

A black and white photograph of a B-29 bomber on a runway. The aircraft is viewed from a low angle, showing its four engines and high-wing configuration. The background is a hazy sky with some structures visible.

# *Washington Times*

A photograph of a B-29 bomber in flight, viewed from a low angle. The aircraft is shown from the side, highlighting its four engines and high-wing configuration. The background is a clear blue sky.

*Newsletter*

*Issue 20*

*Autumn 2010*

A photograph of an F-16 fighter jet in flight, viewed from a low angle. The aircraft is shown from the side, highlighting its delta-shaped wing and canards. The background is a clear blue sky.

01

## Cover Photos

- Top** WF512 (44 Squadron) at dispersal, RAF Coningsby. (*Ernest Howlett*)
- Middle** The Battle of Britain Memorial Flight's Lancaster at the RAF Marham families' day air show. (*Chris Howlett*)
- Lower:** A Marham based Tornado thunders along the crowd line at the RAF Marham families' day air show. (*Chris Howlett*)
- This page:** **Left:** The BBMF's Spitfire PR Mk XIX shows off its classic lines as it turns away from the crowd at Marham. (*Chris Howlett*)
- Right:** The RAF Marham Families & Friends' Day 2010 programme front cover.

Chris Howlett  
The Barn  
Isle Abbotts  
Taunton  
Somerset  
TA3 6RS

e-mail [chris\\_howlett@tiscali.co.uk](mailto:chris_howlett@tiscali.co.uk)



## The 2010 Washington Reunion

The 2010 Washington reunion took place on Wednesday 11 and Thursday 12 August 2010. It started with a trip to the excellent 100<sup>th</sup> BG Memorial Museum at the control tower of the former RAF Thorpe Abbots near Diss (the WWII home of the 100<sup>th</sup> Bomb Group – a USAAF B-17 unit, known as the Bloody Hundredth on account of the heavy losses they suffered during eight raids to Germany between 17 August 1943 and 31 December 1944. During this period 8 raids cost the 100<sup>th</sup> BG 84 aircraft. After this there was a meal at Byfords in Holt. The following day the group moved to RAF Marham and their Families & Friends' Day air show. Below and on the next few pages are some photos which, I hope, give a flavour of these events.

Next year's reunion is still being planned but I hope that as many of you as possible can attend to make it as memorable event as possible.



**Above:** A group photo at the 100<sup>th</sup> BG Museum.  
**Left to Right:** Kevin Grant, Nick Howlett, William Howlett, Sandra Howlett, Gordon Dickie, John Laing, Sheelah Sloane, Maurice Adamson, Val Davies, Bryan Jordan, Senta Jordan, Mike Davies.

**Left:** Gordon Dickie, who is a former Washington ground crew and now a volunteer at the museum, talking to the Washington reunion people on the top of RAF Thorpe Abbots control tower – the main building in the 100<sup>th</sup> BG memorial museum. (*Chris Howlett*)





**Previous Page:** The meal at Byfords in Holt. **Top: Left row front to rear:** Ian Lightowlers, John Laing, Val Davies, Mike Davies, John Marchant Jill Marchant, Dorothy Bromwich (hidden). **Right row front to rear:** Ann Lightowlers, Mary Laing, Kevin Grant, Bryan Jordan, Senta Jordan, Alan Haslock, Pat O’Leary. **Bottom: Left row front to rear:** Nick Howlett, Harry Bromwich, Sheelah Sloane, Maurice Adamson, Ross Duffield, Delma Duffield (at end). **Right row front to rear:** Sandra Howlett, William Howlett, Beryl Howlett, Ernie Howlett, Keith Dutton, Ann Dutton. (*Chris Howlett*)

**This page below:** RAF Marham Families and Friends’ Day Display Programme. All but the Sea King displayed.

**RAF Marham Families and Friends’ Day Display Programme**  
**All times local - Subject to change on the day**

**Flying Display**

<b>Ac/Display</b>	<b>Operator Start time</b>	<b>Display</b>
Falcons Parachute	Falcons Display team	1230
Lancaster/Spitfire Hurricane	BBMF	1250
4xTornado GR4	IX (B) Sqn RAF Marham	1306
BAe Hawk	208 Sqn RAF Valley	1325
Jet Provost	Newcastle Group	1340
Sea King	22 Sqn RAF Wattisham	1401
Shorts Tucano	RAF Linton-On-Ouse	1417
Beech King Air	45 (R) Sqn RAF Cranwell	1445
Hawker Hunter	Heritage Aviation	1505
Dakota	BBMF	1535
Avro Vulcan	Vulcan to the Skies	1541
F15	48 FW RAF Lakenheath	1615

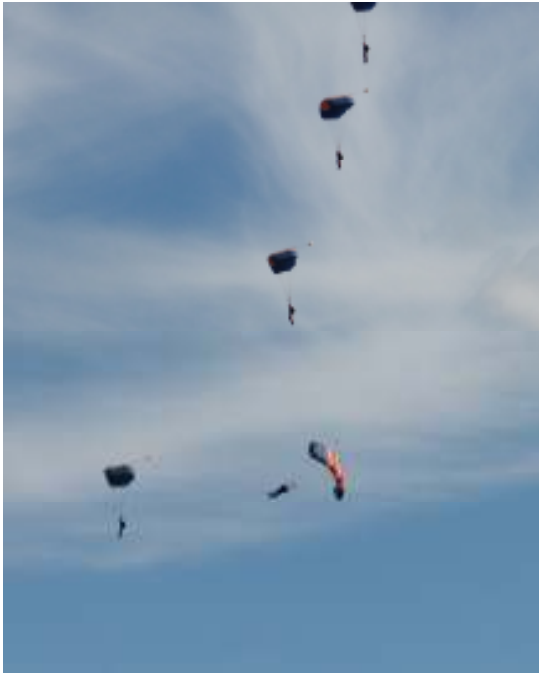
**Static Display**

<b>Aircraft</b>	<b>Station/Sqn</b>
Tucano	207 (R) Sqn
Hawk	208 Sqn
Hawk	100Sqn
Beech King Air	45 (R) Sqn
3xTornado GR4	RAF Marham
Jet Provost	Newcastle Group
F15	48FW
Rotary	East Anglia Air Ambulance
Rotary	Norfolk Constabulary
Chipmonk	Major Fielder
Glider	Marham Aero Club
Chinook	RAF Odiham
Sea King	RAF Wattisham





**Left to Right:** Margaret Thomas, Florence Cundall, Mike Brown, Ernie Howlett, John Broughton, John Laing (front), Pat O'Leary (rear), Sheelah Sloane, Jill Marchant, Alan Haslock, Ross Duffield, Maurice Adamson, Kevin Grant, John Marchant, Sylvia Fairbairn, Harry Bromwich (rear), Ian Lightowlers, Peter Fairbairn, Dick Kent, Ann Lightowlers, Bryan Jordan, Val Davies, Senta Jordan, Mike Davies, Mary Laing, Will Howlett, Beryl Howlett, Sandra Howlett. Chris Howlett (*Nick Howlett*)



**Left:** The Falcons Parachute Display team descend having jumped from their Chinook.

**Below:** The Falcons' Chinook lands after the display.

**Centre Left:** The BBMF's Lancaster passes over with its bomb bay open while **Centre Right Upper:** The BBMF's Spitfire and **Centre Right Lower** the BBMF's Hurricane.

**Bottom:** Four Tornado GR4s from the resident IX(B) Squadron fly by at the start of their display. (*Chris Howlett*)







**Above:** Two Tornados make an attack run over Marham's runway.

**Left:** With the attacks completed, the Tornados return with a run and break to land.

**Below:** The final Tornado to land demonstrated the short landing capabilities of the plane with heavy braking and reverse thrust buckets deployed behind the jet pipes.

