F/O JF Ross (from 48Sq Coastal Command) & Cpl JR Ricketts KIA; N6188 FTR, hit by flak from unidentified warship in target area & crashed into sea, P/O W Murphy, Sgt L Ward & AC E Pateman KIA; N6240 FTR, damaged & hit sea, pilot Sgt A Prince KIA (1st of ~10,000 Canadian KIA while with Bomber Command in WWII), Sgt G Booth & AC1 L Slattery rescued & became first of ~10,000 RAF POWs of WWII; N6189 FTR, hit by flak by unidentified warship & crashed on shore before it could attack, F/O H Lightoller, Sgt O Howells & AC1 E Lyon KIA; N6195, P/O WJ Stephens, AC1 MH Innes-Jones, AC E White returned to base. N6195 with 107Sq from 26/06/1939 to 03/03/1940 then to 8 MU & to 53Sq 12/09/1940 until 09/02/1943, SOC 13/05/1944.</i></p>
	14	Notice	Blenheim Limited Edition Prints	<p>Following successful sales of limited edition print by Frank Wootton of 105Sq BB flying low over Holland, to commemorate 50th anniversary of first raid Gerald Coulson is painting 2 Group BB attacking German fleet off Wilhelmshaven on 04/09/1939. Sales of limited edition prints in aid of Blenheim restoration appeal. Our research traced two crew survivors who have been contacted via RAF Records at Gloucester; then P/O WJG Murphy (107Sq in N6188) & Sgt GF Booth (Obs, N6240, 107Sq) who, with Slattery, became first POWs of WWII. Blen Soc member AVM Sir Lawrence Sinclair, was present at briefing for raid. All three can supply info to Coulson & sign prints. Would welcome info on anyone else connected to raid in 139Sq, 110Sq or 107Sq, at Wyton or Wattisham, air or ground crew to record memories. Thanks Gerald Coulson, publisher Richard Lucraft & Soc members.</p>
	14	Notice	Blenheim Limited Edition Prints	<p>Frank Wootton limited edition prints sold out boosting Restoration Appeal. Markings</p>

					& colours in this print of BB flown by W/Cdr Hugh George on Bremen raid 07/1941, for which George awarded VC. His son, & Soc member, Anthony Edwards says Wop/AG on that raid was FS Quinn DFM & bar. <i>Mail on Sunday's</i> report incorrect on this.
	14	Wanted	Society Notes	Editor	Helpers wanted at Kew or Hendon to search records or catalogue photos. Contact editor if live near & have spare time.
	15	Data	Your Committee		Gives names & addresses of 9 committee members: Chairman, W/Cdr WH George DFC RAF (retd); Secretary, Mrs B George MBE; Membership, Sq/Ldr D MacLeod MA ARIBA RAF (retd); Treasurer, Mr JH Drury; Archives, Mr H Wheeler; BAM, Mr G Warner; Sq/Ldr D Roberts DFM RAF (retd); Newsletter, Sq/Ldr N MacLeod BSc, RAF; Newsletter, Mrs L Hammer.
	15	Notice	Blenheim Support		Blenheim related merchandise available from BAM Blen Support van at Duxford & airshows & from IWM shop. List of merchandise with prices: posters, prints, postcards (several of each described), car-stickers, base-ball caps, T-shirts (various), pens, badges (various), limited edition brass model of BB, photos, copies of ' <i>Aeroplane</i> ', ' <i>Flypast</i> ' & ' <i>Air Enthusiast</i> ', sweat shirts, tie-tacks, tea towels, calendar & video of Blenheim from Warbirds series. Plea for volunteers to help with sales from van, proceeds of which go to Blenheim Appeal; contact GW. Pic: Blenheim sketch by 'Holly'

Issue 3: December 1988

Topic	Page	Type	Title	Author	Notes & Search Words
	3	Report	Chairman's Message	Hugh George	Good first year for Blen Soc with historic material, photos & reminiscences from members, interest from 15 ex-BB squadrons, good progress with 2nd Blenheim re-build & more fund-raising plans. AGM to be at RAF

					Lyneham in 03/1989. Xmas & 1989 greetings
	4	Letter	Letters to the Editor	Irene Murphy	From Maidenhead, Irene refers to article (02/03) which names pilots of 6 XVsq (15Sq) BBs lost on 12/05/1940. As sister of a Wop/AG who died on that raid she feel all crew should be named & acknowledged, not just pilots. Editor agrees & says it was lack of space, but all crew will be named in future, if known, or a list made available.
	4	Letter		Ken Spells	From Haverhill. Referring to 02/01 Ken writes that he flew BB MKIVs with 75 Wing from Biggin Hill, confirms posting to Fowlmere 15/06/1943 to form 527Sq. However his logbook show calibration runs flown at 50' so not always 5,000' to 18,000'. Describes electronic device in cockpit which flashed read if below 50' & a green light at 75', with altimeter used for 100' & over. Ken also mentions other early electronics used. Editor asks for more on this subject.
	4	Letter		Donald Muir	Donald from Harrow objects to use of word 'mission', a USAF term. RAF used 'raids' until early 1940 when term 'Operational Tours' was used - 'operations'. Editor says he's a victim of todays RAF training with a single a/c a 'sortie', 2 or more a 'mission'. Will use BB-era terms in future.
	4	Notices	Aviation Paintings	Peter Jeever	Peter does aviation paintings & fine drawings of most WWII a/c which he can personalise with serial/squadron ID and colours, etc. Good rates for Soc members with 25% to Soc funds. Contact details provided for commissions.
	4	Wanted	Where are they now?	Philip Fougere	08/1940-09/1940 Philip with XVsq (15Sq) at Upwood and seeks info about his crew then, P/O Walker (Obs) & Sgt Fisher (Wop/AG). Address in New Zealand given
	4	Wanted		Hugh George	Hugh keen to hear of his Wop/AG, Charles Alphonso O'Donnell, and Obs, Sgt PJ Moffatt. Contact address given
	4	Notice	AGM at RAF Lyneham		AGM at RAF Lyneham on 18/03/1989, details to follow.
	4	Notice	Next Newsletter	Editor	Issue 4 due out 01/04/1989. Copy to editor by 01/03/1989. Address given
	4	Report	Hendon September 24 1988		In terrible weather on 24/09/1988 people arrived early to explore the new layout of RAF Museum, Hendon, before Society's function. Archivist Norman Macleod not there (car problems!), but material brought in for him collected. Peter Amos presented research on BB serial numbers and fate of each; Soc grateful for such valuable research. Guest speaker, George Gerrard (ex-officer 3rd SS Panzer Division (Death's-head) spoke of his experiences on both Western & Russian fronts from German perspective. Thanks to Jim Ashton viewed 3 vintage films from Museum showing BBs. Kestrel Glass of Liphook donated engraved wine cooler & goblet to help fund BB restoration. Good meal - £57 raised.
Life as a Wop/AG	5-6	Article	Daring Success	Charles Berry	Article found in papers of Canadian Wop/AG Charles Berry who on daylight bombing raids over Germany in 1943, 1944 & 1945 in Mitchells, Bostons, Marauders, Mosquitoes, Hurricanes & Lancasters, but its the 1941 unescorted raids in BB that he recalls from

