



Newsletter
Issue 10
Winter 2006



Cover Photos

Top WF512 (44 Squadron) at dispersal, RAF Coningsby (*Ernest Howlett*)

Middle and bottom Two photos of 'It's Hawg Wild' as she looks today at the IWM Duxford

(Chris Howlett)

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Welcome to issue 10 of Washington Times. This issue is the first to be produced after the article advertising Washington Times appeared in Aeroplane's 'High Society' and FlyPast's 'Ops Board'. The response to these two articles was very encouraging and resulted in 40 new contacts. Following the success of this approach I would strongly recommend those of you who are involved with other societies or projects to also approach Aeroplane and FlyPast and see if they will run similar articles for you. For those who did not see it I have included (with their permission) the High Society article from Aeroplane (see next page). Aeroplane and FlyPast also have web sites and these can be found at the following addresses:

Aeroplane http://www.aeroplanemonthly.com/

FlyPast http://www.flypast.com/

The planning for the re-union is now more advanced with a date and venue selected. Details of the proposed re-union appear on page 3 here and a 'Statement of Interest' form appears as a separate item. Please fill in the statement of interest form and return it to me as quickly as possible as I need to know relatively accurate numbers so that more detailed prices can be worked out. Send no money now but I hope that rooms and events can be booked following the next issue of Washington Times due out around Christmas.

The remainder of this issue is mainly composed of readers' letters as the deluge of letters following the advert took effect.

Next issue

A return visit to the Coronation review at RAF Odiham including a look at the Official Programme, a view of the event from a Coastal Command perspective by Douglas Cook (see issue 9 for Douglas' account of life with the Washington) - maybe Douglas would like to comment on John King's assertion on page 17 about rations in Coastal Command! – and a comparative look at the 1977 Silver Jubilee Review held at RAF Finningley. Further to this is a revised plan of RAF Marham following new information received by several readers.



Washington

HE WASHINGTON TIMES newsletter was started in 2001 by Chris Howlett who, having received much help from RAF Boeing B-29 Washington veterans while researching the history of his father's example (WF512 of 44 Sqn), decided there was a need for some form of society to help foster the memory of the Washington and assist veterans to establish contact with their former colleagues and other interested parties. Although not officially a society, the newsletter operates in much the same way. The subscribers are a like-minded group who can share their memories and ideas through the quarterly(ish) newsletter.

The story of the Washington in RAF service begins on January 27, 1950, with the signing of an Anglo-American agreement for the loan of 70 B-29s to the RAF. At the time, not everyone in Bomber Command was happy with this agreement. The RAF was suffering from serious manning problems and these new aircraft, with their large crews, would make matters worse. However, despite this resistance, the first Washington (44-69680/WF437) arrived at RAF Marham in Norfolk on March 22, 1950

None of the eventual RAF total of 87 Washingtons was built specifically for the RAF. Instead they were all surplus aircraft extracted from the great aircraft storage depots in America, reconditioned and loaned to the RAF under the Military Defense Assistance Program (MDAP). Although brought out of storage, some of these were effectively new, having been flown directly to the storage depots from the modification centres that all new B-29s passed through after being built. Others had seen service in the Second World War with the Twentieth Air Force, flying missions to Japan from the Marianas Islands, while one Washington had been part of the first B-29 force that operated against Japan from India and China in 1944. Yet more future Washingtons had been used by Strategic Air Command (SAC) as its strength was increased during the immediate post-war years.

Within the RAF, eight main force bomber squadrons were eventually equipped with the type. Four of the squadrons were based at RAF Coningsby (Nos 15, 44, 57 and 149 Sqns) with the other four occupying RAF Marham (Nos 35, 90, 115 and 207 Sqns). A further three RB-29 reconnaissance variants and a single standard bomber equipped A Flight, 192 Sqn, at RAF Watton, and were used in the Electronic Intelligence (ELINT) gathering role. These last four Washingtons later became the last examples to serve with the RAF, finally being paid off on February 6, 1958. The last pure bomber squadrons (the four at RAF Marham) had given up their Washingtons and converted to English Electric Canberras back in March 1954.



ABOVE Crew members stand beside an RAF Washington B.1. For more info see the B-29 Database, September 2005's Aeroplane.

As a stopgap bomber, with only a short service in the RAF, the Washington normally only merits a footnote in B-29 and RAF histories and as such is relatively unknown outside those who were involved with them. Despite this, the Washington seems to have generated a great deal of affection among those who flew or serviced it, although no association existed for it.

Having operated for five years and boasting a membership of around 80, the time is now right for the first Washington Times reunion. This is in the early stages of planning but is hoped to take place at Duxford either during September 2006 or April 2007. For more information about how to obtain the newsletter, see panel.

Society aims

- 1 To foster and preserve the memory of the RAF's Boeing B-29 Washington bomber force
- 2 To help former colleagues re-establish or maintain contact with each other

Washington Times

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Subscription rate:

£5 per annum

Membership:

About 80. Membership is open to all with an association with, or interest in, the Washingtons operated by the RAF, RAAF and those who were involved with the aircraft during their American service before being loaned

What you get:

Members receive four issues of the Washington Times per year and the opportunity to take part in the reunion

BELOW B-29 Superfortress 44-69680 City of Bakersfield and groundcrew just after the end of the Second World War, showing an impressive array of mission symbols. It went on to become WF437 with 207 San and was the very first Washington to arrive.



Aeroplane's 'High Society' article advertising Washington Times and the re-union. For details on how to submit a similar article for your society see any copy of Aeroplane or Aeroplane's web site.

Re-union Update May 18 – 21 2007

The re-union is now set for **May 18 - 21 2007** at the Imperial War Museum, Duxford and Battle of Britain Memorial Flight (BBMF), RAF Coningsby. I need to charge a £5 registration fee for the event to cover my expenses, the other costs, which are approximate at present, are given below.

The programme:

Friday May 18

Informal drinks at the Red Lion Hotel

Saturday May 19

Day at IWM Duxford (IWM open 10.00am – 6.00pm) £ 9 group discount entry price £10 special tour price

Re-union dinner, Red Lion Hotel £22

Sunday May 20

Memorial service

Day at Duxford spring air show (11.00am - 6.00pm) £12 group discount entry price

Monday May 21

Visit to BBMF, RAF Coningsby £25 (£5 entry to BBMF and £20 for transport)

NOTE:

It is not necessary to attend all items in the re-union. If you only want to attend the dinner then that is fine, simply 'book' those that you are interested in attending.

Re-union Dinner

The Red Lion Hotel offers a set menu 3 course dinner for £22 per head. If a vegetarian meal is required please indicate this on the attached Statement of Interest form.