*(Chris Howlett)*







**Top Left:** The RAF's impressively painted Hawk. **Top Right:** Remembering the Battle of Britain, 207 Squadron's Short Tucanos sported BofB style squadron codes and camouflage! **Centre Left:** The Jet Provost / Strikemaster climbing out. **Centre Right:** The RAF's King Air put on a spirited display while **Bottom Left:** Miss Demeanour the immaculately painted privately owned Hunter Mk 57 put on a characteristically lively performance.  
*(Chris Howlett)*



**Above:** A Kc135 from the RAF Mildenhall based 100<sup>th</sup> ARG performs a flypast. **Right:** The B of B Memorial Flight's Dakota struggles on during an unfortunate heavy shower. (*Chris Howlett*)



**Left:** The mighty Vulcan performs against the backdrop of the receding shower. **Below:** proceedings are concluded with a fiery exit by the locally based F-15 Eagle. (*Chris Howlett*)





## The Airgunners – 149 Squadron

149 Sqdn. reformed at RAF Marham, in August 1950. They were to be equipped with Boeing B-29 Superfortress bombers, supplied by the American Government under the terms of the Mutual Aid Defence Pact.

The aircraft were named 'Washingtons' by the RAF and a unit was set up at Marham known as the W.C.U. (Washington Conversion Unit). This was a two months long course and the first Sqdn. to go through it was 149.

On arrival at Marham, we found that things were on an almost emergency wartime footing, the war in Korea having started in the previous months and there were fears that it might develop into something bigger.

We were billeted in some huts behind the Sgts. mess, across the road was a large size Nissan hut which was a 'Sally Army' canteen. The first night we decided to explore, we entered the canteen by a central door, looking to the left we saw the serving counter at the far end. Behind the counter stood a most stunning blonde lass, about 19/20 years old, with a figure that you could write poetry about!

Johnny Heron was leading us, on seeing the girl he stopped dead in his tracks - put both arms out sideways and held us all back, then in quite a loud voice said, 'Look at that, I would walk across two fields of broken glass in my bare feet just to hear her bum go boo!!!' Whether she heard him or not we never knew but she took no notice and just carried on serving cups of tea.

On completion of the training the Sqdn. had to leave Marham in order to make room for the next one to do the course. Consequently 149 moved, in early October, to RAF Coningsby in Lincolnshire.

For some time Coningsby had been shut down and under care and maintenance. It reopened with the arrival of 149, then a strange situation arose, since March 1950 the USAF had delivered enough B-29s to equip the Marham conversion unit but in the summer the supply had dried up. The reason for this was that the aircraft had been in cocooned storage since the end of WWII and now that war had broken out in Korea the Americans needed any further planes being brought out of storage for their own use.

The result was that 149 Sqdn had no aircraft!!! All that they had was a Tiger Moth and a couple of Oxfords! When fully manned the B-29 had a ten man crew, normally there would have been 4 airgunners in each crew, but we only had 2, later this was increased to 3 by the introduction of some National Service airgunners.

The gunnery section at Coningsby was a separate building across the road from the squadron headquarters. In charge, as gunnery leader, was Fl/Lt. Hewlings, (known as 'Hewie'). His deputy was Fl/Lt. 'Paddy' Danahar, a quiet spoken Irish chap. During the conversion course 'Hewie' had let it be known that he was going to be 'Top Dog' of the gunners.

I thought, not if I can help it matey! I was intrigued by the remote controlled turret system fitted in the aircraft, it was right up my street, full of electrical and mechanical gadgets, so I studied hard and beat 'Hewie', he came second, I was 'Top Dog', he was not too happy about that!

The section had a main room, a sort of rest room equipped with armchairs, a couple of tables and the walls plastered with training posters etc. On one table was a 0.5 Browning machine gun, an instructional weapon but it was never used as such, more often than not it was used for weight lifting training! As a 64lb. chunk of metal, nearly 5ft long it was ideal for this purpose!

The centre of the building contained two small rooms; one was 'Hewie's' office, the other the 'Brew swindle'! These rooms were separated by a partition wall which for some reason unknown had a one inch gap at the bottom. (More of this later). Behind the two small rooms was a large, blacked out, full

span room which contained a 16mm film projector and an epidiascope for showing films and pictures for aircraft recognition training etc.

Because the squadron had no aircraft the problem was, what to do to keep the crews occupied. Escape and evasion exercises and other activities were organised. 'Hewie' was the station entertainments officer and ran the station cinema, so occasionally when things were very slack, he would 'borrow' the films and we would have a free show in the aircraft recognition room!!

At that time the card game 'Canasta' was all the rage and hidden away in the blacked out room games could go on for hours! That is until one afternoon, the door suddenly burst open and there stood our squadron commander, Sqn/Ldr 'Conk' Canton, the games ended rather abruptly!!

Back to the gap under the partition wall. In late October when fireworks came on sale, – 'Little Demon' bangers were purchased by several people. Now and again, one would be lit by the brew lads and with a quick flick of a shoe pushed through the gap into 'Hewie's' office where it exploded, filling the room full of smoke and stink and bits of shredded paper. 'Hewie' would come storming out threatening all manner of punishments to face a room full of innocent looking chaps quietly sitting around drinking tea and coffee. This happened several times and he never found out who was responsible. In those days, Wednesday afternoon was called sports day, everyone was expected to take part in some kind of sporting activity, more often than not it developed into a contest to see who could figure out the best way of 'skiving off'!!

Some chaps, including 'Paddy' Danahar, used to go to Woodhall Spa and play golf. One Thursday morning someone asked him how the golf was going, he said, 'I am thinking of smashing the bloody clubs, yesterday at Woodhall 'Gus' Walker was playing better with one arm than I can with two!!' Gus Walker was our Group Captain Station commander, he lost an arm during the war saving a crew from a crashed aircraft. He was an incredible chap, despite only having one arm, with various attachments he could drive a car and fly a plane as well as the next man. Later in his career he became an Air Marshal and an Equerry to the Queen and held a very high position in the NATO headquarters in Holland. Sometimes in the rest room, playful wrestling matches would develop, everyone joined in. One afternoon, about 4 pm, such a contest was in progress, 'Hewie' was on the floor with two chaps holding him down. He spotted Johnny Heron sneaking off for an early tea. 'Hey, where are you going,' he cried, Johnny removed his forage cap and slapped 'Hewie' across the head with it saying, 'What the hell has it got to do with you!!' As you will probably realize from this discipline was very lax, rank didn't count for anything much!!

We all contributed a few pence a week to the brew swindle, supplies were purchased from the NAAFI store and although only a minimal charge was made for a 'cuppa' a substantial profit soon built up, this was used for an occasional night out at a pub near Woodhall Spa. And so we languished at Coningsby for six weeks without a single bomber until one day a B-29, still in its American air force markings arrived, it was quickly repainted in RAF colours and on Nov. 20th 1950 Flt/Lt Edwards and crew (my crew) had the privilege of making the first B-29 flight from Coningsby.

In the spring of 1951 we had a visit from AVM. Sir Hugh Pugh Lloyd, our Air Officer Commanding. He gave a talk to the Squadron about the new jet bombers which were being developed, the V bombers etc., and warned us that there would be no requirement for airgunners in the future, we were facing redundancy.

I was rather dismayed by this news having been made redundant before after the end of the war. Some of the chaps decided to apply to remuster for pilot or navigator training. So I thought that I would also have a go at this and after a long wait I successfully passed the aircrew selection board at RAF Hornchurch and was accepted for pilot training.

And so it was with some regret that early in January 1952 I left 149 Sqn and my gunner pals and was posted to the officers training school at RAF Jurby in the Isle of Man. After I was commissioned I had



the good fortune to be selected to do my flying training in Canada under a NATO scheme, flying Harvards and later, back in the UK a jet conversion course on Meteors, Mks 7 & 8.

**Jeff Brown**

## Poster Offer

Mark Smith, a freelance graphic design artist with an interest in RAF aircraft from the 40s, 50s and 60s has created the following profile of Washington WF512 (44 Squadron). Prints are available from £35 for an A4 print or £45 for an A3 one. The prints can however be personalised to whatever Washington (or B-29) you wish.