					<p>45 yrs ago when to muster 50 medium bombers was sensational. Describes a sunny August morning on a grassy Norfolk airfield when BB from 107Sq, 114Sq & 139Sq set off for low level attack on Cologne power station & picked up high-flying escort of Spitfires, Hurricanes & Whirlwinds over Channel until Dutch coast. Newly posted from 12 OTU at Benson on Wimpies, this was Charles first op & with a 'sprog' crew. Details his rather haphazard training & 'being sent were needed not what trained for'. From 12 OTU sent to join 107Sq at Leuchars, Scotland, by train (in 'blues' in hot summer) to be told 107Sq at Manston, Kent! Details time at Manston with visits to Norgate & Ramsgate. He'd trained as Wop/AG on Wellingtons; contrasts the spacious Wimpey turrets & fixed seat with that of BB & details the minimal training (flights to Massington, Bristol, over Wash, etc) and shock at his seat dropped on raising gun & again when rotated past tail. His BB had Marconi 1055, 1154 equipment; describes contortions to use it, but better than old 1082, 1083 combination with no 9DMs. The pilot's TR9 radio was over bomb bay & only IFF below gunner 's hatch easy to reach. Needed to be slim! 11/08/1941 Wop/AG issues 'psycho machines aid cards' & flew to Horsham St Faith for briefing & to bomb-up for his first op. His crew, a NZ pilot & RAF Obs, on 3rd op. Describes fear & feeling isolated in turret, preparation, taking off, etc &, once out of bumpy air, checked that the IFF inert, then plugged in detonator - which flashed & blew up IFF! Vision of being shot down by friendly fire but, not put off, pilot continues, flying 1,000' over countryside & 50-100' over Channel to Dutch coast, where escort left them, in tight formation. Vividly recalls flying low over Holland & what he saw, then puffs of smoke over Cologne & cathedral spire, pulling up to 750' & power station stacks, the bump as bombs from BB ahead of them exploded & their's were dropped. His a/c last & were alone; dropped into deep quarry then headed for large cloud and home. A/c jolted when hit through starboard wing; didn't fire at JU52 flying overhead (other Wop/AGs did!). Describes landing, returning to Massingham, finding flak in his parachute, but his main concern was about the damaged IFF. Although small compared to German raids after 1942, this a morale booster & feature story in <i>'Life'</i> 13/10/1941 & in <i>'Reader's Digest'</i> which he read while posted in Malta. Exonerated about IFF as his equipment not modified to prevent premature detonation. <u>Editor</u>: thanks editor of <i>'Airforce'</i>, journal of RCAF, for permission to reproduce this. <u>Note</u>: amazing description of what it was like to be Wop/AG on this 12/08/1941 raid.</p>
211 Squadron in Greece	8-9	Article	The Lost Squadron 211 Squadron in Greece	James Dunnet	Easter Sunday 13/04/1941 at Paramythia, in mountainous north Greece 6 211Sq BBs ready for 3rd Op of day. Dunnet was Obs with pilot 'Herby' & Wop/AG 'Jock' Young. However, W/Cdr Coote ('Paddy') told Dunnet to stand-down. Details background:

				<p>06/04/1941 Germany invaded Yugoslavia; 10/04/1941 F/Marshal Von List, CO of German 12th Army & 13 divisions, with 1,000 a/c, broke through Monastir Gap to invade Greece. One German XL Motorised Corp drove west, via Lake Prespa, to link with Italians in Albania, & another went south to Florina, Macedonia. Italy had invaded Greece 28/10/1940; 211Sq, most experienced RAF Bomber Sq in ME, were first Sq sent from W Desert to Greece (17/11/1940) with advanced base near Albanian border; describes Paramythia valley with river Kalamos (Styx & boatman Charon from Greek mythology). 3pm 'Paddy' Coote took Dunnett's place in L4819 with 'Herby' & 'Jock' as the 6 BB loaded with fragmentation & 250lb bombs, took off to target German troops & MT in Florina area, crossing Styx for last time. 14/04/1941, single BB escorted King Peter of Yugoslavia from Paramythia to Athens, followed by secret orders to evacuate Greece, then Crete - and the 'lost squadron' of 6 211Sq BBs forgotten.until, 40 yrs later, 'Air Mail' (RAFA Journal) reports that it is mentioned in History of WWII in ME. Details how contacts made with German fighter pilots, interviews, reports studied etc & in 05/1983 Edward Nourse to N Greece to interview witnesses. Analytic expert Peter Blay fed all available info into computer to produce detailed account of how 211Sq 'lost'. As usual the 6 BBs flew in two 'vics' of 3 in line astern. Leading 'A' flight in L8478 was CO Sq/Ldr Irvine with P/O Davis & P/O Geary, on R was L4819 with F/O Herbert, W/Cdr Coote & Sgt Young and on L was L1434 with F/Lt Buchanan, Sq/Ldr Cryer (deputy i/c of Ops) & Sgt Patterson. 'B' flight led by L8449 with F/O Godfrey, Sgt O'Neill & Sgt Wainhouse, on R (no.2) was L8664 with F/O Thompson, P/O Hogarth & Sgt Arscott & on L (no.3) was L1539 with Sgt James, Sgt Bryce & Sgt Waring (all name are pilot, Obs then Wop/AG). They flew at 7,000' (clearance of 1,500 over mountains), emerging from cloud 7 miles from Florina. Circling Florina were 3 Me109s from 6 Staffel/Jagdgeschwader 27 led by Hauptman Hans-Joachim Gerlach. German invasion of Balkans was 'Operation Marita'. From 1602hr on 13/04/1941 to 1608hr is a minute by minute description of what happen to each BB & crew. With 100mph advantage Me 109s attack BB which fly into sun, pass over village of Alona, then in box formation at 500' pass near hamlet of Pisoderion to village of Antartikon with Me 109s close behind. Details Me 109s far superior fire-power (2x20mm cannons in each wing with HE armour piercing shells and 2x7.9 machine guns, etc) versus BB's single Vickers GO .303 machine gun. At 1605hr Gerlach fires, L8449 hit & in flames, with crew dead pilot F/O Godfrey bales out at 300' nr Karin village. Kreuz breaks off engagement. L8664 (F/O Thompson) also hit & on fire, both a/c crash in field nr Karin (crater still visible & respected by villagers).</p>
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					<p>BB formation splits up. L1539 raked with cannon fire & pilot (Sgt James) bales out at low level, sprains ankle but joins up with F/O Godfrey, picked up by Greek troops & taken to Larissa airfield. L1539 ditches in marsh south Karin. 1607hr, L1434 hit, Wop/AG Sgt Patterson killed, but F/Lt Buchanan controls a/c to pancake onto reeds SE end of Lake Prespa (remains visible today); unconfirmed reports that Buchanan and Sq/Ldr Cryer died in Albanian hospital. Me 109s now out of cannon so use machine guns to fire on L4819, flying at 4,000' to avoid mountains. L4819 hit near Trigonon village & F/O Herbert gives order to bale out. One parachute partially opens, but crew member lands in forest trees. In L8478 Sq/Ldr Irvine circles hamlet of Vigla, south Alona village, climbs up mountain side into fog; villagers found wreckage next day near summit & crew buried near BB. Surviving pilots, James & Godfrey, died later in mid-air collision. In 04/1941 Germany had 800 combat a/c in Greece; RAF in Greece has 80. Greeks surrendered 23/04/1941 & Germans in Athens 27/04/1941. In 1979 Jock Bryce (ex-Vickers test pilot) started investigation to find grave of brother, Andy Bryce (Obs in L4539). His findings given to CWGC, some airmen located & buried under headstone at Faleron War Cemetry, Athens. The Germon Luftwaffe pilots; Herbert Krenz shot down by Spitfire, Western desert on 01/09/1942; Fritz Gromotka survived war & died 1981; Hans-Joachim Gerlach shot down 14/04/1941 by ground fire, baled out & POW, unable to trace.</p> <p><u>Note:</u> First printed in FlyPast, no. 28, Nov 1983, p18-21; thanks editor for permission. <i>GW: adds little to above details. 13/04/1941, 211Sq, L1434 Wop/AG named as Sgt George Pattison (as on CWGC); F/Lt L Buchanan & Sq/Ldr L Cryer 'died in hospital next day'. Memorial tablet to Lindsay Buchanan erected by his sister near crash site at Kula on Albanian border. L1434 now in Greek Air Force Museum (see 18/03). Found & buried in Phaleron Cemetry, Athens are: L8478 crew: Sq/Ldr A Irvine (CO 211Sq), P/O G Davies & P/O A Geary DFC; L4819 crew: F/O R Herbert, W/Cdr P Coote (CO Western Wing), F/Sgt W Young. Crew of L8664, F/O C Thompson DFC, P/O P Hogarth & F/Sgt Arscott are commemorated on Alamein Memorial.</i></p>
	10-11	Report	Restoration Progress Report	Graham Warner	<p>Details steps to get Blenheim air-worthy again with world-wide search for long-nose airframe. All are Canadian-built Type 149s as no Bristol, Rootes or Avro airframes survived, & all kept outside so damaged, corroded, vandalised, etc. Best airframe was serial 10201, built 1942, with outer wings of 9703, which shipped to UK by Sir William Roberts for his Museum in Strathallan. This dismantled & arrived Duxford on two low-loaders 28/01/1988. Details condition & concludes better than airframe 10038 (of original BB). Starboard wing on jig & de-skinned & paint-stripped by hand (describes)</p>