Accommodation

Reduced rate accommodation has been arranged at the Red Lion Hotel (brochure attached). The new rate is £43.95 (single room) and £59.95 (double occupancy). Please contact the Red Lion Hotel direct to book your rooms. The Red Lion has only 18 rooms so book early to avoid disappointment! Other hotels are available in the area and addresses and phone numbers for these are provided on page 6.

Red Lion Hotel
Station Road East
Whittlesford
CB2 4NL

Guided tour of IWM Duxford

Entry into the B-29 is, unfortunately, not possible. However, a guided tour is available and the guide will tailor it to our needs. Hence, if you have any preferences (e.g. visit/access the Lancaster etc) please add these to the 'Statement of Interest Form' when you return it.

Optional Extra

Transport to RAF Coningsby for the BBMF is by coach. However, if sufficient people are interested, it is possible to arrange to travel between Duxford and RAF Coningsby in a vintage aircraft. The flight would also over fly the former RAF Watton and RAF Marham to provide an aerial photograph opportunity over the Washingtons' former bases.

RAF Coningsby is approximately 100 miles from Duxford. To travel by own transport or by bus will take 2-2.5 hours. Air Atlantique Classic Flight operates a fleet of vintage passenger/transport aircraft and these can be hired to make the transfer between Duxford and RAF Coningsby quicker and more atmospheric!

Unfortunately, the hire of the classic planes is not cheap and is also dependent upon the type of plane hired and this, in turn depends upon the numbers who wish to participate in this venture.

The Air Atlantique Classic Flight planes (http://www.classicflight.com/) available for public transport flights are: DC-3 Dakota, Twin Pioneer, Devon and a two Rapides. Which plane or planes that we book will depend on the numbers wishing to fly as the hire cost is fixed and the cheapest rates will be obtained if we fill the planes. Air Atlantique recommend the Twin Pioneer as its slow flying speed and large windows make an excellent sight seeing / photographic platform. Also, the Devon used to be operated by the BBMF so its inclusion would be a home coming of sorts!

The costs per person will vary depending on how many people are interested and hence how many and what planes are hired. If 8 people are interested the cost will be £280 per person and the plane will be the Devon. If 36 people are interested the cost will be £150 per person and the plane will be the Dakota. Costs will vary between these two extremes with the number who are interested.

To reduce the above cost, if enough people are interested, the fee could be split between two people with one flying to RAF Coningsby and the other flying back, the non flying person travelling on the coach. (**Below**: RAF Coningsby from the air, summer 1951 - A view maybe to be repeated during the Washington Times re-union spring 2007? (*Jeff Brown*))











Above: The Air Atlantique Classic Flight planes. Top to bottom DC-3 Dakota (36 people), Scottish Aviation Twin Pioneer (15 people), de Haviland Devon (8 people) and de Haviland Dragon Rapide (8 people)

Alternative Accommodation

AAA Molehouse B&B	Bramley House	
56 Kingsway	Whittlesford Road	
Heathfields		
Duxford CB2 4QN	Little Shelford	
Tel: 01223 832846	Cambridge CB2 5EU	
	Tel: 01223 841355	
Email: info@molehouse.co.uk	E-mail: grn307@yahoo.com	
Website: www.molehouse.co.uk	£50 - £70	
£35 – 55	D O M D	
Brooklands Bed & Breakfast	P & M Dean	
71 London Road	33 Westfield Road	
Stapleford	Great Shelford	
Nr Sawston	Cambridge CB2 5JW	
Cambs CB2 5DG	Tel: 01223 843583	
Tel: 01223 843249	Fax: 01223 843583	
£40 - £45	£42	
Dorset House	Duxford Lodge Hotel	
35 Newton Road	Ickleton Road	
Little Shelford	Duxford	
Cambs CB2 5HL	Cambs CB2 4PP	
Tel: 01223 844440	Tel: 01223 836444	
Fax: 01223 844440	Fax: 01223 832271	
£48 - £55	E-mail: duxford@btclick.com	
	£110 - £119	
John Barlecorn Public House	Moorfield Lodge Bed & Breakfast	
Moorfield Road	49a Moorfield Rd	
Duxford	Duxford	
Cambs CB2 4PP	Cambs CB2 4PP	
Tel: 01223 832699	Tel: 01223 514830 / 0771 369 5769	
£70	E-mail - L.Pearce1@ntlworld.com	
	£50 - £60	
Norfolk House Bed & Breakfast	The Old School B&B	
2 Tunwells Lane	5 St John's Street	
Great Shelford	Duxford	
Cambs CB2 5LJ	Cambs CB2 4RA	
Tel: 01223 840287	Tel: 01223 701878 / 0777 955 3993	
£40 - £50	Email: susanannwoolston@aol.com	
	Website: www.theoldschoolduxford.co.uk	
	£60	
The Panos Hotel & Restaurant	Riverside Stables	
154-156 Hills Road	8 Bury Road	
Cambridge	Stapleford	
Cambs CB2 2PB	Cambs CB2 5BP	
Tel: 01223 212958	Tel: 01223 565863	
Fax: 01223 210980	E-mail: pamagarland@hotmail.com	
£75	From £45	

Request for Photographs

I recently spoke with Andrew Renwick, Curator of Photographs at the **Royal Air Force Museum London.** He is interested in adding to the RAF Museum's collection of photographs and would very much like to borrow photographs of **any** RAF aircraft, station, crews or activity. I said I would ask the Washington Times subscribers if you minded me passing on my scans of your photos. However, my scans are not of a sufficiently high resolution for his needs and he asked if I would pass on his request for photographs to you all.

If you are interested in supplying photos to the RAF Museum please post the originals to:

Andrew Renwick Curator of Photographs Royal Air Force Museum Grahame Park Way London NW9 5LL

If possible, add details such as names of people in the photos, date and location etc.

Andrew will scan them and return the originals to you.

The scans will be available to researchers (who may take copies of them) and may also form part of displays put up at the Museum or in other locations.



The RAF Museum is interested in any photos showing RAF activities (not just Washingtons). Some samples of what they would like are....