If you want to order a print please let either Mark Smith know (via e-mail at [mark@chidgeyacres.demon.co.uk](mailto:mark@chidgeyacres.demon.co.uk)) or me and I will pass on the details to Mark. If the Washington of your choice has any distinguishing marks then please also pass them on so the image can be made as correct as possible.

# BOEING WASHINGTON B MK 1

WF512 • 44 Squadron • RAF Coningsby • 1951-53



**WF512 B-29A 44-62816**

Although accepted by the USAF at Boeing's Renton factory on 18 July 1945, this was too late to see service during WWII and she was moved to Pote, Texas for storage. Selected for re-evaluation, she was returned to the USAF on 19 January 1951. With the RAF, she was stored at 44 Squadron on 18 March 1951, arriving with the squadron on 19 May 1953 when, as 44 Squadron converted to Canberra, she was placed in storage. Finally, on 18 August 1953, she was returned to the USAF at Davis-Monthan AFB being scrapped on 14 July 1954.

**Dimensions:** Span, 141 ft 3 in; Length, 95 ft; Height, 27 ft 9 in.

**Weights:** Empty, 74,300 lb; Loaded, 120,000 lb; Maximum, 142,000 lb.

**Performance:** Maximum speed, 330 mph at 25,000 feet; Cruising speed, 268 mph; Climb, 43 minutes to 25,000 ft; Range, normal, 2,250 miles; Maximum, 4,100 miles.

**Endurance:** Normal, 72 hours; 30 minutes; Service ceiling, 51,000 ft.

**Boeing Model 345 - Built as B-29 and B-39W Superfortresses**

**Armament:** 4 remotely controlled turrets, 2 above and 2 below the fuselage, and inverted tail turret. Front dorsal turret had 4 x 8.30 in Boeing machine guns, in 2 x 0.50 in guns in other positions. Two turret turrets. Bomb load, 6,000 lb for 3,000 miles, or 17,500 lb for 1,000 miles.

**Serial Numbers:** WF-43-WF-48, WF-49-WF-54, WF-55-WF-74, WW-143-WW-253 and WZ-266-WZ-280. In RAF service 1951-1956.

**RAF Commands:**

- 15 Squadron (Coningsby), 35 Squadron (Mortons), 44 Squadron (Coningsby), 37 Squadron (Waddington and Coningsby), 99 Squadron (Mortons), 103 Squadron (Mortons), 148 Squadron (Coningsby), 287 Squadron (Mortons)

**98 Group:**

- 182 Squadron (Mortons)







Alternatively, if you wish to receive a glossy print of any photos from this or previous Washington Times (up to A4 in size although not all photos will stand blowing up to that extent), let me know the issue and page number and I will respond with a quote and an indication of how big the photo can reasonably go.

## Penny Press

Alex Hughson was unable to attend the reunion this year but sent a supply of 'penny presses' showing a B-29. These were distributed to everyone who attended the reunion dinner and a penny press is also included with each printed copy of this Washington Times. If you receive a digital copy and would like a penny press (or would like a second copy) then please let me know. A photo of the penny press is on page 28.

## RAF Sculthorpe

(Paul Stancliffe with kind permission of Bruce Williamson, web master at [www.spyflight.co.uk](http://www.spyflight.co.uk))

In 1949 the airfield was brought back into regular use when B-29 Superfortresses (for which the wartime restructuring was carried out) arrived to counter the Berlin crisis threat. Thereafter, Sculthorpe was used for three years for temporary duty assignments by the USAF Strategic Air Command (SAC) with a succession of B-29 and B-50 units resident, usually for three months at a time. The USAF formerly took over the station as tenant in January 1951 and a substantial building programme took place over the next few years, providing both service and domestic accommodation. (<http://www.raf.mod.uk/bombercommand/s27.html>)

*Paul Stancliffe writes:* When I was with 192 Squadron in 1955 we used Sculthorpe for B-29 Washington practice landings, where “circuits and bumps” didn’t seem to disturb anyone, the 3,000 yard runway was ideal and there never seemed to be much activity. I had no idea at the time that the runway had actually been built for B-29s. On one memorable night we were doing “circuits and bumps”, probably in WW346 which we used for training, when I did one of my very few night landings of a B-29 (it is amazing looking back in 2010, that I was trusted to land such a large aircraft at the age of 19!). On the approach I got the tail slightly too low and the tail skid touched the runway. Apparently a great shower of sparks flew up behind the plane and the Control Tower radioed to ask if we were alright!

I always wondered what the USAF used Sculthorpe for, until reading the obituary of Squadron Leader John Crampton in the Daily Telegraph on 2<sup>nd</sup> August 2010. The full story of this piece of RAF history with its strong B-29 connections comes from: <http://www.spyflight.co.uk/scul.htm>

### Operation Jiu Jitsu

To successfully bomb targets in the Soviet Union, USAF SAC aircraft would have had to fly at high altitude and possibly in bad weather or at night, making it virtually impossible to identify targets visually. Navigation beacons could not go far into the USSR, so in order to correctly identify their targets, the navigators had to be able to recognise them from the radar images they created. Radar portrayed large towns and geographical features quite clearly, but it was difficult to predict how a radar picture of features like factories and missile sites would actually appear. For guaranteed accuracy it was important that bombardiers should be provided with photographs of the radar images of their targets. The head of SAC, Gen Curtis LeMay, wanted to send SAC reconnaissance aircraft over the Soviet Union to obtain radar photographs, but was prevented by President Truman. Without this crucial target information, air planners could not accurately determine the enemy’s vital centres. As early as 1951 the Truman ban on overflights was proving a real problem for Strategic Air Command, whose targets were scattered across the Soviet Union but were mainly concentrated in the most populous and industrial regions in the western part of Russia.

General LeMay, was able to get some radar reconnaissance photographs of targets in the eastern islands of the Soviet Union and China under the cover of Korean War operations. However, this ruse was not possible for the far more important targets in the western half of the Soviet Union. LeMay discussed the problem with his boss, the deputy head of the USAF, General Nathan L. Twining, and the other Joint Chiefs of Staff. They decided to ask the British, who were more gung-ho and anxious to prove their worth in the special relationship, for their assistance. The U.S. Joint Chiefs of Staff proposed to the British Joint Chiefs of Staff a set of special missions over the western part of the Soviet Union. The deal was that the U.S. provided the aircraft and the RAF would fly the missions. The USAF would then share radar target plots with the RAF, allowing them to also be used for the British nuclear bomber force.





The aircraft chosen for the operation were the USAF's North American RB-45C Tornados (the first United States four engine jet bombers) which had in-flight refueling capacity, enabling them to greatly extend their range, and could fly at Mach 0.72 up to 38,000ft. In July 1951 the 91st Strategic Reconnaissance Wing (SRW) was based at the USAF base at Sculthorpe, near Fakenham in Norfolk and equipped with RB-45Cs. Only 33 RB-45Cs were built and the 91st SRW was the main operating unit with three squadrons. One was on temporary duty in England, another in Yokota in Japan and one at the unit's HQ in the U.S. At that time the RB-45C of the 91st SRW at Sculthorpe was mainly engaged in mapping the Rhine River, all the way from the English Channel to Switzerland using uncontrolled mosaic photography. These missions were generally extended to 10 or 11 hours with in-flight refueling from a KB-29 tanker.