					<p>& now awaiting special springsteel strips for rebuilding 8 spar cornices using original Bristol Aircraft Co repair scheme. Centre section of fuselage mounted & stripped; details parts removed, how bare metal treated, how alclad sheets cut and rivetted to frame, etch-primed, etc. Medical fibre optic instrument used to remotely inspect hidden areas. Detail about spar-caps. On target to complete the Blenheim in 5 years. Lot of support for Blenheim Appeal but some way off £300,000 target. Echoes war-time slogan: <i>'Give us the tools and we will finish the job'</i>. Photos: BAM team's Colin Swann working on starboard u/c; centre section after repair (re-skinning started 10/1988); nose section, wings & engine arriving Duxford 28/01/1988.</p>
15 Squadron	12-15	Article	XV Squadron	Hugh George	<p>To decrease heavy losses BB raids over France undertaken at night or with 70% cloud cover. 25/06/1940 5 BBs left Wyton for oil refineries & fuel depots at Bottrop, Kamen & Emmerich; 4 aborted as no cloud cover. P/O Dench with Sgt Grey & Sgt Jones bombed Rotterdam airfield where 4 Me 110s seen. Rest of 06/1940 was photo reces over N France & Channel ports. 27/06/1940 P/O Robinson & Sgt Day led reces over Abbeville-St Valery area; Sq/Ldr Webster & F/Lt Oakeshott led reces Calais and later to Boulogne. Both sorties with 40Sq & with fighter cover. This repeated 28/06/1940 with P/O Robinson, Sgt Day, 40Sq & escort over same area; P/O Holland's a/c hit by AA (damage detailed), but returned safely. On 01/07/1940 Sq/Ldr Webster & Sgt Megginson led two reces, poor visibility made one impossible. Letter congratulating Sq from Group. 03/07/1940 4 individual BBs did reces of Brussels aerodrome & Keil (where st <i>Scharbhor</i> berthed), then on 04/07/1940 3 BBs to bomb Schipol (which aborted) & Zwolle where oil tanks set on fire by Sgt Bagguley with Sgt Welch & Sgt Woolridge. Third BB crewed by P/O Lane-Sansom, Sgt J Abbott & Sgt Maloney attacked by fighters & Wop/AG Sgt Terry Maloney killed; attack completed & a/c returned (see 07/07 above). Many of daily single a/c bombing & recce sorties aborted as no cloud cover. 07/07/1940 P/O Bamber, Sgt Holdsworth & Sgt Reid FTR from photo-recce over Tervueren & Ghent canals (see 07/07). On 18/07/1940 P/O St John with Sgt Sargent & Sgt Begg attacked by 2 Me110s, both inner tanks set on fire, but a/c landed on beach & crew escaped before it blew up; 1 Me110 crashed into sea. Late 18/07/1940 F/Lt George led 3 XVSq section, with 40Sq & fighter escort, to attack shipping in Boulogne harbour; intelligence wrong and no ships so harbour buildings bombed & 2 Do18 a/c in harbour. 23/07/1940, F/O Eames ('Red') back flying after wounds from Maastricht raids; five individual BBs abandoned raid on French airfield due to bad weather which also caused P/O Lane-Sansom to abandon recce & bombing of St Omer on 24/07/1940. 25-26/07/1940 six BBs left at intervals to attack airfields in Wilhelmshaven area with</p>

				<p>mixed results. Sq/Ldr Webster bombed Leeuwarden; F/Lt George's BB badly damaged over Zuider Zee (return flight to Wyton described); P/O Lane-Sansom bombed airfield at Baarge; P/O Robinson with P/O McLaggan & Sgt Horton FTR (GW: see 07/07); Sgt Megginson & Sgt Bagguley made high level attacks but results not seen. 28/07/1940 two recces aborted. 30/07/1940 six a/c left at intervals to attack airfields at Dupholz, Paderborn & Vlissingen. P/O Eames with P/O Jones & Sgt Murphy shot down & bailed out over sea; Eames swam 2hrs then picked up by Germans, but Jones & Murphy lost (GW: see 07/07). Other a/c returned as no cloud cover. On 02/08/1940 P/O Holland, P/O Lane-Sansom, P/O Roberts, P/O Dench, P/O Kee & Sgt Bagguley & crews individually attacked airfields at Abbeville, Evere, Knocke, Merville & Flushing under heavy AA; Dench encountered 2 Me109s. Bagguley's bombs didn't release but rest hit targets. 07/08/1940 P/O Goudge made low-level attack on Querauville but F/O Morris, F/O St John & P/O Roberts aborted as no cloud cover & P/O Giles did weather recce. This Sgt Box's (Obs to Morris) first flight after being wounded on 08/06/1940. 09/08/1940 attempts by 3 BBs to bomb Guernsey abandoned as no cloud. On night 12-13/08/1940 P/O Thompson, F/O St John & P/O Dench did recces of St Malo, Rennes & St Brieux; they bombed the latter's airfield & seaplane base at Brest. P/O Dench with Sgt Grey & Sgt Scrusse FTR (GW: 07/07). Attacks repeated 13-14/08/1940 by F/Lt Mahler, P/O Myland & P/O Kee. 14-15/08/1940 F/Lt George, P/O Goudge, P/O Giles & Sgt Garvey bombed Me109 airfield at Foret de Guines in bad weather; Sgt Garvey with Sgt Bowers & Sgt Rolls FTR (GW: see 07/07). 15-16/08/1940 attack repeated in improved weather with Sgt Megginson, Sgt Bagguley (who both started fires with bombs), F/O Morris (who bombed Boos airfield), P/O Gilmour & Sgt Dove & Sgt Hutchinson (who both abandoned efforts). 16-17/08/1840, weather recce by F/Lt Mahler then 6 a/c left. Sq/Ldr Oakeshott couldn't see 1st target, Le Bourget, so bombed Beauvais airfield; Sgt Dove & P/O Thompson bombed Cherbourg airfield from different heights and fires seen; F/Lt Mahler targetting Vannes airfield; F/O St John unable to locate his target at Brest & P/O Kee's glide attack on Lanvec started fires. 19-20/08/1940 bad weather forced P/O Gilmour to abort attack on Deauville airfield; F/O Morris started fires at Lisieux airfield (intense AA); high level attack on Lanveoc airfield by Sgt Hutcheson set hangars alight. Ground level cloud meant F/Lt George didn't bomb Le Borget Airport but instead made direct hits on Le Treport & encountered heavy AA on return leg; Sgt Bagguley attacked Guivoras airfield & Sgt Megginson bombed Vannes airfield. In spite of bad weather 15Sq sent 6 BBs over next 3 nights to bomb airfields, including Lisieux,</p>
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					<p>Vanne, Lanveoc, Deauville, Mardick, St Omer, Merville, Beauvais & Plouescat. Most were successfully bombed & fires started by F/Lt Mahler, P/O Myland, P/O Kee & P/O Giles. F/Lt George dive bombed installations at Dieppe harbour resulting in fires & explosions. On 25-26/08/1940 only 3 BBs used with F/O Morris attacking Lisieux airfield & P/O Gilmour bombing Plouescat, but Sgt Hutcheson abandoned his raid due to instrument failure. 26-27/08/1940 F/Lt George encountered heavy AA in attack on De Kooy airfield which encircled by 20 searchlights (these controlled by sound predictors & details how he cut engines & dived on target); P/O Thompson bombed Foret de Guines airfield & Sgt Dove attacked Heemstede airfield. 27-28/08/1940 F/O St John & P/O Gilmour bombed Schipol airfield, and Sgt Hutcheson bombed Heemstede. On 28-29/08/1940 P/O Goudge attacked airfield near Berke-sur-mer & Sgt Megginson bombed Lannion airfield. Bad weather forced W/Cdr Cox, P/O Thompson & Sgt Dove to abort attacks on airfields at Plouescat, Waren & Abbeville. On 29-30/08/1940 F/O Morris, P/O Kee & P/O Myland targetted shipping in Emden area. Change of role for XVSq in 09/1940.</p> <p><i>GW: 18/07/1940, 15Sq, R3603 FTR to Wyton from raid to Sterkadehoten, damaged in action, crash-landed on South Coast beach, crew F/O Mahler, Sgt Paveley & Sgt Baker uninjured, a/c DBR (Notes: different crew than in article but same date, Sq & occurrence).</i></p> <p><i>04/08/1940 - R3771, XVSq crashed near Whitchurch at 1705 during fighter affiliation exercise with Hurricanes; four-man crew P/O Hohnen, Sgt H Beard, Sgt W Watson & F/Lt Sutherland killed.</i></p>
	15	Photo	Blast from the Past!	AG Gregory	Gregory sent in postcard photo by HJ Patel, Photographer, Nairobi, of K7099 which served with 30Sq then 70 OTU at Nakuru where it crashed 01/08/1943.
	15	Cartoon		Arthur Deramore	Pupil 'But I ALWAYS come in this way'. Arthur Deramore with 10 OTU in 1942.