Left: Lincolns and Washingtons at RAF

Marham (*Cliff Bishop*)

Below Left: WF502 starting engines

(Cliff Bishop)

Below: 231 OCU (Canberra) Formation team, RAF Bassingbourne1959 (*John King*)





Obituary

Andy Kerzner, tail gunner with 'Crew 12', 28th Bomb Squadron, 19th Bomb Group, 314th Bomb Wing, 20th Air Force wrote to say that Crew 12's first Radar Observer, Frank Hermes had passed away. In the letter he provided details of crew 12's tenth mission. This proved to be Frank's last as he was wounded and subsequently sent back to the USA for medical treatment. Crew 12 went on to complete a total of 30 missions before the war ended. Their B-29 on this mission, #44-69680 'Princess Pat' / 'City of Bakersfield' completed 35 bombing missions (see photo at the bottom of the reprint of Aeroplane's High Society on page 3). After the war 44-69680 went on to serve as WF437 with 207 Squadron. WF437's history was covered in issue 2 of Washington Times.

Andy wrote.....

"This passing, makes me pause, and ask, "Just what did our Radar Operator, Frank Hermes, do in 1945 during WWII?"

Radar was, at that time, a new device maybe similar to a TV screen, in that it used a screen to display outlines of the area below the airplane (or perhaps, even structures) almost like an x-ray might show solid body mass. For example, the Radar screen might display a coastline, to contrast land from water (or a large building, or a bridge). Because I can't explain the workings of Radar I'm not going to attempt any explanation of its operation. However, it was the task of the Radar Operator to take over the guidance of the airplane, using this Radar, when absence of visibility prevented the pilots or bombardier doing so.

Well, the Radar Operator (in this case, Frank Hermes, a 2nd Lieutenant, at the time) sat in a windowless room in the B-29; alone; in the dark; with no one to encourage him or to allay his fears, or bolster his courage. Hearing on his intercom-radio reports from other crew members of flak, or fighters; without ever being able to see any of this action; and knowing that at any moment, it would be his responsibility to guide this expensive airplane with its crew and purpose, on to its' target; using this, at the time, not yet infallible device, Radar. What a tremendous burden to place on the shoulders of a 19 year old young man. And what courage it must have taken to overcome all the anxiety and fear of the moment.

And Lt. Frank Hermes did pass that test on April 15-16 1945 in a night incendiary mission over Kawasaki, Japan. This mission utilized 194 B-29s from both the 313th and 314th wings. While this raid burned out 3.4 square miles of the city, 12 B-29's were lost. The 'Princess Pat' (#44-69680), with crew 12 aboard, and carrying 10,180 pounds of incendiaries, developed a severe fuel leak, within 15 minutes of take-off. All non-essential equipment had to be turned off, in case of a stray spark that might prove tragic. Fortunately, the leak was located and fixed, but not until after a few anxious moments.

The remainder of the trip to the target was uneventful until the opening of the Bomb Bay doors as we approached the target. A number of searchlights fully focused on "Princess Pat" and deadly phosphor shells hit the Radar compartment setting it on fire and wounding the Frank Hermes in the leg and wrist. Pieces of these phosphorus shells were reported to have burst into flame in the operating room, of the hospital on Guam, when exposed to the air, after being removed from the wounds sustained by Lieut. Hermes. Also, the cord from the throat microphone worn by Lieut. Hermes on that mission had been severed approximately two (2) inches from his throat. Fortunate, and grateful to have survived this incident, Lieut. Frank Hermes was sent back to the States for further medical attention. He was awarded the medal of the Order of the Purple Heart.

Additional gunfire shattered a plexi-glass panel of the Bombardier's compartment, covering our Bombardier, Neil Allen, with shards of this fractured plexi-glass. Almost simultaneously, gunfire put holes in and around the tail section; one shell entering my tail-gunner's compartment, right between my feet, and sending splinters from the plywood floor into the back of my clothing. Yet more gunfire smashed the compressor that powered the twin .50 calibre machine guns in the tail, putting them out of action. I froze in horror, as a Japanese twin engine, night fighter [undoubtedly the source of the deadly gunfire] flew a vertical course from 7 0'clock below to about 1 o'clock above, only a few feet from my window. With all this bright light and the close proximity of the enemy plane, I could clearly see the pilot as he flew by.

You must remember, that while our aircraft was fully visible in the bright search lights, there were many more B-29 Bombers scattered in the darkness of that night sky. It is amazing that, other than Lt. Frank Hermes, our Radar Operator, getting wounded, no one else was killed or injured. Also, on night missions, because you can't see other B-29's, you can't fire your guns indiscriminately. I also recognize that because of other planes in that dark sky, that Japanese fighter pilot took a great chance of ramming another plane.

When the compressor in the tail section was shattered, the oil from the compressor was ignited by the phosphor shell and was reported by me as "Fire, in the tail"! but the cold air entering through the holes in the tail, blew that fire out.

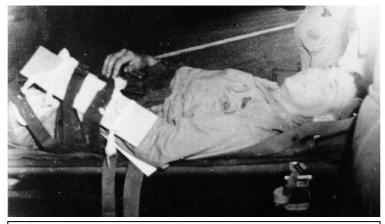
Almost immediately after, "Bombs Away", the aircraft entered a heavy smoke cloud, hiding the plane from the lights and further attack.

But now the Bomb Bay doors would not close. As Roy Kurre, [right gunner], Rut Kindberg, [left gunner], and Doug Snook, [Central Fire Control] put out the fires in the Radar Room, and tended as best they could, to Frank Hermes, Neil Allen [Bombardier] climbed into the open Bomb Bay to try and close the doors. Here, to his horror, found that one of the Bombs had hung up. After great effort, Neil was able to dislodge the hung- up Bomb and let it drop somewhere on the Japanese country side, quite a few miles off target.

Unfortunately, despite all the efforts by Neil Allen and Roy Kurre, who had also climbed into the open Bomb Bay to assist in the effort to close those Bomb Bay doors, they were not successful and we had to drag those open Bomb Bay doors all the way home.

The "Princess Pat", had taken on the appearance of Swiss cheese, but she was still flyable, and brought us all back to base. However, with all the holes in the plane, it could not be pressurized adequately, so I had to stay in the tail compartment with my rear end over the hole in the floor. That was the longest and loneliest seven hours!

The damage to the tail of "Princess Pat"; was so extensive, that the entire tail section had to be replaced, before she could fly again.



Above: Lt. Frank Hermes is carried from 'Princess Pat' on April 16 after being wounded over Kawasaki. (19th Bomb Group Association)

Right: Andy Kerzner (right) and Dan Sidelko (Crew Chief) inspect damage to 'Princess Pat' after the Kawasaki mission. (*Andy Kerzner*)





Above: Crew 12, 28th Bomb Squadron, 19th Bomb Wing, 314th Bomb Wing, Guam pose for the camera having completed their 5th mission.