The RB-45C crews were instructed to stay 100 miles away from Eastern Europe, particularly as the RB-45C had proved vulnerable in Korea to the MiG15 in daylight. However, the new secret missions were planned as night flights because radar reconnaissance, unlike photographic reconnaissance, was not reliant on light. The RB-45C carried a crew of three – pilot, co-pilot and navigator: so nine RAF

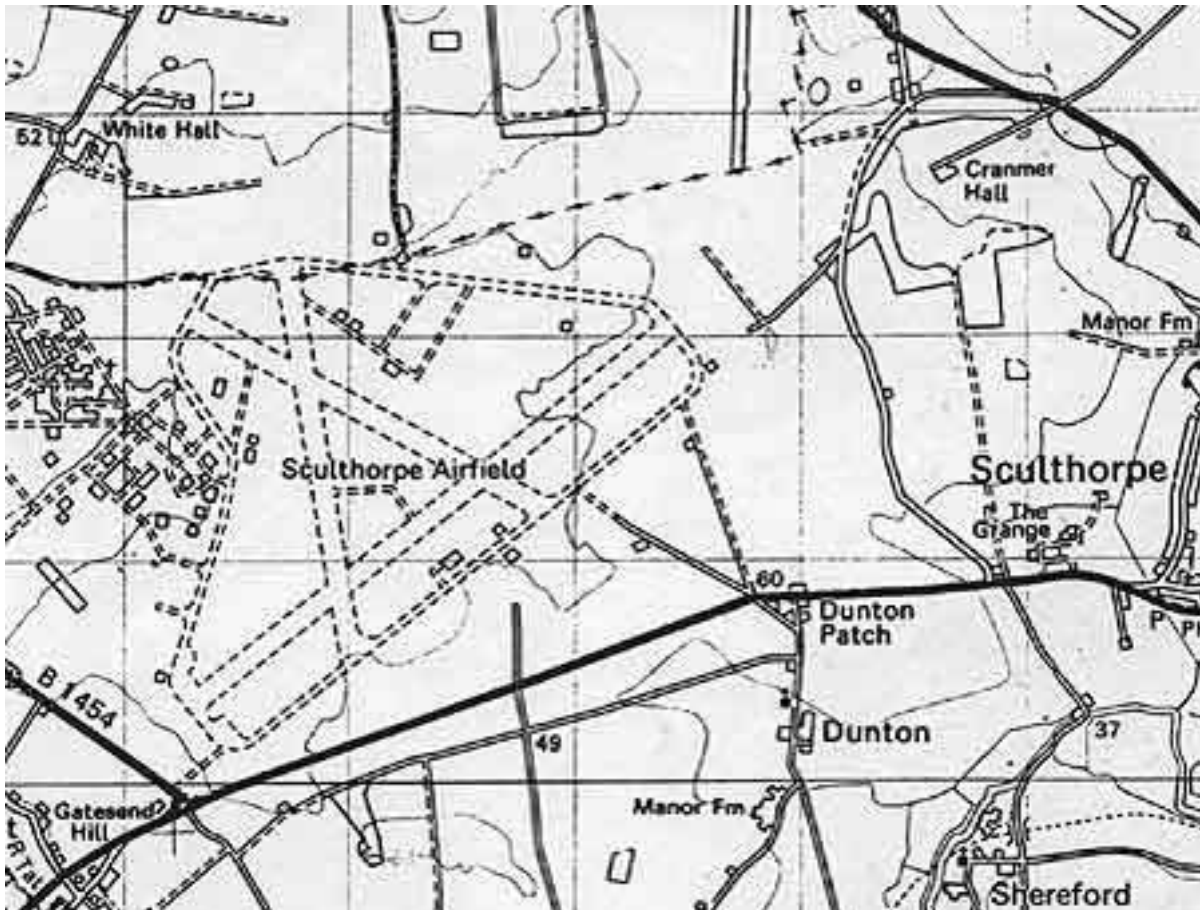
men and a doctor were posted to the secret unit. They were not all volunteers and most had no idea what they were about to do.



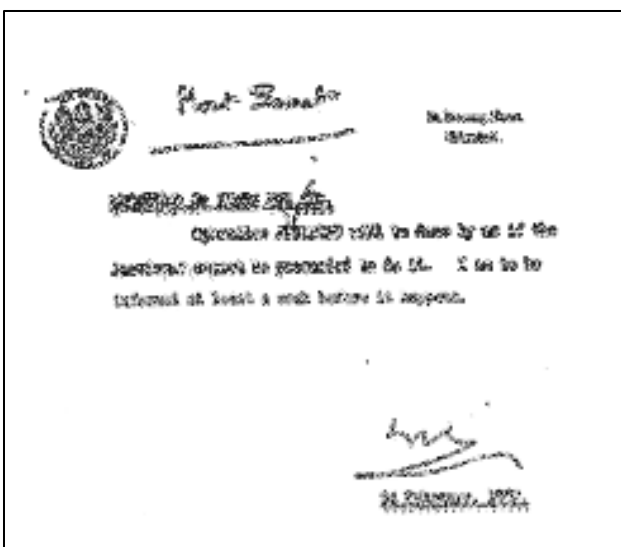
Sqn Ldr Micky Martin of Dambuster fame was initially selected to lead the operation, but when he unfortunately failed to pass the necessary medical for high altitude flying, another leader for the Special Duties Flight had to be found. In July 1951 Sqn Ldr John Crampton, a WW2 veteran who had flown Halifaxes with Bomber Command in 1943-45 and post-war Meteors and Vampires with Fighter Command, was in command of 97 Sqn flying Lincolns. Crampton was summoned by the C-in-C Bomber Command and told to assume command of the Special Duties Flight in conditions of utmost secrecy. The initial group of aircrew also included Flt Sgt's Joe Acklam and Bob Anstee, who were normally crew members on B-29s operating with the RAF's 115 Squadron, Fl Lt Bill Lindsay and Sgt John Hill, who were on 35 Squadron (Both were B-29 Washington Squadrons based at nearby RAF Marham. *Ed.*) and Flt Lt Rex Sanders, who was filling a staff appointment in the Air Ministry.



In September 1951 the secret RAF unit was sent to the USA for training, first to Barksdale Air Force Base, Louisiana then onto Langley Air Force Base near Virginia and finally Lockbourne AFB near Columbus, Ohio. Only Crampton and Sanders knew the real reason for the training. Bob Anstee thought they were assessing the RB-45C for possible RAF use. Early in December the unit returned to Sculthorpe for further training with mixed USAF and RAF crews. A couple of the original team had not been deemed suitable for jet flying and replacements were eventually found. Training missions were flown over the UK and Europe, day and night using live camera and radar. Following a general election, the RAF apparently found the great wartime leader Winston Churchill much more approachable about overflights than his predecessor, Clem Atlee, and Winston soon gave permission for the flights to take place.



On March 21<sup>st</sup> 1952 the first special mission was flown just by one RB-45C with Crampton, Sanders and their co-pilot, Sgt Joe Acklam. They went up and down the Berlin corridor, fast and at maximum height. It wasn't for radar reconnaissance, but to see how the Soviets responded to a medium jet aircraft flying through particularly sensitive airspace at speed.



Then, on April 16<sup>th</sup> 1952 Crampton and Sanders were called to RAF Bomber Command headquarters at High Wycombe for a briefing on the actual mission. On a wall map were marked out the three routes. One was from Sculthorpe through Germany to the Baltic states, the second was south of that, through Germany towards Moscow and the third was south of that, going down through the centre of Russia and then arcing down south on the way out taking in some of the industrial complexes in the south of the Ukraine. Crampton and Sanders went back to Sculthorpe and briefed the other two crews. Up to this point the other RAF crew members did not know the real purpose of the unit. When Flt Sgt Bob Anstee, who had survived over



50 bombing missions over Germany, saw the planned routes he did not fancy chancing his luck another time. "I thought at that time 'Oh my God, what have they let us in for? Why? Why us? Why did we get lumbered with it?'" I was only shown the flight plans and the patchwork of targets we had to do. It's too long ago to remember but they were basically south of Moscow. Most of us knew nothing of what really was happening until that stage." In case they were captured by the Soviets, the crews were given cover stories that they had got lost. They also carried a bag of false navigation plots and maps. "We did carry a complete set of false flight plans and a complete set of false tales that we got ourselves beautifully lost, but how much that could have worn with all the equipment on the aircraft, I don't know. And if that couldn't have been destroyed we wouldn't have stood much of an argument with them at all," said Anstee.