Issue 2: August 1988

Topic	Page	Type	Title	Author	Notes & Search Words
	1	Report	Chairman's Message	Hugh George	Membership now 400 (hope it will be 1,000 by end of 1988) & progress made towards Soc's aims. At get together at Duxford on 15/05/1988 friends met after 40 yrs. Next event on 24/09/1988 at RAF Museum, Hendon, with films, special guests speaker, drinks & meal. This Battle of Britain Day &

					very appropriate to recall effort & losses of BB squadrons.
Duxford	1-2	Article	The Blenheim at Duxford	Alistair Raby	<p>Duxford is the adopted home of G-MKIV & BAM team, but also BBs based there during WWII. First unit equipped with BB (285mph) was 114Sq at Wyton in 03/1937 which flew interception exercises with Duxford's Gauntlets (240mph biplanes). Summer 1939 19Sq Spitfires carried out tactical trials with Wyton's MkIV BBs, top speed 20mph less than MkI BBs. MkIF (BB with 4 Browning machine guns fixed to bomb-bay) used by 64Sq from Duxford 08/1939 as long range fighters in co-operation exercises with French Air Force. 64Sq was on detachment from Church Fenton.</p> <p><u>Coastal Protection:</u> 09/1939 Luftwaffe a/c attacking shipping in North Sea. Spitfires (range 400 miles) & Hurricanes from Duxford & other East Anglia fighter Sq flew 'Kipper Patrols' but range limited, so Coastal Protection squadrons formed with BBMkIFs with range of 1,100 miles. 222Sq reformed at Duxford 05/10/1939 under CO Sq/Ldr HA Mermagen with 16 BBs, code ZD, & using Station Flight & University Air Sq hangar (blown up in making of 1968 film 'Battle of Britain'). BB IFs L6638 & L6643 collected from Kemble 01/11/1939 with 4 more arriving 05/11/1939, but on 06/11/1939 u/c of L6710 retracted in error at dispersal. 18/11/1939 L6638 lost airscrew & reduction gear; P/O Faulkus landed on one engine. 222Sq's first op patrolling N Sea on 20/12/1939. K7169 suffered hydraulic failure 21/12/1939 & P/O Bassett belly-landed at Duxford; crew OK but BB DBR. Poor weather limited patrols in 01/1940. On 09/01/1940 a Heinkel attacking ship was seen off. BBs only had old TR9 radios (few VHF) so navigation over N sea difficult with no directional finding facilities, esp in locating landfall in the dark. Sq/Ldr Mermaglen got 38 Anti-aircraft brigade to place coloured filters on search-lights to guide pilots home. In 02/1940 Air Ministry decided Coastal Protection Sqs revert to day fighter role & 222Sq got Spitfires on 10/03/1940 with a Miles Master received to assist conversion. Obs & Wop/AGs posted away. F/O DRS Bader posted from 19Sq to 222Sq as acting F/Lt in charge of 'A' flight.</p> <p><u>Radar Calibration:</u> BBs returned to Duxford autumn 1940 to join No.5 RMU. BBs role was to supplement the Cierva Autogiros secret radar calibration flight; explains how Autogiros worked, tight-circling a known position so this could be tuned on cathode ray tubes of the Chain Home RDF stations. Summer 1940 all available RAF Autogiros (incl ACUU) collected at Duxford under ex-Cierva test pilot Reggie Brie. Autogiros limited in both number needed & range so supplement by using BBs to simulate radar response of an approaching German bomber. Dual control BB K7167 MkI arrived 09/1940 from 61Sq. In early 1941 under 74 Signal Wing, ex-Cierva test pilot Alan Marsh took charge of 'Rota Flight' while S African F/Lt Robert Potgieter took charge of</p>

					<p>separate 'Fixed Wing' calibrations flights. By 04/1941 74 Wing Calibration Flight had 5 BBs (K7167 plus MkIVs V5731, Z6049, Z6086 & Z5991), 2 Hornet Moths (W5777 & X9325) & Magister N3926. Their code, LW, shared with Calibration Flight of 75 & 76 Wings. Fixed course calibration flight, lasting 2-4hrs, often involved flying over enemy coast, followed by German radiolocation equipment, but BBs recalled at any sign of attack. BBs carried special radio equipment (described); early W/T (using morse code) often failed; IFF transmitter better. Logbook entries usually 'Duties Secret'. Depending on weather, it could take 3 mths to complete runs necessary to re-calibrate a station.</p> <p><u>Other Duxford Blenheims:</u> L8850 arrived at Duxford mid-1941 as a communications a/c for AFDU (code AFT). From 06/1941 V5427 used by AGME to test electric gun stops to give AG maximum firing range without shooting through own tail. By mid-1941 BBs vulnerable to enemy fighters; some had fixed rear-firing guns fitted to engine nacelles & periscopically sighted rear mounted guns under nose became standard. Mentions Hugh Edward's VC in 07/1941. To speed up Calibrations, BB's assisted by Hurricanes. 01/09/1941 Z6049 DBR when u/c collapsed on landing. As Typhoon Wing needed space at Duxford, 74 Wing transferred to Fowlmere 07/1942 where joined by 75 Wing Calibration Flight to combine as 527Sq 15/06/1943 & left Duxford Sector for Castle camps 13/07/1943. US 8th AF transferred to Duxford 05/1943.</p> <p><u>Note:</u> Thanks Editor of 'Duxford Newsletter' for permission to printed this edited version. <i>GW: 01/09/1941, Z6049, 74 Wing Calibration Flt: u/c leg collapsed on take-off at Duxford, swung, destroyed by fire. W/O G Smith and crew escaped.</i></p>
15 Squadron	3 & 6	Article	XV Squadron - Part 1 The invasion of France and the Low Countries	Hugh George	<p>Covers XVsq from 10/05/1940 to 29/09/1940 over 3 Journals. 15Sq moved to France 09/1939 as part of AASF, recalled to Wyton 12/1939 to exchange Battles with Blenheim MkIV. 0900 on 10/05/1940 F/O Oakeshott & F/O Clarke flew to Dutch & Belgian borders to check destroyed bridges; Oakeshott's BB hit by AA. At 1415 9 BBs sent to Waalhaven Airport (nr Rotterdam, which captured by Germans that am) in flights of 3 led by Sq/Ldr Lawrence, F/Lt Webster & F/Lt Chapman. At airport saw many Junkers Ju52a & discarded parachutes; bombs released, some flak damage but all returned safely. P/O Trent hit seagull which covered Obs Sgt Prior with 'blood & gore'. Germans had seized 2 vital bridges over Albert canal at Maastricht, which needed to be destroyed. On 12/05/1940 of 15Sq's 12 BBs which took part, only 6 damaged BBs returned to base. F/O Tom Bassett*, F/O Bert Oakley (see 08/01), P/O Bill Frankish*, F/O Douglass*, Sgt Hall (see 10/07) & Sgt Pepper* and crew were lost; F/O Red Eames & F/Lt Webster wounded (both detailed). 15/05/1940 XVsq's 3 remaining BB with 9 40Sq a/c attacked Sedan. P/O Harriman's BB lost aircrew & force-landed; Harriman & LAC Moorhouse</p>