Standing L-R: Vern Chandler (A/C), Neil Allen (Bombardier), James Stevens (Co-Pilot), George Lane (Navigator), Frank Hermes (Radar Observer), Dan Sidelko (Crew Chief)

Kneeling L-R: Bob Tannerhill (Radio Operator), Roy Kurre (Right Gunner), Harold Galbreath (Flight Engineer), Rut Kindberg (Left Gunner), Doug Snook (CFC), Andy Kerzner (Tail Gunner) (*Andy Kerzner*)

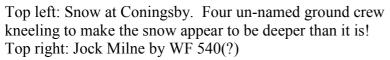
Letters

Eddie Malpas wrote:

May I take the time to thank you for a wonderful website. While looking for some information on my dad's old squadron, I was surprised to see him on the cover of the first edition of your newsletter. May I point out that my Dad enlisted for service instead of being drafted by national service. His name is / was Donald Edward Frederick Malpass, was born 25th Feb. 1933 and died on 3rd July 1996. I think that he worked on the radar side of things on 44 Squadron. Could you pass this information onto anyone else from 44 Squadron who served between 1949 and 1953, and if it is possible, help me find out about my dad's life in the service. I will try to find some old photos and send them to you once I am able to upload them from files and scanner. Once again, thank you,

Below are the photos supplied by Eddie. Unfortunately none show Don. If anyone can remember Don Malpas please let me know and I will put you in touch with Eddie - Chris





Bottom right and bottom left: Jock Milne in and looking out of the cockpit.

(Eddie Malpas)







Gordon Galletly wrote:

I greatly enjoyed Doug Cook's article in Issue 9 since it dealt with my own time on No.44 Squadron.

The article on the book "The Washington Era" mentions Wg Cdr Fryer who was Wing Commander Flying at RAF Marham in the early 1950's. As an illustration of Fryer's sense of humour, on 16 December 1952 I was detailed to fly as an umpire with a Lincoln crew participating in the Bomber Command Blind Bombing Competition and the briefing was conducted by Wg Cdr Fryer. The new ICAO phonetic alphabet had just been introduced and was very new to us all. In the conclusion of his briefing Wg Cdr Fryer said that the weather on return to Base was likely to be rather claggy but he said that there was no cause for concern because RAF Marham was equipped with "Geronimo Coruncopia Albermarl" which would ensure a safe landing.

For those who may have forgotten, the relevant 'correct' phonetic alphabets are reproduced below along with a spoof one, 'The Clapham & Dwyer Alphabet' also supplied by Gordon. The Clapham & Dwyer Alphabet was named after a well-known comedy duo of the radio before and during the WWII and uses improvised Cockney Slang. For those (like me) who have trouble deciphering it here are a couple of translations; A for 'orses – Hay for Horses; B for Mutton – Beef or Mutton. Good luck with the rest!

	1942-43	1943-56	ICAO	Clapham & Dwyer
A -	Apple	Able/Affirm	Alpha	A for 'orses
B –	Beer	Baker	Bravo	B for mutton
C –	Charlie	Charlie	Charlie	C for thilanders
D –	Dog	Dog	Delta	D for ential
E –	Edward	Easy	Echo	E for Adam
F –	Freddy	Fox	Foxtrot	F for vescent
G –	George	George	Golf	G for go
Н-	Harry	How	Hotel	H for respect
I –	Ink	Item/Interrogatory	India	I for novello
J –	Johnnie/Jig	Jig/Johnny	Juliet	J for oranges
K –	King	King	Kilo	K for ancis
L-	Love	Love	Lima	L for leather
M –	Mother	Mike	Mike	M for cis
N -	Nuts	Nan/Nab/Negat	November	N for mation
O -	Orange	Oboe	Oscar	O for the garden wall
P -	Peter	Peter/Prep	Papa	P for relief
Q -	Queen	Queen	Quebec	Q for everything
R -	Robert	Roger	Romeo	R for pound
S -	Sugar	Sugar	Sierra	S for sure
T -	Tommy	Tare	Tango	T for two
U -	Uncle	Uncle	Uniform	U for me
V -	Vic	Victor	Victor	V for l'amour
W -	William	William	Whisky	W for a fiver
X -	X-ray	X-ray	X-ray	X for breakfast
Y -	Yoke/Yorker	Yoke	Yankee	Y for Christ's sake
Z -	Zebra	Zebra	Zulu	Z for breezes

Thanks to John King for the 1942-43 and 1943-56 alphabets

Derek Stanley wrote:

Thank you for the latest edition of the Washington Times. I enjoy all the info you send, one thing, you have me as a radio engineer ex 57 Sqdn, nothing as grandiose as that, just a radio fitter.

Short history of my RAF career:- I joined in 1947 as an RAF apprentice, the apprentice spent 3 years in training, in my case at RAF Cranwell, graduated in May 1950 as a radio fitter air. Radio fitters were crossed trained in airborne radar and wireless systems. I arrived at RAF Marham later that year, I think in Sept, posted to WCU. At the WCU we had short courses in both radar and radio equipment carried in the Washington. These courses were given by USAF personnel. I recall one young instructor saying something to the effect "way back in 41 when the war started" this annoyed a bunch of senior RAF NCO's, some who had been POWs after the fall of France. I worked in the Radar/wireless workshop. We did have civilian tech reps, from the companies that produced the equipment, they were knowledgeable and a great help. Most of them were ex USAF. The equipment in the Washington was an AN/APQ13A which was the centimetric search and bombing radar. Also carried was the SCR718 a fm radar altimeter. Originally the B-29 was fitted with Loran, long distance nav equipment although the RAF removed this and replaced it with Gee, a tried and tested wartime nav system. I can't remember the radio equipment other than there was an h/f transmitter and a 1st class h/f receiver. The B-29 also had 2 VHF tx/rx's, and a very good intercom system.

I joined 57 Sqdn at Marham, and went with the Sqdn back to their home base at Waddington. The Waddington experience was different to say the least. We were in effect a lodger unit, our home base was at Coningsby in 3grp Bomber command, Waddington was in 1grp, still operating Lincolns. As a lodger unit we had a larger ground crew complement than an average sqdn. We were responsible for 1st line servicing (before and after flight inspections), refuelling, rearming, and minor repairs. An added task was minor and major inspections; these were determined by actual airframe hours. So in that capacity we had a full time inspection crew separate from the flight line, but still on sqdn strength. This was the theory. In fact most ancillary trades, radio/radar, electrical, instrument, armament, had to find their inspectors from a very shorthanded crew. In the radio/radar section there was a sgt who was rarely seen, myself as the only radio fitter, and I think either 4 or 5 of wireless mechs. The same applied for radar mechs. The mechanics were mostly national servicemen, with a few ex boy entrants.