### 1st Overflight.

On the night of 17-18<sup>th</sup> April 1952 three RB-45C aircraft were wheeled out of the hangars at RAF Sculthorpe. All the USAF markings had been taken off them and they were resplendent with RAF roundels, much to the surprise of most of the station personnel. After take off, 2 aircraft were refueled in-flight by USAF KB-29 tankers over Denmark, the other was refueled over Germany. "Once we left Copenhagen on our way in there were quite a few lights and ground features you can see from the air. Lights on the ground always give you some reference but once you get into Russia itself, it is one large black hole with odd lights here and there. Nothing like flying over a densely populated country or flying over any big areas, like France and Germany. So therefore when you do see lights they really stand out and the way we went in there was very little, there were big areas we were supposed to be photographing; most of them were

installations out of their radar range, armed installations which are not lit, and once we came up south of Moscow itself you can see all the lights. Moscow's a big place and lit up, so you do get a good reference point from that". When asked what he thought when he saw Moscow out of the window, Bob Anstee replied "I thought I'd be very happy when I didn't see it any longer and was going the other way again." Crampton and Sanders took the most southern route, which was also the longest. "The flight I was involved in was rather a long one, we had to refuel over Germany before we went in, and we flew about a thousand miles into Russia and then arced our way southwards to come back. And on the way out we had to refuel again to get back to base. Our total flying time for that mission was about ten and a half hours", said Crampton. The other crews also returned safely.



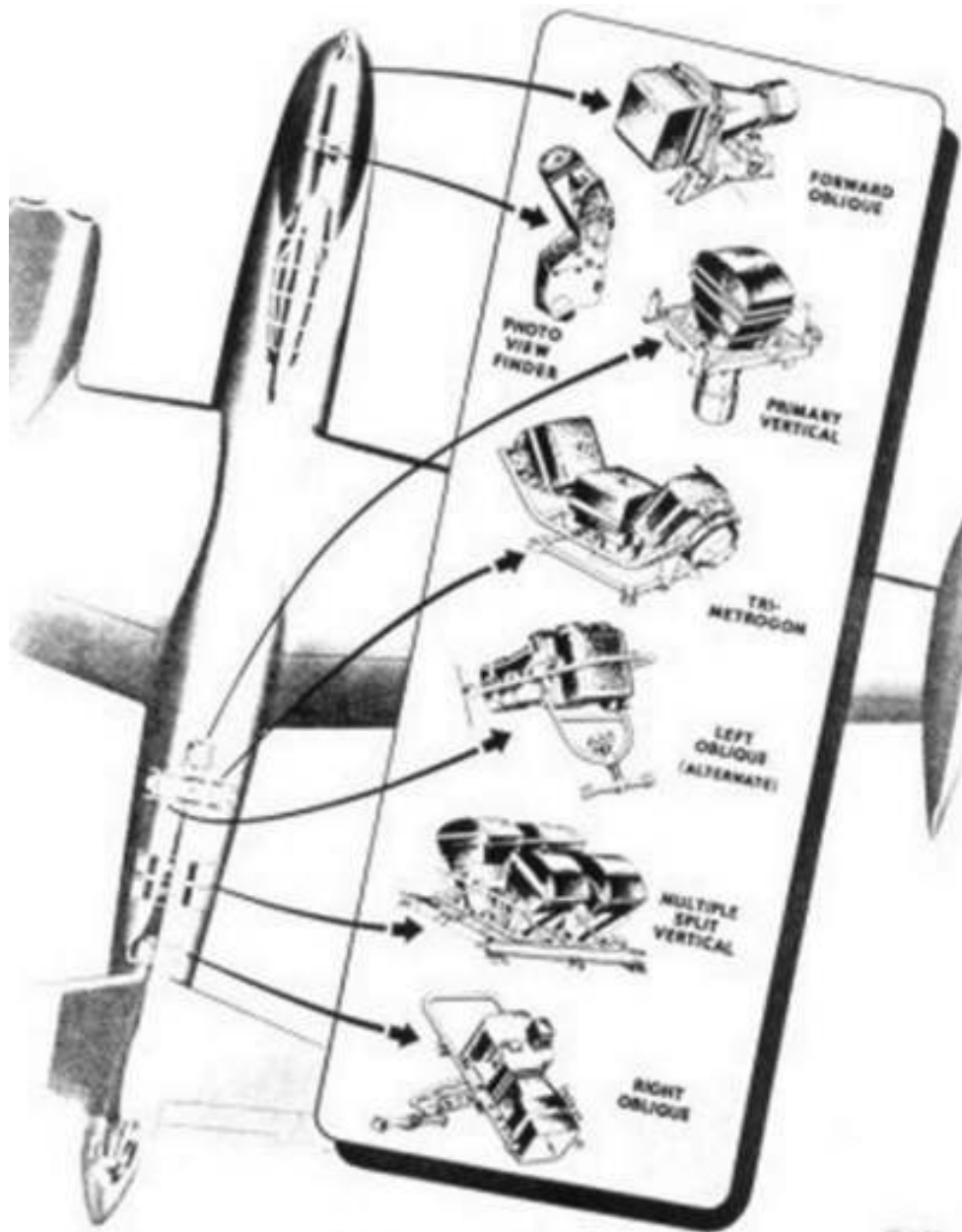
A Canberra flew into Sculthorpe from RAF Wyton to take the film to the Central Reconnaissance Establishment. All the aircrew involved were given an Air Force Cross or Air Force Medal for the missions. In "peacetime" these medals were given for missions that in wartime would have probably earned the Distinguished Flying Cross. The AFC required no citation and during the Cold War they were frequently awarded to crew that flew intelligence missions.

The Soviets had detected the flights and were furious, and they may have been the catalyst for a special commission that was set up in Russia to examine the ineffectiveness of the air defence system against Western intrusion flights.

On May 9<sup>th</sup>, 1952 Crampton and Sanders flew their aircraft back to Lockbourne AFB via Goose Bay. General LeMay wanted to congratulate the British crew at Lockbourne. "We were invited to General LeMay's office and he was very polite to us and very nice to us and congratulated us and then said, 'Where would you like to go? We'll lay an aircraft on for you to wherever you like.' Which was rather

nice. In fact we went to Washington for a couple of weeks,” said Sanders. “We were flown back to Sculthorpe and then we all dispersed back to our units”.

In a letter dated 12<sup>th</sup> September 1952 from Sir John Slessor to Gen. Vandenberg another similar operation under the code name “Ju Jitsu” was proposed. However, once again the Americans did not use their crews for political reasons. In October 1952 Sqn Ldr Crampton was asked to prepare the unit for another mission. The unit did a lot of training, including a lot of night refueling. There also needed to be some crew changes as Bill Lindsay had been badly injured in a B-29 crash. Two new recruits, Fl Lt. H Currell and Fl Lt. McAlaistair Furze,



joined the unit. The exercise carried on for about 5 weeks and then all of a sudden the whole exercise was called off and the crews were dispersed back to their previous units.

Nothing happened then for a year and two months; then once again the crews were ordered to form up at Sculthorpe, where they did about a month's intensive training. This time they were developing the radar side by improving the radar and the camera facilities. The RAF aircrew kept up the appearance of ordinary exchange crews. More crew changes needed to be made and Fl Lt. Bill Blair, an RAF exchange pilot with the 91st, was recruited. Eventually Rex Sanders was called up again to headquarters RAF Bomber Command for a briefing.

Once again there were three routes, roughly the same as last time; one north, one for the centre and one for the south. “Just a lot longer,” said Sanders. They were told that the Y (Wireless Intercept) service was going to monitor the operation. They were told that the mission was as important for the Y service test of Soviet Defences as the actual mission. A senior RAF officer said that even if they failed to achieve their primary mission, from the RAF point of view, the Y service element was sufficient to justify the mission. The RAF was very interested in the organisation of the Soviet Air Force. “We also were told that aircraft would be flying from the American side listening in to the Russian reaction,” said Sanders. GCHQ's Y service geared up for the missions weeks in advance. The Unit was given a date and was told it couldn't be changed. “Everything was extremely secret; very few people in the Air Force knew about this. Very few people in Bomber Command knew about it. And in my case, I never even told my wife about it,” said Sanders.