				<p>(Wop/AG) got back to UK next day; Obs Sgt Stanford badly injured & in Belgian hospital (see 07/07). On 18/05/1940 fighter cover over Abbeville not located for attack on column near Le Cateau by 6 BBs; Lawrence, Chapman & Dawson-Jones & crews FTR (see 28/02). Plan to land at Poix (home of 53Sq & 59Sq BB) to re-arm for 2nd attack didn't materialise as 2 a/c unfit to fly; P/O Robinson's a/c abandoned as DBR, F/O George out of fuel & gun out of action after fight with 2 Me109s & F/O Trent's a/c grounded by Eng Off with damaged main spar. P/O Robinson of a lift to base with 40Sq, F/O George flew with their formation & F/O Trent stayed at Poix hoping to get BB fixed. Vivid description of how Len Trent located his 'very drunk' crew in a town full of refugees & panic as Germans approached, & the precarious flight back to Martlesham Heath. 21/05/1940 Sq/Ldr Glen & F/Lt Webster led 2 sections to attack German column heading for Boulogne; most bombed nr Montreuil. F/Lt P Webster* & crew FTR. Details how F/O Clarke flew back with damaged wing. 22/05/1940 Oakeshott & Trent led 2 sections to the same area with fighter cover & little opposition. 23/05/1940 Jess Oakeshott & Robbie Robinson attacked Rommels forward column south of Arras with 18 other 2 group BBs & Spitfire escort picked up at Hawkinge; in poor weather most bombs dropped in Bois de Boulogne region. P/O Masters* (on 5th day with 15Sq) & crew FTR. News arrived that F/Lt Webster & crew safe & Sgt Pepper POW. 24/05/1940 newly-promoted F/Lt Trent & P/O George led 2 sections to bomb the Cap Gris Nez to Calais road. On landing P/O Henderson* lost port engine, a/c spun & all crew killed. 25/05/1940 Jess Oakeshott let 2 sections to Calais area; just N of Calais 9 Me109s attacked one section & P/O Harriman* shot down. Focus now on keeping Dunkirk area German free to complete evacuation. 27/05/1940, 6 XVSq BBs returned safely from Dunkirk. 28/05/1940 Jess Oakeshott led 9 BBs to France. 29/05/1940 9 a/c bombed German columns; bad weather meant they returned to various airfields before collecting at Wyton. 29/05/1940 9 BBs attacked column NE of Nieuport; F/O Robertson wounded, landed at Martlesham Heath & admitted to hospital. 31/05/1940 two sections active with no losses. 15Sq started 06/1940 with 3 raids of 6 BBs each; Sq/Ldr Webster led attack on armoured columns at Hondschoote village; P/O George & F/Lt Oakeshott led sections to Nieuport area. 05/06/1940 W/Cdr Cox replaced W/Cdr Lywood as XVSq CO. 06/06/1940 12 BBs attacked Abbeville & St Valery, where Germans had reached the sea. 07/06/1940 & 08/06/1940 Sq/Ldr Webster led 12 BBs in attack on German columns. On 08/06/1940 Sq/Ldr Burke* & crew FTR, P/O Myland force-landed at Tangmere with BB DBR & Sgt Box (Hugh George's Obs) admitted to hospital with wounds. On 09/06/1940 &</p>
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					<p>10/06/1940 Sq/Ldr Webster led formations of 9 a/c against convoys in Poix region.</p> <p>11/06/1940 F/O Clarke led 6 BB to target near Paris. In cloud <i>en route</i> P/O Werner lost formation position & collided with F/O Clarke's a/c; Werner' BB lost a wing & crashed killing crew. Clarke ordered crew to bale out but died when a/c crashed (detailed). Remaining a/c continued raid successfully, but P/O Myland ran out of fuel & landed near Cherbourg (see GW below). Attacks on Vernon area continued with 6 a/c sent on 12/06/1940 (see R3747 below) and 9 BBs on 13/06/1940 & 14/06/1940. On 14/06/1940 P/O Thompson lost propellor but returned safely; P/O Myland force-landed at Tangmere (Note: some discrepancy about when this occurred). 19/06/1940, work of 15Sq changed: 2 formations of 6 a/c with fighter escort attacked airfields; at Rouen-Boos (where German transport & fighter a/c destroyed) & at Amiens-Glissy. 22/06/1940 2 single a/c left for German targets but returned when cloud cover ran out over Holland. 24/06/1940 French Government accepted German Armistice terms.</p> <p>GW: * = see 07/07.</p> <p>18/05/1940: Sq/Ldr H Lawrence (L8853), F/Lt P Chapman (P6917) & F/O F Dawson-Jones (L8852) & crews FTR (see 28/02 for details); P/O C Robinson (L9030) & F/O L Trent (P6913) also see 28/02.</p> <p>21/05/1940: F/Lt P Webster & crew in R3706 FTR see 07/07 above.</p> <p>23/05/1940: P/O J Masters & crew in L9403 FTR see 07/07 above.</p> <p>24/05/1940: P/O D Henderson & crew in R3614 KIA see 07/07 above.</p> <p>25/05/1940: P/O D Harriman & crew in P6913 KIA see 07/07 above.</p> <p>08/06/1940: Sq/Ldr Burke & crew in R3746 KIA see 07/07 above.</p> <p>11/06/1940, XVSq: N5388 FTR, damaged on raid to battle area & crash-landed near Cherbourg, crew P/O Myland, Sgt Perks & Sgt Petrie returned later, a/c recovered & repaired. L8851 (with P/O R Werner & crew who all KIA) collided with L9024 (F/O R Clarke & crew; Clarke KIA but crew baled out) - see details 33/08.</p> <p>12/06/1940, P/O A Takideli with Sgt F Gunning & Sgt D Peuleve in R3747 KIA (see details 37/02) Note: not mentioned in article.</p>
	3-4	Cartoon	Comic Blenheim Cuts	Arthur de Yarburgh-Bateson	<p>Four cartoons about Blenheims signed 'Arthur '42'. Arthur, later Lord Delamere, was 29yr old 6'6" architect rejected as Wop/AG 06/1940. Later accepted as Obs & trained in S Africa & at Nakura OTU, Kenya, on BBs. He joined 14Sq on 01/07/1942 & flew with pilot Sgt Meadwell & Wop/AG P/O Ken Bennett in BBs bombing over Mersa Matrah & Maatin Baggash. These cartoons (& many others) drawn during his training with 14Sq.</p>
	6	Notice	Blenheim Society Ties		<p>These dark blue ties with pale blue Blen Soc logo & thin diagonal stripes in RAF colour are £6 from Soc Secretary. Enclose A5 sae.</p>
	7	Report	Fire Engines on the Runway	Len Fearley	<p>Len missed IGM, but attended first reunion at Duxford on 15/05/1988 with Fire Brigade Cavalcade & demo followed by Air Display.</p>