We had 8 a/c on strength with at least one at all times on inspection. We had no 2nd line servicing capabilities at Waddington, and so all servicing of the black boxes was done at Coningsby. The black boxes were transported back and forth by truck. At Waddington we had no radar test equipment so, for example, after getting radar equipment back from Coningsby which, after the road trip, often needed calibrating we aligned the radar antenna on Lincoln Cathedral, and tuned in for max signal. Not in the book, but it worked.

We put in long hours, as at that time Heligoland was still being used as a live bombing range, and lots of WWII munitions were being dropped on it.

I am not sure when we finally left Waddington and went to Coningsby, but it was at Coningsby some time in '53 that we lost the Washingtons and converted to Canberras. Waddington was really where my Washington experience mainly took place and I will say that it was one of, if not the, most fulfilling times for me while serving in the R.A.F.

Gerry Beauvoisin wrote:

The letter from Douglas Cook about life on Washingtons at Coningsby intrigued me. I was at Coningsby with 57 Squadron from March '52 to April '53 and only once flew with less than four gunners. That was when I was shanghaied along with another National Service Gunner at 17:00 on October 10th '52 to take part in an air test. We were the only gunners daft enough to stay in the crew room – everyone else had scampered off to the mess for tea.

As for the crew line up. Whilst carrying out all the necessary pre-flight checks we always laid our 'chutes etc on the mat in front of the aircraft although I can't remember ever going through the parade formality before boarding. Even when the Squadron CO flew with us it didn't take place – it was a ridiculous American practice.

(How did the number of gunners differ between squadrons? 57 squadron seem to have used the standard 4 while 44 had 3 – the tail gunner was gapped. Can members from other squadrons recall their gunner compliment per plane? – Chris)

Bob Goater wrote:

I am writing in answer to Harry Stoneham's question in the 9th issue of Washington Times, "why is there no mention of the Washington in the Coningsby museum".

The simple answer to this is that there is no Coningsby museum. The place Harry visited was probably the Battle of Britain Memorial Flight. This was formed in July 1957 with three Spitfires and one Hurricane as the Historic Aircraft Flight. They displayed at air shows and were then based at RAF Biggin Hill.

Over time the number of aircraft grew and the flight moved to various RAF units. The Lancaster came into the flight in 1973 and, appropriately, as the Lancaster squadrons were largely based in Lincolnshire the flight moved to Coningsby in 1976. It occupies the hanger alongside the Dogdyke road which was the station flight in the Washington era.

In 1986 it was decided that the public would like to see these wartime aircraft at their base as well as in the air at displays. Volunteers were sought as it was obviously necessary to escort visitors round the hanger. A visitor's centre consisting of a shop and small display of wartime memorabilia was also set up. The guides and visitors centre are run by Lincolnshire County Council but the RAF operate the aircraft and have the final say in the running of the hanger.

At present the flight consists of 5 Spitfires, 2 Hurricanes, 2 Chipmunks a Dakota and the Lancaster. We guides are unpaid. A lot of the original volunteers were wartime air and ground crew, but age is taking its toll of them and nowadays many guides are ex national service and ex peace time regulars.

When the aircraft are on the apron we use an outside viewing area and this is situated where the B-29s of XV squadron used to enter the airfield from the dispersal on the other side of Dogdyke road and I often point this out to my visitors and give them a little information on Coningsby. I agree with Harry that it would be appropriate to have a short history of the station somewhere in the visitor centre and I will bring this up with the boss.

(See page3 for details of the planned visit to the BBMF during the re-union should they be able to accommodate us.)

Doug Cook wrote:

Many thanks for WT #9.

Mention was made by a couple of people of the American custom of the Briefing Mat and the line up before flight. Some may not know the origins of this. In the US Army Air Corps days only the officers went to briefings – usually the pilots, navigators and bomb aimers – the rest of the crew, i.e. the engineer, signaller and gunners were essentially ground crew who flew. They had to get the aircraft ready for the mission. When the other half of the crew arrived at the aircraft, the Captain had to assemble his crew, make sure they all had the right flying kit, and then to brief them on what the mission was. The system was followed by the USAF and the USN.

I went to America on exercise in 1953 in Shackletons. We were based at US Naval Air Station Quonset Point, Rhode Island. The same briefing protocol was followed there. We had the utmost difficulty in getting one of the Squadron Captains, who was a Flight Sergeant, into the briefing room because of his rank

Bunny Bowers wrote:

I noted with interest the photo of the C.S.U. change because I agree that it was indeed a fiddly job. I remember that at the outset at Marham the American crew chief wanted to replace a defective C.S.U. with a new one whereas our boss, F/Sgt Teale, insisted that we carried out repairs!

(Was it the normal practice in the RAF to repair rather than replace items on the Washington? - *Chris*)

Charles Parker wrote:

I don't know if any of your other correspondents picked up on your comment about the Ansons parked near the old Ermine Street on the Waddington photo on page 22 of issue 5. A.V. Roe had a repair facility at the Brace-bridge Heath, about a mile north of the airfield and they had the use of No. 5 Hangar at Waddington for repairs, final assembly and testing. In the 1950s they modified a large number of Ansons as flying classrooms for the Royal Navy and also converted ex service aircraft for civilian use so it is fairly safe to assume that these are awaiting conversion.

I was also interested in Don Crossleys' comments about 'Tirpitz' Tate's enthusiasm for flying the Washington. Pat Epsom (an ex 57 Squadron Air Gunner) used to tell a similar story. Because of the weight of the aircraft, any form of 'marginal' circuit was discouraged and, in the event of losing an engine, go-arounds were avoided at all costs. If flying was planned but the weather conditions were close to the limits and there was any doubt about being able to land back, Tait would turn up with his flying gear, dismiss the captain of the first aircraft due away and take over the mission. Once airborne he would make a decision as to whether the visibility would permit emergency landings back at base and if not, he would fly the sortie and then land at the nearest diversion. Because of the range of some of the operations, this could be in the north of Scotland, St Mawgan or in Germany. The hapless crew would be left in their flying gear to await better weather to get home which meant they were often stranded in an unfamiliar Officers' or Sergeants' mess without proper clothes and with limited cash!

A Whatman wrote:

Just a little information for you.

After doing my national service basic training at Padgate Warrington I was posted to RAF Waddington where I joined 57 Squadron as an armourer assistant that entailed cleaning and servicing machine guns and help collecting bombs from the bomb dump and assisting with bombing up aircraft.

I must state at this time 57 Squadron were flying Avro Lincolns and were waiting for the first jet bomber, the Canberra that was still doing flight trials before going into squadron service. So 57 Squadron with flight and ground crew went to RAF Marham, Norfolk to do a six month conversion course on the B-29 Superfortress. After our training we were posted back to RAF Waddington as a separate unit from the rest of the station on the other side of the airfield.