## 2nd Overflight

During the evening of 28-29<sup>th</sup> April 1954, the RB-45C aircraft were again rolled out of the hangers at RAF Sculthorpe with RAF roundels but no serial numbers; all American insignia had again been blacked out. The routes were similar but a lot longer than the first mission and Crampton again chose the longest, the southern route that penetrated Soviet airspace by about 1000 miles and covered some 30 targets, mainly Soviet Long Range Air Force bases. "These targets were fairly



scattered over the southern part of Russia. We were zigzagging from one target to another, in quite a piece of evasive routing, I suppose, which might have added to our safety. I don't know. It certainly prolonged our time over Russia," said Sanders. The British crews had little idea of the commotion they had caused in Russia. The whole Soviet Air Defence network was alerted. General Vladimir Abramov was the Commander for the Kiev region. In 1993, he described how he ordered his pilots to try and ram Crampton and Sanders' plane. "Since it was the dead of night and our MiGs had no radar then, we tried to direct pilot Batyshev and the second pilot into a head-on collision," he said. One of the Soviet pilots was Lt. Nikolai Sysoev. He now said: "Ideally, we weren't meant to ram head-on, but to ram the most vulnerable parts of the plane." Despite guidance from Soviet ground control radar, the MiG pilots could not find the intruder in the dark. So the British crews knew nothing of the Soviets' kamikaze tactics. But they had other problems. "On the way back we experienced quite a bit of heavy flak, which was a surprise. We didn't expect anything in that particular part of the world. But it didn't do us any harm. My only reaction was it was going to spoil my radar reconnaissance work and I tried to let it not do so," said Sanders. "As we came out of the Iron Curtain countries across into Germany, we tried to pick up the tanker aircraft, but unfortunately it was unable to give us fuel, and we were getting pretty low. So we had to land at the American air base Furstenfeldenbruck, which caused some consternation. Here was an aircraft coming from the East landing about three in the morning that shouldn't be there. So we were very quickly refueled and sent on our way back to Sculthorpe," said Sanders. The only public reference ever made was a paragraph in the Daily Telegraph the next morning referring to unidentified aircraft refueling over Copenhagen.



These flights were a terrific gamble. Although the MoD still refuses to release all the files, there can be no doubt that Churchill personally approved the flights. That is what the crews were told. What did Rex Sanders think of Churchill's gamble? "I think it was an amazing decision and very much reflects the character of Churchill. It was a great risk. Had we gone down there would have been quite a furore." But was there a risk of the Soviets mistaking the missions for nuclear attacks. "It did cross our minds that they might be thinking that we were doing something more serious than just taking



reconnaissance photographs. We had no real way of knowing what they would make of it. It did cross our minds that they might think this was an actual attack by three aircraft,” said Sanders. Did Rex Sanders think the flights had caused tensions? “I’m sure they did. But I think, from the Russian Air Force point of view, they probably recognised them for what they were.” In 1992 the Russian military writer, Lt. Col Anatoli Dokuhaev, referred to the last flight in an article in the armed forces magazine “Red Star”. He said though that it had been thought by the defence units that they were reconnaissance flights, “Specialists of the day could not rule out that there were not nuclear weapons on board.” The Russians had identified the aircraft as B-47s and thought they were USAF flights. This was to be the last British overflight radar recce mission. “Why?” I asked, “The Russian defences were improving all the time. They were getting new fighters, improved fighters, and the speed and height of the RB-45 was becoming a bit obsolete. I think the risks would have been too great, with that aircraft,” said Sanders.



## Operation Homerun

Operation Homerun was the title given to the return flights of Washington aircraft to the USA. The last few Squadrons operating Washingtons in 3 Group were numbers 35, 90, 207 and 115 and the final dozen aircraft were returned by four crews who formed the special flight within No 35 Squadron, specifically for this purpose. The Squadron Commander was Sqn/Ldr. Sanders, who as the wearer of an ‘Observer’ brevet, was the first non-pilot Squadron Commander in the R.A.F.

I had taken part in one ‘Homerun’ for No. 90 Squadron in November 1953 and did three more after transferring to No. 35. These last three were all with the same pilot, Flt/Lt. F.N. Ramsey A.F.C. but with slightly different crews. As one of the two navigators on the aircraft I acted as APQ/13 radar operator whilst within range of land and took alternate periods of maintaining the air plot with the other navigator. Two of the four flights were over the southern route.

### The Southern Route

1 <sup>st</sup> leg	RAF Marham -	Prestwick (2 hours)
2 <sup>nd</sup> leg	Prestwick -	Lages, Azores (8¼ hours)
3 <sup>rd</sup> leg	Azores -	Kindley Field, Bermuda (9½ – 11 hours)
4 <sup>th</sup> leg	Bermuda -	Dover AFB, Delaware (4 – 4¾ hours)
5 <sup>th</sup> leg	Dover -	Davis Monthan AFB, Tucson, Arizona (10 – 11 hours)

## NARRATIVE OF ONE HOMERUN

### WASHINGTON WW 352

This was my third flight to America, and it proved to be most eventful. We took off from R.A.F. Marham at 14.35 to fly to Prestwick for final weather briefing, customs clearance and all the necessary documentation attached to leaving the U.K. The met briefing indicated that the weather over the northern part of the Atlantic was very bad with strong westerly winds all the way, thick cloud from 2,000 to 24,000 feet and marginal conditions at possible diversion airfields. So the obvious route was via the Azores and Bermuda, but a cold front and occluded front were lying along the Irish Sea, giving embedded cumulonimbus, and some icing was forecast.

Crews could choose their own route as far as the Isles of Scilly and after discussion we elected to fly slightly inland on the English side of the Irish Sea, to the east of the forecast front as much as possible, then down the Devon/Cornwall peninsular to set final course for the Azores over the Scillies. The pilot preferred to arrive at the Azores for an early daylight landing, so we took off from Prestwick at 21.30 hours that night.

We were in cloud all the first hour and half, flying into a wind from the south-west and over Wales began to experience moderate icing at around 11,000 feet. The outside temperature was constant at two or three degrees C below freezing, within 3,000 or 4,000 feet either side of our planned level. As we approached Bristol the icing became severe as we met the cold front coming across from the west. Faced with the probability of at least two more hours flying in icing at greatly reduced speed before clearing the front, coupled with the increasing turbulence we were experiencing, the pilot decided that we would discontinue the flight and fly back eastwards out of the icing zone, and Marham was the best diversion airfield in the clear.

We returned to Marham and next day were cleared to continue direct to the Azores, and although this meant a night landing there the weather prospects for the flight were better. The leg to the Azores was straight forward with APQ/13 radar fixes whilst still within range of the Scillies (60 miles) to establish an accurate course, and taking sun sightings to check course once out of range. The BBC radio transmitter was a useful source of bearings for about 300 miles that day, although at that distance they were not accurate. Once daylight ended we were within radio compass range of the Azores.

After landing at Lages we enquired whether one other Washington had gone through ahead of us, having left Prestwick at approximately the same time, but it had not, so we assumed it too had returned because of bad weather. The next leg to Bermuda we elected to attempt at night, aiming for a morning approach and landing. If the weather was clear we would see Bermuda practically 200 miles away by the build up of cumulus over the island in an otherwise clear sky. We took off at 23.45 hours and faced 2,000 miles of ocean from one island to another with only the weather ship "ECHO" between. Again I used radar to establish track made good before the Azores became out of range. Then the other navigator and I prepared a series of Astro fixes to shoot over the next two hours, with shots of Polaris every 15 minutes to check out latitude.