					Restoration Hangar & Blen Workshop open to Blen Soc members who shown around by BAM team. IWM was also open. Soc members had own marquee & viewing enclosure with adjacent parking, buffet, bar & stands with BB relevant sales & info. Each member wore badge with name, Sq number & dates to help with recognition. Len gives physical description of his old 'Wingco' whom he instantly recognised & who recognised Len and studied the 'Blenheim Odyssey' Len had compiled over the previous year as tribute to BB a/c, its crew & those working at Duxford on BB's reconstruction. Len's book, but especially the W/Cdr, attracted much attention & discussion over old photos, documents, ORB entries, incidents, etc. with new info/clues given and queries solved. Len given photo of BB with swastika logo of Finnish Air Force & later sent unique aerial photos of Dunkirk & beaches. More info still needed as Vol 2 to cover to end of 1941 & BB ops over rest of Europe, Mediterranean & other theatres of air war. Len looks forward next reunion on 24/09/1988 at Hendon RAF Museum to share memories again. <u>Note from Editor</u> : Soc need memorabilia too!
	7	Notice	The Blenheim Archives	Editor	One aim of Blen Soc is to accurately record history of BBs in service. Official WWII records at PRO (now TNA, Kew) often incomplete, inaccurate & sparse; thanks members who have already provided additional info. Each newsletter will provide a Summary of a BB squadron history from ORB as 'framework' of events, but needs personal 'padding'. Research completed on XVsq, 23sq, 27sq, 29sq, 30sq, 52sq, 53sq, 88sq & 242sq and started on 18sq, 57sq, 59sq, 114sq & 139sq. Plan is to incorporate into Blen Soc archives research done on other BB sqd by enthusiasts. Requests loan of more log-books for Soc archives & for RAF Museum to photocopy before returning. Suggests using portable tape recorder to recall memories for Squadron narratives.
	8	Notice	Celebrate Battle of Britain Day at the RAF Museum		Next Soc meeting on 24/09/1988 at RAF Museum, Hendon (map/directions given). Museum opens 10am, Soc meeting in Lecture theatre 2.30pm for films & speakers followed by open forum and Bar open at 6pm with meal at 7pm. Tickets (incl Museum admission, parking, meal, etc) £12 from Betty George. Numbers limited to 200.
	8	Wanted	Log-Books for the RAF Museum, Hendon		RAF Museum keen to store historic logbooks on Microfilm. Docs/logbooks already made available to Blen Soc will be passed to them before returning to owner; takes about 4 wks
	8	Notice	AASF Deployment 50th Anniversary		Suggestion of event to mark this occasion with Battle survivors & supporters in France & Belgium. Contact Sec if interested.
	8	Wanted	The Missing Nine	F/O Terry Jones	In 10/1988 serving members of XVsq, based at RAF Laarbruch, W Germany are planning expedition across Pyrenees following route taken by WWII escapees. Nine 15sq members eligible to join 'RAF Escaping Society' (evaded or escaped enemy to reach safety after being shot down) but only 2 joined & contact lost with these. If you are, or

					know, any of the '9' please contact Terry.
	8	Notice	Blenheim Society Committee		Gives names & addresses of 8 committee members: Chairman, W/Cdr WH George DFC RAF (retd); Secretary, Mrs B George MBE; Archivist & Newsletter, Sq/Ldr N MacLeod BSc, RAF; Sq/Ldr D Macleod MA ARIBA RAF (retd); Sq/Ldr D Roberts; Mr G Warner; Mrs S Warner; Treasurer, Mr H Wheeler.
	8	Notice	30 Sqn. Association		There is a thriving 30Sq Assn, contact Assn Sec, Alan Napier, if interested. Address given
	8	Notice	Next Newsletter		Newsletter to be published every 4 months. Copy to Editor by 01/11/9188; address given.

Issue 1: April 1988

Topic	Page	Type	Title	Author	Notes & Search Words
	1	Report	Welcome	Hugh George	Blen Soc born 6 month ago at Old Bridge Hotel, Huntingdon, when newly elected committee decided to arrange an inaugural lunch at Duxford; response overwhelming & now have 300 members, including from Sweden, Switzerland, Canada & Australia with Society branches proposed in France & Belgium. To cope with task 4 members co-opted on to Committee & looking for experts

					in legal, accountancy & publicity fields. First get-together planned 15/05/1988 at Duxford.
	1		The Blenheim Experience	Michael J Shreeve (edited version)	The Blenheim now at Duxford was a Bolingbrook IVT, one of 676 built under licence by Fairchild Aircraft Ltd in Canada. Allocated RCAF serial 10038 & completed in 1942 it served with No. 3 BGS at RCAF stations Paulson & McDonald as part of Commonwealth air training plan. After 489hr 35mins flying, in 1946 10038, with other a/c, dumped in field nr Winnipeg, Manitoba, where local famers stripped usable parts. In 1969 10038 & other airframes acquired by 'warbird enthusiast' Wes Agnew. In 1972, along with serial 9893, it was sold to RCAF F/Lt Ormond Haydon-Baillie. In 1974 both airframes dismantled & shipped, with other Bolingbroke parts, from Montreal via Holland to Harwich & Duxford; 9893 esp damaged in transit.
Blenheim 10038	1		Arrival at Duxford		Crew of volunteers set up work-shop in a semi-derelict 'Blenheim Palace' at Duxford. 10038 airframe selected for restoration & was gutted & paint-stripped in 1975-1976. At 1977 German airshow Haydon-Baillie killed flying his Cavalier Mustang & project shelved. In 1979 Graham Warner purchased project from H-B estate, re-assembled the old team under Fred Hanson & project re-started 1980.
	2		The Restoration Begins		Mercury engine manuals, airframe manuals & Blenheim drawings obtained & dismantling photographed. Nose & fuselage stripped & re-skinned as was centre section from 9893 (detailed). In 07/1980 John Romain started working full-time on project & Bolingbroke IVT rebuilt to Blenheim Specs. John, who served apprenticeship with BAe, was on the project from start & is now engineer in charge. 1982, three section 'mated' in main workshop, and 'Chalky' White supervised work on engines in 9893's old work-shop. Haydon-Baillie had acquired 23 Mercury engines from Angew, 9 with no salvageable parts; 50 cylinders reclaimed from remaining engines with the 18 best, & 2 crankshafts, selected for the project.
	2	Pics		John Smith	'10038 Winnipeg' & 'Taking Shape - 1982 Duxford'
	2		Rebuilding the Engines		Details poor condition of the separate engine parts; cylinder liners, magnesium castings, sumps, rear casings, gearboxes, etc; a/c had seen little service in Canada & parts found to make two complete engines. Details work with piston rings, magnetos & spark-plugs etc. Carburettors overhauled in-house to keep costs down; hard to find engineering companies & engineers with knowledge of Mercury engines & BB airframes, so team developed their own skills. From 10 stripped down carburettors, 3 serviceable ones resulted.
	2-3		The Airframe Takes Shape		Jig constructed for wings, which in poor state. Lot of internal fuselage fittings missing & built from scratch to Blenheim specs. AG's turret found in good condition in Manitoba (used as child's plaything after a/c declared surplus). This rebuilt by Billy Kelly with hydraulic powered unit, replica .303 machine