The B-29 had some secret equipment on board that meant all the squadron ground crew had to do 24 hour guard on the aircraft and this came around quite regular. All we had for protection was a wooden truncheon. This made us laugh a little as, at that time, Waddington had a squadron of USAF B-50s stationed quite close to us and their armed guards had rifles that were loaded. When we went by them on the bomb trolleys these would be pointed at us until we had gone by.

Anyway, we soon settled in and started practicing bombing runs on the concrete U Boat pens at Heligoland.

We would get the odd occasion when the barrels of the .5 guns would get very hot after a long burst a live round of ammunition would go into the breech and with the upper turret stowed towards the tail fin the round would be ignited by the heat of the barrel and would go through the tail fin. They called this a cooked round making for a bit of repair work on landing!

After landing all machine guns were taken out of the turrets and taken to the armoury to remove condensation and rust before lubricating the barrels and refitting to the turrets.

I stayed with 57 Squadron until I was demobbed at Waddington before the squadron moved to Coningsby.

Harry Palmer wrote:

I joined 44 Squadron on the Washington Conversion Unit at Marham in February 1951 in a crew captained by Flt Lt Foster, after flying as a rear gunner in Lincolns on 50 Squadron at Waddington.

After the WCU course, 44 Squadron was posted to RAF Coningsby. I flew most of my trips in WF511. In September 1951 I obtained an exchange posting with a gunner of 57 Squadron at Waddington where I was crewed with F/O Kay and flew in WF551. I then flew in the crew of Sqdn Ldr Holmes, CO of 57 Squadron. We flew in various of the Squadron aircraft.

In April 1952, 57 Sqn was posted to RAF Coningsby. In March 1953 the squadron was disbanded, I was then posted to RAF Marham on 115 Squadron.

On 20 September 1953 our crew, captained by F/O Ford took Washington WF 562 to Habbaniya, Iraq. On 24 September we returned to Marham via Nicosia Cyprus.

On 29 December 1953 I was right scanner on <u>WF 495</u>, Pilot F/O Appleton, on a Compass Swing Flight. On 26 January 1954 I was left scanner in WF 566 on an Air Sea Rescue search for <u>WF 495</u> which by then, was en route to America. Nothing was found.

On 5 February 1954 I flew in WF 564 with F/O Appleton on Operation Home Run. Firstly to Prestwick and then on to our first leg to the Azores. About two hours out, we had a big oil leak on No 3 engine and had to feather it. On landing safely at Lages in the Azores we were told that repairs could not be done there. We finally returned to the UK in a USAF C54 and landed at Heathrow. From there, we went by train back to Marham.

That was my last flight in a Washington.

On checking my log book I found that I had flown in 18 different Washingtons and had clocked up about 700 flying hours.



Above: Flt Lt Foster's crew, 44 Sqdn Feb 1951. L to R: Flt Lt Foster, -?-, -?-, Flt Lt Kneal, Sgt Peto (F/E), Sgt Parrish (A/G), Sgt H Palmer (A/G). (see page 23 for Flt/lt Foster when flying Canberras).

Next page top: WF551 at dispersal RAF Waddington.

Next page bottom: WF551 flight crew, 57 Sqdn, RAF Waddington. L to R: -?-, Sgt Kerasmus (A/G), -?-, Sgt H Palmer (A/G), F.O. Ford (Pilot), F/Sgt Tranten (Co-pilot), -?-, -?-, Sgt Perry (F/E) (*H. Palmer*)





Another of the photos sent in by Harry Palmer showed in flight rations being sorted before a flight and this reminded me of a short article provided by John King a while ago. The photo and article are included below. Any comments on the food in Bomber Command and Coastal Command from other readers?

IN-FLIGHT CATERING BOMBER COMMAND 1950s STYLE

Post-war Bomber Command was not known for the quality of the in-flight rations it provided to its crews until the introduction of the B-29 Washington. Prior to that, Lincoln crews were offered very limited sustenance in the form of a bar of 'nutty' and a pack of chewing gum for any flight exceeding a specified duration – something like two hours. In the event of an early return any unconsumed rations were supposed to be returned to the squadron ration chest – fat chance of that ever happening! For sorties at night, to augment the chocolate and gum, there were sandwiches from the airmen's mess which, in the cold dry air, soon became crusty and curled. They lacked all appeal and usually ended up in a waste bin.

The arrival of the Washington soon changed all that. Here was an aircraft with pressurisation that afforded the crew a comfortably controlled climate. Furthermore it sported a heating urn in the rear fuselage. This undoubtedly presented a major challenge to the Command's Catering Staff but, after one of two half-hearted attempts, they succeeded in coming up with an answer. For the long-suffering crews, now experiencing flight durations of up to 20 hours, and sometimes longer, the answer was nothing less than a gastronomical delight.

The basic qualifying requirement for in-flight meals was a sortie of at least four hours duration. Over and above that a meal was provided for each (ground) meal missed and for each eight hours period an additional meal was provided. Each meal comprised a can of soup, a tinned main dish and the good old standby, a bar of chocolate and/or packet of gum. There was a selection of soups and main dishes that each crew member could order and usually one of the gunners was made responsible for the collection and distribution of the meals. Tomato soup was a popular item and amongst the main dishes there was a choice of scrambled eggs and bacon or several meat concoctions. Each meal came equipped with a small folding can opener, similar to that found in the US 'K' rations. Two large thermos urns were also provided in each aircraft as part of the standard equipment. One was positioned in the forward compartment and one for the rear crew. Each contained about a gallon of hot coffee. Tinned milk and sugar was provided with each meal pack.

The heating urn for meals was positioned back with the radar navigator in the rear compartment. It was very efficient but would only hold a few cans at a time. Whenever the forward crew members wished for a hot meal either the flight engineer or the signaller would collect up the cans, stuff them into the front of his flying suit and depart aft via the tunnel crawl-way. Once all the cans had been heated he would reverse the process, this time stuffing his flying suit with very hot tins! The return trip was usually more expeditious than the outbound!

This procedure was not without its hazardous aspect. One signaller, returning laden with hot soup tins from his cook's duty, appeared at the mouth of the tunnel with his face dripping with, what appeared to the navigator/plotter, blood! His initial horror was alleviated once he realised that it was nothing more serious than tomato soup from an exploding can. The signaller, however, did not appreciate being drenched in hot soup.