The sky was clear and by preparing well in advance we were able to get good astro fixes which were consistent enough for a course alteration to be made on their information. At the midway point (the weather ship) I used the radar to try to pick the ship up, and because the sea was comparatively calm we were able to receive a strong enough return from it to confirm that we would pass overhead. In fact, on the heading worked out from the astro fixes we flew exactly over the weather ship and could see its lights. Thus given confidence we used more astro than we would normally, until daylight when we simply watched ahead for the sight of the tell-tale cloud. That leg took 9 hours 35 minutes which was a fast time because other crews had reported taking around 11 hours and we ourselves later in the month took nearly 12 hours.

There were oil leaks on two engines, when we landed, and one was vibrating rather badly so all of March 1/2 were spent by ground crew and our engineer trying to rectify the faults.

The next leg was to Dover, Delaware, the official point of entry to the U.S.A. where the aircraft was to pass back into U.S.A.F. ownership and where we were to be given our dollar allowance to last us for our stay. This was the shortest leg undertaken always by day and usually in perfect weather until the eastern seaboard of America was reached. We took off at 15.40 hours and flew by deduced reckoning and radio bearing from the powerful transmitter at Bermuda - BOAC's Stratocruisers homed onto it - until within radar reach of the very complicated Delaware Bay area. It was a matter of locating the mid point between the two capes, and then running in along the radio range to the airfield. However, one hour away from Dover the cloud thickened above and below and the terminal landing forecast was depressing - heavy rain and low cloud. We had to have a GCA approach and landing, only breaking cloud at 400 feet.

It had apparently been raining at Dover for several days and in the torrential downpour we were led to a parking bay along narrow taxi-tracks. The ground attendants indicated where our pilot should turn, but not sufficient room was available and the undercarriage main landing gear ran off the concrete and over the mud, sinking immediately up to the wing. The inner starboard propeller struck the concrete and broke two blades, stopping the engine violently. The outer prop buried itself in the ground and tore up a lot of mud before it too cut.

It took a long time to extricate the Washington with the use of inflating bags under the wings. One engine change, two new props and six days later the aircraft was ready for an air test. This showed that apart from rather rough running and some oil leaks, the engines should take care of the remaining twelve hours of the aircraft's life.

While we were waiting all that time at Dover we read in the local (Baltimore) newspaper that one of the B.29s on the way to the States had crashed into the sea with no survivors. We found the details later; that had been the flight we had expected to see at the Azores; it had taken off from Prestwick just after us and the crew had decided to fly direct to the Scillies. This took them into the worst of the icing at the cold front and the aircraft suffered structural damage enough for the crew to bale out into the storm clouds, over the Irish Sea near the Isle of Man.

On March 10th we were ready to undertake the final leg. This was the simplest navigational exercise, being planned along the U.S. Air lanes, flying from radio beacon to radio beacon. The radio compass was tuned to the station (medium frequencies) and course maintained to keep the compass needle steady dead ahead, and when overhead the station the compass needle would swing round. The next frequency would then be selected and the next leg flown, with about 100/150 miles between beacons. Because of the concern over the engines, which had continued to lose oil and were still far from smooth, we flew at reduced airspeed and were prepared to land at U.S.A.F. bases en route if trouble developed. However 11 ½ hours later we arrived over Davis Monthan A.F.B. at 15,000 feet. The airfield is set in the desert outside Tucson and is ringed by mountains up to 11,000 feet which appear formidably close on arrival overhead. Our normal procedure was to let down in gradual spirals, keeping over the airfield and away from the mountains. At last WW 352 arrived at her final resting place, covered in oil and mud but still turning.

The procedure of handing over the aircraft then took place with checking of equipment, inventory etc. and it was towed away outside the perimeter track, where vast rows of B.29s stood in the clear desert air. As well as the 100 or so aircraft there were many hundreds in U.S.A.F. markings in various states of storage. Most had had engines and turrets removed and the glass covered with tarpaulins. There were many acres of aircraft parked there including some B.17s. A few B.29s in air/sea rescue and weather reconnaissance form were still flying from Davis Monthan.

## THE RETURN TO THE U.K.

The flight back across America was by American Airlines between Tucson National Airport and Hartford, Mass. After so many hours navigation it was a relief to be a passenger. Normally DC 6B aircraft were used with stops at Cincinnati and Dallas en route to New York, with a night stop available at each to enable us to see something of the country. The aircraft on this trip was a DC 7C on its inaugural service between Tucson and Chicago. A Convair was used for the short hop from La Guardia to Hartford and a bus journey delivered us to Westover A.F.B. to await a military flight back to Prestwick. There were always U.S.A.F. personnel waiting to go to Europe and we had to wait for up to five days for seats to become available. Military Air Transport service used E 6D and C 118 aircraft, the routes being Westover to Harmon, Newfoundland, and then direct pressure-pattern flying to Prestwick or via the Azores to Prestwick, depending on the position of the Atlantic lows. Whilst waiting at Westover we had interesting opportunities to watch the enormous B.36s and the B.47s lumbering off the runways, as this was an active operational airfield.

Usually the round trip was planned to be completed in 14/15 days but so much time was spent on the ground on this particular trip that it took 20 days.

### **New Contacts:**

Patricia Lambourn made contact after hearing about the Washington Times from a friend. She is the widow of Flt Lt Basil Coomber AFC, former 192 Squadron Navigator. She is very interested in hearing how her husband may have earned the AFC since she has never been told and can not locate his citation. If anyone can help her please let me know and I will get you in touch.



192 Squadron group photo, RAF Watton circa 1955. Basil Coomber 6th from left on front row.



## Contacts

A list of those people who have made contact with me (**new contacts in bold**) – if you wish to contact any of them, let me know and I will pass on your request:

Michael	Achow	General Interest
Thomas	Adams	Flight Engineer 44-69680 (WF437)
Oliver	Adamson	'Bad Penny' 42-65274 (WF442)
David	Alexander	ASF RAF Marham
Ken	Alderman	Bristol Aeroplane Company, Filton
Derek	Allen	192 Squadron
Neil	Allen	Bombardier 44-69680 (WF437)
Trevor	Allwork	149 Squadron Engine Fitter
Brian	Armstrong	XV Squadron Association
Roy	Arnold	44 Squadron Air Gunner
Vic	Avery	90 / 44 Squadron Navigator
Phil	Batty	44 Squadron Signaller
Gerry	Beauvoisin	57 Squadron Air Gunner
Ray	Belsham	ASF Engine Fitter RAF Marham
Cliff	Bishop	115 / 90 Squadron Engine Fitter
Bunny	Bowers	Crew Chief WF437
Maurice	Brice	General interest
Joe	Bridge	Webmaster, RAF Marham Website
John	Bristow	207 Squadron Airframe Mechanic (WF564)
Harry	Bromwich	207 Squadron ground crew
John	Broughton	207 Squadron Engine Fitter
Jeff	Brown	149 Squadron Air Gunner
Mike	Brown	115 Squadron Airframe Mechanic (WF446)
Eric	Butler	207 Squadron Armourer
Michael	Butler	Son of Harry Butler, 207 / 35 Squadron Signaller
William	Butt	115 Squadron Crew Chief
John	Care	149 Squadron Pilot
George	Chandler	207 Squadron Electrical Fitter
Katie	Chandler	Widow of Vern Chandler, A/C 44-69680 (WF437)
Pat	Chandler	Daughter of Vern Chandler, A/C 44-69680 (WF437)
Brian	Channing	149 Squadron Navigator
Wendy	Chilcott	Niece of Ken Reakes 90 Squadron Air Gunner
Bob	Cole	149 Squadron Electrical Fitter (WF498)
Terry	Collins	XV Squadron Engine Fitter
Doug	Cook OBE	44 Squadron Co-Pilot (WF508)
John	Cornwall	192 Squadron Aircrew
John	Cowie	90 Squadron Air Gunner
Dave	Crawford	207 Squadron Navigator
John (Buster)	Crabbe	35, 115 and 207 Squadron Crew Chief
<b>Brian</b>	<b>Crook</b>	<b>Airframe Mechanic Disposal Flight, RAF Marham</b>
Don	Crossley	90 Squadron Signaller
Howard	Currie	44 Squadron Pilot ( <i>deceased</i> )
Bernard	Davenport	90 Squadron Air Gunner ( <i>deceased</i> )
Mike	Davies	90 Squadron Air Gunner
Gordon	Dickie	35 Squadron Airframe Mechanic
Basil	Dilworth	XV / 192 Squadron Navigator
Ross	Duffield	Organiser of WF502 memorial