					guns & original perspex dome. Colin Swann designed electrical system retaining original 12v system, but new wiring, fuse system & circuit-breaker for radio. Modern King Navigation & Communication package mounted in cockpit, extensive intercomm system allowing aircrew to speak to ground-crew while engines started. From 10 u/c oleos from Canada parts obtained for the 4 oleos required for rebuild. In 1982 search for tyres proved a major problem, but Shorts tubeless SD360 Feederliner tyres found to fit u/c bays; inner tubes added for BB. Engine system & instrument panel designed & built, new stainless steel firewalls & refurbished engine mounts fitted, fueslage fillets repaired & tail section rebuilt (detailed) with flying control surfaces recovered in fabric. This now moved to Duxford hangar for final assembly.
	3		Ingenuity - and Tragedy		Ingenuity: Roy Pullan, just retired from British Airways, was tasked with reglazing Obs section using using 9893 nose as a jig. Details how the moulds were made using expanding foam & fibreglass. In hangar u/c installed & ancilliary systems fitted, etc Tragedy: sudden death in early 1985 of Edgar White ('Chalky') who contributed so much time & expertise to the project.
	3		The Engines are Installed		Engines attached to airframe 07/1985. Propeller blades sent to British Aerospace Dynamics at Lostock, nr Bolton (where made in WWII) for overhaul and installed in 1986. Details work on starboard wing, problems encountered and assistance given by BAe at Filton (formerly Bristols) who provided BB wing-spar repair manual & 6' lengths of steel with equivalent spec to original BB spar booms. Heavier guage metal than original used for re-skinning wings. Outer petrol tanks (which form part of BB MkIV wings) fitted but only inboard tanks operational (MkI fuel equivalent) holding 300 galleons for 4hrs flying.
	3-4		Problems with the Port Wing		10/07/1986 first engine run carried out & both running by 08/1986. 10/1986, starboard wing attached to airframe. However fibre optic scope by Keymed Industrial of Southend found port wing spar booms very corroded & needing replacement. BAe had no more supplies so British Steel ran off a 150' batch in 6' sections. Work on port wing detailed; pair of lamps added to leading edge (as original BB). Bomb doors' original metal skin rebuilt with plywood using jig by Roy Pullan (this detailed). CAA closely involved from start, standard test carried out with modification dictated by Blenheim Pilot's Notes & a/c CAA Registered G-MKIV, and finished in colours of 105Sq's V6028 in which Sir Hughie George won the VC on 04/07/1941. <u>Note:</u> Thanks to 'Warbirds Worldwide' Editor for permission to print this edited version.
	3-4	Pics		John Smith	'1985 Engines Installed' & 'V6028 Flies'
Blenheim V6028	5	Report	The Accident	Graham Warner	Other than 'not due to any mechanical fault' it was necessary to wait for publication of the AIB accident report on V6028 before

				commenting further. Insurance terms allow only two highly experienced, mature & suitably trained pilots to fly V6028. Our chief pilot, John Larcombe, a serving BA captain who had test-flown the BB, was not available on 21/06/1987 so V6028 flown by 2nd pilot, a retired senior BA captain. He'd been checked on the a/c by John L & briefed, esp on engine handling, by John L, Graham W & engineer John Romain. GW had flown to Biggin Hill with this pilot who had flown 15,500 hrs as a Chief Pilot & had flown a Beech 18, Brouard & B-17 that month. On 21/06/1987 V6028 was scheduled for displays at Denham & Duxford, and it was agreed not to land at Denham as runway short & pilot hadn't practiced 'touch down & go round again'. Organisers knew this, and the flight engineer queried pilots decision to land but was over-ruled. The CAA have exonerated the BAM team &, unusually, AIB commented on pains taken to ensure safe operation of BB. Neither they, nor Historic Aircraft Assn, Duxford Safety Committee or anyone else could say what more GW & BAM could have done.
	5	Pic	The Accident	Crashed V6028 with golfers in the foreground.
British Aerial Museum (BAM)	6		The British Aerial Museum	The large collection of a/c & other military exhibits the IWM, Duxford, are supported by Duxford Aviation Society. DAS members assists Museum staff & owns & preserve civil airliners (eg, Concorde). All IWM & DAS exhibits are static. IWM hosts BAM which is privately operated & restores old military a/c to flying condition. Graham Warner owns the BAM a/c, funds their restoration & leads the team. Most challenging project was 12-year BB restoration which was destroyed 1 month after completion. This 'forgotten bomber' was mainstay of RAF during first 3 yrs of WWII & BAM team will get another BB flying. BAM team comprises ~ 12 DAS volunteers who restore a/c & keep them airworthy under supervision of 2 licenced a/c engineers, John Romain & Edgar White who work full time at Duxford. Edgar White ('Chalky') rebuilt the BBs Mercury engines, but died before hearing them run. BAM is backed by Blenheim Appeal & is supported by Blenheim Soc with its 300 ex-Blenheim air & ground crew. Facilities (hangars, workshop, offices, etc) at Duxford are provided by IWM in exchange for BAM a/c being exhibits. Stephen Grey's 'Fighter Collect' & Ray Hannah's 'Old Flying Machine Company' have same agreement at Duxford. BAM has also restored & displays a Beech 18 'Expediter' (now in 1943 US Navy colours), an ex-French Army Max-Holste Broussard, a RCAF Chipmunk & the Auster AOP9 which the British army entered in the 1969 London to Sydney Air Race. Previous restorations were another Chipmunk & a Fieseler Storch. Following the Blenheim, a Westland Lysander (also with Mercury engine but De Havilland propellers) is the next project.
	6		Editor's Note	Editor clarifies relationship between BAM, The Blenheim Appeal & Blenheim Society.

					The Appeal was set up by BAM to hold money for restoration; the Society exists as a focus for people interested in preserving memory of Blenheims & their crews, as such it supports the Appeal. Membership of Blen Soc doesn't allow free access to Duxford.
	7		All in a Day's Work	Len Hunt	On 30/03/1941 3 'A' Flight 59Sq BBs left Thorney Island at 1600hr to bomb enemy ships near Calais without planned fighter escort. Many Me109s from Calais-Marck in area. Bombs dropped, BB formation split & fighters targetted TR-A in which Jack Munt was Wop/AG. As pilot John Griffiths headed for Dover shells ripped thru fuselage injuring Munt. Obs Len Hunt went to help Griffiths to control a/c when a shell exploded between them, injuring both (detailed) and destroying the instrument panel. Port wing hit below the engine which became stuck on full revs. With both Hunt & Griffiths pulling on control column flew close to the water. Distress seen by two 91Sq Spitfires who covered their retreat. Both pulled on column to clear White Cliffs of Dover (with prayers & closed eyes!) with engines still locked on full revs. W/O Mann in one Spitfire guided BB to airfield at Hawkinge where TR-A belly-landed. Jack Munt taken to hospital in Folkstone and recovered but invalided out. Hunt treated in Sick Bay & Griffiths' flying jacket repaired. Pics: TR-A arrives at Hawkinge (2 photos) <i>GW: 31/03/1941, 59Sq, V6064 badly damaged by Me109s off Calais; Sgt J Munt (Wop/AG) seriously wounded, Sgt L Hunt (Obs) wounded, P/O J Griffiths (pilot) crash-landed Hawkinge, a/c DBR.</i>
	8		Blenheim Society Committee		Gives names & addresses of 9 committee members: Chairman, W/Cdr WH George DFC RAF (retd); Secretary, Mrs B George MBE; Treasurer, Mr H Wheeler; Archivist & Newsletter, Sq/Ldr N Macleod RAF; BAM, Mr G Warner; BAM, Mr J Smith; Mrs G Potter; Mrs S Warner; Sq/Ldr D Macleod RAF (retd).
	8		Next Function		On 15/05/1988 Soc has marquee in private enclosure at Duxford (with Buffet, Bar & nearby car-park) opening at 9am, with Fire Engine display & Duxford Cavalcade and with flying display of historic a/c in afternoon. Museum complex etc open too. Tickets £12 (£6 for children) in advance from Hon Sec.
	8	Notice	AASF Deployment - 50th Anniversary		Suggestion of event to mark this occasion with Battle survivors & supporters in France & Belgium. Contact Sec if interested.
	8	Wanted	Requests for Help	Richard Hawkins	Richard makes BB models & wants to exchange ideas with other modellers. Address in Dublin given.
	8	Wanted		Douglas C Lowes	Douglas from Hailsham was pilot in 248Sq & seeks contact with other ex-248Sq personnel
	8	Wanted		SP Muggleton	Seeks info about F/O Noel Harding, 116522, of 29Sq who was Obs to F/O Penfold during B of B. Address in Seaford given
	8	Wanted		RM Gould	Gould seeks any ex-235Sq (F) aircrew who flew with his father, GL Gould 09/1940 to 11/1941. Address in Chipping Norton given.
	8	Notice	Next Newsletter	Editor	Newsletter to be published every 4 months. Copy to Editor by 01/07/1988; address given