During these excursions down and back through the tunnel, in the early days of the Washington, full pressurisation was maintained. Later this was amended when it was realised any sudden depressurisation whilst a crew member was in the tunnel would create a fine example of high velocity gun being fired. Depending where the failure occurred, the unfortunate soul would be propelled down the tunnel in one direction or the other and would come into contact with a substantial obstacle once ejected. At the forward end there was the forward-upper turret ammunition pan awaiting his prompt arrival or, to the rear, the Central Fire Controller and his seat. Both would have provided substantial interruption to the progress of any projectile. It really was a no-win situation. Consequently it was decreed that tunnel transit could only be made at reduced pressure differentials.

Life for the Washington crews was substantially better than had ever been experienced in Bomber Command. But it was still a long way from the delights provided for Coastal Command's 'Kipper Fleet' and their steak and chips from a full galley!

John King



The crew of WF551 prepare the rations in advance of another sortie L to R F/Sgt H Palmer sorting the Tins, Sgt Dougal, F.O. Ford (*Harry Palmer*)

Geoff Fielding, an ex 207 Sqdn Air Gunner, supplied some photos of life at RAF Marham. When I showed these to John Laing (another ex 207 Sqdn Air Gunner) he sent the following story relating to them:

Thanks for the photo. I never played volley ball. In summer during my time at Marham we played a form of cricket cum soft ball for which the rules were made up as we went along and I've often thought

about codifying the eventual outcome. As a game it was a good form of exercise and helped to keep NCO aircrew fit and out of the way of authority which from time to time thought up less interesting things for our spare time! However I think that our fitness was appreciated and with all the current talk of obesity perhaps the game could be introduced in schools, etc. The only equipment needed is; an empty oil drum, two cricket stumps [or similar] a baseball bat and a soft-ball. Numbers: as many as wish to play. 'Pitch': any convenient open space. We used part of the airfield in the same way as the volley ball lads were doing - probably the same spot.

Alf Edge lying prone was a common sight though he did from time to time join in our game which I recall we called 'Hit and Run' or 'Tip & Run'. Alf was a prodigious farter especially after an evening drinking old ale and eating cheese and onion sandwiches [food was rationed]. One day he was left in sole possession of the gunners' room after a particularly pungent release of gas. The CO seeing his gunners standing idle in the hangar enquired why we were there. No one was prepared to tell the truth and we all sloped off as unobtrusively as we could. Geoff Fisher then went over to our room where he found Alf sitting in his fug with a silly grin on his face. The CO beat a quick retreat no doubt realising why we'd all vacated the room.

Sadly Alf died some time ago as did his colleague and my friend in ACA, John Miles who had Alf as his deputy gunnery leader sometime after Marham.



The 207 Sqdn gunners' crew room, with the Individual and Crew Classification board on the right. 'S' means Select, 'N' Non Combat and 'C' Combat. The men (left to right) Johnny Holdsworth, Roy Maynard (Engineer), Gordon Owers, Kevin Grant, 'Taff Lewis'. (Geoff Fielding)

Playing volleyball at Marham. Geoff Fielding is the one jumping. To the right is Johnny Forster. The man standing maybe Dave Owen while the one lying prone is Alf Edge. (*Geoff Fielding*)



Finally, **Vic Avery** responded to the advert in Aeroplane and supplied a photo of a painting that he has showing WF442, P Peter on 90 Squadron. This plane was featured in issue 5 of Washington Times where Don Crossley, the signaller on the same crew supplied his memories. Vic had not been in contact with Don since the 1950s but made contact with him after reading about Washington Times in the High Society article....

Thought you might like to see a picture taken at my recent re-union with my old crew-mate Don Crossley, at his home on 23/8/06. We reckoned that the last time we flew together was on 6 March 1952. Flt/Lt 'Tommy' Thomas was the pilot & aircraft captain in Washington WF442 'P' on 90 Sqdn, our normal aircraft and, I believe, the last of the original 70 airframes supplied. We took-off from Marham at 11.00 Hrs for a 6Hr.40m sortie which included Air to Sea gun-firing and local Continuation Training. Don was the Signaller and I was the Nav/Radar in the crew. Along with several others at the time I went thru the Aircrew II/Sgt. rank changing era!!

I was posted from the squadron on 12 March 1952, and we had not been in touch with each other since that time. We had a lot to chat about!!!

Many thanks for bringing us together again.

For the record, after being posted away from 90 Sqdn I was commissioned in June '52 before being posted back to 44 Sqdn at Coningsby. The CO was Sqdn Ldr 'Gerry' Wade, and my skipper was Flt/Lt 'Jack?' Currie. We flew WF509 'D' as *our* aircraft, but crew/aircraft allotment was much less rigid on the squadron at the time - more a case of flying whichever we could get serviceable to meet the programme, I seem to recall.

By January '53 the Sqdn was being split-up, and I was among the 3 pilots & 3 navs to do the short conversion at Bassingbourn and to return to Coningsby in April '53 to reform as 44 Sqdn, flying Canberra B2s, with Sqdn/Ldr 'Len' Preddy as the CO. Flt/Lt 'Johnny' Foster was now my 'driver'.

Regards,

Vic Avery.



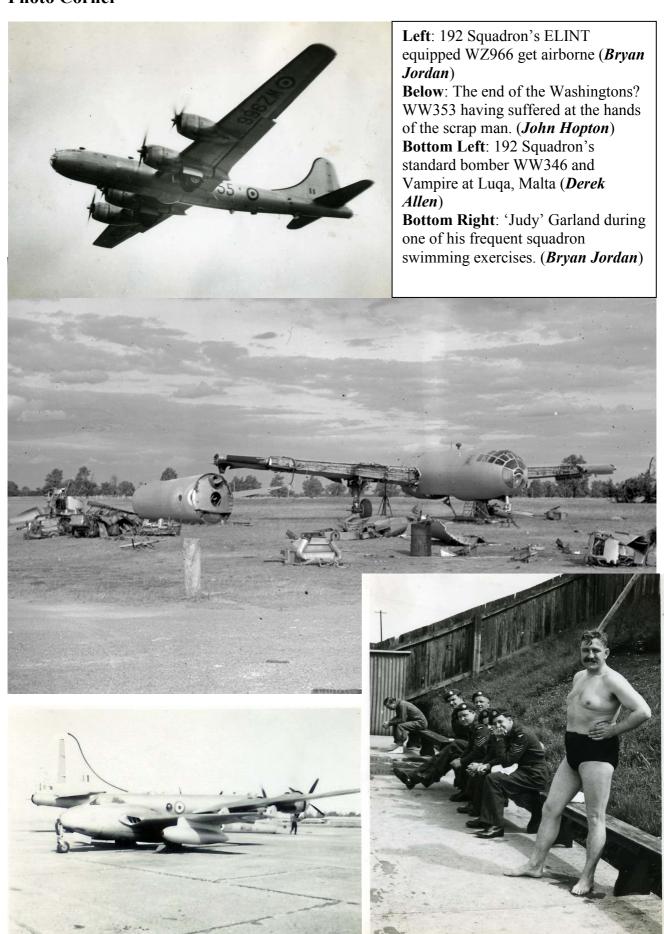
Left: Don Crossley (right) and Vic Avery reunited in August 2006.