Keith	Dutton	90 Squadron Air Gunner
Ray	Elliott	Pilot 'Bad Penny' 42-65274 (WF442)
Peter	Fahey	35 Squadron Electrician
Peter	Fairbairn	35 Squadron Engine Fitter
Tony	Fairbairn	Lived near 23MU, RAF Aldergrove
Les	Feakes	149 Squadron Air Gunner
Geoff	Fielding	207 Squadron Air Gunner
Peter	Finch	General Interest (involved with writing 'The Washington File')
Ken	Firth	44 Squadron Air Gunner
Charles	Fox	Bombardier 42-94052 (WF444)
Dave	Forster	Researching RAF ELINT Squadrons
John	Forster	207 Squadron / WCU Air Gunner
John	Francis	192 Squadron Engine Fitter
Ray	Francis	57 Squadron Association
<b>Pete</b>	<b>Fraser</b>	<b>Son of F/Sgt Tom Fraser AFM 192 Squadron Spec Operator</b>
Gordon	Galletly	44 Squadron Navigator / Bombardier
Norman	Galvin	XV Squadron Engine Fitter
Alan	Gamble	90 Squadron Radio Operator ( <i>deceased</i> )
Brian	Gennings	Ground Maintenance Hanger
Bob	Goater	XV Squadron Instrument NCO
Tony	Goodsall	90 Squadron Air Gunner ( <i>deceased</i> )
Kevin	Grant	207 Squadron Air Gunner
John	Hanby	207 Squadron Engine Fitter
Ken	Harding	44 Squadron Signaller
Alan	Haslock	ASF Turret Armourer
Charles	Henning	CFC 'Bad Penny' 42-65274 (WF442)
John	Hewitt	Fire Section RAF Coningsby
Peter	Higgins	207 Squadron Air Gunner
Roy	Hild	Pilot 42-94052 (WF444)
Tony	Hill	Archivist P&EEE Shoeburyness
F	Hillier	
John	Hobbs	149 Squadron Air Gunner
Julian	Horn	RAF Watton Website
Henry	Horscroft	44 Squadron Association
Brian	Howes	115 Squadron Pilot
John	Howett	A/C 44-61688 (WF498)
Ernest	Howlett	44 Squadron Engine Fitter (WF512)
Alex	Hughson	Brother of Sgt Hughson 90 Squadron Air Gunner
Tamar	Hughson	Niece of Sgt Hughson 90 Squadron Air Gunner
Ken	Hunter	90 Squadron Navigator
Paul	Hunter	Flight Engineer 'Bad Penny' 42-65274 (WF442)
John	Inkpen	207 Squadron Air Gunner
Jimmy	James	Engine Fitter
Bryan	Jordan	207 Squadron Air Gunner
Ron	Jupp	Vickers Guided Weapons Department, Weybridge ( <i>deceased</i> )
David	Karr	Nephew of William Karr, XV Squadron Air Gunner
J.	Kendal (Ken)	90 Squadron ??
R (Dick)	Kent	35 Squadron

Andrew	Kerzner	Tail Gunner 44-69680 (WF437)
John	King	44 Squadron Flight Engineer
John	Kingston	CFC RAF Marham
John	Laing	207 Squadron Air Gunner
<b>Patricia</b>	<b>Lambourn</b>	<b>Widow of Flt Lt Basil Coomber AFC, 192 Squadron Nav</b>
George	Lane	Navigator 44-69680 (WF437) ( <i>deceased</i> )
Peter	Large	Brother of Edward Large, 44 Squadron Pilot
Pete	Lewis	149 Squadron Engine Fitter
Brendan	Maher	192 Squadron Electrical Mechanic
David	Male	Bristol Aeroplane Company, Filton
Gerry	Maloney	44 Squadron Navigator/Bomb Aimer (WF508)
John	Marchant	ASF Engine Fitter, Marham
<b>Harry</b>	<b>Marks</b>	<b>Son in Law Flt Lt Ben Burton, 192 Squadron Pilot</b>
Douglas	Matthews	WCU / 35 Squadron Master Gunner
Patrick	McGrath	115 Squadron Pilot
Pete	McLaughlin	Engineering Officer, Pyote Texas
<b>Simon</b>	<b>Meredith</b>	<b>Son of Flt Sgt W Meredith 192 Squadron Signaller</b>
Derek	Mobbs	192 Squadron Electrical Mechanic
John	Moore	Air Traffic Control, RAF Coningsby
Peter	Morrey	57 / 115 Squadron Air Gunner
Mo	Mowbray	57 Squadron Air Gunner
Don	Neudegg	115 Squadron Air Gunner
Sean	O'Donovan	Son of Flt Lt G O'Donovan 44 Squadron Pilot
Pat	O'Leary	RAF Coningsby Armourer
Brian	O'Riordan	192 Squadron Ground crew
Ralph	Painting	57 / 192 Squadron Flight Engineer
Harry	Palmer	44 / 57 / 115 Squadron Air Gunner ( <i>deceased</i> )
Tom	Pawson	35 Squadron Signaller
Bob	Pleace	XV Squadron Pilot
Chris	Petheram	207 Squadron Pilot
Ian	Qusklay	90 Squadron Air Gunner
Harry	Rickwood	149 Squadron Electrical Fitter
Phil	Rivkin	90 Squadron Signaller
Harold	Roberts	Witness to crash of WF502
Ivor	Samuel	207 Squadron Air Gunner
William	Santavicca	Gunner 'Look Homeward Angel', 6 <sup>th</sup> Bomb Group Association
Sheelah	Sloane	Daughter of Sqdn Ldr Sloane, OC 90 Squadron
Richard	Sloane	Son of Sqdn Ldr Sloane, OC 90 Squadron
Steve	Smisek	Son of A/C of City of San Francisco (K-29, 330 <sup>th</sup> Bomb Group)
Joe	Somerville	RAF Marham Engine Fitter
Paul	Stancliffe	192 Squadron Co-pilot
David	Stanford	192 Squadron Radar Mechanic
Derek	Stanley	57 Squadron Radio Engineer
Jim	Stanley	
Adrian	Stephens	192 Squadron Air Wireless Fitter
Bill	Stevenson	35 / 635 Squadron Association
Harry	Stoneham	44 Squadron / A.S.F. Engine Fitter

Ron	Street	90 Squadron Pilot (WF503)
Harold	Tadea	'Bad Penny' 42-65274 (WF442)
Tim	Thewlis	General interest in Washingtons
Margaret	Thomas	Daughter of Isaac (Ike) Cundall, 207 Squadron Air Gunner
Albert	Urquhart	Left Gunner K-39, 330 <sup>th</sup> Bomb Group
Dave	Villars	44 Squadron Electrical Fitter
Peter	Walder	44 Squadron Radar Fitter
Geoff	Webb	57 Squadron Engine Fitter (WF558)
Geoffrey	Wellum	115 / 192 Squadron Pilot
Tony	Whatman	57 Squadron Assistant Armourer
Colin	Williams	XV Squadron Navigator / Bombardier
John	Williams	XV / 207 Squadron Air Gunner
Robert	Willman	A/C 42-93976 (WF440)
Charlie	Woolford	90 Squadron (Stirlings)
Stephen	Wynne	Son of Sgt Jack Wynne 57 Squadron co-pilot



Penny Press of a B-29 (*Alex Hughson*)