Other abbreviations (in no particular order at present)

CWGC Commonwealth War Graves Commission	MRAF Marshal of the Royal Air Force	RAF Royal Air Force
a/c Aircraft	ACM Air Chief Marshal	RAFVR RAF Voluntary Reserves
PoW Prisoner of War	AM Air Marshal	RCAF Royal Canadian Air Force
LG Landing Ground	AVM Air Vice Marshal	SAAF South African Air Force
SWO Station (or Senior) Warrant Officer	A/Cdr Air Commodore	RHAF Royal Hellenic Air Force
AOC Air Officer Commanding	DFM Distinguished Flying Medal	RAFA RAF Association
FIS	DFC Distinguished Flying Cross	ARC Aircraft Restoration Co.
BC Bomber Command	DSO Distinguished Service Order	RSU Repair & Service Unit
MT Military Transport	GC George Cross	MU Maintenance Unit
IRCC International Red Cross Committee	AFC Air Force Cross	RNZAF Royal New Zealand Air Force
KD Khaki Drill	VC Victoria Cross	MEAF Middle East Air Force
FG (American) Flight Group	TD	RAAF Royal Auxiliary Air Force
U/T Under Training	RDF Radio Direction Finding	RBL Royal British Legion
FTR Failed to Return	AGA Air Gunners Association	RFC Royal Flying Corps
CFS Central Flying School	ACA Aircrew Association	BAC Bristol Aero Collection, Kemble
ME Middle East	CG Centre of Gravity	BAC Filton ? British Aircraft Company
FE Far East	IAS (58/5)	RAE Royal Aircraft Establishment (Farnborough)
DBR Damaged Beyond Repair	ADC (50/9)	FAA Fleet Air Arm
IFF Identification Friend or Foe	SOE Special Operations Executive	FAAS Fleet Air Arm Society
FTS Flying Training School	ASR Air/sea Rescue	AHQ Air Headquarters
EFTS Elementary Flying Training School	NWF North West Frontier (of India, now Pakistan)	TNA The National Archives, Kew
AASF Advanced Air Striking Force (France 1939/40)	SEAC South East Asia Command (1942/3)	PRO Public Records Office (now TNA)
ADU Aircraft Delivery Unit	AAIB Air Accidents Investigation Branch	MAO Meteorological Air Observer
ASV Air to Surface Vessel (radar)	KIA Killed in Action	WAAF Women's Auxiliary Air Force
AI Airborne Interception	MIA Missing in Action	ATC Air Training Corps
CAA Civil Aviation Authority	F/Eng Flight Engineer	TAF Tactical Air Force
CPF Coastal Patrol Flight (Coastal Command subunit)	VOR VHF Omni-directional Radio Range	BAFO British Air Forces of Occupation
ITW Initial Training Wing	VR Voluntary Reserves	BE Order of the British Empire
BGS/B&GS Bomber & Gunnery School	CWGC Commonwealth War Graves Commission	CVO Commander Royal Victorian Order
IoM Isle of Man	FME Flight Mechanic Engines	SOC Struck Off Charge
MERC	FIIE or F2E Fitter II (Engines)	QDM Magnetic Bearing to a DF station (DF = Direction Finding)
VGO Vickers Gas Operated (gun)	CFI Chief Flying Instructor	BEF – British Expeditionary Force
HMIS His Majesty's Indian Ship	EFT Elementary Flying Training	AFM – Air Force Medal
AOS Air Observers School	ATS	RDAF – Royal Danish Air Force
HQME Head-quarters Middle East	AFU Advanced Flying Unit	BAC - British Aeoplane Company
CTO Chief Technical Officer	E&RTS/E&RFTS Elementary & Reserve (Flying) Training School	SFTS - Service Flying Training School
OCU Operational Conversion Unit	ITW Initial Training Wing	ARDUA
IFF Identification Friend/Foe	PNB – Pilot Navigational Bomber	BCA – Bomber Command Association
WOM Wireless Operator Mechanic	SBAC – Society of British Aircraft Constructors (now Aerospace Companies)	RAOC Royal Army Ordnance Corps
WEM Wireless and Electrical Mechanic.	AAEE/A&AEE – Aeroplane and Armament Experimental Establishment	REME Royal Electrical & Mechanical Engineers
DRO Daily Routine Orders	ACSEA CS	IWM - Imperial War Museum
FIU Fighter Interception Unit	AFEE Airborne Forces Experimental Establishment	DAS - Duxford Aviation Society
ORB Operations Record Book	AFDU Air Fighting Development Unit	BAM British Aerial Museum
HFDF High Frequency Direction Finding	AFTU (I) Advanced Flying Training Unit (India)	
CSC Codification Status Code ? 08/02	AGME Aircraft Gun Mounting Establishment	
CSC Communications System Control ? 08/02	AIASVS	
CSC Compass System Control ? 08/02	ATA Air Transport Auxillary	
AACU Anti-Aircraft Co-operation Unit	BARU	
AAS Air Armament School	BDU Bombing Development Unit	
AGS Air Gunners School	CGS Central Gunnery School	
BATF Beam Approach Training Flight	ECFS Empire Central Flying School	
CACU/F	EWS	
CF Communications Flight	ICS Indian Communications Squadron	
CMU	OADU Overseas Aircraft Delivery Unit	
CU Communication Unit/Conversion Unit	OAPU Overseas Aircraft Preparation Unit?	
FP/FU Ferry Pool/Ferry Unit	OATU	
FPP/FFU Ferry Pilots Pool/Unit	PDU Photographic Development Unit	
FC	PRRP	
FTU Ferry Training Unit	RAFC Royal Air Force College	
FU Ferry Unit	SDF	
MECCU Middle East Check & Conversion Unit	SFPP Service Ferry Pilots Pool	
METS Middle East Training School	TFPP Temporary Ferry Pilots Pool	
OAFU Observers Advanced Flying Unit	TFU Telecommunications Flying Unit	
OTU Operation Training Unit	TURP	
PAFU Pilots Advanced Flying Unit	WDCF Western Desert Communications Flight? (?same as CFWD)	
PRU Photographic Reconnaissance Unit		
RMU Radio Maintenance Unit		
RS Radio School		
RSU/RSS Radio Servicing Unit/Section		
SAC School of Army Cooperation		
SGR School of General Reconnaissance		
STT School of Technical Training		
WG Wing		