Next page top: Painting of WF442 P-Peter as owned by Vic Avery.

Next page bottom: March 1953. First 44 squadron exercise after conversion to Canberra B2. Ex B-29 crew members are Flt/Lt John Foster (7th from left – see also photo on page 17), Flt/Lt Vic Avery (3rd from left at rear) and Flt/Lt John Marsden (2nd from left) (*all Vic Avery*)



Photo Corner



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
David	Alexander	ASF Marham

Ken Alderman Bristol Aeroplane Company, Filton

Derek Allen 192 Squadron

Trevor Allwork 149 Squadron Engine Fitter Roy Arnold 44 Squadron Air Gunner

Vic Avery 90 / 44 Squadron Radar Navigator

Phil Batty 44 Squadron Signaller
Gerry Beauvoisin 57 Squadron Air Gunner
Ray Belsham ASF Engine Fitter Marham

Cliff Bishop 115 / 90 Squadron Engine Fitter

Bunny Bowers Crew Chief WF437

Joe Bridge Webmaster, RAF Marham Website

Maurice Brice General Interest

JohnBristow207 Squadron Airframe MechanicJohnBroughton207 Squadron Engine FitterJeffBrown149 Squadron Air Gunner

Mike Brown 115 Squadron Airframe Mechanic (WF446)

Eric Butler 207 Squadron Armourer

Michael Butler Son of Harry, 207 and 35 Squadron Signaller

William Butt 115 Squadron Crew Chief

John Care 149 Squadron Pilot

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

Bob Cole 149 Squadron Electrical Fitter (WF498)

Terry Collins XV Squadron Engine Fitter
Doug Cook OBE 44 Squadron Co-Pilot (WF508)

JohnCornwall192 Squadron aircrewJohn (Buster)Crabbe207 Squadron Crew ChiefDonCrossley90 Squadron Signaller

Bernard Davenport 90 Squadron Air Gunner

William Davey Marham, Station Commander's (Gp Capt Stansfield)

Batman

Mike Davies 90 Squadron Air Gunner

Gordon Dickie 35 Squadron Airframe Mechanic Basil Dilworth XV / 192 Squadron Radar Navigator

Keith Dutton 90 Squadron Air Gunner

PeterFahey35 Squadron ElectricianPeterFairbairn35 Squadron Engine Fitter

Tony Fairbairn Lived near 23MU, RAF Aldergrove

Les Feakes 149 Squadron Air Gunner

GeoffFielding207 Squadron Air GunnerKenFirth44 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

Gordon Galletly 44 Squadron Navigator / Bombardier

Norman Galvin XV Squadron Engine Fitter
Alan Gamble 90 Squadron Radio Operator
Brian Gennings Ground Maintenance Hanger
Bob Goater XV Squadron Instrument NCO
Tony Goodsall 90 Squadron Air Gunner

John Hanby 207 Squadron Engine Fitter (WW342)

Ken Harding 44 Squadron Signaller
Alan Haslock ASF Turret Armourer
Peter Higgins 207 Squadron Air Gunner
Roy Hild Pilot 42-94052 (WF444)

Tony Hill Archivist P&EEE Shoeburyness

JohnHobbs149 quadron Air GunnerJulianHornRAF Watton WebsiteHenryHorscroft44 Squadron Association

Brian Howes 115 Squadron

John Howett A/C 44-61688 (WF498)

Ernest Howlett 44 Squadron Engine Fitter (WF512)

Ken Hunter 90 Squadron Navigator

Paul Hunter Flight Engineer 42-65274 with 40th BG (WF442)

Jimmy James Engine Fitter

Bryan Jordan 90 Squadron Air Gunner

Ron Jupp Vickers Guided Weapons Department, Weybridge

David Karr Nephew of William Karr, XV Squadron Air Gunner

J. Kendal (Ken) 90 Squadron ??

Andrew Kerzner Tail Gunner 44-69680 (WF437) John King 44 Squadron Flight Engineer

JohnLaing207 Squadron Air GunnerGeorgeLaneNavigator 44-69680 (WF437)

Peter Large Brother of Edward Large, Pilot 44 Squadron

Pete Lewis 149 Squadron Engine Fitter Jack Lunan Engine Fitter Marham

David Male Bristol Aeroplane Company, Filton

Gerry Maloney 44 Squadron Navigator/Bomb Aimer (WF508)

Patrick McGrath 115 Squadron Pilot

P. McLaughlin Engineering Officer, Pyote Texas
Peter Morrey 57 / 115 Squadron Air Gunner
Mo Mowbrey 57 Squadron Air Gunner

PatO'LearyConingsby ArmourerBrianO'Riordan192 Squadron Ground crew

Ralph Painting 57 / 192 Squadron Flight Engineer **Harry** Palmer 44 / 57 / 115 Squadron Air Gunner

Tom Pawson 35 Squadron Signaller
Bob Pleace XV Squadron Pilot
Chris Petherington 207 Squadron Pilot

Ian Qusklay 90 Squadron Air Gunner

Harry Rickwood 149 Squadron Electrical Fitter **Phillip Rivkin** 35 / 57 Squadron Signaller

Harold Roberts Witness to crash of WF502

Ivor Samuel 207 Squadron Air Gunner

William Santavicca Gunner 'Look Homeward Angel', 6th Bomb Group Association Steve Smisek Son of A/C of City of San Francisco (K-29, 330th Bomb Group)

Joe Somerville Engine Fitter Marham
Paul Stancliffe 192 Squadron Co-pilot

David Stanford 192 Squadron

Derek Stanley 57 Squadron radio Engineer

Jim Stanley

AdrianStephens192 Squadron Air Wireless FitterBillStevenson35 / 635 Squadron AssociationHarryStoneham44 Squadron / A.S.F. Engine Fitter

Ron Street 90 Squadron Pilot

Tim Thewlis General interest in Washingtons

Albert Urquhart Left Gunner K-39, 330th Bomb Group

Peter Walder 44 Squadron Radar Fitter

Geoff Webb 57 Squadron Engine Fitter (WF558)

A Whatman 57 Squadron 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